

Please note that question 1 (page 1) has been removed from this document as this was for analysis purposes only i.e. to record the number of online and paper responses.

2015 Local Plan Consultation Response Form

Q2 Do you agree or disagree with the proposed overall strategy? (please refer to page 2 of booklet)

Answered: 222 Skipped: 3

| # | Responses | Date |
|----|---|---------------------|
| 1 | I disagree most strongly with any use of Green Belt Land. The proposal to build on site GB2 was not mentioned when we consulted the planning documents for the area before we moved here eighteen months ago. This important green belt corridor has always been intentionally left as it is the only clear area for natural wild life and migration from the sea inland. North of Carnforth and South of Heysham are built up areas. Narrowing this area will render it useless and destroy the natural home for wild life. There are several natural springs and dykes on this land which is below sea level. Have any plans been made to deal with this? | 1/12/2016 11:14 AM |
| 2 | I disagree because having an urban-focused approach will merge all the settlements and those who live rural won't be in the picture because of these plans. | 1/12/2016 11:13 AM |
| 3 | Protect GreenBelt/Fields Submitted a letter objecting to development on Green Belt land between Slyne with Hest and Bolton Le Sands (GB4). | 1/12/2016 10:58 AM |
| 4 | Disagree with strategy Disagree. The reason being we do not agree with large number of houses being built in one area. | 1/12/2016 10:50 AM |
| 5 | Agree with strategy I agree. more jobs are needed to allow the economy of the district to grow. new houses are required as a direct result of more jobs. It has to be done - to keep up with the rest of the country and attract new business investment. | 12/15/2015 11:56 AM |
| 6 | Agree with strategy Dolphinholme I agree with the hybrid approach so tat there is dispersal of development but only to sites close to existing developed land and the new link road and junctions to the North and East where there will be improvements in accessibility. I do not think that Dolphinholme should be developed unless it can be proven to improve its functioning as a viable community with appropriate services. | 12/15/2015 11:49 AM |
| 7 | Infrastructure Issue with figures I disagree with the Turley Report. I question the number of houses stated and the number of new jobs is unlikely to happen. The roads are already crowded, schools are full, the NHS is stretched. This is not mentioning sewage and drainage. There is inadequate public transport in rural areas. At the time of writing bus services are under threat of having subsidies removed. | 12/15/2015 11:38 AM |
| 8 | Protect GreenBelt/Fields Urban extension - Reluctantly and with reservations Green belt review - disagree Village expansion - agree | 12/15/2015 11:31 AM |
| 9 | Issue with figures The overall strategy is deeply flawed, the forecasted job growth is over estimated, so the need for 13,000 to 14,000 new homes is again over estimated. | 12/15/2015 11:23 AM |
| 10 | Protect GreenBelt/Fields Urban extension - if necessary Green belt review - disagree village expansion - agree | 12/15/2015 11:13 AM |
| 11 | Protect GreenBelt/Fields I am happy with the idea of Urban Extension, but oppose strongly the idea of the Green belt Review if this simply means reducing the size of the Green Belt. | 12/15/2015 11:07 AM |
| 12 | Disagree with strategy Dolphinholme No - with particular reference to my village of Dolphinholme. How can you plan from ' open spaces, heritage and maintain conservation'? We already have this and want it to remain that way. Your plan emphasises 'an urban focused approach to development'. | 12/15/2015 10:52 AM |
| 13 | Issue with figures While I acknowledge the need for further housing for the reasons given, I am sceptical about the houses for the figures quoted. As shown, they are very round, and I would need to be convinced in detail that those projections have indeed a concrete probability rather than politicians wishful thinking, simply collecting a series of conjectural trends. | 12/15/2015 10:49 AM |
| 14 | Disagree with strategy Disagree | 12/15/2015 10:46 AM |
| 15 | Disagree with strategy Protect GreenBelt/Fields I strongly disagree with the overall strategy and the whole scale destruction of the green belt and the amplifications in Bolton-le-sands and Hest Bank on the A6. | 12/15/2015 10:37 AM |
| 16 | Disagree with strategy Disagree. The reason being, we do not agree with large number of houses being built in one area. | 12/15/2015 10:29 AM |
| 17 | Disagree with strategy Issue with figures Disagree - Overestimation of jobs in area therefore housing need will be less | 12/15/2015 10:25 AM |

2015 Local Plan Consultation Response Form

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| 18 | Disagree with strategy disagree | 12/15/2015 10:20 AM |
| 19 | Affordable Housing We agree with the reasons for the increase in affordable housing in Lancaster/Morecambe. We wish, as residents, to alert you to some of the problems associated with the proposed developments for new build home owners. | 12/15/2015 10:13 AM |
| 20 | We agree that there needs to be a housing strategy but keep to brownfield areas. | 12/15/2015 10:10 AM |
| 21 | Disagree with strategy Disagree | 12/15/2015 10:09 AM |
| 22 | Disagree with strategy Definitely disagree | 12/15/2015 10:05 AM |
| 23 | Issue with figures Protect GreenBelt/Fields I think the assumptions on which the strategy is based are flawed. The local economy has not grown in the last decade and is very unlikely to grow with the present cut-backs in jobs and investments. Did the planning consultancy have links with the building industry? Predictions about the future are not evidence. More brownfield sites exist in the corridor, green fields should not be used. Age predictions are more reliable so cheap small homes could be built for older people. Much of the housing being built at the moment e.g. in Halton is not affordable and answers not to housing need but developers greed. | 12/15/2015 9:48 AM |
| 24 | Affordable Housing Disagree with strategy Protect GreenBelt/Fields Disagree. There is a glut of unsold houses in Lancaster and large buildings that remain empty that are not being creatively developed for affordable housing. The new road is for increased trade at Heysham port. Why isn't there a large housing project there - homes where these new jobs will be? Why isn't the West End of Morecambe being revitalised for housing? It is criminal to review Green Belt - it should be sacrosanct or else green belt is meaningless. Villages should remain villages - not be forced into changing their nature. | 12/15/2015 9:44 AM |
| 25 | Disagree with strategy We strongly disagree as most residents are elderly and this traffic disturbance and stress would cause many problems in this quiet residential area. Where it will instantly bring down house prices and devalue our lifestyle. | 12/15/2015 9:35 AM |
| 26 | Disagree with strategy Disagree | 12/15/2015 9:32 AM |
| 27 | Disagree with strategy Disagree - strongly | 12/15/2015 9:29 AM |
| 28 | Infrastructure It is a realistic basis to plan for required new buildings, but are infrastructure deliveries in agreement? | 12/15/2015 9:22 AM |
| 29 | Disagree with strategy Absolutely disagree. It is irresponsible knee jerk reaction. Using the new road as a bench mark to slip in planning permission. It already takes 15mins longer to get into Lancaster. RLI wouldn't cope. | 12/15/2015 9:17 AM |
| 30 | Agree with strategy Protect GreenBelt/Fields continue city urban extension, on existing built up brown belt land but not at expense of green belt. In principle, yes, there is a need for development but not on green belt. | 12/15/2015 9:07 AM |
| 31 | Protect GreenBelt/Fields Yes as long as greenfield sites are used after brownfield is exhausted | 12/15/2015 9:01 AM |
| 32 | Disagree with strategy Infrastructure Issue with figures Disagree - Do we need so many homes? Hospitals already struggling to cope. Traffic situation already appalling in Lancaster and Galgate. | 12/15/2015 8:54 AM |
| 33 | Issue with figures I disagree with the plans. I am yet to be convinced your figures are correct. They seem exaggerated figures. | 12/14/2015 4:54 PM |
| 34 | Disagree with strategy I do not agree with an urban - focusses approach to development strategy, considering that Lancaster, Morecambe etc. are within a stone's throw of one of the most beautiful areas in Britain i.e. the Lake District, an oasis for rest and recreation. | 12/14/2015 4:53 PM |
| 35 | Disagree with strategy disagree | 12/14/2015 4:46 PM |
| 36 | Disagree with strategy Disagree | 12/14/2015 4:46 PM |
| 37 | Agree with strategy I understand the needs to find more housing sites, with some reservations, I agree with the overall strategy. | 12/14/2015 4:44 PM |
| 38 | Disagree with strategy strongly disagree | 12/14/2015 4:39 PM |
| 39 | Agree with strategy Protect GreenBelt/Fields I agree with the extension to the urban sites but not to the extension into the Green Belt I strongly appose. | 12/14/2015 4:35 PM |
| 40 | Disagree with strategy Issue with figures Protect GreenBelt/Fields I completely disagree with the proposal. There should be NO building on green belt land, as David Cameron said - it should be protected. Green belt has a stated purpose which should be adhered to. One of which is to prevent urban sprawl and allowing built up areas to merge. We need to safe guard the countryside from encroachment onto historic settlements and souring something of England for our children and children's children. As for new jobs - well I can't see that happening. | 12/14/2015 4:25 PM |

2015 Local Plan Consultation Response Form

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| 41 | Disagree with strategy Infrastructure Protect GreenBelt/Fields The proposal is not sustainable in particular traffic chaos coming to and from Lancaster. DISAGREE There are other non green belt areas south of Lancaster why not investigate them. | 12/14/2015 4:21 PM |
| 42 | Protect GreenBelt/Fields Disagree with development on any green field site until all other options have been explored, and potentially developed. | 12/14/2015 4:11 PM |
| 43 | Protect GreenBelt/Fields We disagree because valuable greenbelt will be utilised for building property and it makes a mockery of greenbelt land supposedly being protected. | 12/14/2015 4:07 PM |
| 44 | Infrastructure I am not against building more houses. The best places to build is on the fields on the Heysham by-pass. I presume these property would be for first time buyers and to rent as well with so many houses going up. You closed one post office in Caton the schools are full up. A bus route on the main road to junction 34 will cause more accidents. No sewer here in this area and no gas either. | 12/14/2015 3:51 PM |
| 45 | Disagree with strategy Infrastructure I disagree with the overall strategy as there is not the infrastructure to cope with the increase in the north of Lancaster region, i.e. schools, doctors, services and recreational areas. Including Slyne with Hest. | 12/14/2015 3:30 PM |
| 46 | Disagree with strategy Issue with figures Disagree - I don't think this area can create the jobs growth envisaged by the consultants. The larger city or conurbations in the region are more likely to produce opportunities for skilled well paid jobs and continue to draw people away. Therefore I don't see a requirement to build housing in such large numbers as proposed or particularly the destruction of the green belt. | 12/14/2015 3:26 PM |
| 47 | Agree with strategy Protect GreenBelt/Fields We agree with the principle. However we don't believe in joining up Hest Bank, Slyne and Bolton-le-sands - last green belt area keeping the 3 villages uniqueness | 12/14/2015 3:14 PM |
| 48 | Issue with figures I partly agree. However, nobody seems to know how Turley Associates came up with these large increases for the populations. Lancaster has had a predominately stable economy, neither huge booms nor busts. It would be lasting pity to carpet the lovely surroundings of Lancaster with housing estates if enough (or nearly enough) can be provided within the built environment. | 12/14/2015 3:09 PM |
| 49 | I don't agree to the area of Cinder Lane, Piccadilly Scotforth. I have a plot on the Cinder Lane allotments and don't want to loose it. Whilst I agree in part for development of homes/houses. Cinder Lane allotments is a relatively new site from a farm field to something of countryside beauty. | 12/14/2015 3:03 PM |
| 50 | Protect GreenBelt/Fields I disagree with the rate of population growth through immigration for such a small country. Expansion of towns and cities is increasing too rapidly. However, that said, our countryside should be protected as far as possible and villages not so allowed up in urban growth. | 12/14/2015 2:51 PM |
| 51 | Disagree with strategy Disagree | 12/14/2015 2:51 PM |
| 52 | Disagree with strategy Disagree | 12/14/2015 2:45 PM |
| 53 | Agree with strategy Urban extension We agree with the overall strategy of the south of Lancaster proposal. | 12/14/2015 2:33 PM |
| 54 | Yes and No | 12/14/2015 2:25 PM |
| 55 | Disagree with strategy Infrastructure Issue with figures I disagree with the overall strategy - I feel unconvinced by the evidence of jobs and housing. Lancaster is most likely to become a dormitory town. There is also no infrastructure. | 12/14/2015 2:22 PM |
| 56 | Issue with figures There are too many houses proposed, the real demand for housing over this period will be less than half the numbers proposed. | 12/14/2015 2:13 PM |
| 57 | Issue with figures Disagree, Turley report makes massive assumptions. Do we really need this number of houses? | 12/14/2015 2:01 PM |
| 58 | The strategy is based on an expansion of employment primarily resulting from the M6 link extension. I therefore don't understand why there is so much proposed development south of Lancaster particularly so far south as Dolphinholme. I appreciate that there may be employment development around the university but there is land for housing proposed in Lancaster and Galgate. | 12/14/2015 1:42 PM |
| 59 | Agree with strategy Agree | 12/14/2015 1:32 PM |
| 60 | Disagree with strategy Issue with figures Disagree On the grounds that the Tulry report makes too many assumptions with regards to population growth and job availability in the area. Employment has reduced over the past 50 years. | 12/14/2015 1:25 PM |
| 61 | Disagree with strategy Disagree. Why pretend it is "Urban Focussed" when all the proposed sites are on agricultural land. I don't oppose development on greenbelt etc, just don't build huge 'ghettos' of houses with no local schools or services. | 12/14/2015 1:25 PM |
| 62 | Disagree with strategy NO | 12/14/2015 1:20 PM |

2015 Local Plan Consultation Response Form

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| 63 | Disagree with strategy I wholly disagree with the statement | 12/14/2015 1:16 PM |
| 64 | Disagree with strategy disagree | 12/14/2015 1:16 PM |
| 65 | Disagree with strategy Issue with figures I am in disagreement. Creating houses for people when the jobs are not present! | 12/14/2015 1:10 PM |
| 66 | Disagree with strategy Infrastructure Issue with figures I disagree . There is not much industry in the area and I fear Lancaster and Morecambe will become a doormats town for South Lancs. Also where is all the traffic to go, particularly Hasty Brown area. | 12/14/2015 1:03 PM |
| 67 | Disagree with strategy I strongly disagree with the proposed overall strategy | 12/14/2015 12:57 PM |
| 68 | Agree with strategy agree | 12/14/2015 12:04 PM |
| 69 | Disagree with strategy Issue with figures DISAGREE - we have to be aware that we could be overestimating the figures and not taking into consideration our own local growth which Turley is vastly overestimating. We are not on the growth level of a city like Manchester. | 12/14/2015 12:02 PM |
| 70 | Disagree with strategy I strongly disagree with the overall strategy it is creating urbanisation in rural areas not suitable for purpose . | 12/14/2015 11:58 AM |
| 71 | The strategy to provide more housing is a good one overall - I just don't think this part has been thought through | 12/14/2015 11:54 AM |
| 72 | Disagree with strategy Issue with figures I disagree Tim Hamilton-Cox Councillor says that the number of housing/jobs needed is over estimated. | 12/14/2015 11:51 AM |
| 73 | Agree with strategy Agree | 12/14/2015 11:48 AM |
| 74 | Issue with figures Protect GreenBelt/Fields I feel strongly that green belt land should not be developed. The forecast population and consequent housing needs have, I believe, been over estimated and it should not be necessary to encroach using the green belt. | 12/14/2015 11:42 AM |
| 75 | Disagree with strategy Disagree | 12/14/2015 11:42 AM |
| 76 | Dolphinholme Protect GreenBelt/Fields Re 500 extra homes for Dolphinholme - Strongly Disagree The council presented this 18 months ago. Most of us accepted a "few houses" - we hear nothing until you land with 500! That is not a clever way to get us on side with a confrontational unacceptable proposal - it shows no understanding of how a 500% increase will hurt us and change our way of life. "IT'S OUR VILLAGE" we don't want a town!! Green Belt should not be moved at will!! Lots of brown field sites in North East of Morecambe So you don't have to destroy Green fields it's important habitat we need agricultural land to grow food and to allow the continuation of our food chain. | 12/14/2015 11:36 AM |
| 77 | Disagree with strategy Issue with figures Protect GreenBelt/Fields No Greenbelt should be preserved. Lots of sites like ICI at Middleton which has good road links which could be used. Lots of houses for sale and empty in the area - why build more. What jobs are coming to our area? | 12/14/2015 11:32 AM |
| 78 | Disagree with strategy Issue with figures Disagree 13,000-14,000 new homes 9,500 new jobs!! | 12/14/2015 11:27 AM |
| 79 | Disagree with strategy Disagree | 12/14/2015 11:26 AM |
| 80 | Disagree with strategy Disagree | 12/14/2015 11:24 AM |
| 81 | Infrastructure Protect GreenBelt/Fields Why put on green belt area wildlife destroyed Drainage, sewage rubbish in area as it is Hest bank + Bolton-le-sands two village not one. Other places to do these building, not the infrastructure in small village | 12/14/2015 11:19 AM |
| 82 | Disagree with strategy Dolphinholme Disagree because all of the village development is on Dolphinholme. | 12/14/2015 11:17 AM |
| 83 | Disagree with strategy Disagree | 12/14/2015 11:13 AM |
| 84 | Disagree with strategy Disagree | 12/4/2015 4:32 PM |
| 85 | Disagree with strategy No | 12/4/2015 4:25 PM |
| 86 | Disagree with strategy No | 12/4/2015 4:13 PM |
| 87 | Protect GreenBelt/Fields Do not agree with the proposal to use green belt land for development. Agree there is a housing need but other brownfield sites should be used first. | 12/4/2015 4:07 PM |
| 88 | Disagree with strategy In no shape or form | 12/4/2015 4:03 PM |
| 89 | Disagree with strategy Disagree | 12/4/2015 3:59 PM |
| 90 | Agree with strategy Agree | 12/4/2015 3:45 PM |

2015 Local Plan Consultation Response Form

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| 91 | Issue with figures Whilst agreeing with the need for a long term plan I view with sceptism the suggestion that 9,500 jobs and 13k-14k homes will have to be catered for. Just where are that number of jobs going to appear from?! | 12/4/2015 3:38 PM |
| 92 | A strategy to provide jobs and housing is always welcome provided it meets the needs of the community and is effective without damaging the environment and creating damage to the infrastructure. | 12/4/2015 3:30 PM |
| 93 | Agree with strategy I tend to agree about the overall strategy as I feel there is little alternative to a mixed approach. | 12/4/2015 3:25 PM |
| 94 | Protect GreenBelt/Fields I do not agree with the strategy of building on green belt, | 12/4/2015 3:23 PM |
| 95 | Protect GreenBelt/Fields We understand the need for new housing, but do not agree with the strategy of building on designated greenbelt land. The focus should be on brownfield sites. | 12/4/2015 2:44 PM |
| 96 | Protect GreenBelt/Fields I disagree with proposed strategy for Green belt Review for Slyne with Hest. Green Belt should be preserved. You should build on Brown Field first. | 12/4/2015 2:33 PM |
| 97 | Affordable Housing Issue with figures I'm not sure about the evidence for 9,500 new jobs. I agree that some new housing is needed especially for young families. | 12/4/2015 2:16 PM |
| 98 | Disagree with strategy Disagree | 12/4/2015 2:13 PM |
| 99 | Disagree with strategy Disagree | 12/4/2015 2:04 PM |
| 100 | Agree with strategy Yes, understand new houses are needed | 12/4/2015 1:55 PM |
| 101 | Protect GreenBelt/Fields I do not agree with the strategy to progress a green belt review. There are many other options which would not create Urban Sprawl which is completely against government policy and unsustainable. | 12/4/2015 1:48 PM |
| 102 | Some reservations but generally not against | 12/4/2015 1:40 PM |
| 103 | Disagree with strategy Protect GreenBelt/Fields Urban extension I disagree with the strategy the only exception is Urban Extension of Lancaster using brown field land. This would be sustainable. Green belt land should not be developed when brown field exists. | 12/4/2015 1:34 PM |
| 104 | Disagree with strategy Disagree | 12/4/2015 1:28 PM |
| 105 | Agree with strategy Proposed sites appear to have been chosen on sound basis. | 12/4/2015 1:27 PM |
| 106 | Protect GreenBelt/Fields An urban focused development potentially East, alongside M6 would make sense as there is a road network in place. The use of greenbelt land should not happen | 12/4/2015 1:20 PM |
| 107 | Disagree with strategy Protect GreenBelt/Fields No. Urban Extension is goof. The statement below of keeping a smaller green-belt to maintain the separation of the "coastal settlements" is contradicted by GB4 - which infill's the last remaining green belt between Bolton-le-sands and Hest Bank. There has to be better options than this. | 12/4/2015 1:16 PM |
| 108 | Issue with figures I do not agree with the predictions for jobs and population increase and think that these are far too high . There are already a lot of new developments in Lancaster and this is having an effect on sales of houses in 'nearly new ' developments like Standen Gate . If the numbers of houses suggested in the plan are built there would be a serious impact on the value and state of housing in the inner Lancaster / Morecambe Heysham area The attractiveness of the area for tourism would decrease if the area approaching Lancaster is one urban sprawl . There is very little green space within Lancaster and many houses have no gardens this is compensated for by green spaces on the edge of the city which would go under these plans . The type of housing built in recent developments is unimaginative and bland inside and out and could be more energy efficient (see Co housing in Halton) but this would go on if the usual big developers are given the large sites .Would anyone want to develop brownfield sites if these large developments are on prime green sites and the greenbelt is reduced . | 11/30/2015 10:08 PM |
| 109 | Disagree with strategy Disagree | 11/30/2015 9:30 PM |
| 110 | Agree with strategy Yes | 11/30/2015 9:12 PM |
| 111 | Disagree with strategy Disagree | 11/30/2015 9:01 PM |
| 112 | Disagree with strategy Issue with figures Disagree, because of some of the bonkers assumptions used to inform the housing figures | 11/30/2015 7:09 PM |

2015 Local Plan Consultation Response Form

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| 113 | Issue with figures I think your proposed strategy is based on false assumptions and so is not fit for purpose. The target new housing figure you come to is unrealistically high and therefore the whole basis of your proposal is faulty. Your assumptions on jobs likely to be created, demand for new homes, home occupation, home vacancy rates etc and others are all at the very high end of what is likely to happen, so taken together this creates an unrealistically high figure. There is no attempt to bring uncertainty into your strategy. There is also no real attempt to bring vacant property back into use. The strategy ignores the fact that there are many more sustainable sites already with planning permission which have not been fully developed - which suggests demand is not as high as you say. It makes no attempt to release development plots over time, rather than all at once, which would make sure that developers develop the most suitable sites first rather than cherry pick the best sites (for them but not necessarily for the community). | 11/30/2015 5:06 PM |
| 114 | I agree that having a strategy that calls for areas of land to be designated for development is a good idea. | 11/30/2015 4:47 PM |
| 115 | Issue with figures Protect GreenBelt/Fields I agree with the urban focus, but not with new large scale strategic sites. The apparent need for the later arises because of the figures for housing demand derived by the Turley report. But these figures are unrealistically high, based on totally unrealistic projections of future jobs and population growth. A further consideration is where will the people who are supposed to move here for those jobs come from? What about the places they are moving from? Is anywhere planning for a fall in population? What will happen is what we saw in the 1990s when overbuilding on green field sites led to low demand areas in other locations - places such as Burnley or areas of Liverpool and Manchester, or parts of Morecambe, where prices fell, there was a lack of investment, and a spiral of decline and decay, leading to empty and abandoned property. | 11/30/2015 3:58 PM |
| 116 | Disagree with strategy Issue with figures Disagree. Lancaster has consistently under-built against its own predictions over the last decade with many sites with planning permission not developed and a large number of empty properties. Reading the Turley report (and commentaries upon it), I am not convinced that the case for jobs and thus population growth of the order of magnitude put forward has been made. I note that these figures have yet to be accepted by the City Council. Given the uncertainties, it would be better to take a more pragmatic approach, react to market demand and use the criteria in the old Core Strategy to decide on planning applications. Over-estimating the need is likely to come back to bite us all. | 11/30/2015 3:46 PM |
| 117 | fghjgh | 11/30/2015 1:44 PM |
| 118 | Agree with strategy I agree with a strategy of defining areas of land that will be used for housing development primarily in urban areas. However, many of the areas proposed do not conform to such a strategy. | 11/30/2015 1:04 PM |
| 119 | Protect GreenBelt/Fields The statement is too vague to respond to in detail: main concern is with loss of green belt. Quality of life for existing nearby residents is essential.. The new development must not be a cheap , profitmaking solution, as might be incurred by low cost housing. I disagree with the use of green belt and will expand in relevant section. | 11/30/2015 12:38 PM |
| 120 | Disagree with strategy Disagree | 11/30/2015 12:17 PM |
| 121 | Disagree with strategy Disagree | 11/30/2015 10:05 AM |
| 122 | Disagree with strategy Disagree | 11/30/2015 9:35 AM |
| 123 | Disagree with strategy No I don't really agree with it. You are assuming that the new road will have a substantial effect to increase business and maybe that we will get Heysham 3. | 11/30/2015 9:22 AM |
| 124 | Disagree with strategy Disagree | 11/30/2015 9:21 AM |
| 125 | Issue with figures No. I believe that the council has been seriously mis-lead by the Turley report, and that Turley's estimate for the additional number of houses required in inaccurate and excessively high. | 11/30/2015 12:52 AM |

2015 Local Plan Consultation Response Form

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| 126 | <p>Agree with strategy This consultation response is submitted by the Trustees of the Rogerson Settlement in relation to the landholding at Lower Burrow Farm which forms part of the South Lancaster Urban Extension (UE1) option. It follows the previous comments made on behalf of the Trustees in response to the 'Meeting Future Housing Needs' consultation in July 2014. It is clear that in order to meet future housing needs and provide opportunities for economic growth, the pre-NPPF Lancaster Core Strategy founded on a principle of urban concentration and RSS housing targets, is out of date and unable to accommodate the significant scale and nature of growth that is now identified for the new Lancaster Local Plan period to 2031. The increasing scale of the challenge is demonstrated by the updated Housing Requirements Study of October 2015 which formulates the full objectively assessed needs (OAN) for market and affordable housing in Lancaster. Based on up-to-date evidence and CLG 2012-based household projections, this shows the emerging OAN has increased by at least 8 to 16% to between 13,000 and 14,000 net additional dwellings for the plan period (i.e. 650 to 700 dpa), from an OAN of 12,000 new homes reported in the 2013 SHMA. The updated 2015 SHLAA identifies deliverable sites for approximately 7,136 homes, leaving a minimum shortfall of between 5,000 and 6,000 dwellings net of completions to date. This figure does not include any headroom for contingency which indicates that the proposed additional provision should be further increased to ensure that the Local Plan incorporates sufficient flexibility. Councils are required to boost significantly the supply of housing in their areas and to use their evidence base to ensure their Local Plan meets the full OAN for market and affordable housing in the housing market area. They should plan positively and pro-actively to seek opportunities to meet their objectively assessed development needs and should do so with sufficient flexibility to respond to changing circumstances. Every effort should be made to objectively identify and then meet, the housing needs of the area and respond positively to wider opportunities for growth. This duty has added significance following the introduction of the Housing and Planning Bill on 13th October 2015, as part of what Rt Hon David Cameron PM described as a 'national crusade to get homes built' and the obligation on Councils to produce a Local Plan for their area by 2017, to help deliver the Government's target to build one million new homes by 2020 at an average of 200,000 a year. Speaking on 12th October, the Prime Minister said; "Councils have a key role to play by drawing up their own local plans for new homes by 2017, but if they fail to act, we will work with local people to produce a plan for them..... A Greater Britain must mean more families having the security and stability of owning a home of their own and my Government will do everything it can to help people buy a place of their own." Similarly, investment in the Northern Powerhouse initiative and the package of measures announced in the HM Treasury Spending Review and Autumn Statement 2015 to accelerate housing supply, including a new 'delivery test' on local planning authorities to ensure delivery against adopted housing requirements, are geared to boosting delivery of the market and affordable housing that is needed, including new family homes, starter homes and housing for older people. Local Plan Vision The Trustees support the Vision in principle but note that it does not make an explicit reference to growth and the wider role of Lancaster in the northwest region. This should be expressed more strongly and making plain that the Local Plan is ambitious and aspirational, and designed to meet full objectively assessed needs. For example, rather than being described as 'a prosperous historic city with a thriving knowledge economy', Lancaster should be described as; "A growing, prosperous and historic regional city, with a thriving knowledge economy and providing a wide choice of new housing and employment opportunities." Spatial Development Strategy The Trustees consider the spatial strategy should be properly described as urban expansion and not urban concentration. More suitable alternative wording would be; "To focus development in the most sustainable locations, making the best use of land within the urban area and at a number of strategic urban extensions" [or "strategic development locations"]</p> | 11/29/2015 10:34 PM |
| 127 | <p>Protect GreenBelt/Fields I totally disagree to the development of land G2 Green Belt land east of Morecambe</p> | 11/29/2015 10:17 PM |
| 128 | <p>Agree with strategy Protect GreenBelt/Fields We agree in principle with the first and third elements of the overall strategy but we have very strong objections to the building of homes on areas of green belt.</p> | 11/29/2015 10:10 PM |
| 129 | <p>Disagree with strategy Strongly disagree</p> | 11/29/2015 9:24 PM |
| 130 | <p>Disagree with strategy Issue with figures I disagree because I believe the Turley report uses a number of assumptions to inform it's figures whereas I believe land should be allocated based on firm figures informed by academic research. These figures in the Turley report skew the forecasts, which means that the projections for the number of houses required in the local plan are considerably higher than they should be. 30 years is a very long time to predict figures and allocate land - a phased review process where figures are reviewed every 5 years for example and land is released for allocation just for the next period would be much more preferable. This should be based upon the revised figures, taking in to account any economic developments and evolving housing demands as well as whether previous targets have been met by developers.</p> | 11/29/2015 8:58 PM |
| 131 | <p>Affordable Housing Agree with strategy Agree, economic growth will be spread across the district rather than concentrated in one. Opportunities for affordable housing in areas otherwise too expensive for young people spread across the district also.</p> | 11/29/2015 8:51 PM |
| 132 | <p>Disagree with strategy Disagree</p> | 11/29/2015 8:51 PM |
| 133 | <p>Disagree with strategy Disagree</p> | 11/29/2015 8:45 PM |
| 134 | <p>Disagree with strategy No</p> | 11/29/2015 8:41 PM |

2015 Local Plan Consultation Response Form

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| 135 | <p>Issue with figures Protect GreenBelt/Fields I do not agree that this many houses is needed. The consultants' report is based on aspirational future job figures rather than real local need. This would result in land being released for development which would then be developed piecemeal, with building firms cherry picking the best sites and destroying the local character. This is the opposite of good planning. I do not agree that the Green Belt should be reduced. Planning officials have told me that the Green belt, being over 20 years old is "in need of review". I do not agree that because the M6 link has been cut through the area, that half the green belt should be destroyed in its wake. The area of country land to the south of the link is a valuable visual amenity, and a breathing space for the people of north Lancaster. Since so much trouble has just been gone to ameliorate the effects of the motorway, it is crazy to then write off the area around the motorway.</p> | 11/29/2015 5:52 PM |
| 136 | <p>Disagree with strategy Issue with figures No I do not accept the overall strategy as it is based on flawed population and job projections resulting in a vastly exaggerated housing need. Turley used the notoriously inaccurate ONS mid Year Estimates for population growth in their first report and have not learned from this mistake by committing the same error in the new report. This is at odds with trends since the 1980s and has resulted in a much higher population growth figure than can be realistically expected. The jobs prediction is also vastly over optimistic when in the past 10 years Lancaster has created approximately 100 FTE jobs a year. Turley forecasts an job growth of more than 5 times this number. Many of the projected jobs to be created are for projects which will be significantly delayed or not take place in the time frame. There is also an assumption that most new jobs will have to be taken up by people moving into the area as there is an ageing population. In practice many of the new jobs will be taken up by the over 60s continuing to work longer and by part time workers looking to increase their hours or work full time. As these people already live in Lancaster there will not be a need for the scale of house building the strategy suggests. There is not therefore the need to build more than 6000 new houses every 10 years as Turley suggests. Turley also includes students in the private household population need which in practice boosts the housing need artificially. A major mistake is allocating all the land at one go which has the effect of allowing developers to cherry pick the best sites often on greenfield because it generates the best and easiest profit by building luxury detached when this is not the major need. There is a real danger of wholesale destruction of the countryside which will affect not only those living in Lancaster but also the many tourists to the area.</p> | 11/29/2015 4:42 PM |
| 137 | <p>Issue with figures Not entirely. There may be a need to identify new sites, but it is entirely wrong to accept the upper limit of homes needed in the Turley Report. Other Councils have challenged and won and Lancaster should also challenge the premise that future job growth will hit the unprecedented level stated in the report. No organisation accepts the highest possible estimate of growth as being realistic and the Council should target a factor between this and the historical average growth known in this District. This would suggest a sensible level of additional housing numbers of only 2-3,00 and not 5-6,000 as claimed in the premise.</p> | 11/29/2015 4:11 PM |
| 138 | <p>Disagree with strategy We disagree with the proposed overall strategy as there are insufficient details in the proposed strategy outlining the intentions for the type of planning. It would be good to have an indication of the density and type of housing for the proposals. When considering areas for development it would appear to be more rational to carry on building next to existing housing estates. If new areas of development in Green Belt sites are identified for development then it must be for the long term benefits of a community and in areas where it is easily accessible for regeneration.</p> | 11/29/2015 3:38 PM |
| 139 | <p>Agree with strategy Yes</p> | 11/29/2015 2:48 PM |
| 140 | <p>Agree with strategy The booklet People, Homes, Jobs presents a useful overall strategy and it is hard to disagree with a need for skilled jobs and urban development, but the devil is in the detail. There should be much greater emphasis on sustainability in: 1. employment, i.e. not short term/low wage jobs (e.g. Primark) 2. housing, ie low energy, passive build (e.g. not Barrett's current development in Halton). 3. affordable housing via social/shared/housing association stock (e.g not all private development).</p> | 11/29/2015 2:44 PM |
| 141 | <p>Agree with strategy Agree. However the plan should not preclude infill in existing villages which would not involve expansion onto farmland or green belt. A natural small expansion needs to be provided for within the village envelopes, including so called unsustainable villages. This latter concept is now outdated with deliveries of everything including groceries available on line (note absence of physical shoppers this black Friday) and local shops and post offices closing even in 'sustainable' villages, local scheduled bus services are declining but being replaced by Community Transport providing door to door service from even remote houses. New houses should however be in keeping with historic neighbouring properties to maintain the character of this beautiful valley. Modern development, even if carbon free, would look out of place. A policy of allowing barn conversions, where they are clearly surplus to agricultural needs, should be introduced provided the outward appearance is largely unchanged. If our population and workforce are expanding we need to allow rural growth and not force young couples to move to towns. The benefits to children of growing up in the countryside, able to see the stars, and know the natural environment, are great. We need also to attract managers for our growing economy many who prefer a character or rural home, barn conversions would take pressure of the growing demand for detached old country houses, where pressure on a fixed stock has forced prices out of the reach of even senior local management, without changing the appearance of our special environment.</p> | 11/29/2015 2:33 PM |

2015 Local Plan Consultation Response Form

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| 142 | Disagree with strategy Dolphinholme I disagree with the proposed overall strategy. I strongly disagree with the proposal to focus development on one village in isolation leading to a wholly inappropriate and unsustainable scale of development of this one village. Even if development costs are higher, development of all brownfield sites must be the priority. | 11/29/2015 1:15 PM |
| 143 | Disagree with strategy Disagree | 11/29/2015 11:54 AM |
| 144 | Disagree with strategy I disagree | 11/29/2015 11:08 AM |
| 145 | Disagree with strategy Issue with figures I think that the strategy is wrong as the figures used by the independent bodies are sufficiently incorrect to produce overly inflated housing requirement figure. | 11/29/2015 8:52 AM |
| 146 | Disagree with strategy Issue with figures I disagree! With the figures are realistic they are from higher demographic projections which do not show reality. | 11/28/2015 8:55 PM |
| 147 | Disagree with strategy Issue with figures I disagree very strongly! This information comes from higher demographic projections and true statistics and FACT which shows the need to be considerably LESS! | 11/28/2015 8:45 PM |
| 148 | Disagree with strategy Issue with figures Protect GreenBelt/Fields Disagree. There is no justifiable need for large-scale housing developments on green land. The figures the City Council are using are highly questionable and should be reviewed before proceeding. | 11/28/2015 6:24 PM |
| 149 | Agree with strategy Issue with figures As a local resident, I understand the need for further development in the district, and accept that it should focus on additions to the urban settlement. However, I remain unconvinced by the indicative figures for the scale of development and I believe it must be a condition laid down that forecasts are kept under review between now and 2031. Almost any development is likely to bring some damage, other than better use of current housing stock and the utilisation of brown sites, and it will be important to ensure that developers do not take away the idea that they are in the driving seat hereafter. It is the local community and its members who should continue to shape policy and implementation for the next sixteen years, with the City Council acting on behalf of the local community in this regard. | 11/28/2015 5:24 PM |
| 150 | Disagree with strategy Issue with figures No! The housing/employment figures produced by Turley Associates are based on presumptions and therefore cannot be considered to be an accurate forecast. Lancaster and district historically, has never attracted large numbers of new businesses and it has no specific core business which would attract others. The last Government scrapped the old RSS figures but has replaced them with new targets. These targets seem to be unwritten. A target for Lancaster and District is suggested in the document but is not given as a Government set target. The Planning Inspector allocated to conduct the inquiry into the new plan will have a target from the Government which he will have to ensure is met by the document. Where is the target? Turley Associates it must be remembered work in the development industry and will benefit as a result from adopting higher housing numbers. This is a threat to the integrity of Lancaster as a geographical settlement. | 11/28/2015 3:36 PM |
| 151 | Issue with figures page 2? OK though there should be no implication that the quantitative targets are appropriate. They will undoubtedly turn out to be substantially inaccurate. | 11/28/2015 11:37 AM |
| 152 | Disagree with strategy Dolphinholme Issue with figures I disagree. I believe that the future demand for housing is over-stated and that the consultant report which informed the strategy contains a number of errors in its initial assumptions. I also believe that the inclusion of a large rural development (Dolphinholme) is flawed as it cannot be delivered economically. The strategy overlooks a number of brownfield sites which would be able to deliver sufficient housing far more economically. | 11/27/2015 8:48 PM |
| 153 | Flooding Agree but without recourse to developing poor quality agricultural land simply because it is cheap. Too often we see new homes flooded and I am concerned that the land earmarked for development at GB2 will suffer this fate. As of today this area, bordered by the two railway lines, has been flooded for several weeks. I am aware of modern building methods but fast buck/quick fix schemes are not what local residents want to see. This area has always been conserved as a wildlife corridor. It has been severely impacted upon by the new road and the proposed development is far too large. something considerably smaller would be possible and far more desirable in my opinion. | 11/27/2015 3:33 PM |
| 154 | Disagree with strategy Issue with figures I disagree with the overall policy, because the report from the consultants is based on projected job numbers, which are aspirational to say the least. Therefore the number of houses needed over the next 15 years is greatly inflated, which in turn means the proposals are far more extensive than is actually needed. | 11/27/2015 2:07 PM |
| 155 | Agree with strategy I agree, having studied the Independent Housing Requirement Study that the need to supply 13,000-14,000 new homes by 2031 is correct and will require an approach similar to one that is highlighted in the 'How we should plan for the district's future booklet | 11/27/2015 9:56 AM |

2015 Local Plan Consultation Response Form

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| 156 | <p>Disagree with strategy I disagree with the overall strategy, although I appreciate a lot have work has gone into it. It includes options that were not supported in the previous consultation such as expansion into the Green Belt. I question the 'evidence' that the additional housing is required and the strategy of identifying all possible areas for future housing, with no prioritisation except in terms of when (not whether) they can be developed. The strategy does not seem to mention sites which already have planning permission and have not been developed, nor is any strategy for dealing with empty properties mentioned. These should both take priority over the release of land which was previously not designated for housing. The Turley report has been used to forecast a housing need which is far in excess of previous estimates, but the evidence for this seems to be that the previous assessment occurred during a recession so it was wrong - the future economic situation may not be very different. The report includes a wide range of possible population forecasts, ranging from 7,000 to 25,000, highlighting the uncertainty that is inevitable on such an issue, but then from this range the consultants have selected a very high target. This is based on an 'employment led' inward migration assumption with the prediction of 9,500 more jobs by 2031. This implies a new job creation rate some 4-5 times higher than has been the case over the last 15 years. Where is the evidence for this? It is arrived at by combining together a whole range of uncertain assumptions. The figures used are not 'realistic' they are unrealistically high. I do not see any reason for changing LCC's previous forecast of about 400 houses per year at this point.</p> | 11/26/2015 10:35 PM |
| 157 | <p>Disagree with strategy Issue with figures I disagree. The overall strategy is flawed. The need for houses is greatly overestimated as is the projected future job creation. The local plan has obviously been done by people who do not know the area.</p> | 11/26/2015 8:27 PM |
| 158 | <p>Disagree with strategy I disagree with the overall strategy.</p> | 11/26/2015 8:19 PM |
| 159 | <p>Issue with figures I question the basic premise that the District requires this many new homes. Where will these people be employed and what infrastructure and services are planned to satisfy this unlikely expansion of population within our area?</p> | 11/26/2015 3:33 PM |
| 160 | <p>Agree with strategy The booklet explains that in order to provide opportunities for economic growth throughout the district then new jobs and houses would be needed. I agree with the proposed overall strategy as I believe this hybrid options proposes the most fair, proportionate and necessary expansion for in and around the City of Lancaster. This, I agree will be achieved by the proposed development sites being spread out and not all localised to one particular area. By these development sites not all being concentrated to one area I believe will therefore bring those proposed increased opportunities for economic growth throughout the whole of the district which in turn will also bring with it increased vitality and prosperity.</p> | 11/26/2015 2:57 PM |
| 161 | <p>Disagree with strategy Disagree</p> | 11/26/2015 9:01 AM |
| 162 | <p>Agree with strategy Agree. These proposals increase homes near the city, with access to its resources. The developments towards the University is near where jobs are expected. The proposed sites are near current transport links in most cases and with the road improvements make living and working in Lancaster yet able to get into the country around practical.</p> | 11/25/2015 10:42 PM |
| 163 | <p>Agree with strategy Issue with figures The overall strategy is correct as long as the assessment of housing need is properly undertaken. I do not believe that has happened in this case. Housing requirements appear to be grossly overestimated leading to exaggerated view of the amount of land needed for housing. It is facile to argue that as land prices have risen recently there is a shortage of land. Supply/demand and the link with price rises is not completely correlated. Supply is heavily controlled by the financial interests of developer who may restrict applications and completions (particularly for affordable housing) in order to increase profitability. Consequently the increase in price may be the result of a desire for greater profits to be derived from housing for higher socio-economic groups , not because more land is needed. No information has been given on how many applications for housing have been turned down in recent years - a much more telling figure. It is clear from the Turley report that land prices originally were lower than the surrounding areas and have now risen so that they are more in step. The figures used by Turley Associates (who appear to have a specialism in advising and supporting developers) are based on national figures not local ones. In addition, they are very much out of step with the figures provided by other agencies such as the SNHP provided by the ONS. Planning Policy Guidance last updated in March 2014 indicates that this should be the starting point for assessments of need. The figures provided by Turley are out of step with all other predication and past experience. As experience has shown that growth has not in fact kept up with expectation or projection in the past, why should this be different now? Several of the assumed boosts to employment set out in the assessment relate to the development of nuclear power - now likely to be in the hands of overseas investors who may not be amenable to local pressures, and expansion of renewable energy sources - recently jettisoned by central government, particularly in the spending review of November 2015. Neither of these is a reliable basis for investment or increased building programme.</p> | 11/25/2015 2:38 PM |
| 164 | <p>Agree with strategy Issue with figures Protect GreenBelt/Fields If indeed there is such a need on the scale described, then Yes but with a reservations on the use of green field sites these need y to be maintained for the differential of village and community life</p> | 11/25/2015 11:10 AM |

2015 Local Plan Consultation Response Form

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| 165 | <p>Disagree with strategy Issue with figures I disagree; the strategy appears to be based on unrealistic figures which can not be supported by the historical data on the need for homes or jobs in the area. The CPRE state that 'research has found that housing assessments produced by local authorities (SHMAs) are inaccurate, inflated and unreliable' It is my understanding that Lancaster figures from Turley Associates, the group employed by the council to work out housing need, have added up and divided the whole of England's figures giving them to each authority. This means some areas will get too many, us, and some areas will get too little. Tim Hamilton - Cox informed me that our local census and growth figures in the district work out to assess our job growth as 70 - 100 annually and our housing need as 400 annually rather than 470 jobs and 700 homes that Turley Associates plucks out of thin air. Clearly this will mean that areas of natural beauty are put in the line for development and will ultimately give rise to destruction of agricultural and green belt land should a developer feel that the area will produce the biggest profit. This flies in the face of sustainable development goals. The strategy also appears to be based upon the needs being addressed by construction of sprawling low rise accommodation swallowing up large swathes of land. Why is this the necessary? Housing could also be provided at higher densities by medium/ high rise development concentrated on the most suitable sites (preferably brown field sites) rather than sprawling development out into the countryside. This type of development clearly suits the affordable & small unit family scenario that currently exists. This approach is also being used throughout the country where higher demand exists as suggested by Turley for Lancaster.</p> | 11/25/2015 10:57 AM |
| 166 | <p>Protect GreenBelt/Fields I have total opposition to using the greenbelt for housing or any other development.</p> | 11/23/2015 6:03 PM |
| 167 | <p>Disagree with strategy Disagree. Why is this called an urban-focussed approach, when its main effects will be on the open spaces and communities well beyond the present limits of the city. This is a crude and short-sighted strategy, which surrenders to the view that the only way to expand an urban space is to fill farmland and woodland with concrete. Please wake up to other possibilities for achieving the same targets.</p> | 11/23/2015 5:11 PM |
| 168 | <p>Disagree with strategy Issue with figures I disagree with the strategy as it is based on highly questionable accuracy of assessment of housing need* and therefore identifies extra strategic sites on new land , without any plans firstly to make better use of existing housing stock** and for redevelopment on existing housing land *Turley estimates a large increase in the city's population through new people coming into the district. This increase is at odds with official projections and the trend of average population change since the early 1980s. Secondly, Turley forecasts job growth at a rate that is more than five times the level the district saw over a 13-year period from 2000. **Turley quotes a 2011 vacancy rate of 4.8%, saying 'no assumption has been made regarding the re-use of vacant [or under-occupied?] property within the existing stock, with this requiring a separate consideration.' Filling half of that vacant 4.8% would 'save' needing an equivalent of about 1400 new households , or 25% of the additional 5-6000 envisaged on the strategic sites.</p> | 11/23/2015 3:59 PM |
| 169 | <p>Agree with strategy I agree. After thorough research Lancaster City Council Planning and Housing Policy Team along with Turley Associates have determined that new jobs and houses are needed to provide opportunities for economic growth throughout the District. They have listened and acted upon the public's opinions through consultation meetings on the 5 options previously proposed and this hybrid option provides a fair and balanced expansion all around the City of Lancaster. It draws together the most practical parts of the 5 options and ensures that economic growth, jobs and houses will be spread out and not concentrated in one area. By doing this it will bring vitality, vigour and prosperity to the whole district.</p> | 11/22/2015 8:33 PM |
| 170 | <p>Disagree with strategy Issue with figures Disagree. There is insufficient detail given and evidence provided that the hybrid solution suggested is optimal. I am not convinced that the formula based Turley study accurately reflects the reality facing the LCC area. I believe that the estimates of job growth are over-estimated and the sectors identified to create these opportunities are unlikely to bring this to fruition. Much of the economy of the Lancaster area is reliant upon public services and education, which are being squeezed to unsustainable levels and therefore predicted employment growth is unlikely. There is little evidence that the types of jobs likely to be created will lead to the resultant demand for housing. There is no information provided as to the nature of the homes that would be constructed, their density, and impact on the existing landscape. Much of the proposal requires massive infrastructure investment in order to make them viable and no details of these costs (and relative benefits) have been provided. I fear that large areas of the LCC district will be blighted and changed for the worst should this proposal be adopted. Large scale, high density housing is not the answer, but once commenced will be impossible to go back.</p> | 11/22/2015 5:01 PM |
| 171 | <p>Disagree with strategy Disagree</p> | 11/22/2015 4:49 PM |
| 172 | <p>Disagree with strategy Issue with figures Disagree - If you assess the Turley report the figures are nonsensical Lancasters job figures per annum according to the census is 70 - 100 per year the figure given by Turley is 470 going forward. It is outlandish they are trying to get the council to allocate vast swathes of the countryside for developers to cherry pick the best sites. Have a look at the CPRE document Set up to Fail: http://www.cpre.org.uk/resources/housing-and-planning/housing/item/4158-set-up-to-fail-why-housing-targets-based-on-flawed-numbers-threaten-our-countryside I call for a shorter 5 year plan based on Lancasters actual figures where this is not just based on developer driven numbers that don't add up. Where is their range of uncertainty?</p> | 11/20/2015 10:57 AM |

2015 Local Plan Consultation Response Form

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| 173 | Disagree with strategy We disagree with the overall strategy, particularly 'Additional new large strategic development sites' on important farm land. These and several residences rely on vital springs fed by aquifers on sites designated for less affordable housing and these could interfere with the springs. Areas designated as of outstanding natural beauty are enjoyed by visitors, residents and wildlife. Any high ground housing development would greatly impact and detract from much loved local landscapes and the close village community spirit. | 11/19/2015 11:46 PM |
| 174 | Agree with strategy yes | 11/19/2015 5:15 PM |
| 175 | Disagree with strategy Issue with figures I do not agree. The strategy assumes a very large increase in population, household and vacant jobs which is not born out by close analysis of the figures. It is simply not the case that 5-6000 new houses are needed. Once this figure is challenged, the absurdly high number of proposed sites must also be challenged. This "strategy" is led by developers' desires to cherry-pick the best (greenfield) sites. The premises of the Turley report should be rejected and the council should revert to its own earlier calculations about what local housing needs are likely to be. Furthermore, it should seek a shorter term plan of action that can reassess housing needs in the light of job and population changes over the next 5 years, rather than 20 years. | 11/18/2015 3:14 PM |
| 176 | I agree that an overall strategy is very important | 11/18/2015 12:37 PM |
| 177 | Issue with figures The strategy is focussed on catering for a large increase in population due to the availability of additional jobs. However, the figure of 9,500 new jobs is likely to be very hard to achieve, especially as other councils will also be planning on a similar basis. There is a high risk of destroying the environs of Lancaster and Dolphinholme on the basis of figures that don't come to fruition. Even if the proposed housing is not built, each area identified is under planning blight until at least 2031. | 11/16/2015 5:29 PM |
| 178 | I agree we need some new houses to be built but not on such a large scale in small areas. | 11/16/2015 3:05 PM |
| 179 | Disagree with strategy No. I think that the development of new settlements, possibly in the north of the district along the Carnforth-Wennington line, ought to be looked at, though this would be at a county level rather than a district level, since it would require an improved train service to provide transportation. However, an expansion of Tewitfield could work at the moment, since it has quick access to the A6 and M6, in addition to being on Lancaster canal which would make cycling and walking viable options. On the other hand, new sites would not be needed if the currently identified sites were built to a reasonable density. | 11/15/2015 7:44 PM |
| 180 | Agree with strategy Agree | 11/15/2015 7:26 PM |
| 181 | Disagree with strategy No | 11/14/2015 11:34 PM |
| 182 | Disagree with strategy Issue with figures No I don't. I question the statistics. Are there really going to be that many jobs on offer, and the population increasing to warrant up to 14,000 new homes being built in the area? | 11/14/2015 7:22 PM |
| 183 | Agree with strategy Protect GreenBelt/Fields I am in agreement to continue with an urban focussed approach to development & utilise all possible brown field site options wherever & whenever possible. Supplementation using newly identified strategic areas including green belt sites should be kept to a minimum if a requirement to build more housing exists. Due consideration should always be given towards maintaining the separation of key settlements such as the north east of Morecambe with the north of Lancaster. | 11/14/2015 6:56 PM |
| 184 | Issue with figures I believe the overall strategy provides for too much residential development across the Council area. Having regard to the number of available jobs in the area and salaries needed to obtain mortgages I cannot accept there are sufficient buyers for all the houses proposed. | 11/14/2015 4:52 PM |
| 185 | Issue with figures I am unclear why places always need to grow. On p. 2 it states that houses are needed for people in new jobs and it then follows that land is needed in which to locate these new jobs and then more land is needed for schools, shops, services and so on. Why? Why do we need to support growth? The problem worldwide is that there are too many people and the earth cannot sustain population growth. We should discourage growth rather than encourage it. | 11/14/2015 3:17 PM |
| 186 | Disagree with strategy Issue with figures I disagree with the overall strategy. I consider it is based on projections of population and employment growth which is flawed in its overall analysis. | 11/11/2015 8:47 PM |
| 187 | Disagree with strategy Disagree | 11/9/2015 5:25 PM |
| 188 | Disagree with strategy disagree | 11/8/2015 3:41 PM |
| 189 | Agree with strategy I agree with the stated overall strategy shown in blue on page 2 of your document. However I do not think that the stated overall strategy is properly reflected in the rest of your document. There is no mention at all of redeveloping existing urban areas in Lancaster and Morecambe. Similarly there is no mention at all of developing or redeveloping the large areas of land that were previously part of the refinery at Heysham nor of the agricultural land east of Oxcliffe Road. Redevelopment should be a priority, not something that is omitted. There should be more emphasis on helping to create jobs - something that is hardly mentioned in the outline plans which seem to concentrate on housing. | 11/8/2015 12:33 PM |

2015 Local Plan Consultation Response Form

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| 190 | Disagree with strategy Dolphinholme Disagree strongly. This plan will destroy village life in Dolphinholme, add noise, traffic, artificial light and pollution to an area right next to an AONB. | 11/8/2015 10:55 AM |
| 191 | Agree with strategy Agree | 11/8/2015 10:44 AM |
| 192 | Disagree with strategy Issue with figures Protect GreenBelt/Fields No. I accept the need for employment, but not for the number of houses, nor the plan to impose on the greenbelt when brownfield sites are being ignored. | 11/8/2015 9:34 AM |
| 193 | Disagree with strategy Issue with figures NO. Plans have been put in place over the years and Lancaster City Council/planning dept. never stick to them. Waste of tax payers money, always moving the goal posts and plans always drawn up on 'maybe' no actual proof the area requires thousands more houses as no definite proof Lancaster will have any more jobs now or in the future. | 11/7/2015 8:51 PM |
| 194 | Agree with strategy Agree | 11/6/2015 3:56 PM |
| 195 | Disagree with strategy Protect GreenBelt/Fields I disagree. Green belt land should not be used. | 11/6/2015 11:30 AM |
| 196 | Disagree with strategy Issue with figures I very strongly disagree with the overall strategy. I am very sceptical of so many aspects of the Turley report that suggests that our area has such a huge future demand for housing. There are many assumptions made that simply do not add up to the reality we see in Lancaster on a day-to-day basis. There are always hundreds of houses for sale that stay on the market for sometimes years before they sell. The University is moving towards online lectures, thus losing student residents and the need for lecturers. The list goes on. | 11/5/2015 6:55 PM |
| 197 | Disagree with strategy Issue with figures Having lived in the area all my life I have to disagree with the strategy. Why is the council not assessing the number of empty houses in the whole of the Lancaster district which currently looks like it is all either for sale or rent with all the billboards outside properties! The south struggles with traffic and no further housing should be built until the correct services are in place to support this. There are no jobs, the city isn't worth visiting anymore due to lack of shopping and parking fees so unlikely to attract new business. | 11/5/2015 4:54 PM |
| 198 | Disagree with strategy Issue with figures Protect GreenBelt/Fields Apart from the obvious typo in the above statement (large scale strategic developMEnt sites?) I do not agree with any proposal which suggests relaxations to green belt land. There are huge areas of open space in the district, particularly to the south of Lancaster which are not restricted by any planning constraints, and not subject to green belt designation. Furthermore, I am old enough to have experienced previous housing needs predictions provided by supposedly skilled consultants, which firstly proved to be inaccurate and secondly were overruled when government subsequently brought in a moratorium on house building. It seems foolish to lose precious greenbelt land without absolute certainty that housing needs have been properly assessed. | 11/5/2015 3:53 PM |
| 199 | Carnforth Opposed to the southern Carnforth extension which could prejudice the working of current and future mineral resources by bringing housing into close proximity to mineral extraction operations and the associated 24 hour vehicle movements. | 11/5/2015 1:17 PM |
| 200 | Disagree with strategy disagree | 11/5/2015 12:39 PM |
| 201 | Disagree with strategy Issue with figures NO. The Turley report makes some monumental assumptions of economic growth over the next 15 years that can not be substantiated, and will prove to be inaccurate. When the UK government cannot make accurate growth predictions over a 12 month period, there is no one on earth that can forecast for 15 years. | 11/5/2015 11:40 AM |
| 202 | Disagree with strategy Disagree | 11/3/2015 4:49 PM |
| 203 | Disagree with strategy disagree | 11/3/2015 12:55 PM |

2015 Local Plan Consultation Response Form

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| 204 | <p>Affordable Housing Carnforth Disagree with strategy Protect GreenBelt/Fields No I do not as it is not required to build on greenfield sites. I was truly shocked to learn of the scale of the proposed building of homes in the Lancaster City Area http://www.thevisitor.co.uk/news/lancaster-s-greenbelt-goes-up-for-grabs-in-house-boom-1-7478437. I was even more taken aback when I learnt that 1,250 new homes are proposed to be built on green belt land south of Carnforth known as GB3 South Carnforth Green Belt. The homes may be needed, but not on the land that is proposed by Lancaster City Council. Under the National Planning Policy Framework the NPPF, (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf) there is a legal obligation for councils to: • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. (from http://www.parliament.uk/briefing-papers/sn00934.pdf) All of the above applies to Carnforth which has special characteristics and historic value. I draw your attention to the the conservation areas in Carnforth (http://www.lancaster.gov.uk/planning/conservation/new-conservation-areas-carnforth-lancaster-cannon/) The population of Carnforth, according Lancashire Police, is 4,439 (http://www.ukcrimestats.com/Neighbourhood/Lancashire_Constabulary/Carnforth), with 1,250 new homes it can be safely said that the population would grow by 2,500. This is a fair estimation with two new occupants per household. That's an increase of 55%. There is no timescale for this so it could grow slowly or too fast where the infrastructure would not cope. I am unable to envisage any area that could cope with such an increase in population. There is no mention of housing type, demographic or infrastructure to support this huge increase. I do not disagree with the need for housing, but we must build affordable, sustainable, low carbon housing and not second homes or simply for private landlords to rent out at rate that will only attract certain type of demographic (AB1). I am not a NIMBY (Not In My Back Yard). In fact my proposal brings development closer to my own front door, so to speak. My proposal is to build the houses on brown field sites. In the recent past there has been two proposals accepted by the council of two developments in Carnforth. One at Nuway Acorn opposite the Canal Basin (http://www.thewestmorlandgazette.co.uk/news/9462876.200_homes_to_be_built_in_Carnforth_as_part_of_a_multi_million_pound_scheme/) and the other at the former Iron Smelting site vacated by TDG (http://www.lancashiretelegraph.co.uk/news/lancaster/8275126.print/). Both of which are brown field sites and added together more than equals the area needed for 1,250 homes in Carnforth. On neither occasion the infrastructure needed to support such a large scale development was ever mentioned in their planning. This must be addressed in ANY new development. The developers must carry some of the burden of putting in the infrastructure to support the new homes, such as new link roads. All of the primary schools are now becoming full in EYFS (reception and year 1) with one of the three primary schools only having 4 places left after sibling allocation in September 2015. Carnforth does not have a proper Police presence as we do not have our own Police Sergeant. We used to have one, but other areas are obviously of greater importance or need. (https://www.police.uk/lancashire/B21/) Don't get me wrong the Police do a great job, but they will need to re-assess the policing requirement of the area if the population was to grow by 55%. Who would pay for this? Would an increase in council tax revenue with an increase in population be sufficient to cover this cost? I am unable to cover what effect an increase in the local population would on local health provision, but maybe Dr Wrigley or another senior partner at Ash Trees Surgery may want give their expert comment on this. In the last consultation in 2014 the local residents did not support the proposal. The air quality management plan would be in disarray as it mainly relies on the fact the Heysham M6 link road would be built. Air quality is the biggest threat to the health of all residents and kills twice as many people than RTCs (http://www.nhs.uk/news/2012/04april/Pages/air-pollution-exhaust-death-estimates.aspx). An increase in HGV traffic while building the homes would adversely affect the air quality. The increase in traffic around the town would contribute to a decrease in quality of life of residents. Who would pay for the new link road that would be needed between the A6 and Back Lane? There would be loss of amenity of playing fields as well as footpaths. Again this effects quality of life and opportunity for the local community to attempt a healthier life style. I do not envisage that the new residents would cycle to anywhere let alone walk in to the town centre. This could only be developed if the whole philosophy of the development companies are along the lines of the development at Halton Mill (http://www.lancastercohousing.org.uk/project/workspace) which is a low carbon, cooperative community and work space. Oh yes, their development was on a brown field site! Please find attached the Final Booklet mentioned in the press for those recipients who have not yet seen it. My call to action is this; Please reject the proposal as it stands. We can build affordable, sustainable, low carbon housing in Carnforth, but not on green field sites. The only reason for building on green field sites is to attract a premium on the house prices.</p> | 11/3/2015 10:00 AM |
| 205 | Disagree with strategy No | 11/2/2015 11:30 PM |
| 206 | Agree with strategy Dolphinholme I agree that development should be urban focussed. I do not agree with expansion in what are currently small rural villages. | 11/2/2015 5:58 PM |
| 207 | Disagree with strategy Disagree | 11/1/2015 12:47 PM |
| 208 | Disagree with strategy Disagree | 11/1/2015 12:41 AM |
| 209 | Disagree with strategy No | 10/31/2015 9:04 PM |
| 210 | Not enthusiastic about more and more houses. | 10/31/2015 11:04 AM |

2015 Local Plan Consultation Response Form

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| 211 | I agree that it is vital that any decisions relating to the Local Plan for Lancaster must be made locally. If such decisions are left to national Government the surroundings to the city could be ruined. In general I am sympathetic to the Hybrid Option but I feel the GB1 option should be higher in the priorities since ledd infrastructure works are required and the scheme could therefore, produce a faster solution. | 10/30/2015 11:24 AM |
| 212 | Neither agree or disagree, realise you have to start somewhere | 10/29/2015 10:32 AM |
| 213 | Infrastructure Protect GreenBelt/Fields I disagree with some of the reasons stated; Paragraph 3 regarding ageing population: this is a national feature not a local one - attracting more than the national proportion will deprive other areas. I agree that the area needs more housing due to predicted population increases however feel that the development should be located in areas with existing infrastructure or easily improved infrastructure rather than planning huge rural developments on greenfield sites where it will be costly to improve the infrastructure to that required. There is much evidence to suggest that we need to retain our agricultural land for food production to keep to a minimum imported food. Once the houses are built there will be little local employment and the rural villages will become commuter towns; therefore build the homes nearer to towns and industrial estates where the employment opportunities exist. | 10/28/2015 11:12 AM |
| 214 | Agree with strategy Yes | 10/28/2015 7:31 AM |
| 215 | Agree with strategy I agree with an urban focussed approach to development. | 10/26/2015 10:59 PM |
| 216 | Agree with strategy Urban extension Generally speaking I agree with the overall strategy, but I have reservations about developing Lancaster to the East of the M6 Motorway. I believe the M6 represents a natural development boundary between town and countryside and we should not go beyond it. To the South of Lancaster development would be good, but we must leave some green space to divide Lancaster town and the Village of Galgate. A new Motorway Junction would be good, but Junction 33 should be left open as well, otherwise it could create as many problems as it solves. | 10/23/2015 4:49 PM |
| 217 | Agree with strategy Issue with figures I agree with some of it, but have major doubts about the number of proposed new houses and how this figure was arrived at. Any such number is a shot in the dark and cannot be verified. We already have plenty of empty and unsold houses in the area. The stated job increases are fictional as we seem to be losing jobs at present at the university and in the energy sector. | 10/23/2015 12:16 PM |
| 218 | Agree with strategy Issue with figures I agree with some aspects of the proposed overall strategy. However I have major doubts as to the accuracy of the future home numbers by your consultants. Heysham 1 power station is due to shut in 5 years time with 600 jobs going and no possibility of another power station in the foreseeable future. Unless any future development is managed with sensitivity, coupled with listening to local views, we will end up with a huge urban sprawl over lovely countryside. | 10/23/2015 11:21 AM |
| 219 | Disagree with strategy Dolphinholme I disagree with it. This is a top-down, numbers-driven model that is not responsive to current communities or conditions. I live in Dolphinholme and object in particular to the proposal to build 500 new houses here. This represents a 400% increase in the current size of the village and would completely destroy its distinctive character, environment and ecology. It would encircle the historic core of the village (the 200+ year old houses of Corless Cottages, which are Grade 2 listed). | 10/22/2015 9:25 PM |
| 220 | Agree with strategy Dolphinholme Infrastructure I agree with the use of sites in the urban areas where there are existing or forthcoming transport routes both into the City and further afield. These areas identified in the plan provide economies of scale for builders and use existing infrastructure structures. Dolphinholme is not suitable for large scale development to take it from a village to an urban sprawl as both the infrastructure and transport requirements are not in place and will cost a substantial amount to bring them up to scratch for the the 500% increase in the number of new houses. The access to Lancaster via Stoney Lane is already difficult at times due to the width of the road and the increase in volume I have seen over the past few years. The new development in Galgate will certainly not help the situation. Any increase in houses in Dolphinholme will merely increase car traffic due to the lack of public transport and business traffic to service the needs of the village and new houses. | 10/22/2015 11:28 AM |
| 221 | Agree with strategy Dolphinholme Agree with the overall strategy, but question the required number of houses proposed for the village of Dolphinholme | 10/21/2015 8:04 PM |
| 222 | Disagree with strategy Issue with figures I don't fully agree with the strategy, i'm not convinced that we need to be building houses when so many houses lie derelict in Lancaster and surrounding areas, surely the money would be well spent investing in those properties and building up schools rather than a load of houses that i'm not convinced the area really need. | 10/19/2015 5:09 PM |

2015 Local Plan Consultation Response Form

Q3 Do you agree or disagree with the options for the additional development sites? (please refer to page 5 and 6 of booklet)

Answered: 204 Skipped: 21

| # | Responses | Date |
|----|---|---------------------|
| 1 | Development of Green belt sites is a short sighted policy introduced recently by the current government which is eroding our natural landscape. Building houses does not create sustainable employment. People do not move into an area and then find employment, they obtain a job then move. I had a two hourly daily commute for 7 years after training as a teacher at St Martins college, before obtaining more local teaching employment. This area has a valuable heritage still for tourism which provides more employment prospects, which would be destroyed for short term gains. Houses built alongside the railway line do not sell and lower the quality of life. | 1/12/2016 11:14 AM |
| 2 | 1. I agree with option 1 (UE) because the current infrastructure would cope with the increase in cars and people of a variety of ages thanks to the schools, roads etc. 2. GBR - I strongly disagree as infillings between independent settlements will lead to people losing a sense of identity from where they live. 3. Dolphinholme - I somewhat disagree. Dolphinholme has only one small primary school and an inappropriate infrastructure. | 1/12/2016 11:13 AM |
| 3 | Against GreenBelt/Field Slyne with Hest Disagree, reasons outlined in submitted letter. | 1/12/2016 11:01 AM |
| 4 | Against GreenBelt/Field Slyne with Hest Strongly disagree. Why spoil beautiful area. | 1/12/2016 10:53 AM |
| 5 | Agree Agree | 12/15/2015 12:03 PM |
| 6 | Agree Support urban extension I would agree with the UE exploration to the NE of Lancaster to the East and West of M6 as these would impact less on congestion in the city as accessibility has been improved in the area with the link road. With the hospital and university to the South this will generate more opportunities for service sector jobs to the work of the city at the intersection (retail park for large land walks in this sector) | 12/15/2015 11:56 AM |
| 7 | Disagree Dolphinholme Disagree. Dolphinholme would become a small town if all site4s were developed. | 12/15/2015 11:54 AM |
| 8 | Support urban extension UE1 If as planners tell us, the projected mass jobs are to be at the university, why not put houses there. Easy access. Create a community. It seems a perfect site. No ruining of existing communities lives by the over stretching of privacy with traffic unable to navigate through small villages. Blurring of boundaries, identities and ruining the countryside could be delayed for a few more years. | 12/15/2015 11:45 AM |
| 9 | Against GreenBelt/Field Scale issue Support Dolphinholme Support urban extension 1) Urban extension : agree 2) Green belt : disagree 3) village expansion : agree but on a smaller scale | 12/15/2015 11:28 AM |
| 10 | Support urban extension I agree that this would be a suitable site to investigate. I believe that as much development as possible should take place south of the River. | 12/15/2015 11:27 AM |
| 11 | Against GreenBelt/Field Infrastructure Support urban extension As planners are insisting there will be significant job growth at the University ad Hospital surely better to build new houses South of Lancaster. This would not impact on Greenbelt and avoid further traffic congestion in the city centre. | 12/15/2015 11:19 AM |
| 12 | Disagree Link Road Support urban extension On the whole disagree - but would accept development in close proximity to the university, and to the North of Lancaster near the new motorway junction, providing housing/services of new jobs, yet limiting 'car' travel movement. Park and Ride?! | 12/15/2015 11:07 AM |
| 13 | Agree okay | 12/15/2015 10:49 AM |
| 14 | Where are the environmental surveys? | 12/15/2015 10:38 AM |
| 15 | Against Dolphinholme Agree Carnforth Disagree Infrastructure UE1 UE2 Agree with Carnforth GB3 - All services there: 3 supermarkets, motorway, railway, infrastructure excellent. And you can bypass Carnforth centre to access motorway. Agree with UE1 - Good for workers at University, access to new innovation centre, cuts down on use of cars could cycle or walk to work/university. Access to power and utilities. Disagree with UE2 - Lancaster should stay within the motorway boundary. Disagree with VE2 - No services, would increase traffic, turn into a commuter town, schools wouldn't be big enough. | 12/15/2015 10:34 AM |
| 16 | Disagree Strongly disagree. Why spoil a beautiful area. | 12/15/2015 10:33 AM |
| 17 | Disagree disagree | 12/15/2015 10:21 AM |

2015 Local Plan Consultation Response Form

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| 18 | See Previous | 12/15/2015 10:18 AM |
| 19 | Against GreenBelt/Field Disagree I disagree to any development on land that would effect any green issues. | 12/15/2015 10:14 AM |
| 20 | Disagree Disagree | 12/15/2015 10:10 AM |
| 21 | Support Dolphinholme Dolphinholme agree | 12/15/2015 10:08 AM |
| 22 | Against Dolphinholme Issues with figures Scale issue Dolphinholme should not be developed on such as scale that destroys its character and its current rural jobs. Lots of rented student housing property is not for sale in Lancaster and Galgate - suitable for first time buyers. The university expanded its own student accommodation making this redundant. Exactly the same will happen with a new housing bubble leaving older properties difficult to sell and redundant. LEARN THE LESSON! A housing bubble does not equate with jobs: Look back at the 95 Development plan!! Your predictions for new jobs are typical consultant optimism! | 12/15/2015 10:06 AM |
| 23 | Disagree No | 12/15/2015 9:37 AM |
| 24 | Disagree disagree strongly | 12/15/2015 9:35 AM |
| 25 | Disagree Disagree | 12/15/2015 9:33 AM |
| 26 | Not familiar enough with the local concerns and constraints. | 12/15/2015 9:28 AM |
| 27 | Against GreenBelt/Field Disagree Disagree. Green belt land is lacking as it is. | 12/15/2015 9:19 AM |
| 28 | Dolphinholme Infrastructure Need for better facilities in Dolphinholme if expanded | 12/15/2015 9:03 AM |
| 29 | Disagree Disagree | 12/15/2015 8:57 AM |
| 30 | Against GreenBelt/Field Disagree I do not agree with the additional development sites. it seems that the countryside is going to be decimated. | 12/14/2015 4:57 PM |
| 31 | Against GreenBelt/Field Any options, touching on any destruction of green belts, I disagree with | 12/14/2015 4:56 PM |
| 32 | Disagree no - disagree | 12/14/2015 4:49 PM |
| 33 | Support Dolphinholme Dolphinholme ok | 12/14/2015 4:47 PM |
| 34 | Against Dolphinholme Scale issue I strongly feel the proposed development of Dolphinholme is too large - some development with extra services would be okay. I favour smaller developments of all rural villages. | 12/14/2015 4:45 PM |
| 35 | Disagree disagree | 12/14/2015 4:45 PM |
| 36 | Agree Infrastructure I agree with the development site if the roads and the extra amenities can be put in place and the residents are convinced that there are jobs for the residents, also that wild life is considered. | 12/14/2015 4:38 PM |
| 37 | Disagree Infrastructure Disagree - the infrastructure of small villages is not sustainable when you keep adding more and more houses. The identity of these historic villages will be lost. England will no longer be a green and pleasant land. There are very few opportunities for jobs, schools are full. The GP services maxed out. | 12/14/2015 4:33 PM |
| 38 | Agree UE1 UE2 I agree the proposal for UE1 & UE2 would be far better than GB1/2/3/4 | 12/14/2015 4:24 PM |
| 39 | Against GreenBelt/Field Disagree Disagree. In my view any further development on green field would be to the deterioration of an area of beauty and a great devastation to wildlife - already greatly damaged. | 12/14/2015 4:18 PM |
| 40 | Disagree UE2 I don't agree with homes here behind Denny Beck. On the edge of the River Lune and the trough of Bowland. It's a beauty spot where people come for walks cycle riders and pick-nicks. These houses are to close to the motor way to be built. | 12/14/2015 4:05 PM |
| 41 | Against Dolphinholme Against GreenBelt/Field Disagree Support urban extension UE1 Disagree - with the green belt options. this would cause large scale destruction of beautiful surrounding countryside. Disagree with development of large village - should be spread in smaller amounts in a number of villages. Agree - To urban extension to Lancaster M6 Jct 34 as close to University UE1,2 or 3. | 12/14/2015 3:39 PM |
| 42 | Scale issue I believe that expansion of this area on such a scale would be detrimental to the area and unsustainable. | 12/14/2015 3:35 PM |
| 43 | Against Dolphinholme Against GreenBelt/Field Support urban extension We agree with the large urban extension to Lancaster. We do not agree that green belt land should be built on when there are brown site availability. We disagree with Dolphinholme site on green belt. | 12/14/2015 3:26 PM |
| 44 | Infrastructure Scale issue Again, I partly agree but these proposed new sites are massive. it may help to keep development to one site (for ease of infra-structure, schools, retail) but they could spoil the alternative views of the city and surrounding countryside as one approaches from the south. | 12/14/2015 3:16 PM |

2015 Local Plan Consultation Response Form

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| 45 | As i don't live in the said village I find I can not agree or disagree | 12/14/2015 3:11 PM |
| 46 | Disagree UE2 I disagree with expansion North East of Lancaster - particularly UE2. This effectively expands Halton. However, the worst of this is the pressure it would put on station road bridge and any removal of woodland/ visible housing alongside and near to the river. Woodland should be protected - also the cycle path. | 12/14/2015 2:57 PM |
| 47 | Against GreenBelt/Field Disagree Disagree particularly the green belt review. | 12/14/2015 2:54 PM |
| 48 | Against GreenBelt/Field Disagree Link Road Disagree. Should not be using green belt sites in area. Had too much taken away already with M6 link road. | 12/14/2015 2:46 PM |
| 49 | Have no view | 12/14/2015 2:41 PM |
| 50 | Dolphinholme Scale issue Far too many houses. The village cannot cope with 500 new homes | 12/14/2015 2:25 PM |
| 51 | Dolphinholme Infrastructure Scale issue Far too large - the roads surrounding Dolphinholme are not appropriate for the volume of traffic that this development will bring. | 12/14/2015 2:24 PM |
| 52 | Disagree NO | 12/14/2015 2:15 PM |
| 53 | Against GreenBelt/Field Scale issue To large and would take green field sites | 12/14/2015 2:09 PM |
| 54 | Against Dolphinholme I do not agree with 1 village taking such large development. 500 homes would completely damage the character of the village and the proposal for building would ruin that the form in which it is located would cease to be visible. There for resulting in the loss of 7 jobs in the rural economy. | 12/14/2015 1:59 PM |
| 55 | Disagree Disagree. The sites have not been thought through. There has only been consideration with regions to which land may become available. | 12/14/2015 1:34 PM |
| 56 | Against Dolphinholme Scale issue Dolphinholme should have proportionally the same amount of development per head of current population as the rest of the area, not a 200% increase in population. | 12/14/2015 1:30 PM |
| 57 | Disagree Torrisholme We disagree with the proposed development to Bare/Torrisholme Barrows site. Any additional sites may be in agreement | 12/14/2015 1:21 PM |
| 58 | Disagree NO | 12/14/2015 1:20 PM |
| 59 | Disagree disagree | 12/14/2015 1:18 PM |
| 60 | Against Dolphinholme Disagree Strongly disagree. 500 new house in a village when there are 110 houses will swamp a good community | 12/14/2015 1:14 PM |
| 61 | Disagree Dolphinholme Infrastructure I disagree with having any development sites within Dolphinholme. Dolphinholme is not suitable for development it would change the whole character of the village. There would be increase congestion, on the roads from a possible extra 1000+ cars. Greater pollution caused by the large number of people travelling further to work. Increased housing would not make it easier for local people to stay in the village as housing in the area would be more expensive. | 12/14/2015 1:08 PM |
| 62 | Scale issue Small scale developments around villages would be ok providing the houses were in keeping with the surrounding houses. But no villages wish to be swamped. | 12/14/2015 1:07 PM |
| 63 | Not clear what you are asking? | 12/14/2015 12:20 PM |
| 64 | Against Dolphinholme Scale issue Dolphinholme must not be swamped with new housing | 12/14/2015 12:06 PM |
| 65 | Disagree I strongly disagree with the options for any sites within Dolphinholme. We are a village. | 12/14/2015 12:03 PM |
| 66 | Disagree UE2 No I disagree with the UE2 site and other sites because it will affect the tourism businesses and agricultural output increasing the need to import food into district/county. | 12/14/2015 11:59 AM |
| 67 | Agree I agree with some of them | 12/14/2015 11:56 AM |
| 68 | Disagree Disagree | 12/14/2015 11:52 AM |
| 69 | Agree Agree | 12/14/2015 11:49 AM |
| 70 | Flooding Slyne with Hest The field between Hatlex Hill and the sports ground on Hest Bank floods during wet weather. development of the hill to the East would worsen their problem as developed land would soak up much less water. | 12/14/2015 11:46 AM |
| 71 | Against Dolphinholme Disagree Disagree with a proposal that is not at all reasonable, or sensible. Even a 40% increase would be substantial. A 500% increase is DESTRUCTIVE and UNFAIR! | 12/14/2015 11:40 AM |

2015 Local Plan Consultation Response Form

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| 72 | Against GreenBelt/Field Link Road Using greenbelt changes the shape of the area forever. Takes away peoples livelihoods. Our area has been changed beyond recognition by 'new road' already wildlife in area already destroyed by road. | 12/14/2015 11:40 AM |
| 73 | Against GreenBelt/Field Disagree Disagree - Greenbelt Land | 12/14/2015 11:29 AM |
| 74 | Agree Dolphinholme Scale issue Agree that some new housing would bring new blood to the village, but 500 is far too many | 12/14/2015 11:27 AM |
| 75 | Disagree Disagree | 12/14/2015 11:26 AM |
| 76 | Against Dolphinholme No because Dolphinholme small village should stay like this, spoils why people come to this area and for Holiday caravans people won't use if countryside spoilt. | 12/14/2015 11:24 AM |
| 77 | Disagree Dolphinholme Scale issue Disagree. The scale of the 'development' would be better described as a new village and approached in this way. Building it adjacent to Dolphinholme is just one option. | 12/14/2015 11:22 AM |
| 78 | Disagree Disagree | 12/14/2015 11:15 AM |
| 79 | Disagree Disagree | 12/4/2015 4:57 PM |
| 80 | Against GreenBelt/Field Maintain seperation Slyne with Hest Concerned re green belt review as original purpose of green belt was to prevent urban sprawl and if areas identified are developed will effectively merge Lancaster/Morecambe/Slyne/Slyne-with-Hest/Bolton-le-Sands and create urban environment. Change nature of villages environment. | 12/4/2015 4:30 PM |
| 81 | Against GreenBelt/Field Infrastructure Maintain seperation Slyne with Hest Concerned re greenbelt review especially GB4. - Purpose green belt to prevent urban sprawl and developing sites identified will join together villages and Lancaster & Morecambe - Change nature of villages, will feel very urban - No infrastructure to support extra homes | 12/4/2015 4:21 PM |
| 82 | This is not for me to comment on, I do not live in the village. I would be (and am) not happy with those from outside our area having influence. | 12/4/2015 4:11 PM |
| 83 | Disagree No | 12/4/2015 4:05 PM |
| 84 | Disagree Disagree | 12/4/2015 4:02 PM |
| 85 | Against GreenBelt/Field Slyne with Hest Disagree with the option to extend Slyne-with-Hest. | 12/4/2015 3:58 PM |
| 86 | Against Dolphinholme Against GreenBelt/Field Against urban extension I disagree with large urban extensions, as this will just join up and swamp places like Galgate. As for reviewing the green belt this is precious land which gives Lancaster it's current character. As to 500 new homes at Dolphinholme this has potential to destroy a rural area. | 12/4/2015 3:44 PM |
| 87 | Against GreenBelt/Field Carnforth Disagree with encroaching on the greenbelt south of Carnforth. | 12/4/2015 3:34 PM |
| 88 | Against GreenBelt/Field Maintain seperation Slyne with Hest I feel that extending Dolphinholme Village is ok given that it would still be a single village, whereas joining Bolton-le-Sands and Slyne creates one large village. | 12/4/2015 3:28 PM |
| 89 | Against GreenBelt/Field No. Green belt should be protected. | 12/4/2015 3:24 PM |
| 90 | Against GreenBelt/Field We thoroughly disagree with the proposal to build on the North Lancashire Green Belt. This is against government policy, will ruin the individual character of the villages and will considerably lower the value of houses in the villages. | 12/4/2015 2:50 PM |
| 91 | Against GreenBelt/Field I thoroughly disagree. Especially with your proposal to build on the Greenbelt. | 12/4/2015 2:41 PM |
| 92 | Maintain seperation Any expansion of any village should seek to maintain that village community and avoid any merger with neighbouring communities. I like the idea of "zero carbon". | 12/4/2015 2:29 PM |
| 93 | Disagree I disagree with all these areas | 12/4/2015 2:14 PM |
| 94 | Disagree Disagree. Change of character of village. | 12/4/2015 2:11 PM |
| 95 | Slyne with Hest Support Dolphinholme Support urban extension Yes, agree with Option 1 - Urban Extension & Option 3 - the expansion of Dolphinholme. Do not agree with Option 2, especially Hest Bank option (GB1 area also good option) | 12/4/2015 1:59 PM |
| 96 | Disagree Disagree | 12/4/2015 1:54 PM |
| 97 | Agree Given the necessity for additional homes, I believe they seem reasonable options. | 12/4/2015 1:42 PM |
| 98 | Against Dolphinholme Against GreenBelt/Field Support urban extension Agree - Urban Extension Disagree - Green Belt Review Disagree - Village Expansion | 12/4/2015 1:38 PM |

2015 Local Plan Consultation Response Form

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| 99 | Disagree Infrastructure I disagree with additional development sites due to nature of small roads - already grid locked at times. Sewage problems already occur in Slyne. | 12/4/2015 1:25 PM |
| 100 | Disagree Slyne with Hest Disagree with GB4 | 12/4/2015 1:17 PM |
| 101 | Against GreenBelt/Field Disagree Link Road Scale issue UE1 I do not agree with the scale of development planned for South Lancaster . Plans to eat away at the green belt are not acceptable to me . The new Heysham Bypass has devastated the countryside and far too many trees have been felled . Now it is being used as an excuse for further ribbon development eating away at the wildlife and eco systems . | 11/30/2015 10:42 PM |
| 102 | Disagree Issues with figures Disagree - the number of houses that are said to be needed and the jobs that will be created are not accurate. | 11/30/2015 9:34 PM |
| 103 | Against Dolphinholme Agree Infrastructure Link Road I agree that developments to the North East of Lancaster are a sensible and reasonable proposal. The infrastructure is there (or at least will be), and fits in with the nature of a city. I am skeptical about Green Belt development, and understand residents in these areas have expressed their concerns. However, proportional growth - relative to the size of the existing settlements - could be a good compromise. As for the Village Expansion, I completely disagree. Just a few years ago, there was no mention of Dolphinholme in any plan (eg Core Plan). Now, these once sacrosanct documents have been dismissed, and suddenly - simply because of a small offer of land - Dolphinholme has become the only village in the entire Local Plan. It is extremely worrying that single land ownership should dictate an entire planning strategy for a district, taking nothing else into account. I would be interested to know whether this practice is commonplace, and where it is advised. | 11/30/2015 9:32 PM |
| 104 | Agree Issues with figures Yes but I am sceptical about the level of housing need being forecast. I recall similar forecasts for high population growth in Lancaster District the 1990's which did not materialise | 11/30/2015 9:24 PM |
| 105 | Disagree UE2 Disagree, particularly with North East Lancaster East of M6 motorway - this is effectively an extension of Halton - all the nearest facilities are in Halton not Lancaster, and the motorway junction is more of a barrier to pedestrians than Denny Beck Bridge is. | 11/30/2015 7:19 PM |
| 106 | Against urban extension All these sites significantly and irreversibly negatively impact objective SO3 (Natural, historic and built environment). Unlike UE1 and UE3, site UE2 should not be called an 'Urban Extension' site; it is beyond the M6 and physically entirely separated by green fields from Lancaster's urban area. | 11/30/2015 5:13 PM |
| 107 | Agree Carnforth Disagree Infrastructure Link Road Torrisholme UE1 UE2 UE3 I agree that UE1, GB2 and GB3 are potentially sensible urban expansions where houses could be built with the need for minimal additional services. I think that UE2 and UE3 are not suitable zones for development as there are no services currently available and they would place too much pressure on services in the adjacent areas. GB1 should not be considered as a suitable zone because it will link Halton to Lancaster which is contrary to the Green Belt policy. Furthermore there are no suitable services for this zone either. | 11/30/2015 4:52 PM |
| 108 | Against Dolphinholme Disagree Infrastructure Issues with figures Support urban extension I disagree with the need for these sites, as the housing figures that lead to them being identified are unrealistically high. If greenfield land is to be released for housing it should be located near the current urban area and well connected by public transport. The most suitable sites are probably those to the south of Lancaster, and North East Lancaster, West of the M6. However, development should be contingent on provision of good public transport, segregated walking and cycling routes to the city centre and the university (for south Lancaster) and provision of local facilities. The area of Standen Park/Moor hospital should have a primary school, and local facilities such as a shop. Current public transport links to Dolphinholme are very infrequent, so this seems totally the wrong place for new housing. | 11/30/2015 4:20 PM |
| 109 | Against Dolphinholme Against GreenBelt/Field I am not at all convinced of the need for these large green field sites to be selected. It would be much better to spread new housing throughout the area. This was the approach favoured in the last consultation. Further, Lancaster is a town distinctive in having few green spaces within it. These have not been necessary because of the proximity of the countryside. Indeed this is a large part of its charm and has enhanced its scenic value when viewed from the motorway. This is already at risk and would be more so if the sprawling conurbation of Lancaster and Morecambe is expanded in the ways suggested. To create yet another 'urban' area in Dolphinholme would be even more disastrous, destroying a viable village and recreation area for cyclists and walkers to produce an unsustainable commuter settlement. | 11/30/2015 3:49 PM |

2015 Local Plan Consultation Response Form

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| 110 | <p>Against Dolphinholme Disagree Link Road Support use GreenBelt UE2 UE3 I agree that site UE1 has many aspects to commend it, not least that it would be next to the University which is, frankly, the only employer in this entire area that will actually grow. I think that UE2 and UE3 are both ridiculous as there are no nearby local services or infrastructure. Who wants to live next to a motorway junction? UE2 is not actually an urban expansion at all; it is a parcel of land in the middle of nowhere that partly adjoins the village of Halton. UE3 falls into a similar category to UE2 although it doesn't adjoin Halton. GB1 is totally unacceptable as it would destroy the gap between Lancaster and Halton through ribbon development and simply make Halton a part of Lancaster. GB2 and GB3 both present opportunities to expand existing urban areas so I think they would make sense. GB4 seems to be in the middle of nowhere so I fail to see the benefit of additional houses in this location. VE1 to VE5 are not connected to the urban area so I don't think they make sense.</p> | 11/30/2015 1:27 PM |
| 111 | <p>Infrastructure I refer to the "People Homes and Jobs" booklet. on G.B2 area: Planning proposals are too vague, they need to be transparent and above board. Industrial development on this site would require proper access roads which are not there at present and due to the geographical outlay would be well nigh impossible to develop. The Slyne- Hasty Brow connection is severely congested 2x a day and is not suitable for H.G.V's due to narrow country roads, canal bridge etc. Schools and existing doctors services etc in area already full. What is the advantage of low cost housing ? Will they sell next to main N-S railway line?</p> | 11/30/2015 1:06 PM |
| 112 | <p>Against urban extension Infrastructure Link Road It would appear that with the improved motorway junction and link to Heysham that a development around the Ridge/ Lansil area would be a good way of utilising the improved communication links. Other urban development eg Whinney Carr/ Hazelrigg Lane would create a lot of traffic problems on an already congested A6.Noise, air pollution and environmental issues for this area too.</p> | 11/30/2015 12:36 PM |
| 113 | <p>Infrastructure Issues with figures I disagree with the general premise of needing more housing. This area is economically weak with no local real industry beyond the hospital and university. These developments will merely create more commuter traffic loadind into a gridlocked and unsuitable environment. The Experian data is technically suspect, has vested interests to account to and therefor lacks credibility.</p> | 11/30/2015 10:13 AM |
| 114 | <p>Disagree Disagree</p> | 11/30/2015 9:41 AM |
| 115 | <p>Disagree Strongly disagree</p> | 11/30/2015 9:29 AM |
| 116 | <p>Disagree Slyne with Hest We disagree with proposals for development of GB4. We object to the settlements of Bolton le Sands and Slyne being merged together and thereby altering the individual character of the villages. The green belt is there to prevent urban sprawl. The district's residents have already stated in the 2014 consultation that this was an unacceptable option.</p> | 11/29/2015 10:37 PM |

2015 Local Plan Consultation Response Form

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| 117 | <p>Support urban extension UE1 The Trustees share the view expressed by the majority of respondents to the consultation carried out in summer 2014 whereby, from a choice of five potential strategic options, a clear preference emerged for an urban extension to the south of Lancaster. The Trustees agree with the inclusion of the South Lancaster Urban Extension (UE1) and consider its allocation is critical to the success of the new Local Plan. It offers significant advantages over other options and particularly annexed expansion to the east of the M6 motorway, disproportionate growth in the north of the District and the large-scale expansion of Dolphinhholme and/or other similarly remote village locations. Objectively assessed needs must be met as near as possible to the communities in which they arise and as Lancaster is the principal settlement, largest centre of population and the main centre of employment in the District, it is where the majority of new housing is and will continue to be needed. Facilitating its growth via a sustainable urban extension at South Lancaster therefore presents the most sensible and beneficial option. The South Lancaster Urban Extension (UE1) option will allow growth to be located in a suitable and sustainable location at Lancaster, where housing, employment and other development will be viable and deliverable, and in which commercial development interest continues to be expressed. It is already identified in the LADPD Preferred Options 2012 as an Area of Strategic Growth (draft Policy SOUTH 1) with the potential to significantly contribute to meeting identified housing, employment and other development needs and the sustainability objectives of the Core Strategy. The opportunity for major mixed-use growth in South Lancaster has been identified by the Council in consultation with stakeholders through the development and testing of options, and resulted in the preferred allocation of housing and employment development sites at Whinney Carr, Bailrigg, the University and the University Science Park. These sites offer a significant opportunity to accommodate development in a comprehensive and well-planned approach within a draft policy framework (LADPD Policies SL1 to SL4). They are supported by detailed evidence and topic-based studies, and have confirmed developer interest to demonstrate their suitability, achievability and deliverability as a sustainable strategic location. The land immediately south of the preferred Whinney Carr allocation and opposite the University, and that controlled by the Trustees at Lower Burrow Farm extending to Tarnwater Lane and beyond to Park Coppice, shares the same physical and environmental characteristics and is similarly capable of accommodating development. The land is available. It is a sustainable and accessible location. It is largely free from topographical and technical development constraints and it can be easily connected and integrated with adjacent future development and infrastructure. It is not within a visually important or special landscape, or an ecologically or historically sensitive environment and is contained by strong landscape features and the woodland belt of Park Coppice to form a clear edge and sufficient area of separation from Galgate. This is confirmed by the additional up to date evidence prepared by the Council in the 'Mini Brief' background development paper for the South Lancaster Urban Extension (UE1) option. There is clear commonality and potential to extend the geography of the draft South Lancaster Area of Strategic Growth and to comprehensively masterplan an enlarged mixed-use southern urban extension to Lancaster in this location and including the land at Lower Burrow Farm. This represents the most appropriate and priority option for meeting objectively assessed housing and other needs over the plan period. A sufficient critical mass of development to the south of Lancaster will also stimulate and accelerate delivery of the M6 Junction 33 relocation and reconfiguration works and park and ride site (Lancaster Highways & Transport Masterplan - Consultation Draft, LCC, March 2015) which will deliver a city-wide benefit by diverting north/south through traffic from the A6 and city centre onto the motorway, as well as significantly improving access and connectivity to the University and University Science Park and driving economic development.</p> | 11/29/2015 10:36 PM |
| 118 | <p>Agree Agree</p> | 11/29/2015 9:25 PM |
| 119 | <p>Agree Agree, a fair spread across all development sites, again enabling young people access to affordable houses and jobs in more than one area.</p> | 11/29/2015 9:03 PM |
| 120 | <p>Against Dolphinhholme Disagree Disagree with Dolphinhholme being the only village identified for development</p> | 11/29/2015 9:00 PM |
| 121 | <p>Against Dolphinhholme Disagree Disagree with the village expansion</p> | 11/29/2015 8:58 PM |
| 122 | <p>Disagree UE2 UE3 I do not agree that the two north east Lancaster development options are necessary, because the housing need is nowhere near as high as the consultants make out. In addition, the effective joining of Halton Village to Lancaster which would result is totally unacceptable. I have made my views about the green belt reduction in my previous answer. I do not accept that any reduction will be effective in maintaining the separation of the coastal settlements.</p> | 11/29/2015 5:56 PM |
| 123 | <p>Against Dolphinhholme Disagree Scale issue No. The suggestions could swamp the village of Dolphinhholme which does not have the infrastructure to cope this. The size of the suggested development is ridiculous. Only small development should be allowed around villages to provide homes for people working in or near the village.</p> | 11/29/2015 4:49 PM |
| 124 | <p>Against GreenBelt/Field Infrastructure Issues with figures UE2 Partial agreement only. Use of the North Lancashire Green Belt should be excluded if at all possible. Much of this is high quality agricultural land and has a high visual and amenity value. As stated earlier the numbers are incorrect and therefore less than half of the sites visited need to remain in the plan. The area to the east of the M6 has no current links to existing residential areas or connections with services and is entirely unsuitable. North of Lancaster a smaller extension between the A6 and Green Lane may have some merit but the preservation of Halton as a rural village cannot be done if the urban sprawl continues east beyond the canal.</p> | 11/29/2015 4:42 PM |

2015 Local Plan Consultation Response Form

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| 125 | <p>Disagree High quality housing We strongly disagree with the options for the additional development sites, as we do not believe large areas of agricultural land should be given up for large density housing. It is important that a consistent approach is used when proposing areas of land for development. Where we live, previous planning policy stipulated that building permission for the development was only granted on the proposals that the property was renovated to a high standard and was in-keeping with the local surroundings; for example all the properties have been renovated using natural stone and using wooden door/ window frames. Therefore where areas of housing development are built near to existing developments it only seems fair that the same rules apply.</p> | 11/29/2015 3:40 PM |
| 126 | <p>Against Dolphinholme Support urban extension Support use GreenBelt Urban Extension - yes Green Belt Review - yes, with care Village Expansion, Dolphinholme - NO</p> | 11/29/2015 3:15 PM |
| 127 | <p>Against GreenBelt/Field Disagree Infrastructure UE2 I wish to comment specifically on the North East Lancaster East of M6 motorway development option, which relates to Halton-with-Aughton, where I live. The proposed site would locate 1500 houses on green fields with no existing infrastructure and very poor public transport links. The primary school in Halton is already oversubscribed and there is very limited health and social /community provision in the village. Increased traffic over Denny Beck Bridge would be hazardous and increase congestion at peak times through Halton. Caton Rd is already congested and subject to frequent traffic jams. The report notes the environmental value of Denny Beck as part of a wider ecological network and says that 'Fragmentation of such a network should be avoided'. This would inevitable in any large scale housing development built beside it increasing waste disposal and seriously affecting flora and wildlife (eg. otters, stoats, deer, bird life identified on this site). It is also close to Forest of Bowland AONB. Unless the kind of housing were to be controlled and meet both affordable and sustainable criteria, there appears to be limited opportunity to meet rural housing needs, but would increase the number of expensive and energy consuming properties already being built (eg Barretts housing on Mill Lane).. I have no detailed knowledge relevant to other development options, other than to emphasise the priority for development on brown field sites where there is potential for investment in existing services and infrastructure, and NOT on green field sites with resultant loss of local amenity, biodiversity and environmental quality.</p> | 11/29/2015 3:13 PM |
| 128 | <p>Agree Infrastructure Agree. Any development east of the canal in Carnforth must include proposals for improvement of the canal crossing and the junction with the A6 at Market St. Any sizeable development would need agreement with the rail authorities to provide for Northbound trains to be able to stop at Carnforth. That anyone from Carnforth wishing to go North by rail has to travel into and out of Lancaster is ridiculous.</p> | 11/29/2015 2:36 PM |
| 129 | <p>Against Dolphinholme I can not understand why Dolphinholme is being identified as the 'only village suitable for greater development'. The only reason I can find is that the majority of the land is within one land ownership but surely this can not be sufficient justification in itself? I support a well planned urban extension (but having exhausted all brownfield site opportunities first).</p> | 11/29/2015 1:59 PM |
| 130 | <p>Against Dolphinholme Dolphinholme should not be turned into a super village. Developing brown field sites is acceptable if required, but why destroy a small village?</p> | 11/29/2015 11:12 AM |
| 131 | <p>Against GreenBelt/Field Issues with figures As I believe the figures are wrong I think that most of the greenfield sites put forward unnecessarily could be withdrawn.</p> | 11/29/2015 8:58 AM |
| 132 | <p>Issues with figures I believe this projects have been exaggerated through higher demographic projections</p> | 11/28/2015 8:58 PM |
| 133 | <p>Against GreenBelt/Field Disagree DISAGREE. The green belt should be protected.</p> | 11/28/2015 6:32 PM |
| 134 | <p>Against Dolphinholme Agree Carnforth Infrastructure UE2 UE3 I would prefer development to take place east and west of the M6 rather than to the south of Lancaster. If however it is decided that the south of Lancaster is the solution, the expected scale of expansion of the University of Lancaster must be factored in. For example, the traffic it generates continues to grow year on year, from members of the university, visitors, trades people and many others, and includes private cars and taxis, buses and vans and lorries. There are also plans for a research innovation site that will bring with it significant infrastructure needs that are not mentioned in the consultative document. Dolphinholme is too small to sustain an expansion of 500 dwellings. Instead, more might be added to the Carnforth conurbation and particularly to the east of the town.</p> | 11/28/2015 5:41 PM |

2015 Local Plan Consultation Response Form

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| 135 | <p>Against Dolphinholme Against GreenBelt/Field Infrastructure Scale issue The idea of village expansion is a consideration but the idea that Dolphinholme should absorb much of the total number is ridiculous in the extreme. Such an expansion is not proportionate due to its size, location and the potential harm that will be caused to the character of the village. Infrastructure issues of school places (some extra 175 primary pupils would be generated) and traffic movements create obvious problems. In no sense could the proposal for Dolphinholme be considered as sustainable under the NPPF: There is no employment in the village nor prospect of any, the Plan has not included land for employment purposes. The proposal would not "contribute to protecting and enhancing our natural, built and historic environment." (NPPF: Achieving sustainable development para7). The NPPF aims to promote "high quality sustainable transport." Dolphinholme has not even one bus service operating through or near to it. If it were to be built there would be an adverse effect on the setting of the nearby conservation area and a loss of visual amenity in a sensitive landscape next to the Forest of Bowland. Sites in the greenbelt should not be considered for development. The greenbelt is there to protect the integrity of any built community and as such must be maintained. Planning policies must eliminate any chance of urban sprawl. The NPPF states that planning principles should protect the greenbelt around main urban areas, "recognising the intrinsic character and beauty of the countryside." To include sites in the plan which are on the greenbelt would breach the objectives of a greenbelt affecting the quality of life for all who live near it or pass by.</p> | 11/28/2015 3:57 PM |
| 136 | <p>Against Dolphinholme Infrastructure Dolphinholme would generate more travel and has no strong arguments in its favour. On the face of it the developments close to the new motorway junction seem plausible - but surely we need to be clear that infrastructure would be put in place. South Lancaster without a new road system is impractical.</p> | 11/28/2015 2:56 PM |
| 137 | <p>Against GreenBelt/Field Although I do agree with the general outline of this document it is far too vague to expect any kind of reasoned response. Very little time has been given to respond to these proposals. My main concern is with the loss of green belt. I am not in principle opposed to this in carefully managed circumstances but I fear there is a backdoor agenda with at least one of the proposed sites. More of which in the appropriate comments box. It is vital that the quality of life for existing residents is paramount and that the new developments are not the quick profiteering fixes often seen in these developments.</p> | 11/28/2015 1:13 PM |
| 138 | <p>Against urban extension I disagree completely with the north east Lancaster sites, on both sides of the motorway. Such development would completely link up Lancaster and Halton, have considerable visual and environmental impact, destroy the open character of this part of Lancaster.</p> | 11/27/2015 2:23 PM |
| 139 | <p>Against urban extension Hybrid approach Support use GreenBelt I feel the additional housing is best met through a combination of the above but specifically think, with the use of the green belt not being considered out since 1991, that these areas of land should be utilised. With the new Heysham link road changing the character of the North Lancaster Green Belt, this area in particular should be put forward for allocation. I do not feel that urban extension to the east of the M6 is suitable, specifically UE2 south of the A683.</p> | 11/27/2015 10:18 AM |
| 140 | <p>Against urban extension Maintain separation Support use GreenBelt UE2 I am not familiar with all the sites discussed, however site UE2 should not be classed as an Urban Extension, it is an area of countryside not currently connected to the city - this is acknowledged in the 'mini-brief'. It is agricultural land which we cannot afford to lose. The EN4 'mitigation' recommends: "...some small scale low density development may be acceptable. Only develop part of the site and avoid low lying areas adjacent to AONB." This means that it is not really a large-scale housing site, nor a real alternative option to UE1 or UE3. Site GB1 - although I am not opposed to some expansion of housing within Halton village (as current designations) it is very important that we retain its separation from Lancaster. Developing the eastern part of GB1, east of the canal aqueduct, would be a 'ribbon development' joining Halton to Lancaster. From the maps, none of the other GB options appear to have this very negative effect of joining up currently separate settlements. The eastern part of GB1, at least, should be retained as Green Belt and not used for housing. It does seem reasonable to reassess the Green Belt - all decisions should be periodically reviewed; but the prime purpose of it - to limit urban sprawl and preserve the natural landscape heritage must remain the priority.</p> | 11/26/2015 11:31 PM |
| 141 | <p>Support urban extension UE2 UE3 I agree with UE2 and UE3. I disagree with the other development sites.</p> | 11/26/2015 8:33 PM |
| 142 | <p>Infrastructure Support urban extension UE2 UE3 I agree with the proposed development sites on UE2 and UE3 as these will have no impact on the green belt and less impact on existing villages and communities. Better transport networks are also available at these locations. I disagree with the other development sites.</p> | 11/26/2015 8:23 PM |
| 143 | <p>Agree Hybrid approach I agree that additional development sites are required in order to address the current shortfall in houses and jobs. I believe the proposed sites respectfully address Lancaster City's expansion by providing an even spread of development in and around the whole of the district which in turn would also provide a fair mix of both urban, village and green belt expansions.</p> | 11/26/2015 4:17 PM |
| 144 | <p>Disagree Infrastructure Scale issue I disagree with the proposal for large scale development as this will put intolerable strain on existing services and infrastructure. If more homes are required on this scale then smaller developments are preferable so as not to overload any particular area and retain as much "breathing space" for the population in the District.</p> | 11/26/2015 3:51 PM |

2015 Local Plan Consultation Response Form

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| 145 | <p>Infrastructure Disagree with developments at Royal Albert Farm and surrounding Pine Close - putting to much strain on road network. Ashton Road narrows to single road (priority traffic) and more residents would increase volume of traffic putting too much pressure on existing resources.</p> | 11/26/2015 9:06 AM |
| 146 | <p>Against GreenBelt/Field Carnforth Support urban extension Agree with the 3 urban extension sites though access to the city as well as the motorway needs to be addressed. Loss of green belt needs to be taken seriously and any planning needs to accept the importance of green space, but N Lancaster and NE Morecambe are linked to new road developments which has changed their value as boundaries. South Carnforth does create a boundary between the towns which would be a loss..</p> | 11/25/2015 11:05 PM |
| 147 | <p>Affordable housing Against GreenBelt/Field Against urban extension Disagree Support urban extension UE1 UE2 UE3 We strongly disagree with the full extent of these proposals, and in particular the concept that the point of the green belt is just to maintain the separation of the coastal areas. There are 5 contributing factors for green belt assessment generally, and limiting the function in this case simply to the coastal areas completely fails to deal with other benefits of green belt such as preventing the unplanned growth of Lancaster leading to the absorption of local nearby villages. The council has declared it wants "strong and vibrant communities". It is difficult to see how this can be achieved in UE2 given its isolation. Incorporation into either of the existing communities in Halton or Caton is unlikely given the distances involved and in any event the increased geographical spread of those villages if that were to happen would tend to reduce the current sense of community UE2 has significant disadvantages. Isolation Its isolation from other areas of housing poses real problems in terms of providing schooling and other community needs. The concept that any children can be bussed to Caton or Halton is unrealistic and unhelpful given the current needs to reduce transportation requirements. In any event the access to Halton school is completely inappropriate, with narrow roads and the likelihood of increasing traffic in any event as predicted by LCC following the development of the link road. While it would be possible to enter into s106 agreements with any developers, we note that the website for Turley associates specifically describes its success in helping developers to negotiate these away to avoid any adverse impact on development and profitability. We can have no faith that any such agreements would in fact be respected. While such agreements may be legally binding they are in fact only contracts between the local planning authority and the developer and frequently not enforced by local authorities because of the potential cost and difficulty. Private individuals rarely have any power to enforce them. I also note that the Turley report specifically sets out in para 4.18 that s106 agreements for affordable housing for example may be provided elsewhere. If the development of these sites is not to have a substantial element of affordable housing it serves little benefit to the community. Indeed the main beneficiaries of the development will be developers rather than the community as a whole, as they will seek to maximise profits by building larger homes than needed for our local population. If affordable housing can be built elsewhere why are these areas not included within the schemes in the current draft plan consultation. Flood risk The northern edge of this development abuts the River Lune which is already in the high category (2) for flood risk and recently estimated as 1:60 years. Further hard construction in this area will almost inevitably lead to additional strains from run off. Planning policy guidance states that, where possible, development should be confined to areas of low flood risk. This is not the case with the section to the north of the A683. Wildlife impact North of the A683 There is at least 1 otter holt on the River bank of the Lune immediately opposite the proposed development to the north of the A683 as well as a number of nesting sites for kingfishers. Both of these are protected species under the Wildlife and Countryside Act 1981. During the recent heavy rainfall and flooding of the otter holt, otters were seen escaping the water by running across the main road from Lancaster into Halton. This escape is at a particularly dangerous point in the road where there are frequent accidents. Any development which takes place near the bank itself would further endanger these important creatures. South of A683 TPOs have now been placed on two areas of woodland to the south and one to the north of the A683. This shows the importance of these to the countryside. Once again, enforcement of TPOs is difficult when they interfere with the full commercial development of a site. While an individual landowner may think twice about cutting down a tree which has this protection, developers may well carry out a cost benefit analysis and decide that the increased profitability of the site once developed exceeds any fine which may be imposed for a breach of the TPO. The areas UE1 and (particularly) UE3 appear to provide fewer problems should additional housing be required (which is not absolutely clear from the Turley report). UE1 already includes some safeguarded land which could be utilised and both have good links with other facilities. Any development of land within UE1 near the protected woodland areas should be resisted for the reasons set out above in connection with the problems with TPOs, and development should avoid the flood risk areas in that section.</p> | 11/25/2015 2:38 PM |
| 148 | <p>Against GreenBelt/Field Disagree Scale issue I disagree that the need exists for the scale of development proposed however in selection of the sites there do seem to be areas under consideration which are unsuitable for development and which would have a very negative effect on the environment, the existing community and the very nature of the areas concerned. In addition I do not agree with the principle of building in green belt or agricultural land unless absolutely no other alternative is proved to be possible. I do not believe this to be the case in Lancaster & Morecambe.</p> | 11/25/2015 12:45 PM |
| 149 | <p>Dolphinholme Yes and No; In the case of said Dolphinholme this can be seen as a great opportunity to increase its population and amenities, or on the other side of the coin a disadvantage on destroying a quiet and peaceful life for which they enjoy. This development must only be decided by those directly concerned.</p> | 11/25/2015 12:04 PM |

2015 Local Plan Consultation Response Form

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| 150 | Against GreenBelt/Field Support urban extension I agree with urban expansion but disagree with any reduction in the greenbelt. | 11/23/2015 6:30 PM |
| 151 | Against GreenBelt/Field Support urban extension UE1 UE2 UE3 Largely disagree. I have fewer objections to the use of UE2 and UE3. These areas are already downgraded by the M6 and by the building of the Link Road. They genuinely provide good new road links to incoming industry and commerce with little knock-on effect on the rest of the area. At the same time, these sites should be developed sensitively. North Lancashire is rural. Disorganised urban sprawl will destroy the image of the district as seen from the motorway and degrade the environment as far as the many residents are concerned who still believe they live in a rural area. UE1 offers fewer worries. The University will have to expand and sites will be needed for further academic output as well as for technology spin-off companies. UE1 should be able to cope with this and I would trust the University to keep a safeguarding watch over its own locality. The green belt areas are a completely different matter. Attempts to develop them are the lazy option. It does not take great intelligence to colour in areas of fields and woodland and allocate a number of houses to each one. Planners who want to develop the green belt do not care enough about the area in which they live (if they live there at all) | 11/23/2015 5:44 PM |
| 152 | Against GreenBelt/Field Whilst I totally agree with the need to provide extra housing I disagree with these options because use of these sites conflicts with the NPPF's intent for 'sustainable' development. Your own SEA&SA concludes that they cause irreversible damage to EN4 (landscape and townscape) [except GB2] and EN5 (sustainable use of natural resources): "there will be cumulative adverse effects on the environment including notably greenfield land use, landscape, biodiversity, car use and pressure on services." They all significantly and irreversibly negatively impact objective SO3 (Natural, historic and built environment). | 11/23/2015 4:33 PM |
| 153 | Agree Hybrid approach Yes I agree with the Council's conclusion, looking at the new evidence from Turley Associates, that additional development sites are needed. These new proposed sites would provide a nice spread of development all around the city and is necessary for Lancaster District to plan ahead for future changes and maintain a thriving economic community. They would provide a fair mix of urban, village and some green belt expansion and address the problem of the shortfall in houses and jobs between sites already identified and the total projected forecast. . | 11/22/2015 11:02 PM |
| 154 | Against GreenBelt/Field Slyne with Hest Disagree with the proposed green belt area GB4 Slyne with Hest. | 11/22/2015 5:11 PM |
| 155 | Against GreenBelt/Field Strongly disagree that large areas of previously undeveloped land, particularly farmland, should be given over for high density housing. There is no evidence that people want to move to such high density housing sprawl. Previous development of these sites has been limited to very small homesteads (many less than 10 houses) which provide the types of rural housing that is needed and aspired to, and maintaining the existing rural nature of the area. | 11/22/2015 5:10 PM |
| 156 | Disagree I disagree there should be less land allocated and go forward not by 20 years but only 5, it is unrealistic. Other councils have opted for a 5 year plan, so should we. | 11/20/2015 2:41 PM |
| 157 | Disagree We disagree. | 11/19/2015 11:49 PM |
| 158 | Against Dolphinholme Dolphinholme I disagree to the expansion of Dolphinholme. Has rural housing assessment taken place across the authority area? Rather than expanding one village to such a large degree the answer must be to provide new housing for all villages across the authority to help rural housing district wide. | 11/19/2015 5:20 PM |
| 159 | Against Dolphinholme Scale issue I agree that additional development sites may be necessary but the scale of such development should not impinge adversely on the character of each area. This is particularly so in Dolphinholme where a development on the scale suggested would 'swamp' the existing village and completely change its character. | 11/19/2015 2:34 PM |
| 160 | Against GreenBelt/Field I disagree with reviewing the green belt to enable it to be built on. It may be that the boundaries of the current North Lancashire Green Belt were drawn 25 years ago, but the objectives of the green remain valid today and for the foreseeable future. The principle of reviewing the green belt was "unpopular" in the 2014 consultation and it seems incredible to think that local opinion would have changed significantly in such a short space of time that this option would now be popular. The Council's leaflet states that "the council has no alternative but to review green belt boundaries", are we to assume that the decision has already been taken? Please do not assume that if you keep suggesting it, it will become acceptable. | 11/19/2015 12:51 PM |
| 161 | Disagree Disagree with the number of sites proposed which is far in excess of what the district's needs are objectively likely to be. If many of these sites are identified, developers will only build in "easy" areas; they will neglect infrastructure & blight countryside and small settlements. | 11/18/2015 3:25 PM |
| 162 | Agree by in large yes | 11/18/2015 1:06 PM |
| 163 | Infrastructure all things mentioned need careful consideration, there seems to be no attention given to the needs of older people, who is going to pay for schools and amenities for the disabled (because the builders don't have to pay any more). a lot of infrastructure will have to be put in place can we trust the builders to do it right or will we have to pay through our council tax, I am afraid that we will be building the slums of the future. | 11/18/2015 12:09 PM |

2015 Local Plan Consultation Response Form

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| 164 | Against Dolphinholme Disagree The identification of the village of Dolphinholme as a suitable area for development is flawed. Clearly the proposed density of new housing will cause major problems on the road system. There would be no employment within the immediate area for the new population and so there will be at least 500 extra car journeys in each direction per day over narrow country roads as people travel to and from work. The roads become especially hazardous in winter as the roads are prone to localised icing and flooding. Many will head for Lancaster through Galgate or to J33 of the M6. This involves a right turn onto an already busy A6 further increasing the number of accidents. Congestion in Galgate will be intolerable as extra commuters travel to Lancaster. Dolphinholme is a historic village and development on this scale will destroy the character of the place irrevocably. The village is enjoyed not only by the existing residents but also by the many visitors to the area. Parts of Dolphinholme are in a conservation area and the expansion will have a severe impact on both the landscape and wildlife of the entire village. | 11/16/2015 5:32 PM |
| 165 | Scale issue Support Dolphinholme I agree that in Dolphinholme there should be some houses built. I feel that the best parts of the village for new houses are VE1, VE4 and some of VE2. | 11/16/2015 3:05 PM |
| 166 | Carnforth Scale issue Support use GreenBelt Whilst some degree of development on the greenbelt may be required, I do not think we need such a large reduction to the south of Carnforth - a reduction which will remove almost all of the greenbelt within the Carnforth parish boundary. | 11/15/2015 7:55 PM |
| 167 | Agree Agree | 11/15/2015 7:38 PM |
| 168 | Against urban extension I do not agree with developing South Lancaster. | 11/14/2015 11:44 PM |
| 169 | Against Dolphinholme I totally disagree with the expansion of the village of Dolphinholme. I think it is more realistic to consider housing developments where the infrastructure is already in place. | 11/14/2015 7:43 PM |
| 170 | Against GreenBelt/Field Maintain separation I disagree with the options for additional development sites at GB1 & GB2 as both these areas have limited scope for future development due to the demographic constraints of the west coast railway line & the future Heysham to M6 link road. Also it must be stressed that due consideration is required with respect to maintaining the separation of settlements between the north east of Morecambe & north Lancaster preventing urban sprawl. | 11/14/2015 7:31 PM |
| 171 | Scale issue I believe the additional development sites are too intensive. Developers will cherry pick one or two then develop these leaving the less attractive sites undeveloped. | 11/14/2015 5:06 PM |
| 172 | Against GreenBelt/Field Scale issue If there is to be growth it should be severely restricted and it should be exclusively in urban sites so that no more green land is lost to housing and all the associated buildings that are needed to support the people living in these houses. I am entirely against losing more countryside to buildings. | 11/14/2015 3:27 PM |
| 173 | Against Dolphinholme I disagree with the identification of Dolphinholme as an option for development | 11/11/2015 9:04 PM |
| 174 | Support urban extension Support use GreenBelt UE1 UE2 UE3 I have no problem with the UE1, UE2 and UE3, but redevelopment of the old refinery land at Heysham should be included (very easy access for industry now) and also development of the agricultural land east of Oxcliffe Road (good access for housing and industry). Similarly GB1, GB2, GB3 and GB4 should be considered, but there are difficulties with some of these. | 11/8/2015 12:59 PM |
| 175 | No Comment | 11/8/2015 11:04 AM |
| 176 | Against Dolphinholme Disagree strongly. There is no justice in this targeting and 98% of the village (now surveyed) is opposed to this plan. | 11/8/2015 10:57 AM |
| 177 | Against Dolphinholme Against GreenBelt/Field I disagree with any development of the greenbelt areas. The reasons for setting up these zones have not changed and are still very applicable to the needs of the 21st century, in fact more so with increasing pressure on our landscape. There is no mention of the many empty residential and commercial properties in the area that could be compulsorily purchased and renovated for use. The areas around the M6 would be a logical use for both access to industry for a business park and for residential commuters. The development to the south of Lancaster is a logical progression of the developments already given planning permission but the size of the scheme is too great and there is a danger that the village of Galgate will become a suburb of Lancaster like Scotforth is already. The size of the development proposed at Dolphinholme will swamp the village and its community. | 11/8/2015 9:51 AM |
| 178 | Disagree NO. A new town should be built to supply the 'so called' house demand which you are expecting. The town should be stand alone site, all services should be built within the town and any common sense would suggest it should be very near to the new by pass which again has cost millions of pounds. | 11/7/2015 9:16 PM |
| 179 | Against urban extension I agree with most of the options. I do not agree with the South Lancaster option. It is too big for one area. It is unfair to concentrate such a colossal development on one area. | 11/6/2015 4:09 PM |

2015 Local Plan Consultation Response Form

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| 180 | Against GreenBelt/Field Disagree Maintain separation Slyne with Hest Disagree strongly, and object to the wording 'a smaller greenbelt to maintain the separation of the coastal settlements.' This is misleading, and suggests that Bolton Le Sands and Hest Bank will remain separate, which they will not, if the proposed removal of green belt protection and subsequent development takes place on the land which currently separates these villages. | 11/5/2015 4:02 PM |
| 181 | Carnforth Opposed to the South of Carnforth housing proposals. | 11/5/2015 1:26 PM |
| 182 | Disagree disagree | 11/5/2015 12:42 PM |
| 183 | Infrastructure No. The quantity of houses will require infrastructure to be in place, only some of the proposed sites can support the numbers suggested. | 11/5/2015 11:56 AM |
| 184 | Against Dolphinholme Scale issue Disagree - Dolphinholme village is not suitable for large-scale expansion. Having available land does not justify such a radical plan which will cause mayhem with the traffic on the country roads and especially into and through Galgate. This bottle-neck at the village traffic lights on the A6 is already a great problem and the current housing expansion in Galgate will only make this much worse. Adding even more large numbers of vehicles will cause gridlock as there is no potential for changing the road layouts at this location. Moving the M6 Junction 33 Northbound slip road slightly further north than Galgate will not help as traffic will need to go through Galgate to access this road. | 11/3/2015 5:23 PM |
| 185 | Disagree disagree | 11/3/2015 1:39 PM |
| 186 | Against GreenBelt/Field Disagree with any building on greenfield sites as the only reason is to build in a premium for the house builders and future owners. | 11/3/2015 10:02 AM |
| 187 | Disagree No | 11/2/2015 11:33 PM |
| 188 | Against Dolphinholme I do not agree that Dolphinholme should be singled out for development on the massive scale proposed - this is not fair and the number of houses proposed would swamp this small village, and in fact turn it from a village into a town. | 11/2/2015 6:06 PM |
| 189 | Dolphinholme Support urban extension Support use GreenBelt Urban extension - agree Green Belt review - strongly disagree Village extension - strongly disagree | 11/1/2015 12:57 PM |
| 190 | Disagree Disagree | 11/1/2015 12:42 AM |
| 191 | Against GreenBelt/Field I am totally opposed to development of the existing Green Belt areas. | 10/31/2015 9:18 PM |
| 192 | This could work if a traditional approach like Poundbury in Dorset were taken. Please try not to take away so many trees. Trees are getting too rare, and they are needed. | 10/31/2015 11:25 AM |
| 193 | Against GreenBelt/Field Disagree - our green belt areas should be protected for the future. Once it's gone we can never reclaim it. | 10/30/2015 1:01 PM |
| 194 | Hybrid approach Infrastructure It is clear that the Hybrid Option is the best to follow. I feel that a faster initial tranche of housing could be made available if GB1 were to be developed first, since there is less requirement for enabling infrastructure works. | 10/30/2015 11:32 AM |
| 195 | I have an open mind at this stage | 10/29/2015 10:47 AM |
| 196 | Dolphinholme I most strongly disagree with the proposal to offer 500 homes in Dolphinholme | 10/28/2015 11:44 AM |
| 197 | Against GreenBelt/Field I don't agree with slyne | 10/28/2015 7:36 AM |
| 198 | Against urban extension Carnforth Scale issue Support Dolphinholme Support use GreenBelt Urban Extension. I am not in favor of extending Lancaster to the east of the M6 for reasons stated in the previous box. Green belt Review. I am happy with the outcome of the review, particularly with regard to Carnforth. As development has been neglected in the town for many years, and it would improve the town greatly. Especially if the development included a road from Back Lane through to the A6. Village expansion. Development in Dolphinholme would be good, but 500 homes is too many 150 would be better. | 10/23/2015 5:32 PM |
| 199 | Against GreenBelt/Field Carnforth Maintain separation Slyne with Hest Support urban extension Support use GreenBelt I agree with the need to develop land south of the new link road towards Halton and development around the Junction 34 - Lancaster North GB1. Also I agree the need to develop land UE1, UE2 and UE3. I do not agree with building on any designated green belt at Slyne, Carnforth and Morecambe east as this will only lead to the villages being linked together. GB3, GB4 or GB2. | 10/23/2015 12:32 PM |
| 200 | Against GreenBelt/Field Carnforth Maintain separation Slyne with Hest Support urban extension Support use GreenBelt I am totally opposed to any incursion into the existing greenbelt areas of - South Carnforth GB3, and Slyne with Hest GB4. It would result in an urban sprawl with no gap between the affected villages and towns. I think it is inevitable that the greenfield land in GB1 and GB2 will have to be developed as a result of the new link road construction. I accept that there is a need for development in areas UE1, UE2 and UE3. | 10/23/2015 11:21 AM |

2015 Local Plan Consultation Response Form

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| 201 | <p>Against Dolphinholme Issues with figures If the Lancaster area needs this level of new housing (and I have yet to see a convincing case that it does: property prices (which generally indicate the level of demand in an area) are not booming; on the contrary, they have dropped in recent years and are only recovering slowly) then the new houses should be in pre-existing urban areas. They should not be imposed on rural communities which would be destroyed by them and where rural livelihoods would be seriously damaged.</p> | 10/22/2015 9:45 PM |
| 202 | <p>Against Dolphinholme Infrastructure Support urban extension Support use GreenBelt As I said previously I feel that the Urban and Green Field sites present benefits for both builders and the council in terms of economy of scale and existing access and infrastructure needs. I disagree with the expansion of Dolphinholme as the idea that a village will still be a village with an additional 500 houses is a nonsense. It will be another urban sprawl with considerable disadvantages for access, etc. There is also no indication that any sufficient job development will occur in the area to justify a major expansion .</p> | 10/22/2015 11:41 AM |
| 203 | <p>Against Dolphinholme Totally disagree with village expansion being centered on the village of Dolphinholme. All villages should share some of the pain, not just Dolphinholme.</p> | 10/21/2015 8:23 PM |
| 204 | <p>Hybrid approach Infrastructure I do not agree with the options proposed for development, surely we can look to scatter these proposals around rather than make one specific area suffer with a huge influx of traffic, light/noise pollution, i feel most will receive equal objections and feel it will be the same situation as the link road. This big bang approach is going to make one area really suffer, are we getting new schools? what about the extra traffic to those areas? loss of wildlife and the current beauty that some of these areas hold.</p> | 10/19/2015 5:29 PM |

2015 Local Plan Consultation Response Form

Q4 Do you have any additional advantages and/or disadvantages to add to the potential sites? (please refer to pages 8 to 15 of booklet)

Answered: 180 Skipped: 45

| # | Responses | Date |
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| 1 | Building on the GB2 site would cause a great deal of disruption to the residents already in the area , causing congestion on the roads. Extra population would put a strain on existing services, schools, doctors etc. I presume the type of housing mooted would be two story (to maximise space) and would therefore overlook the present housing stock of bungalows, which all the residents will of course object to. There is no way that building below sea level on land with several natural springs and dykes can be justified in today's climate, or even be practicable. | 1/12/2016 11:14 AM |
| 2 | 500 homes would mean up to 1000 additional cars on our small roads but also there simply are not enough schools for the children. Congestion is dangerous to people on foot for the children and harmful to the environment. | 1/12/2016 11:13 AM |
| 3 | Against GreenBelt/Field Slyne with Hest Disadvantages outlined in submitted letter. | 1/12/2016 11:01 AM |
| 4 | Against GreenBelt/Field Slyne with Hest Definitely no advantages. | 1/12/2016 10:53 AM |
| 5 | Support Dolphinholme With the village expansion of Dolphinholme I agree with the councils objective to provide much needed housing. Most of the houses were built to accommodate workers for the local mills. There were jobs then and homes and this is what would happen again if the planning went ahead. The VEI site would especially provide excellent elevated views which would appeal to professional people and would fit in with the attractive properties and rural surrounding already there. | 12/15/2015 12:03 PM |
| 6 | Against GreenBelt/Field Once built on, a green belt has gone forever. Does Lancaster City Council really want to be seen as supporting this action? See attached times article 16/11/15. How many houses have builders already been given permission to build and work has not commenced? e.g. the Broadway Hotel Site. | 12/15/2015 11:54 AM |
| 7 | Infrastructure Big disadvantages are extra traffic congestion in Lancaster. Driving in from Halton is a nightmare. Quicker to go to Kendal, Lancaster must suffer now financially as we go to Carnforth too rather than sit in traffic. If hundreds of houses are built on Halton how will cars get to work in Lancaster, the route is through housing estates, over traffic calming humps, past parked cars i.e. single lanes past a school or over as small dangerous canal bridge. Not safe not at all, realistically through Halton this number of new vehicles is also dangerous. | 12/15/2015 11:45 AM |
| 8 | Against GreenBelt/Field Infrastructure Support Urban Extension UE1 ok but very close to mainline UE2 ok but will need to build school UE3 ok Green belt NO. GB1, GB2, GB4, GB3 To build on GB2 will make the already congested area worse plus shortage of doctors and school places. | 12/15/2015 11:28 AM |
| 9 | Against GreenBelt/Field Infrastructure Link Road Slyne with Hest GB4 - many disadvantages - schools, roads, health services etc etc already under great pressure. No easy access to Coastal Road for jobs in Heysham/Morecambe except via A6 and new link road, adding to problems on those roads. Removal of green belt between Slyne & Bolton-le-Sands would mean continuous development from Scotforth to north of Carnforth and the new link road has already taken much green space. | 12/15/2015 11:27 AM |
| 10 | Against GreenBelt/Field Infrastructure I only have knowledge on GB1. This is already a dangerous stretch of road and an additional 850 homes will only increase risks. Greenbelt is used to help villages retain their identities and this has not changed. | 12/15/2015 11:19 AM |
| 11 | Against Dolphinholme Infrastructure Very much a 'generic' list of advantages/disadvantages for each location. Two disadvantages stand out, limited resources for the improvement of infrastructure and the inability of our road system to cope. Read again the advantages for Dolphinholme. Some are absolute nonsense!! I don't think the council can have ever visited the village - 'sustain local services' apart from the school there are more! 'Improve access to the countryside'!!! | 12/15/2015 11:07 AM |
| 12 | My family live in the original part of the Grade II listed property, Carus Lodge, Halton Road. It is set in its own grounds and the adjacent farmland, which was landscaped as part of the original park around the house. That land was designed, on Pevsners The Buildings of England : Lancashire North points out, on reptonian principles to make it particularly attractive to the eye. Its sloping and undulations would make it very hard to build on. I am referring to the area north of Kellet Lane. | 12/15/2015 11:04 AM |
| 13 | Issues with figures we don't need 13,000 new homes | 12/15/2015 10:49 AM |

2015 Local Plan Consultation Response Form

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| 14 | <p>Against Urban Extension Drainage/flooding Infrastructure UE2 - No mains sewage No mains gas Overhead electricity cables Loss of sunlight on Denny Beck Lane Destruction of woodland Moss Syke Wood/ Clay Pit wood, Destruction of Oak and Ash trees next to Denny Bank Increase in cars and lorries on A683 already a traffic jam area If industrial use possible 24hr disruption No drainage for water Schools already very full and many have shut down Skerton/Hornby Was a foot and mouth burial site in the late 1960s Wildlife lost: Heron nesting, deer, bats roost in trees and under bridge, frogs, toads, newts. Would affect the outlook from the Forrest of Bowland and would be visible from a lot of areas. Grimeshaw Lane is a public bridleway. Materials built in this area should be stone.</p> | 12/15/2015 10:34 AM |
| 15 | Definitely no advantages | 12/15/2015 10:33 AM |
| 16 | Against GreenBelt/Field do not please build on greenfield sites not greenbelt | 12/15/2015 10:21 AM |
| 17 | Drainage/flooding Infrastructure Hasty Brow (GB2) is already a 'rat run' along a narrow sunken road - unsuitable for additional traffic. Exit to Fulwood Drive also congested by parked cars. No link road access at Beaumont so drivers will again use Hasty Brow. Much night time noise from goods trains! Much of the land in GB2 is low lying and liable to flood. | 12/15/2015 10:18 AM |
| 18 | Impact on Env/wildlife A great disadvantage to proposed GB2 would be the effect to bird environments | 12/15/2015 10:14 AM |
| 19 | Issues with figures we don't need them | 12/15/2015 10:10 AM |
| 20 | Against GreenBelt/Field Brownfield Do not build on greenfield sites when there are hundreds of empty properties and potential brownfield sites you can negotiate to purchase. Laundry site Caton Road and West Coast Railway site Carnforth, Thursby Site Warton Road Carnforth to name a few. Your aren't doing enough to find brownfield sites to build houses. | 12/15/2015 10:08 AM |
| 21 | Drainage/flooding Impact on Env/wildlife Infrastructure Air pollution is Scotforth - already beyond acceptable limits. You haven't yet been able to assess the detrimental effect of housing development at Moor Hospital, the Quay, Hornsey Pottery - all development without adequate infrastructure and Galgate lack of school places, surgery places, services. Assess the reality of the impact. Where is the accountability and review of the 1995 plan? Drainage - Whinney Carr development. Destruction of a rural economy and farming land, the very reason L/C is attractive. No to another motorway junction. | 12/15/2015 10:06 AM |
| 22 | Infrastructure Many of the so called advantages are, to me, disadvantages - new service centre? Does that mean a supermarket. The school is already full; a bigger school x4, would no longer be a village school; enhanced, quality? I walk in all the fields around they would cease to exist. Potential for rural employment? The farms would no longer be viable. Near M6? So yet more traffic. | 12/15/2015 9:35 AM |
| 23 | Brownfield Empty properties 1. Empty properties 2. Brownfield sites for building houses | 12/15/2015 9:33 AM |
| 24 | Against Urban Extension To allocate land east of the M6 would make it sufficient to restrict future proposals for development there. detached from the city services and likely to encourage more to community. | 12/15/2015 9:28 AM |
| 25 | Infrastructure Only disadvantages, ruining the local community spirit, overloading the local schools and amenities. Full disruption again after the bypass fiasco. | 12/15/2015 9:19 AM |
| 26 | Infrastructure The bye-pass was supposed to reduce traffic congestion in Lancaster area, building 500+ homes in N. Lancaster is only going to increase congestion and infrastructure bot adequate. You contradicted yourself by stating green belt review will maintain the separation of coastal settlements when GB4 proposal clearly merges Slyne with Hest and Bolton-le-sands. | 12/15/2015 9:14 AM |
| 27 | Against GreenBelt/Field Against Urban Extension Support Dolphinholme Support GreenBelt/field Support Urban Extension UE1 - No as spoils the entrance to Lancaster UE2 - No UE3 - Yes GB1 - Yes GB2 - No GB3 - No GB4 - Yes VE - Ok | 12/15/2015 9:03 AM |
| 28 | Infrastructure Any of them will spoil the 'look' of the village and the 'feel' of the village. It will look and feel urban with such large areas taking up the countryside. Primary school already full. No shop and very part time post office Only school bus transport | 12/15/2015 8:57 AM |
| 29 | Against GreenBelt/Field Impact on Env/wildlife Infrastructure Loss of green fields Urban sprawl Disappearing wildlife habitat Loss of woodland Extra traffic congestion | 12/14/2015 4:57 PM |
| 30 | I cannot comment on the village of Dolphinholme, as I do not live here. I have only been in this area for 19 months. | 12/14/2015 4:56 PM |
| 31 | none | 12/14/2015 4:49 PM |
| 32 | Against GreenBelt/Field No greenfield sites | 12/14/2015 4:47 PM |
| 33 | Against GreenBelt/Field none you should not be building on green belt | 12/14/2015 4:45 PM |
| 34 | Against GreenBelt/Field Infrastructure Disadvantage narrow roads with narrow canal bridge green belt full of wild life. | 12/14/2015 4:38 PM |

2015 Local Plan Consultation Response Form

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| 35 | Infrastructure Keep the proposed buildings to cities and large towns where the infrastructure can cope with the influx | 12/14/2015 4:33 PM |
| 36 | Infrastructure Traffic & Infrastructure | 12/14/2015 4:24 PM |
| 37 | Against Urban Extension Infrastructure The UE2 and UE3 sites are far too near the motorway and in an area queues block them with traffic. We have endured many years of "RAT-RUN" traffic in a country lane. | 12/14/2015 4:18 PM |
| 38 | Infrastructure I live on Denny Beck Lane, my property would be the one to suffer the most from the side and back. We've had years of the lane being a race track nightmares in the rush hour traffic, drivers almost coming to blows. I would lose a lot of day light, plus I would lose the sunlight as my property is elevated and built in the ground. Over the last 18 months we have spent a lot of money on it getting up to a high standard. | 12/14/2015 4:05 PM |
| 39 | Against GreenBelt/Field Infrastructure Support Urban Extension Advantage of UE1 proximity to University of M6 for predicted growth. Advantage of UE2 or 3 proximity to Jct 34 M6 of Heysham link road. Would not create as much local road congestion. Disadvantage of road congestion to local roads around green belt areas GB2, GB3 & GB4. Large volumes of traffic already of increased risk on safety. | 12/14/2015 3:39 PM |
| 40 | Against GreenBelt/Field GB1 would be unclean sprawl. GB2 - GB3 would surrender our agricultural land. GB4, still peruses all the function of a green belt, therefore should be treated as a green belt. | 12/14/2015 3:35 PM |
| 41 | Against GreenBelt/Field Infrastructure Slyne with Hest Hest Bank, Slyne, BLS - Disagree. No school places, insufficient health provision, greatly increase traffic congestion in the area. Type of housing would not meet the needs of low income young people. It would null the character of these 3 villages. | 12/14/2015 3:26 PM |
| 42 | UE3 and UE2 line alongside the M6. If these areas are to be used, a green corridor should be maintained alongside the M6. NB land to the end of HM Prison, shields the prison. | 12/14/2015 3:16 PM |
| 43 | Impact on Env/wildlife Any development East of the motorway threatens the Lune Valley - a site of particular beauty that should be protected. | 12/14/2015 2:57 PM |
| 44 | Against GreenBelt/Field Infrastructure Slyne with Hest Disadvantages - are loss of green belt cannot ever be granted back. The impact on village lie both in Hest Bank and Bolton-le-Sands would be a disadvantage - volume of traffic, requirement for schools, doctors etc. | 12/14/2015 2:54 PM |
| 45 | Support Urban Extension UE2 - Great site for new village as wouldn't impact on existing village but still give access to amenities. | 12/14/2015 2:46 PM |
| 46 | Infrastructure Support GreenBelt/field Support Urban Extension UE1 - I think if possible this should be developed for student housing in private ownership. The impact being housing in Lancaster rented by students will be released for domestic use. UE2&3 - I think this is an area that has a lot of merit as long as access to UE3 is via UE2. This means their residents have direct access to the motorway and the link road to Morecambe. GB1 - I agree with this development as long as it ceases on the Lancaster side of Kellet Lane. GB2 - This will create a bottle neck of traffic in Torrisholme and create congestion on Hasty brow. If this could be overcome it is ok. GB3 - This has great merit if it includes a link road from the A6 to Back Lane giving access to the Motorway and avoiding Carnforth. GB4 - An alternative site is the land which becomes a triangle between the A6 and Hest bank Lane south of the village of Slyne. This would leave a distinction between Slyne and Bolton-le-Sands. | 12/14/2015 2:41 PM |
| 47 | No | 12/14/2015 2:25 PM |
| 48 | Brownfield Is it not possible to develop more brown field sites. | 12/14/2015 2:24 PM |
| 49 | Against Dolphinholme Infrastructure DOLPHINHOLME is too rural. The road access is inadequate | 12/14/2015 2:15 PM |
| 50 | Don't see the advantages as being true advantages. Disadvantages out weigh advantages. | 12/14/2015 2:03 PM |
| 51 | Against Dolphinholme Very few new jobs would be created in Dolphinholme meaning that working people will have to commute to other areas to work. The character of the village will be destroyed with new housing completely swamping the existing character, impacts on the Heritage value of the village. Local ecology will be adversely affected with the disruption/destruction of nature. Local farm may well become unusable therefore loss of local rural economy. | 12/14/2015 1:59 PM |
| 52 | Against Dolphinholme No realistic thoroughfare between Dolphinholme and major roads to sustain 500 more homes. Already 1 fatal accident in the village - more to follow Village assuage would be all but lost. Village life and character spoilt. | 12/14/2015 1:34 PM |
| 53 | Spread the developments across smaller sites, you will not see the same level of land opposition to such organic and desirable development. It is 215 not 1985 - think local and small scale! | 12/14/2015 1:30 PM |
| 54 | Against GreenBelt/Field Impact on Env/wildlife There are no advantages to building on the Green Belt. This will spoil the beautiful Countryside where wildlife live and they will be taken away from their natural habitat. | 12/14/2015 1:21 PM |
| 55 | Impact on Env/wildlife increased light pollution, noise, adverse affects on wildlife i.e. bats, owls and deer! | 12/14/2015 1:14 PM |

2015 Local Plan Consultation Response Form

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| 56 | Infrastructure Disadvantages: Congestion on the roads, negative impact on the local farming community who will lose productive land and therefore income, no local jobs will be created by increased housing. | 12/14/2015 1:08 PM |
| 57 | With regards to the South Lancaster Site - this appears from the map to be next to the A6 road which gives access to the site. | 12/14/2015 1:07 PM |
| 58 | Carnforth Impact on Env/wildlife Infrastructure UE2 - No gas or mains sewage - Loss of light to houses on Denny Beck Lane - Next to Forest of Bowland destroys contours of landscape. Lose wooded areas Clay Pit wood and Moss Syyke wood - Destruction of public bridleway - Increased traffic on Denny Beck Lane to A683. Could easily be used as shortcut to industrial estate for workers from north of the river - Industrial estate could have 24hr business therefore disrupting neighbours - No buses after 5.45pm to Denny Beck - Ash trees and oak trees on site and ancient hedgerows - Home for bats, heron, owls, newts and deer - Affect on amenity of AONB and conservation area of Halton esp. if industrial - The area is stone built buildings especially south of the river, so stone is the appropriate material industrial unit not appropriate - Unstable backing to rear of Denny Bank vibrations from site could cause landslide GB3 - Utilities already in place - New industrial estate in Carnforth means new jobs and business opportunities - Good public transport buses and trains - Shopping facilities in place | 12/14/2015 12:20 PM |
| 59 | Against Dolphinholme Impact on Env/wildlife Infrastructure loss of livelihoods for our farming community but taking there land. Overcrowding what is essentially a village not a town. Huge amounts of traffic. Lack of services which we have chosen to live with! Destroying the environment/ecologically Lack of consideration of our heritage | 12/14/2015 12:03 PM |
| 60 | Against Urban Extension Impact on Env/wildlife Infrastructure UE2 - Increased traffic on A683, which is already a traffic jam area and was before motorway started. Also on Denny Beck lane. - No mains sewage - If industrial 24 hour noise and pollution from businesses - No main gas - Overhead electricity cables - I remember foot and mouth in the area in the 1960s and think they buried cattle in the fields at the top of site - Ash trees and ancient woodland on site - we have bats, deer, stoats, weasels, hedgehogs, dormice, frogs, newts, herons, woodpeckers - We are directly next to the Trough of Bowland and will have an adverse effect on the landscape - This areas should have stone built housing to fit in with the property already there - Awful public transport - Unstable banking at back of Denny Bank could cause landslides if work causes reverberation GB3 - Easy access to motorway, supermarkets and new industrial estate - Good transport links, train and buses | 12/14/2015 11:59 AM |
| 61 | Drainage/flooding Infrastructure The only employment in the village is school and preschool. Neither could cope with this development. Preschool would probably go under as it couldn't afford its own property. The drainage is terrible - the water flows from the woods opposite school like a water fall! | 12/14/2015 11:56 AM |
| 62 | Infrastructure Disadvantages - existing roads - used for tractors agricultural vehicles - unsustainable for increase in traffic road junctions not suitable for increase school nearly full, surrounding schools full development would result in area being too dangerous for village children to play out loss of greenbelt loss of village life impact on conservation area/ heritage of village new services will not be sustainable e.g. shop and bus service due to people needing cars which will increase pollution | 12/14/2015 11:52 AM |
| 63 | BG2 takes excessive land immediately adjacent to the historic Torrisholme Barrow. | 12/14/2015 11:49 AM |
| 64 | Does a conservation and region of natural beauty county for nothing | 12/14/2015 11:40 AM |
| 65 | Impact on Env/wildlife Infrastructure Maintain Separation Slyne with Hest Slyne with Hest - change area. Villages will become one with no individual identity. Area cannot sustain extra cars, traffic. Lots of single track bridges over canal (3). Areas of road have no pavements, single track areas by road are hazards for school children and pedestrians. Landscape and wildlife will be no longer. | 12/14/2015 11:40 AM |
| 66 | Infrastructure Traffic on already very busy roads | 12/14/2015 11:29 AM |
| 67 | Infrastructure Increased traffic on Chipping road and through Galgate | 12/14/2015 11:27 AM |
| 68 | Against GreenBelt/Field You must not build on Greenbelt not Greenfield sites | 12/14/2015 11:26 AM |
| 69 | Against GreenBelt/Field Drainage/flooding Infrastructure Slyne with Hest Slyne/Hest Additional Flooding More Traffic Green Belt | 12/14/2015 11:15 AM |
| 70 | Against GreenBelt/Field Drainage/flooding Slyne with Hest GB4 Flooding is inevitable | 12/4/2015 4:57 PM |
| 71 | Against GreenBelt/Field Drainage/flooding Infrastructure Slyne with Hest GB4 - problems exist at present with flooding in area, sports ground, low areas hanging green lane/Hatlex Lane (back gardens Prospect Ave) development may exacerbate problems. narrow roads in village unable to cope with extra traffic. | 12/4/2015 4:30 PM |
| 72 | Against GreenBelt/Field Drainage/flooding Infrastructure Slyne with Hest GB4 - existing problems flooding, sports ground, lower lying areas along Hatlex lane/Hanging Green Lane (and fields to be developed) and risk flooding and traffic, roads unable to cope | 12/4/2015 4:21 PM |

2015 Local Plan Consultation Response Form

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| 73 | Against GreenBelt/Field Drainage/flooding Infrastructure Scale Issue Slyne with Hest The Hest Bank/Slyne area is Green Belt Land, so developing this is totally against existing policy. The area has poor infrastructure, poor drainage, poor transport links and is definitely unsuitable for development on this scale. | 12/4/2015 4:11 PM |
| 74 | Against GreenBelt/Field Impact on Env/wildlife Infrastructure Slyne-with-Hest GB4 Flooding, schools lack of Noise & light pollution | 12/4/2015 4:02 PM |
| 75 | Infrastructure Disadvantages - insufficient road access, particularly canal crossings, insufficient school space. | 12/4/2015 3:58 PM |
| 76 | UE1 - No consideration given to providing a railway station at Oubeck. UE2 & UE1 - These are areas which provide a "Green Lung" GB1 - This land north of the canal/Halton Road again acts as a green lung and will destroy the rural nature of the area. | 12/4/2015 3:44 PM |
| 77 | Carnforth Drainage/flooding Infrastructure Traffic chaos now on the A6 between Carnforth & Lancaster Drainage problems around Hest | 12/4/2015 3:34 PM |
| 78 | UW2 I feel this is not feasible. Creating a new area across the motorway not attached to Lancaster or Caton. Moving the green belt in GB1 makes more sense. | 12/4/2015 3:28 PM |
| 79 | It seems that the planners want a large urban sprawl. | 12/4/2015 3:24 PM |
| 80 | Against GreenBelt/Field Slyne with Hest In our own case the building of houses at the back of our house (34 Pinewood Ave, Bolton-le-Sands) will lead to loss of light and loss of privacy, because we live in a dip. the field at the back of our house slopes steeply up and so we will have people looking down directly into our garden & house. We will also lose a partial view of the bay and the value of the house will be considerably decreased. | 12/4/2015 2:50 PM |
| 81 | Against GreenBelt/Field Slyne with Hest We will lose: 1. Privacy 2. Sunlight 3. Sea view 4. Value of our property Disadvantage: You did not mention the impact on living conditions and the loss in value of the property. | 12/4/2015 2:41 PM |
| 82 | Against GreenBelt/Field Maintain Separation Slyne with Hest As an inhabitant of Slyne with Hest I am concerned about a merger with Bolton-le-Sands. We are two separate communities with good social cohesion, but we do need some affordable housing. | 12/4/2015 2:29 PM |
| 83 | Infrastructure Slyne with Hest Both schools in Hest Bank and Bolton-le-Sands are CofE schools and therefore do not have to accept increased numbers. Therefore the area will have to build a new school, which wont be viable for 500 houses. | 12/4/2015 2:11 PM |
| 84 | Support Urban Extension Option 1 is most suitable as it is more urban and young families and first time buyers will chose these options. They are building onto larger areas which will not be as affected by the increase in size. | 12/4/2015 1:59 PM |
| 85 | Against GreenBelt/Field Infrastructure Slyne with Hest Slyne with Hest plan is not sustainable. The area doesn't have adequate facilities for this development - schools already full, extra traffic etc. | 12/4/2015 1:38 PM |
| 86 | Against GreenBelt/Field Infrastructure Slyne with Hest Too few schools available in Slyne, BLS, Halton - already full to burst - no spaces. Many farmers need land for cattle & sheep. Children are always being asked to walk to school. Roads are already too busy and dangerous with speeding and dangerous drivers taking short cuts to motorway junctions. | 12/4/2015 1:25 PM |
| 87 | Against GreenBelt/Field Maintain Separation Slyne with Hest Fills in the last remaining Green Belt between BLS and Hest Bank - 2 villages of different character. | 12/4/2015 1:17 PM |
| 88 | Infrastructure It would totally alter the character of the district which already has hardly any green space in the city and homes with very small gardens or yards . I could only see advantages if the housing is high quality eco friendly with imaginative design but it won't be if the big developers snap up the best sites. After April many subsidised bus routes will be withdrawn . There is a problem with transport to these sites e.g. still no buses to the new houses on the former Moor hospital . Car use will increase and in South Lancaster wiping out any benefits from the new bypass . | 11/30/2015 10:42 PM |
| 89 | No see above | 11/30/2015 9:34 PM |
| 90 | Drainage/flooding Jobs The disadvantages relating to Village Expansion were well thought out, and I thank the planning officers for their consideration. I would like to add: - Increased chance of flooding - Vast loss of farmland - Loss of jobs - Significant drop in road safety | 11/30/2015 9:32 PM |
| 91 | Against Urban Extension North East Lancaster East of M6 motorway has a very high visual impact which doesn't seem to have been noted, and will attract car based commuters working outside of the District due to proximity to motorway junction | 11/30/2015 7:19 PM |
| 92 | Torrisholme/Halton The two sites I know are UE2 and GB1 UE2 is on a hillside at the start of the Lune Valley and a development of any scale will have a severe impact on the views and landscape of this beautiful valley. GB1 – this development looks like a ribbon development which will end linking the village of Halton, where I live, to Lancaster. Halton will lose its character as a village and become a suburb. | 11/30/2015 5:13 PM |

2015 Local Plan Consultation Response Form

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| 93 | Against GreenBelt/Field Maintain Separation GB1 would directly link Halton to Lancaster which is contrary to all of the Green Belt policies. The document says "could reduce the distance between settlements", it would ELIMINATE the distance and so should not be used for development at all. | 11/30/2015 4:52 PM |
| 94 | Impact on Env/wildlife As above, it would lead to the destruction of important scenic, leisure, and farming areas. An added worry in the present climate is the poor architectural standard of the new builds in Lancaster. Why hark back 200 years to produce little cottage type dwellings with phony stone cladding? There are good and attractive modern alternatives as any visit to Europe will demonstrate. Superb pre-fabricated dwellings can be produced cheaply. It is time England moved into this kind of production. We might then need to house fewer builders! | 11/30/2015 3:49 PM |
| 95 | Against GreenBelt/Field Maintain Separation Torrisholme/Halton GB1 states "could reduce the gap between towns and villages". GB1 would eliminate completely the gap between Lancaster and Halton whilst destroying green belt land at the same time. GB1 and UE2 would both add massive pressure on services in Halton, services which are just not there, including pressure on non-existent primary school places. As per above UE2 in particular is not an urban expansion at all so it is wholly disingenuous to label it as such. | 11/30/2015 1:27 PM |
| 96 | GB. ! and GB4 have better access and GB1 could extend both sides of the A6 | 11/30/2015 1:06 PM |
| 97 | As stated above | 11/30/2015 10:13 AM |
| 98 | Infrastructure Services i.e. no gas, no water main along A683 or sewage pipeline. | 11/30/2015 9:41 AM |
| 99 | Against GreenBelt/Field Torrisholme/Halton Strongly against GB2 East of Morecambe Green Belt in the land east of Torrisholme Barrow. This is green belt and should remain so and there are no advantages to building here. Disadvantage is we lose green belt and put pressure on surrounding roads particularly Fulwood Drive. | 11/30/2015 9:29 AM |
| 100 | Against GreenBelt/Field Infrastructure Slyne with Hest The schools in the two villages are already over-subscribed. The two bridges within Hest Bank are already subjected to regular damage and Hatlex Lane bridge is not strong enough to cope with the additional traffic which the development of GB4 will attract. We understand that this area was used to bury animal carcasses during the foot and mouth disease epidemic. Is this land really suitable for housing development? | 11/29/2015 10:37 PM |
| 101 | Against Dolphinholme Dolphinholme The Trustees do not consider that it is necessary or appropriate to include an allocation of 500 dwellings at Dolphinholme, or any other village, in the hybrid approach the Council is taking to provide additional housing development sites. Irrespective of whether Dolphinholme has been chosen because it is considered to be the most sustainable village or because it is the least constrained, the inclusion of major development at a remote expanded-village location introduces unnecessary risk to the delivery of the Local Plan. A remote location is not sustainable for major housing development and the scale of necessary infrastructure improvement does not suggest development will be viable and capable of early delivery. Expansion would be tantamount to a smaller-scale new settlement which formed one of the rejected options from the first stage of consultation in 2014. Village expansion should therefore be removed from the strategic hybrid option and re-apportioned to the number of dwellings to be delivered via the urban extension of Lancaster. | 11/29/2015 10:36 PM |
| 102 | Against Urban Extension Support Dolphinholme Urban sites will cause more congestion therefore requiring work to road networks. Dolphinholme has great potential being close to the motorway, university and the city of Lancaster and Garstang town. | 11/29/2015 9:03 PM |
| 103 | I have also submitted letters to the planning department giving further details of my objections or support for the proposals | 11/29/2015 9:00 PM |
| 104 | Against Dolphinholme Part of the proposed site at Dolphinholme is a conservation area, building in this area would negatively effect the appearance and character of this historic area. | 11/29/2015 8:58 PM |
| 105 | Against GreenBelt/Field Regarding GB1 - "The green belt option was not supported by the district's residents in the 2014 consultation". This final bullet point should be first on the list and have pre-eminent importance if democracy is not to be ignored! | 11/29/2015 4:42 PM |
| 106 | The advantages and disadvantages outlined in the booklet are potential reasons for and against areas of development. However it should be noted that some of the advantages and disadvantages may carry more weight to the proposal of the case. Therefore, each point should be looked at individually, as well a whole. | 11/29/2015 3:40 PM |
| 107 | Against Dolphinholme Infrastructure Support Urban Extension Use all possible urban extension sites in the city: particularly UE1 (good access to M6 if Galgate could be sorted out), UE2 (excellent road access) and UE3 (good for city access) Village expansion Dolphinholme, would ruin a community and beautiful countryside. Provision of services would be prohibitively expensive, car usage in the area would increase and access to M6 and main roads would be difficult. | 11/29/2015 3:15 PM |
| 108 | Against GreenBelt/Field There are advantages where these sites extend existing residential areas with benefit to local people, especially in providing affordable housing. The Green belt should be protected at all costs or Lancaster's unique identity as a city with unparalleled access to coast, river and countryside will be lost. | 11/29/2015 3:13 PM |

2015 Local Plan Consultation Response Form

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| 109 | <p>Infrastructure Jobs Support Urban Extension It is important that housing is developed as near as possible to locations where the council are planning new employment opportunities to minimise unnecessary travel. South Lancaster meets this requirement with the envisaged growth of high tech employment and the growth of the university itself. This is already an area of heavy traffic congestion and the plan gives an opportunity for new road construction to ease this and allow for growth but highways commitment to that growth must be in place before housing development commences. It is also the only site proposed where a rail station would be practical on the west coast main line due to the existence of passing loops adjacent to the development area. A station should be built into the plan with rail authority commitment before development commences. To develop the site based entirely on road transport, bus or car, into or through the reportedly second most traffic congested city in England would only worsen the current congestion - local traffic reduction as a result of the new motorway link is expected to be small according to the Lancashire County Transport Plan.</p> | 11/29/2015 2:36 PM |
| 110 | <p>Against Dolphinholme Village expansion: Dolphinholme I disagree with the following advantages listed within the consultation document: - potential to improve access to housing for rural community - the costs of development will lead to high value properties / and existing properties that come on to the market already stay on for quite considerable periods of time in many cases. - sustain local services - the existing services (school, pub, village hall, post office) are all well supported and not vulnerable to closure to the best of my knowledge. - economies of scale for service provision - are additional services appropriate / required in this rural settlement? - enhanced quality of life through improved access to countryside and rural living - the scale of development proposed would threaten these qualities and opportunities that currently exist and fundamentally alter the rural character of the village. - housing opportunities for younger people - Corless Cottages provide suitable housing opportunities for first time buyers and there are usually one or two properties available at any one time. - encourage rural employment and improve rural economy - the development of significant areas of farmland would surely harm the rural farming economy. The development would lead to an increase in commuters rather than employment within the village. - located close to M6 junction - the existing road network in and around the Junction 33 / Galgate roundabout is already congested and dangerous and this would only worsen. In addition to the disadvantages noted I would add the following... Additional Disadvantages: - impact on landscape setting of Forest of Bowland AONB - impact on views from AONB - loss of valuable habitat for important wading birds including lapwings and curlews - loss of existing community spirit by scale of development - creeping urbanisation into countryside with greater light and noise pollution and infrastructure requirements of modern housing developments - unsustainable development at odds with NPPF and reliant on private car journeys overwhelming local road network - loss of heritage value of village - unsustainable and inappropriate scale of development (at least 400% increase in house numbers)</p> | 11/29/2015 1:59 PM |
| 111 | <p>Against Dolphinholme Infrastructure Dolphinholme does not have the road capacity to support an additional 500-1000 additional cars that would come with the proposed development</p> | 11/29/2015 11:12 AM |
| 112 | <p>Most of the sites are not truly sustainable which is a significant disadvantage.</p> | 11/29/2015 8:58 AM |
| 113 | <p>Infrastructure I agree the advantages of improved transport and facilities</p> | 11/28/2015 8:58 PM |
| 114 | <p>Infrastructure Any development to north or south of Lancaster must first make provision for traffic before any housing development is permitted. This is particularly the case if the area to the south of Lancaster is being seriously considered. Without substantial county council investment, particularly in transport changes of roads and junctions, expansion there should be ruled out. Not enough emphasis is laid on the sequence of approvals in the consultative document.</p> | 11/28/2015 5:41 PM |
| 115 | <p>Against GreenBelt/Field Infrastructure Jobs As a resident bordering on the GB2 area I am concerned with the vague reference to the creation of employment sites with good access. This is far too vague a statement to be considered an advantage. Are you proposing an industrial type scenario? Surely White Lund is the place for this: there is plenty of room for new development there and the new road gives direct access. Perhaps you are referring to a retail park The new Booths/Waitrose supermarket and possibly a Tesco as well? This kind of backdoor approach, acquiring greenbelt land under the guise of housing, no doubt sold on at a substantial profit, involves local political manipulation. These kind of planning proposals need to be totally transparent and above board. I don't believe the closure of the local Booth's store and their wish to develop a new larger one are coincidental with the sudden earmarking of the GB2 site for potential development. The building of the bridge over Lancaster/Torrisholme road was not welcomed by many local people, a roundabout giving access to the new road would have been practical, useful and much cheaper. If there had ever been plans to develop the GB2 site in the past then surely a roundabout would have been built. The proposal suggests three access roads; Lancaster Road, which would channel traffic through the centre of Torrisholme, Fulwood Drive, a long residential street adjoining Low Lane (severely congested already twice a day in school term time), and Slyne Road/Hasty Brow. This last road is suggested in the proposal as a possible access road to the A6 - this is jaw droppingly barmy. Do planners actually visit these places? How are HGV's getting to this area? None of these roads are suitable. Another advantage stated in the document is the close proximity to existing residential areas. What is the advantage of adding to already congested roads and overflowing schools? The advantage of low cost housing? What is this? Houses that can't sell because they run along the side of railway lines, one of them the main north/south line? And are next to busy roads accessing a retail park or industrial area? As stated earlier, quality of life for existing and new residents should be paramount. I will try to address this in the next comments box.</p> | 11/28/2015 1:13 PM |

2015 Local Plan Consultation Response Form

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| 116 | Against Urban Extension The north east Lancaster site cannot be justified by demand for housing. The present new development close to the Moor Hospital is being released only slowly due to low levels of demand. Within the area in question, overcrowding is half the national average, and there is evidence of some under-occupancy. | 11/27/2015 2:23 PM |
| 117 | Link Road Support GreenBelt/field I fee that the North Lancaster Green Belt, with the new Heysham Link road, is a natural progression in planning terms and for the growth of Lancaster. | 11/27/2015 10:18 AM |
| 118 | No | 11/26/2015 11:31 PM |
| 119 | Against GreenBelt/Field Infrastructure Jobs Support Urban Extension Most of the jobs (and future jobs) are at the hospital or university. People familiar with the area will be aware that any one working at the university or south of the river will only live in Lancaster South, therefore development should be south of the river. The disadvantages of building around the Torrisholme/Bare area are huge. The traffic at Torrisholme and Bare will be horrendous (we all know that the new road will not relieve the pressure at Torrisholme). The pressure on schools and medical services will be huge. The area around Fulwood Drive is mainly occupied by older residents and the increase in the volume of traffic will put their safety at risk. The green belt also needs to be protected to preserve the local wild life. | 11/26/2015 8:33 PM |
| 120 | Against GreenBelt/Field Infrastructure I strongly disagree with the development GB2 – East of Morecambe Green Belt. It is important to preserve this area of Green Belt as it is home to a huge amount of local wildlife. The surrounding areas of Bare and Torrisholme are quiet areas which are predominantly home to retired and elderly people. The scale of this proposed development would therefore destroy this peaceful community, putting many elderly residents at risk. The area already suffers from intense traffic and congestion problems around Torrisholme Square, which would be increased to unsustainable and dangerous levels through the development. Furthermore local health services such as doctors and dentists are intensely overstretched and limited places are available at local schools. | 11/26/2015 8:23 PM |
| 121 | Infrastructure Jobs Support Dolphinholme I believe any inner urban expansion would be the least cost effective due to the impact this would have on any already well established commercial and residential areas and the need for any highways reorganising that would be required. The proposed Bailrigg Innovation Park and Lancaster University have been highlighted as areas for creating more jobs and business opportunities and so I therefore feel that Dolphinholme development site is best suited to this, in particular the land marked as VE1 is in an ideal location as it is closest. Dolphinholme site has the advantages of having well established arterial routes and roads towards both the north and the south of Lancaster City Centre. This will have a positive knock on effect for people and commuters getting to and from their jobs in the local area, hospitals, the city centre for shopping and such like with least disruption. Dolphinholme is also within extremely easy access to the M6 motorway again assisting reaching the north and south of the city with much ease and without having to directly drive through the town centre itself. | 11/26/2015 4:17 PM |
| 122 | Against Urban Extension Infrastructure Link Road Support GreenBelt/field The District has now opted for the Northern bypass and development should follow around the route of this road to alleviate the huge increase in traffic these developments will generate. The southern proposal UE1 is far too large for existing roads and infrastructure to bear being "blocked" by the Galgate bottleneck and the Boot and Shoe junction at Scotforth. An additional 5,000 cars attempting to use the existing roads does not bear thinking about. Also there are no nearby schools with capacity or other services to cope with this scale of development. | 11/26/2015 3:51 PM |
| 123 | Infrastructure Disagree with developments at Royal Albert Farm and surrounding Pine Close - putting too much strain on road network. Ashford Road narrows to single road near Booths traffic lights (priority traffic) and more residents would increase volume of traffic putting too much pressure on existing resources. | 11/26/2015 9:06 AM |
| 124 | Support Dolphinholme Dolphinholme is a village with good access to Lancaster, the university and South to Preston. | 11/25/2015 11:05 PM |
| 125 | Against GreenBelt/Field We object in the strongest terms to the suggestion that there may be a reduction in the green belt between Halton and Skerton. We will be addressing our concerns on the methodology proposed in a response to the green belt methodology consultation. | 11/25/2015 2:38 PM |

2015 Local Plan Consultation Response Form

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| 126 | <p>Against Urban Extension UE2 is split into two distinct sites, for ease I will refer to the larger site to the south of the A683 as UE2a and the site to the North as UE2b. DISADVANTAGE - UE2a is a picturesque site. The land contains an historic lane which could be destroyed by development. DISADVANTAGE – UE2a & b various woodlands exist on the sites which would be destroyed along with a number of very significant and ancient trees. DISADVANTAGE – UE2a & b the sites contain various waterways, springs and ponds which are important for wildlife including newts, frogs, toads etc. DISADVANTAGE – UE2a & b the motorway currently marks the end of Lancaster and by development of this site it would extend Lancaster beyond the confines of the motorway and allow it to swallow up the village of Halton which would lose its identity as a Lune Valley Village. DISADVANTAGE – UE2a & b The land is catchment and soak away providing water control for Denny Beck which has been subject of flooding in the past. DISADVANTAGE - UE2b Is a parcel of land which is very inappropriate for development. Much of the land is steeply sloping. DISADVANTAGE – UE2b Contains a large pond, the land is generally very wet and controls the water running into Denny Beck and the river Lune. Part of the site is category 1 Flood risk and further areas are category 2 according to the Environment agency map of the area. DISADVANTAGE – UE2b site sits above the existing housing on Denny Beck Lane. Development of the site would cut off natural light to those houses. DISADVANTAGE – UE2b, the steeply sloping nature of the site would also cause significant loss of privacy to the occupants of Denny Beck, as any development would tower above the existing houses. DISADVANTAGE – UE2b, the site sits to both sides of the existing cycle path and much of the site between the cycle path and the river is used as a local park amenity by the local population in particular the fields and wooded areas (which are a high flood risk). Development of the site would seriously detract from the beauty of the cycle path and the 'park land' adjacent the river lune which is an important local amenity. DISADVANTAGE – UE2a & b, the site has no gas, the electric supply in the area is over head and suffers regular fluctuation and I understand has little additional capacity, there is no drainage & the internet is very poor. DISADVANTAGE – UE2a & b, in addition local amenities and limited and schools are at capacity. DISADVANTAGE - The site has a plethora of wildlife including bat roosts, newts, frogs, owls, woodpeckers, I understand otters use the river. Orchids grow along the cycle path, and starlings gather in the trees before they fly as a murmuration (big flock). DISADVANTAGE – UE2b the area is an oasis of wild plants and acts as an important corridor for wildlife. DISADVANTAGE – UE2a & b, the site is noisy as much of it sits at similar levels and very close to the M6 and is thus not particularly desirable for housing. DISADVANTAGE - Denny Beck has flooded in the 1960's effecting property at the bottom of the lane. The land is baldy drained and is prone to large standing puddles of water. The gardens of the houses of Denny beck become saturated and squelchy in wet spells and over winter. Clearly if surface run off is increased and water is not soaked up the water problems will increase and the risk of flooding of the properties of Denny Beck will be significantly increased. It should be noted and I have photographic evidence that the development on the opposite bank from Denny Beck Lane was recently flooded by the River Lune as it was in spate illustrating the problems. DISADVANTAGE – Denny Beck and the ancient lane through UE2b is an ancient road and fording point of the River Lune. It is likely that archaeological remains may exist in the area of development. DISADVANTAGE - Generally increasing run off from UE2 and other sites adjacent the river lune and its catchments will also increase the flood risks. Flood defences may be necessary if these sites are to be developed. These defences may need to extend down river into Lancaster. DISADVANTAGE – The proposal does not avoid the amalgamation of settlements as it swallows up both Denny Beck and Denny Bank and extends Halton to be in effect both sides of the River Lune and joined to Lancaster. DISADVANTAGE – The proposal for UE2 would connect Halton and Lancaster rather than be an 'Urban Extension'. DISADVANTAGE- UE2a & b Denny Beck lane is a small lane and would struggle to cope with the increase in numbers using the lane and parking at the bottom of the lane. DISADVANTAGE – Opportunity to build affordable housing. It is likely that development of UE2 would be very costly given the issues of flooding, noise control, wildlife management, topography, lack of services, archaeology, and poor (very wet) ground conditions as such it would be difficult to understand how housing could be 'affordable'. OTHER ADVANTAGES – None</p> | 11/25/2015 12:45 PM |
| 127 | <p>Maintain Separation Green belt land allocated if necessary must not take away distinct identities of those villages and connect one with the other.</p> | 11/25/2015 12:04 PM |
| 128 | <p>Against GreenBelt/Field Maintain Separation Increased population means even greater need for greenbelt as 'breathing space' between settlements. Building on sites along A6 northwards will contribute to urban sprawl and eventually to the formation of one large urban settlement from south of Lancaster to Car forth. Loss of greenbelt between Slyne with Best and Bolton Le Sands will merge the two villages and remove own separate identities. Freeing greenfield sites for building will cause developers to choose those sites in preference to brownfield sites as these are easier and cheaper to develop. Freeing greenfield sites for building will remove incentive for developers to build on brownfield sites. Greenbelt was created for very good reasons only 25 years ago. Those reasons are even more valid today.</p> | 11/23/2015 6:30 PM |
| 129 | <p>Against GreenBelt/Field As far as the green belt is concerned: Development here will disrupt the transport, social and educational infrastructure of the areas concerned. It will destroy the character of the individual villages and communities it subsumes. It will transform a rural area into an urban corridor, lessening its value as a place to visit and a place to live and have a negative effect on property values.</p> | 11/23/2015 5:44 PM |
| 130 | <p>Against GreenBelt/Field UE2 has considerable disadvantages that are referred to in the document but the first one: "Development would mean the loss of green field and agricultural land" is considerably understated in that it includes an ancient country lane with ancient hedgerows . GB1 would completely destroy the character of Halton as a village by losing its separation from the urban environment . This area should be kept as green belt</p> | 11/23/2015 4:33 PM |

2015 Local Plan Consultation Response Form

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| 131 | <p>Infrastructure Jobs Support Dolphinholme I think urban extension will be very expensive as there would a need for for major road reorganisation, networks and motorway junctions, thereby taking up more land. The extension of the village of Dolphinholme as a potential strategic site has the additional advantage of being situated very close to Lancaster University which has been highlighted as having the potential to create more jobs and businesses through continued growth. Dolphinholme is also easily accessible to the hospitals and the proposed Bailrigg Innovation Park and of course the city centre itself - all of which would provide many new jobs. With new jobs there is the need for new houses and the land marked VE1 on the Dolphinholme Village Expansion map in the "People, Homes and Jobs" Booklet is especially close to the University and so it makes sense to build houses here. There are a few different roads leading out of Dolphinholme both for people getting to work or to access the M6 motorway which is another advantage for people living there. Again the area of land marked VE1 on the map is next to a very good direct road leading to the University and city etc.</p> | 11/22/2015 11:02 PM |
| 132 | <p>Impact on Env/wildlife Infrastructure Disadvantages would mean loss of wildlife habitat and landscape. More houses would mean more cars on the road, more pollution this road is already congested with traffic on a daily basis. When the motorway is closed the A6 road is heavily congested with traffic. Use of green belt to meet local housing targets is contrary to government policy. Schools,Doctors surgeries will be overcrowded. The rural feel of our area would disappear.</p> | 11/22/2015 5:11 PM |
| 133 | <p>Infrastructure The relative advantages and disadvantages put forward are not weighted in any way. Many of the disadvantages listed far outweigh any of the advantages but this is not reflected in the analysis. A much more detailed risk and cost-benefit analysis is required as part of this consultation. Much of the success of the development plan requires huge capital investment in infrastructure, particularly transport, and no financial information has been provided as to the costs of each proposal. Insufficient information has been so far provided to allow residents to make an informed decision.</p> | 11/22/2015 5:10 PM |
| 134 | <p>Impact on Env/wildlife Infrastructure UE2 Site: No mains Gas No mains sewage Overhead electricity only This site is visible from all aspects due to its elevated position. This will affect the general amenity of the district, the AONB Forest of Bowland is 450 metres from the site. Denny Beck Lane would have a loss of light if built behind houses. The A683 is already heavily congested and that was before the roadworks. There is an old bridge over the Beck is this strong enough for such increased traffic as it has never been improved or strengthened. The vehicular access could be a problem because of the dip in the road before the motorway, visibility could be a problem. Industrial estates if 24hr use can disturb the neighbourhood. Schools have been closed how is the council to afford extra places when public service jobs are being lost due to budget reduction? Foot and Mouth burial site from the 1960s Loss of trees at the back of Denny Beck also ancient woodland Clay Pit Wood and Moss Syke Wood which include ash and oak trees. Loss of ancient hedgerows and public bridleway of Grimeshaw Lane which is used by ramblers to access Forest of Bowland. Site includes nesting place for herons and bats. The site has buzzards, owls, kestrels, frogs, toads, newts, woodpeckers, deer. This will be highly visible for the conservation area of Halton. No proper water drainage. Lancaster should stay within the M6 boundary.</p> | 11/20/2015 2:41 PM |
| 135 | <p>Against Dolphinholme Impact on Env/wildlife Infrastructure Dolphinholme expansion: Definitely WOULD impact on local landscape and wildlife, and WOULD negatively impact on character of village; the school is small, the roads narrow; it would be difficult to attract employers; new houses in many of the proposed parts would not be affordable to new buyers; farms and residences nearby which rely on spring water for drinking may be affected by building upon aquifers. The high areas are constantly wet due to water logging, and run off from the spring waters and wells. Considerable financial outlay would be needed for vast infrastructure changes which would not greatly benefit the rural economy or provide many more suitable job opportunities. To reduce farming land for building housing estates in this location is therefore unwise and would prove very costly. Farming, holiday lets, horse riding, cyclists, walkers and ramblers, add to and aid the rural economy. These need to be preserved for the benefit of those who appreciate the peace and tranquility of these as yet unspoilt surroundings and glorious vistas of the Fylde and the fells.</p> | 11/19/2015 11:49 PM |
| 136 | <p>Against Dolphinholme totally disagree as above to the Dolphinholme proposal</p> | 11/19/2015 5:20 PM |
| 137 | <p>Against Dolphinholme Impact on Env/wildlife Access to the M6 from Dolphinholme is not easy. As more houses are being built in Forton and Galgate this will make the A6 even busier. If people need to access the M6 to travel to work this is not helping to provide housing near to the jobs.Dolphinholme has existed in its present form for over 200 years. There are heritage considerations. There is abundant wildlife and this would be adversely affected by large scale housing developments, removing corridors for movement of flora and fauna. The land being proposed is good farmland. Loss of this land for agriculture would increase unemployment and affect food supplies.</p> | 11/19/2015 2:34 PM |
| 138 | <p>Against GreenBelt/Field Infrastructure I do not accept that the council "has no option" but to review so many green belt sites. Why does house building continue to be slow in Lancaster? why are several brownfield sites still vacant? The damage now done in north Lancaster by the building of the northern by-pass may possibly justify some revision of greenbelt & building - providing it is sustainable & developers provide proper transport links, schools etc. South Lancaster is currently still - like so much of the district a lovely route in to the city. Building there will blight the area, block the roads, & create an unlovely car-dependent suburb.</p> | 11/18/2015 3:25 PM |

2015 Local Plan Consultation Response Form

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| 139 | Infrastructure I believe there is a big problem for GB1 in that the road infrastructure will present a major problem if all city bound traffic is fed down Halton Rd into the current 20 mph residential bottleneck in Skerton village. A large increase in both domestic and commercial traffic will result in increased congestion and increased safety issues on narrow streets and footpaths and additional pressure on the narrow canal bridge in Halton Rd | 11/18/2015 1:06 PM |
| 140 | Infrastructure I think we should the infrastucture that is in place to our advantage, no matter what you say people will leave the city to go to work, why not build where there is room , North or south of galgate, and a small by pass to the motorway to the university. | 11/18/2015 12:09 PM |
| 141 | No, | 11/16/2015 3:05 PM |
| 142 | Against GreenBelt/Field The disadvantage of the proposed South Carnforth site, as I see it, is that it sprawls. Consequently, people will be discouraged from walking, and it will encourage car use, whilst a more compact development would make greater use of Carnforth's rail links. The other disadvantage is that it would remove the greenbelt between Bolton-le-Sands and Carnforth, since development would occur right up to the parish boundary. | 11/15/2015 7:55 PM |
| 143 | I think the additional sites are spread evenly and fairly across the district. | 11/15/2015 7:38 PM |
| 144 | Impact on Env/wildlife The lovely countryside and scenery will be changed forever by the development. It will become very built up and urbanised. The A6 and surrounding roads will be far too congested. | 11/14/2015 11:44 PM |
| 145 | Against Dolphinholme Scale Issue So far as Dolphinholme is concerned I totally agree with all the disadvantages. Large housing development would have a devastating affect on the village.Over the years there have been small scale sensitive house builds and I would like to see this continue, meeting local need as it occurs.Building so many houses on what is mostly good farm land would destroy one farmer"s livelihood. There would be serious issues with the roads, sewers, never mind the countryside. | 11/14/2015 7:43 PM |
| 146 | Against GreenBelt/Field Maintain Seperation GB2 - East of Morecambe Green Belt Proposal. Further Disadvantages: 1. Limited scope for future expansion due to west coast railway line & the new link road. Expansion in future decades would incur major expense due to the need of bridges/underpasses to allow unrestricted movement between developments. 2. Noise pollution from both major transport routes will be a distinct problem for this potential site. 3. Reduction in the levels of separation between the town of Morecambe & the city of Lancaster. 4. A significant Historic Landmark - Torrisholme Barrow would be fully surrounded (360 degrees) by housing developments further reducing a beautiful green belt area complementing this Historic feature. 5. Due consideration of property type needs consideration with existing estate in the north east of Morecambe. Over 95% of the properties on the estate are low level housing i.e. Bungalows & the proposed housing to the north site GB2 should compliment this if the proposal were to be agreed. This would then limit the potential number of properties that could be built due to the bigger footprint needed for Bungalows. | 11/14/2015 7:31 PM |
| 147 | Infrastructure With regard to site UE1 I note the need for a junction from the M6. Has consultation taken place with the Highway Agency? Are they likely to accept such a junction? Certainly they did not favour a new junction when consultations took place on the M6 bypass alternative routes 20 years ago. You ought not to make such a positive proposal without such a discussion having taken place and a positive reaction being given. | 11/14/2015 5:06 PM |
| 148 | Against Dolphinholme Impact on Env/wildlife Infrastructure I think 500 houses in Dolphinholme would be tragic. The loss of green land would mean loss of habitat for wildlife and flora; loss of farmland used to provide food for the population of Lancashire and beyond; loss of beauty for the population of Lancashire and elsewhere to enjoy. The creation of masses of extra traffic on country roads would increase congestion and pollution. All roads out of Dolphinholme are small country roads and there is already congestion at peak hours to reach the A6 and M6. 500 houses would likely mean 1,000 extra cars. The roads cannot cope with this. | 11/14/2015 3:27 PM |
| 149 | Against Dolphinholme Infrastructure The infrastructure of roads, utilities, services and facilities in and around Dolphinholme are inadequate to support any development within the scale proposed. Improvements to the infrastructure would be cost prohibitive in the existing and future economic climate. | 11/11/2015 9:04 PM |
| 150 | Infrastructure Regarding UE3 the advantages and disadvantages listed do not make sens: you have being well connected to existing urban areas etc as an advantage but at the same time (and more correctly) list as a disadvantage that the area is difficult to access. Although the are is close to the centre of Lancaster it is not well connected - you should rework the advantages and disadvantages. Regarding GB1 the land is quite steep and already has drainage issues. The existing road access is poor, being a narrow road over a small canal bridge. So although it is well connected currently, that connection is only suitable for a small amount of traffic and could not support a major development. There is no sewage system in this area at the moment, and something major would be needed to support development of any size. | 11/8/2015 12:59 PM |
| 151 | Drainage/flooding GB2 The most Northerly portion of GB2 (from the end of Fulwood Drive in a line drawn across to Morecambe South junction) lies up to 3m below the level of Fulwood Drive & Hamilton Road. In addition there is an open run-off stream from Torrisholme Barrow passing through Northbound. The portion referred to is effectively a Flood Plain. Properties would require special foundations, underpinning & drainage. They may be unmortgagable & uninsurable. | 11/8/2015 11:04 AM |

2015 Local Plan Consultation Response Form

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| 152 | <p>Against Dolphinholme Scale Issue Doplphinholme is an historic village of great heritage value. This will be destroyed. The village is currently embedded within a patchwork of the most tranquil environment. The current levels of tranquillity are dependent upon both the rural location and the small scale of the community. The proposed development would destroy many of these tranquil areas in two ways: first, by building directly on these areas; and secondly, by increasing the size of the village by 400% and thereby creating a super-village which is incompatible in scale and density with the current tranquillity levels.</p> | 11/8/2015 10:57 AM |
| 153 | <p>Against Urban Extension Infrastructure Maintain Seperation There is a key issue of access to all these sites, as all sites will generate a great deal of traffic and Lancaster is already swamped with traffic at key commuting times in the day. The infrastructure is just not able to cope with the increase of traffic except for those areas near the motorway. The developments in the rural villages and suburbs will put increased pressure on schools and other services such as medical and environmental, waste etc. There is a great danger that Galgate will be subsumed into Lancaster. The green field approach to Lancaster is a pleasant approach to our city and is a necessary "lung" for the urban environment, which we desperately need. Building on land to the south of Lancaster will result in Lancaster becoming just another city, not the unique place that it is.</p> | 11/8/2015 9:51 AM |
| 154 | <p>Against Dolphinholme Infrastructure Pg15 Dolphinholme. Dis-advantages: no low cost supermarket accessible, Light pollution spoil the dark skies, will spoil views from surrounding areas Forest of Bowland, AONB and Jubilee Tower. Highways roads not suitable for a regular bus service (rural lanes and low bridges) School large classes instead of small ones and no longer a school family feel which children like and one of the reasons parents pick the school, more people in village turn it into a town. Advantage: Easy to travel to Manchester for better well paid jobs.</p> | 11/7/2015 9:16 PM |
| 155 | <p>Infrastructure South Lancaster-disadvantage. Ashford Road is too narrow, single track at one section at A6 Booths/Boot and shoe crossroad. It cannot support additional traffic.</p> | 11/6/2015 4:09 PM |
| 156 | <p>Against GreenBelt/Field Further disadvantages are not required. The principal of greenbelt protection is so fundamental that the option to consider removal of greenbelt status should be rejected on this reason alone.</p> | 11/5/2015 4:02 PM |
| 157 | <p>Against GreenBelt/Field Impact on Env/wildlife Infrastructure The south of Carnforth housing proposals may prejudice the working of current and future mineral resources which are essential to the development,repair and maintenance of nationally important infrastructure</p> | 11/5/2015 1:26 PM |
| 158 | no | 11/5/2015 12:42 PM |
| 159 | <p>Against Dolphinholme The proposal for Dolphinholme is an unprecedentedly huge increase in the existing population and will swamp the existing community as well as adding further congestion & associated pollution to Galgate</p> | 11/5/2015 11:56 AM |
| 160 | <p>Infrastructure As there is no facility for Local Authorities to force developers to build new roads or change existing roads to ensure that local road systems are realistically able to absorb the resultant increased traffic, it must be up to LAs to ensure that only schemes which meet this criterion are proposed/ allowed for development. Merely "requesting" a developer to address this aspect if and where possible, rather than ensuring that a practical plan is in place,is not an acceptable strategy.</p> | 11/3/2015 5:23 PM |
| 161 | no | 11/3/2015 1:39 PM |

2015 Local Plan Consultation Response Form

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| 162 | <p>Against GreenBelt/Field Carnforth was truly shocked to learn of the scale of the proposed building of homes in the Lancaster City Area http://www.thevisitor.co.uk/news/lancaster-s-greenbelt-goes-up-for-grabs-in-house-boom-1-7478437. I was even more taken aback when I learnt that 1,250 new homes are proposed to be built on green belt land south of Carnforth known as GB3 South Carnforth Green Belt. The homes may be needed, but not on the land that is proposed by Lancaster City Council. Under the National Planning Policy Framework the NPPF, (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60772116950.pdf) there is a legal obligation for councils to: • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. (from http://www.parliament.uk/briefing-papers/sn00934.pdf) All of the above applies to Carnforth which has special characteristics and historic value. I draw your attention to the the conservation areas in Carnforth (http://www.lancaster.gov.uk/planning/conservation/new-conservation-areas-carnforth-lancaster-cannon/) The population of Carnforth, according Lancashire Police, is 4,439 (http://www.ukcristats.com/Neighbourhood/Lancashire_Constabulary/Carnforth), with 1,250 new homes it can be safely said that the population would grow by 2,500. This is a fair estimation with two new occupants per household. That's an increase of 55%. There is no timescale for this so it could grow slowly or too fast where the infrastructure would not cope. I am unable to envisage any area that could cope with such an increase in population. There is no mention of housing type, demographic or infrastructure to support this huge increase. I do not disagree with the need for housing, but we must build affordable, sustainable, low carbon housing and not second homes or simply for private landlords to rent out at rate that will only attract certain type of demographic (AB1). I am not a NIMBY (Not In My Back Yard). In fact my proposal brings development closer to my own front door, so to speak. My proposal is to build the houses on brown field sites. In the recent past there has been two proposals accepted by the council of two developments in Carnforth. One at Nuway Acorn opposite the Canal Basin (http://www.thewestmorlandgazette.co.uk/news/9462876.200_homes_to_be_built_in_Carnforth_as_part_of_a_multi_million_pound_scheme/) and the other at the former Iron Smelting site vacated by TDG (http://www.lancashiretelegraph.co.uk/news/lancaster/8275126.print/). Both of which are brown field sites and added together more than equals the area needed for 1,250 homes in Carnforth. On neither occasion the infrastructure needed to support such a large scale development was ever mentioned in their planning. This must be addressed in ANY new development. The developers must carry some of the burden of putting in the infrastructure to support the new homes, such as new link roads. All of the primary schools are now becoming full in EYFS (reception and year 1) with one of the three primary schools only having 4 places left after sibling allocation in September 2015. Carnforth does not have a proper Police presence as we do not have our own Police Sergeant. We used to have one, but other areas are obviously of greater importance or need. (https://www.police.uk/lancashire/B21/) Don't get me wrong the Police do a great job, but they will need to re-assess the policing requirement of the area if the population was to grow by 55%. Who would pay for this? Would an increase in council tax revenue with an increase in population be sufficient to cover this cost? I am unable to cover what effect an increase in the local population would on local health provision, but maybe Dr Wrigley or another senior partner at Ash Trees Surgery may want give their expert comment on this. In the last consultation in 2014 the local residents did not support the proposal. The air quality management plan would be in disarray as it mainly relies on the fact the Heysham M6 link road would be built. Air quality is the biggest threat to the health of all residents and kills twice as many people than RTCs (http://www.nhs.uk/news/2012/04/april/Pages/air-pollution-exhaust-death-estimates.aspx). An increase in HGV traffic while building the homes would adversely affect the air quality. The increase in traffic around the town would contribute to a decrease in quality of life of residents. Who would pay for the new link road that would be needed between the A6 and Back Lane? There would be loss of amenity of playing fields as well as footpaths. Again this effects quality of life and opportunity for the local community to attempt a healthier life style. I do not envisage that the new residents would cycle to anywhere let alone walk in to the town centre. This could only be developed if the whole philosophy of the development companies are along the lines of the development at Halton Mill (http://www.lancastercohousing.org.uk/project/workspace) which is a low carbon, cooperative community and work space. Oh yes, their development was on a brown field site! Please find attached the Final Booklet mentioned in the press for those recipients who have not yet seen it. My call to action is this; Please reject the proposal as it stands. We can build affordable, sustainable, low carbon housing in Carnforth, but not on green field sites. The only reason for building on green field sites is to attract a premium on the house prices.</p> | 11/3/2015 10:02 AM |
| 163 | <p>Against Dolphinholme Dolphinholme is a small traditional village, church school traditional values. Issues with access, highways, drainage and flooding</p> | 11/2/2015 11:33 PM |
| 164 | <p>Against Dolphinholme Impact on Env/wildlife Infrastructure I am speaking for Dolphinholme only and can certainly see disadvantages to having a large number of houses around what is currently a small rural village. At the moment there are only just over a hundred houses in the upper Dolphinholme - building 500 more around this core would lead to pollution, noise, sprawl, extra traffic (between 500-1000 extra cars on the road) and the loss of livelihood for at least one tenant farmer. I can see no advantages.</p> | 11/2/2015 6:06 PM |
| 165 | <p>Against GreenBelt/Field Advantage to south Lancaster - significant work must have already been done on the area to the south of Lancaster, during the plans for the Heysham M6 link, therefore this keeps costs down. Disadvantages to Green belt review - we live in beautiful are with lots of green land. Once this is built on, it is lost forever and we lose what makes this area so special.</p> | 11/1/2015 12:57 PM |

2015 Local Plan Consultation Response Form

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| 166 | Against GreenBelt/Field The current land should be kept as greenfield to contain urban sprawl. Areas to the west of the m6 corridor should be utilised as this already has amenities and is already brown site. | 11/1/2015 12:42 AM |
| 167 | Against GreenBelt/Field I am particularly opposed to the GB2 plan. It will destroy a large area of farmland and result in the complete encirclement by housing of Torrisholme Barrow. There would be a tremendous deleterious impact on the local landscape. | 10/31/2015 9:18 PM |
| 168 | As you have to go into green fields, please try to avoid the picturesque ones that have trees and streams and places where people could enjoy walking, and with children to learn to appreciate the countryside. | 10/31/2015 11:25 AM |
| 169 | Infrastructure Additional traffic to what is a peaceful rural area. Plus we were told by LCC that there would be no further development along the new bypass once completed. | 10/30/2015 1:01 PM |
| 170 | Infrastructure I would like to know more about the road and traffic measures planned for the development of the UE1 extension. I am also interested in knowing more about the "safeguarded land" to the south on the UE1 area. At present there is no real definitive information as to what this is. | 10/30/2015 11:32 AM |
| 171 | Infrastructure My interest is in GB3 South Carnforth being nearest to where we live it would be a big advantage if were better connected to towns north of Carnforth i.e. Kendal and Windermere but to achieve this a rail link between Carnforth & Kendal would be an imperative | 10/29/2015 10:47 AM |
| 172 | Against Dolphinholme Infrastructure I strongly disagree that Dolphinholme can support 500 houses. I believe that the 500 houses should be reallocated to the other sites where current roads and other infrastructure would not be as costly to improve. As a council tax payer I want to see the council spending my contributions in the most cost effective way For Dolphinholme, the cost involved to improve the roads, sewerage, parking, amenities, school would be prohibitive. The access to and from from Dolphinholme is difficult enough now; the parking beside Corless Cottages and the school reduces the road to a single lane. Routes out of the village are by small roads all which end in bottlenecks - a single track road past Wyreside Hall into street and Scorton; through Galgate where there are significant delays at rush hours and school times; Access to the M6 at involves crossing the busy A6 at Hampson, alternative routes via Quernmore are virtually single track and also impassable during icy conditions (Procter Moss at Conderbank) The Village is situated next to (an in my opinion is part of,) an area of outstanding natural beauty to build significantly more homes would ruin the approach to the trough of Bowland. Expansion would also ruin the nature of the village, currently there is an excellent community spirit and most people know everyone - to increase the population by up to 2,000 people (assuming average of 4 people per home) would destroy this. On the whole Dolphinholme is characterised by its stone built cottages - most are listed buildings- new homes would decimate the character and appearance of the village. Light pollution would increase- currently the village enjoys low levels of this. Sewerage treatment would require huge investment as the current facilities are inadequate and there is evidence that the Wyre has been polluted. We don't need any village shop or post Office; there are already plans to offer these at the Fleece within the village. | 10/28/2015 11:44 AM |
| 173 | Against GreenBelt/Field Drainage/flooding Slyne with Hest Slyne is too small to develop on. I am very concerned about drainage, and also access onto very narrow roads. | 10/28/2015 7:36 AM |
| 174 | None other than those mentioned in the previous boxes. | 10/23/2015 5:32 PM |
| 175 | Infrastructure Better communications should be possible as a result of the new link road and this favours the land in GB1, UE2 and UE3. | 10/23/2015 12:32 PM |
| 176 | Infrastructure The land in GB2, UE2 and UE3 has the advantage of good communication links - as a result of the new link road. It is also provides natural expansion areas to Lancaster and Morecambe. | 10/23/2015 11:21 AM |

2015 Local Plan Consultation Response Form

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| 177 | <p>Against Dolphinholme Impact on Env/wildlife Infrastructure There are a considerable number of sites in Lancaster that could be developed without irreparably damaging the character of the city and the quality of life of its inhabitants. Housing expansion should focus on Lancaster and Morecambe, therefore. Regarding Dolphinholme (where I live, and where the proposal is to build 500 houses): in addition to the comments I have made above, I would add the following as clear disadvantages to this site: it is disproportionate to the size of the current village - it is inappropriate to select a historic village, with listed buildings and in a conservation area, that would effectively disappear in the middle of a new housing estate. Moreover, there is not demand for the houses currently available in this area - houses remain on the market for many months before selling, and often their asking prices have to be lowered before they sell. There is therefore no case for expanding housing here on this scale. Most importantly the proposed development would destroy the historic character and environment of this village: it is a small, isolated and entirely rural community at the moment, but it would no longer be so if this development went ahead. The proposed development would bring with it a whole new infrastructure - new services, lighting, and probably road widening. Currently the inhabitants enjoy the quiet of the countryside, very little traffic, and (importantly) dark skies at night, with very little light pollution. The surrounding fields - which would become the site of the development - are currently pasture, housing lapwings, curlews and owls, as well as hares. This is valuable and irreplaceable habitat for this increasingly beleaguered wildlife. The proposed development would not only destroy this habitat, it would turn the living conditions for the current inhabitants into a building site: for the next 15 years (the timespan of the development) the roads would be full, day in day out, year in year out, of contractors' lorries (just as Stoney Lane in Galgate currently is, with the relatively small development there - the road is congested and often impassable). It is completely unreasonable to impose this on the current community.</p> | 10/22/2015 9:45 PM |
| 178 | No | 10/22/2015 11:41 AM |
| 179 | <p>Against Dolphinholme Infrastructure Jobs Dolphinholme has no shop, no public transport, totally inadequate infrastructure (roads, sewage etc). One local farmer will loose approx. 1/4 of his rented land - will he have a viable business? Jobs will be lost, not gained.</p> | 10/21/2015 8:23 PM |
| 180 | <p>My family will be at a disadvantage by the development near Denny Beck, UE2 this is the Urban Extension North East proposal, I will lose nearly all natural light to my home and would be overlooked by houses so i feel my privacy will be lost by the development, i live in a dip so any building on the field that is in the plan will have a huge impact on my family's life and potential well being, I feel that i should not have to lose natural light or privacy, as surely everyone is entitled to that.</p> | 10/19/2015 5:29 PM |

2015 Local Plan Consultation Response Form

Q5 Do you have any ideas or suggestions for alternative sites?

Answered: 174 Skipped: 51

| # | Responses | Date |
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| 1 | Always use brown field sites and there are plenty of them. | 1/12/2016 11:14 AM |
| 2 | Empty properties Use empty properties, standing idle in the City, there are thousands. | 1/12/2016 11:01 AM |
| 3 | Across villages Plenty of opportunity for building between Slyne, Bolton Le Sands, Nether Kellet and Halton. There is room between these villages for building many homes without having to extend Lancaster and Morecambe. | 1/12/2016 10:53 AM |
| 4 | 4) No | 12/15/2015 12:03 PM |
| 5 | Infrastructure Changes to the Junction with the M6 at Galgate (33) could open up development possibilities to the east of Galgate and the M6 which would be likely to add to the A6 congestion. | 12/15/2015 11:56 AM |
| 6 | Canal Corridor Part of the canal corridor site could be given over to housing if the present plans collapse. | 12/15/2015 11:54 AM |
| 7 | BrownField Morecambe Regeneration The planners need to be creative and look at brown sites first. Sort out difficult sites not take easy, cheap (in financial terms) options. The responsibilities of finding funding should not be a barrier. Builders and planners here could leave a fantastic legacy here. Morecambe is a hidden gem but fraged down with negativity. Redevelop housing there. Not cheaply but well and the town would be transformed. Then people would want to live there and spend money. | 12/15/2015 11:45 AM |
| 8 | Heysham area Overton and Middleton | 12/15/2015 11:28 AM |
| 9 | Smaller sites I'm sure the planners have looked at all sites which are big enough to sustain large developments. Are there more sites where smaller number of houses could be built - they seem to have found several in Bolton-le-Sands recently. | 12/15/2015 11:27 AM |
| 10 | BrownField I understand new housing is required but surely better to build on Brownfield sites or where you predict the job growth area to be. | 12/15/2015 11:19 AM |
| 11 | BrownField Suggestions. Tidy up and build on derelict sites at neglected areas in Lancaster. The waterworks building has been a bad welcome to the city for years. Look at own property, traffic management system through the centre, Mr Blobby, The market Fiasco - what next!! | 12/15/2015 11:07 AM |
| 12 | BrownField Empty properties use brownfield sites and empty properties. this will be enough homes needed | 12/15/2015 10:49 AM |
| 13 | No | 12/15/2015 10:34 AM |
| 14 | Infill Plenty on opportunity for building between Slyne, Bolton-le-Sands, Nether Kellet and Halton. There is room between these villages for building many homes without having to extend Lancaster & Morecambe. | 12/15/2015 10:33 AM |
| 15 | BrownField brownfield | 12/15/2015 10:21 AM |
| 16 | BrownField The brownfield site along the South side of the Lune (Lune industrial estate), New Quay Road. | 12/15/2015 10:18 AM |
| 17 | Alternative sites Alternative sites, Lancaster Aldcliffe Canal Area, Conder Green and Glasson Dock. | 12/15/2015 10:14 AM |
| 18 | BrownField Empty properties brownfield and empty properties | 12/15/2015 10:10 AM |
| 19 | We don't need so many thousands of houses | 12/15/2015 10:08 AM |
| 20 | Empty properties Heysham area Morecambe Regeneration Heysham - where the jobs are supposed to be created by the new road. West End of Morecambe - redevelopment, upgrade, develop listed buildings, ex shops and hotels. Use empty properties Divide up large unused buildings into housing units e.g. redundant churches, Galgate Mill, shop units and the plethora of office/shop units that are not occupied e.g. corner of Rosemary Lane. | 12/15/2015 10:06 AM |
| 21 | BrownField Regeneration - Lune corridor brown field sites - Renovation of derelict old mills in Lancaster. I suppose large developers so not want to do that, small builders are not convinced of the market! | 12/15/2015 10:03 AM |
| 22 | Close to employment I think all developments should be as close as possible to places with employment opportunities. This would cut down on transport costs and pollution and employment opportunities are definitely not in Bare or rural areas. | 12/15/2015 9:37 AM |
| 23 | No | 12/15/2015 9:35 AM |

2015 Local Plan Consultation Response Form

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| 24 | BrownField Empty properties Empty properties Brownfield sites | 12/15/2015 9:33 AM |
| 25 | Heysham area Link Road Morecambe Consider more growth near Morecambe and Heysham to counter balance Lancaster growth, to capitalise on the M6 link road for businesses and jobs. | 12/15/2015 9:28 AM |
| 26 | Empty properties Use already empty homes. Old mill sites (St. Georges Quay) | 12/15/2015 9:19 AM |
| 27 | No - greenfield at Mellishaw | 12/15/2015 9:03 AM |
| 28 | Smaller sites Small areas of houses could possibly work. | 12/15/2015 8:57 AM |
| 29 | BrownField Empty properties Link Road Urban centres Development only close to Lancaster and Morecambe, within brownfield sites. Reclaim empty houses and shops and demolition of some if necessary and rebuild. The new road should not be used as an excuse to build. The roads have already ruined great swathes of countryside. | 12/14/2015 4:57 PM |
| 30 | I refer you to my notes, and reject the blanket assumption that onwards development is always required. | 12/14/2015 4:56 PM |
| 31 | Carnforth Empty properties GreenBelt/field Morecambe West coast railway site in Carnforth Frontierland empty homes You must not ever build on green belt | 12/14/2015 4:49 PM |
| 32 | BrownField Empty properties Empty houses and brownfield sites only | 12/14/2015 4:47 PM |
| 33 | BrownField Carnforth Empty properties Heysham area Morecambe firstly renovate ALL the empty properties in Lancaster and Morecambe. Secondly, build HOUSES on our brownfield sites. land parallel with moneyclose lane Heysham (currently EON) old Jardines crane land parallel to Caton Road Lancaster demolish laundry, carwash etc. on Caton Road Lancaster. build houses here build HOUSES on industrial site on Warton Road Carnforth Build HOUSES on Frontierland site in Morecambe Lastly, build houses on greenfield sites. | 12/14/2015 4:45 PM |
| 34 | South of Uni South side of Lancaster near the university and Galgate | 12/14/2015 4:38 PM |
| 35 | Alternative sites BrownField Urban centres Derelict sites in Lancaster, Moor Lane Mills, the homeless shelter near Moor Lane mills would improve the area. Keep the new buildings within city boundaries where the infrastructure can cope and people choose to live. Skerton High School. | 12/14/2015 4:33 PM |
| 36 | BrownField All brownfield sites should be considered and utilised first especially for industry or competence. | 12/14/2015 4:18 PM |
| 37 | Empty properties As I've said in paragraph 1. Where it would be more suitable to build. We think of all the properties empty in Morecambe and Lancaster, land lords not keeping the properties up to standard. Morecambe fair ground is a disgrace how many years has it been like that. A small M/S in Lancaster, we've nothing for the people in Morecambe. We think you should smarten up the properties round the area, to create new shops and decent homes. At present many people go out of the area to shop as there isn't a great deal to offer here. | 12/14/2015 4:05 PM |
| 38 | Alternative sites Empty properties Heysham area Smaller sites Consideration should be given to expand in smaller lots around rural areas to meet the needs (as the consultation booklet keeps referring to). large area of land lying waste on the White Lund Industrial Estate could be used for employment. Empty buildings on Westgate. Some additional land could be used off the Heysham Bypass near waste reprocessing site. | 12/14/2015 3:39 PM |
| 39 | Morecambe the areas of wetland suitably drained and raised such as Westgate, Morecambe. | 12/14/2015 3:35 PM |
| 40 | BrownField Heysham area Infrastructure Check out old individual sites such as the quayside to build more (a new bridge), land in Heysham, Middleton etc. Mellishaw Lane area - good bye-pass, health centre, shops. Would need a school. | 12/14/2015 3:26 PM |
| 41 | Canal Corridor Morecambe Are there not more parts of Morecambe which could be investigated? In Lancaster why does student housing take preference over housing? e.g. Back Caton Road What about Canal Corridor North for some limited housing? (along with retail). | 12/14/2015 3:16 PM |
| 42 | Alternative sites BrownField I notice a lot of land going to waste opposite PC world on the one way system, empty buildings, the old WMC by the bus station, even land by the canal opposite Haverbreaks on Oxcliffe Road. | 12/14/2015 3:11 PM |
| 43 | Threat to the motorway as the Easternmost boundary. | 12/14/2015 2:57 PM |
| 44 | Empty properties Regeneration Regeneration of areas with Lancaster & Morecambe - using empty homes | 12/14/2015 2:54 PM |
| 45 | Empty properties Regeneration Regeneration of houses in area that are empty or abandoned. | 12/14/2015 2:46 PM |
| 46 | Alternative sites Link Road Morecambe a) as stated in Slyne there is a section fo land which is a triangle formed by the A6 and Hest Bank Lane which could be released. It draws a district between Hest Bank and Bolton-le-Sands if the proposed GB4 is not used and the properties are nearer the link road. b) In Morecambe there is land at one side of Oxcliffe Road which could be built on. This is now the link road. | 12/14/2015 2:41 PM |
| 47 | Not explored | 12/14/2015 2:25 PM |

2015 Local Plan Consultation Response Form

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| 48 | Infill infill Lancaster e.g. Moor Hospital and north | 12/14/2015 2:15 PM |
| 49 | Alternative sites Galgate from village to Leach House Farm Between A6 road and the railway | 12/14/2015 2:09 PM |
| 50 | Urban centres Urban expansion hill up from field and urban site first | 12/14/2015 2:03 PM |
| 51 | Not at this stage. This would have to be very carefully considered not just rushed into. | 12/14/2015 1:59 PM |
| 52 | Alternative sites Skerton School re development | 12/14/2015 1:34 PM |
| 53 | Infill Smaller sites The number of extra houses needed should be achieved through strategic infilling of existing areas across the whole area, not the use of destructive and unwanted large housing estates. Build what people want, small cluster of alternative houses. | 12/14/2015 1:30 PM |
| 54 | Heysham area Heysham bay there are plenty of empty fields next to Combermere Estate. | 12/14/2015 1:21 PM |
| 55 | Across villages Small percentage in each village | 12/14/2015 1:20 PM |
| 56 | NO! | 12/14/2015 1:14 PM |
| 57 | Across villages BrownField Find Brownfield sites even in surrounding villages. | 12/14/2015 1:07 PM |
| 58 | No | 12/14/2015 12:20 PM |
| 59 | Across villages Alternative rural sights must be used to help spread the load of new rural housing | 12/14/2015 12:06 PM |
| 60 | BrownField Heysham area If urbanisation is what is being proposed then extend Lancaster into brown field sites. What about old ICI (shell) site in Middleton - accessible and available! | 12/14/2015 12:03 PM |
| 61 | Alternative sites Land at Brookholme Farm in West Lancaster back of Abraham Heights. | 12/14/2015 11:59 AM |
| 62 | Infrastructure where there is existing services/bus routes and infrastructure in place. | 12/14/2015 11:52 AM |
| 63 | Remove area north of Slyne Road from proposal | 12/14/2015 11:49 AM |
| 64 | BrownField Link Road Yes - Brown Field sites in both Lancaster and Morecambe. Make use of your new Motorway Spur!? | 12/14/2015 11:40 AM |
| 65 | Heysham area ICI Middleton Pontin's site, Middleton Lancaster Quay still got areas to be developed. | 12/14/2015 11:40 AM |
| 66 | Heysham area Heysham - Already vacant land - A new by-pass - Potential jobs at the Port and White Lund Industrial estate | 12/14/2015 11:29 AM |
| 67 | NO | 12/14/2015 11:27 AM |
| 68 | BrownField Build all houses on new Quay Road, Lancaster and St Georges Quay not Industrial Units. | 12/14/2015 11:26 AM |
| 69 | Carnforth Carnforth some area near the Pine lake Lancaster places Not rural areas | 12/14/2015 11:24 AM |
| 70 | Alternative sites Yes. The area between Whams Lane and Anyon Lane would match the list of advantages in your booklet and would have been better access to the A6, M6 and the University. Work is already underway to expand the Fleece and to provide and shop and Post Office on the site. | 12/14/2015 11:22 AM |
| 71 | BrownField GreenBelt/field Better use of brownfield sites which exist and non green belt | 12/4/2015 4:30 PM |
| 72 | BrownField GreenBelt/field Better use of brownfield and non green belt sites. | 12/4/2015 4:21 PM |
| 73 | BrownField GreenBelt/field Brownfield sites throughout the district should be developed before green belt land. developers are sitting on sites waiting for prices to rise, these should be encouraged to progress. | 12/4/2015 4:11 PM |
| 74 | Heysham area Link Road Areas of Heysham between the present built up area and the M6 link extension into Heysham Port | 12/4/2015 4:05 PM |
| 75 | nil | 12/4/2015 4:02 PM |
| 76 | No | 12/4/2015 3:58 PM |
| 77 | Relatively new to the area so hesitant to comment. | 12/4/2015 3:34 PM |
| 78 | Outside district Try Preston. | 12/4/2015 3:24 PM |
| 79 | BrownField South of Uni South of the university would be much less disruptive and more buildings on brownfield sites. | 12/4/2015 2:50 PM |
| 80 | BrownField South of Uni South of Lancaster University less disruptive and more brown sites. | 12/4/2015 2:41 PM |
| 81 | Across villages Smaller sites Smaller scale developments in some of the smaller villages whose identity would not be compromised by building. | 12/4/2015 2:29 PM |

2015 Local Plan Consultation Response Form

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| 82 | Outside district Anywhere but here | 12/4/2015 2:14 PM |
| 83 | Close to employment Heysham area Infrastructure Alongside the route of the existing bypass from LMC to Heysham - excellent access, existing expanded estates and an area which will provide most jobs. All services/shops already in place. | 12/4/2015 2:11 PM |
| 84 | Morecambe Regeneration Redeveloping housing in Morecambe - investing in that area. | 12/4/2015 1:59 PM |
| 85 | Urban centres Look at more Urban Sites within the boundaries of Lancaster/Morecambe area. | 12/4/2015 1:54 PM |
| 86 | Morecambe Regeneration Development of West End, Morecambe. Remove eye sores would be a win win. Frontierland site in Morecambe large area that detracts from the whole area. | 12/4/2015 1:38 PM |
| 87 | Regeneration Many very large houses are for sale in BLS - have been on the market for over a year. Could they not be purchased and converted to flats/apartments? There are usually at least 200 houses on the market in Slyne/BLS/Crag Band at any one time. | 12/4/2015 1:25 PM |
| 88 | Carnforth Expansion of Carnforth Scheme | 12/4/2015 1:17 PM |
| 89 | BrownField Canal Corridor GreenBelt/field Canal corridor in Lancaster, ALL other brown fields sites should be used before any green field sites are looked at. | 11/30/2015 9:34 PM |
| 90 | BrownField Infrastructure I believe there are a significant number of brownfield sites in the city which have not been mentioned. These are close to existing infrastructure, and would even help improve the city - removing rough and unpleasant land, and in its place providing accommodation an green spaces. With appropriate public transport links, there could be a minimal impact on Lancaster's highly congested roads. Furthermore, I believe the council should take a strong stance on insisting on environmentally friendly homes only, ideally passive homes. These would allow homeowners to enjoy their homes using minimal energy, paying minimal bills. This would also keep to a minimum the impact on local energy networks. | 11/30/2015 9:32 PM |
| 91 | Heysham area Morecambe Morecambe and Heysham could take more dwellings. Excess car parking (and, potentially, poor quality big box retail) could be redeveloped for housing - high quality flats with a view across the bay. | 11/30/2015 7:19 PM |
| 92 | BrownField I would argue for higher density development of existing sites marked for development, and brownfield sites. I live in a high density development with shared open space and know that this can be a good way to live and well as providing more sustainable housing stock. | 11/30/2015 5:13 PM |
| 93 | Empty properties Regeneration As above, to spread new housing throughout the area, bring empty properties into occupation and to convert and renovate old industrial buildings, | 11/30/2015 3:49 PM |
| 94 | Alternative sites The University of Cumbria has recently approved its masterplan for its Lancaster Campus up to 2025. The masterplan identifies a large area of the campus which will be surplus to requirement in the future. The University has made previous representations to Lancaster City Council regarding a mixed use allocation on this site to include an element of housing. The University wishes to continue to work with Lancaster City Council regarding the implementation of the 2015 Masterplan and would welcome the opportunity to discuss this further. | 11/30/2015 1:57 PM |
| 95 | Heysham area Heysham, specifically at the end of the link road. | 11/30/2015 1:27 PM |
| 96 | There is a lot of unused poor quality agricultural land soaking up Government subsidies which could be bought and used to develop whole new villages , providing new schools where necessary and medical facilities- creating more employment . WE see this as a common feature in the rest of Europe. | 11/30/2015 1:06 PM |
| 97 | BrownField Urban centres Brownfield sites, especially in the town centre.Modern views on housing encourage town centre development, where the there is less commuting, local amenities would be better utilised(jobs) . Use the examples of simliar tourist cities (York/ Chester) and make the landscape work in your favour. | 11/30/2015 12:36 PM |
| 98 | Regeneration Urban centres The whole so-called canal Coirridor could be a tastefully developed urban living scenario with much lower infrastructural impact. This would assist real regeneration within the city and its services, shops etc. | 11/30/2015 10:13 AM |
| 99 | Regeneration Urban centres Look at Lancaster City centre derelict buildings especially around Moor Lane and the old Mitchells Brewery | 11/30/2015 9:41 AM |
| 100 | BrownField Heysham area Smaller sites Why are the council not looking for smaller sites (eg those to provide about 100 dwellings)? These can be more easily absorbed into existing communities. We are not convinced that the Middleton area is being fully exploited. The non-green belt areas to the south of the city are more suitable for development. Surely the brown field site previously occupied by Skerton primary and secondary schools could provide a good site for low cost housing development. | 11/29/2015 10:37 PM |
| 101 | No comment | 11/29/2015 10:36 PM |
| 102 | Urban centres Urban sites should be focussed on and developed before considering rural development on a large scale | 11/29/2015 9:00 PM |

2015 Local Plan Consultation Response Form

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| 103 | Across villages Smaller sites Smaller developments across a range of sites to maintain the history, community and character of rural villages. | 11/29/2015 8:58 PM |
| 104 | BrownField Canal Corridor Urban centres Keep to brownfield sites. Use the land for the Centros shopping area to provide affordable housing. Lancaster does not need more shops otherwise it will kill off the existing shopping centre. | 11/29/2015 4:49 PM |
| 105 | GreenBelt/field Heysham area No mention is made of the area between the Heysham Port Road, the Heysham rail line and Mellishaw Lane. This area is poor agricultural land and is adjacent to the employment area at White Lund and benefits from the M6 Link road when completed. Using this area would release much of the threatened Green Belt from the current proposal. It is perfectly possible to offset the flood plain designation using simple engineering solutions. | 11/29/2015 4:42 PM |
| 106 | Empty properties Regeneration We believe that regeneration of derelict sites and disused buildings are paramount to these proposals. This would be of benefit to everyone, as existing areas would be rejuvenated and it would also preserve other land from unnecessary development. The Northern sites and North East site would be more preferable. Particularly sites that are situated next to Junction 33 and 34 as they will have a close link to the motorway. Next to Junction 33 there is sufficient land for expansion and even the potential for outlets. | 11/29/2015 3:40 PM |
| 107 | GreenBelt/field Give very careful consideration to green belt questions: some of the land could certainly be used for housing without detracting from the area. | 11/29/2015 3:15 PM |
| 108 | BrownField Infrastructure Existing brown field sites include the Lancaster corridor towards the Caton Rd, still blighted by previous development failures, and the Lancaster Quay area, Both of these would need better access and transport links - and might help to increase pressure for a radical rethink of Lancaster's congested one way system of traffic. | 11/29/2015 3:13 PM |
| 109 | Heysham area Infrastructure Another anticipated high employment growth area is likely to be Heysham South/Middleton the new link road is likely to lead to considerable growth at the port, increased employment at the existing trading estate, not to mention the rapid growth of the offshore and onshore power industry and a possible new power station in the housing growth period. Although there has been considerable housing expansion in Heysham south and some further growth is identified in the HSAAs this area should be re-examined for potential further sites to minimise the need to travel to work. The large former industrial area between Heysham and Middleton should be examined with a view to division into any suitable housing areas and commercial/industrial areas. The idea of using a large number of hectares for solar panels should be reviewed as this is virtually the only area available for heavy industry in the Lancaster District and with new road and handy port the area has high potential for employment prospects in and supporting the growing high tech power industry. If employment expansion is expected in this area the possibility of improved passenger services on the adjacent railway should be investigated. Currently the harbour is not even served by bus forcing motor commuting even from short distances. | 11/29/2015 2:36 PM |
| 110 | BrownField Brownfield sites must be considered in detail first. | 11/29/2015 1:59 PM |
| 111 | BrownField GreenBelt/field No - there is plenty of brown field areas to use in the Lancaster area without destroying greenfield or Dolphinholme | 11/29/2015 11:12 AM |
| 112 | Issues with figures Smaller sites To reduce the number of homes to a realistic amount and ensure that the character of the house fits that of the surrounding area. Good quality homes would need to be promised and not cheap quick builds. | 11/28/2015 8:58 PM |
| 113 | Infill I would prefer more infill schemes, e.g. between Skerton and Halton. | 11/28/2015 5:41 PM |
| 114 | GreenBelt/field Link Road If green belt has to be used GB1 and GB4 have better access and could extend to both sides of the main road. They have good access to the new road and would help to free the congestion in Lancaster and Carnforth which would be a problem with the other two green belt sites. | 11/28/2015 1:13 PM |
| 115 | Issues with figures No. The independent consultants report should be based on facts and unbiased evidence. Housing market projections, ONS population projections, and the jobs forecast for the area are all very much lower than those footed by Turley. Inarticulate, the Turley report interprets the growth in the housing market extremely selectively. The reality is that the housing market is stable overall on the area, and in Heysham & Morecambe, some prices are back down to their 2004 or even 2001 prices. | 11/27/2015 2:23 PM |
| 116 | No | 11/27/2015 10:18 AM |
| 117 | Heysham area Nearer to the port and Power stations also extend the villages of Overton and Middleton. | 11/26/2015 8:33 PM |
| 118 | Heysham area Around Overton and Middleton which has better access to the Port, Heysham Power station and the new link-road. | 11/26/2015 8:23 PM |
| 119 | BrownField We must consider every single Brownfield site available before sacrificing Greenbelt and farmland. In Lancaster we have the K Shoe site on Bulk Road, the Skerton School site and the land adjoining the City Centre and the Lancaster Canal which was supposed to be a retail area but largely sits unused after many years. I am sure there are many other sites in the District which can be used for small scale sustainable development. | 11/26/2015 3:51 PM |

2015 Local Plan Consultation Response Form

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| 120 | Alternative sites Further down Ashton Road so residents would use alternative roads to get to the A6 rather than Ashford Road | 11/26/2015 9:06 AM |
| 121 | Infrastructure No. Sites up the Lune valley require a lot of infrastructure if they are to accept big housing projects, or Lancaster is building houses for South Lakesoor Yorkshire, building on the A65 as a communication route | 11/25/2015 11:05 PM |
| 122 | BrownField It is not clear from the documentation that adequate consideration has been given the possibility of further development within the disused industrial and brownfield sites - simply an assertion that this is not possible. | 11/25/2015 2:38 PM |
| 123 | BrownField GreenBelt/field Morecambe Regeneration Alternative medium /high rise development of apartments within Lancaster, development of the old Frontier Land in Morecambe and other brown field spaces suitable for medium/ high rise could significantly reduce the need for development of agricultural and green belt land. | 11/25/2015 12:45 PM |
| 124 | Heysham area Opportunity must be taken at this point to look at lancaster's problem's those of housing, transport and its need for business. A Great opportunity arises here to do all of the above, develop land to the west of the city to the banks of the loon possibly a mariner, a loon bridge to connect the hamlets Overton and middleton and on to Heysham. Land to the south of the city for housing and a creation of a connection to the motorway and new ring road to the east thus relieving city congestion | 11/25/2015 12:04 PM |
| 125 | Smaller sites A more detailed and comprehensive study is required to identify a larger number of smaller sites in and around existing communities. Smaller sites could then be assimilated in a more sympathetic way. | 11/23/2015 6:30 PM |
| 126 | BrownField Urban centres This needs to be an urban project. Lancaster, as an urban area, currently has a low population density. it should be much higher. Every opportunity should be taken to increase the city centre population to make it a more vibrant, business-like city to live in. If we want to build affordable homes, which is the implicit aim of the project, we should put them in larger, intelligently built units, taking lessons from the failed ideas of the sixties, built with regard to acceptable sightlines, access to fresh air and good views of what is still a wonderful place to live. Brownfield sites are there in plenty. Some are asking to be created. Housing does not have to consist of tiny detached homes in individual plots. We can do better and use fewer fields. | 11/23/2015 5:44 PM |
| 127 | Regeneration As stated in question 1; to make better use of existing vacant or under occupied housing stock and redevelopment of existing housing land | 11/23/2015 4:33 PM |
| 128 | GreenBelt/field There are non green belt sites to the south of Lancaster, this would be more in line with government policy. | 11/22/2015 5:11 PM |
| 129 | BrownField Smaller sites No previously undeveloped land should be considered until all brownfield sites and locations of the perceived employment opportunities have been more rigorously analysed. Small areas of previously developed land should be made available if and when the suggested job growth and housing demand actually transpires. | 11/22/2015 5:10 PM |
| 130 | Issues with figures No there are far too many already and figures don't support it. Not Turley's obviously which is primarily developer led. | 11/20/2015 2:41 PM |
| 131 | Alternative sites Land either side of the A6 south of Hampson. Land either side of the A6 just south of Galgate. | 11/19/2015 11:49 PM |
| 132 | Across villages Smaller sites as above - district wide small scale housing for all rural villages to meet local needs | 11/19/2015 5:20 PM |
| 133 | Alternative sites BrownField Use brownfield sites wherever possible. E.g across the road from The Fleece Inn, the former Rogersons garage. | 11/19/2015 2:34 PM |
| 134 | Alternative sites BrownField Skerton School - this is shown in the SHLAA as undeliverable , but no explanation is given | 11/19/2015 12:51 PM |
| 135 | Alternative sites An area to the south and west of Abraham Heights and Aldcliffe where there is currently low grade agriculture land would give very easy (non vehicular) access to the city and wouldn't spoil many views.I have never understood why the open fields to the south of Oxcliffe Road have not been used for mixed development as there /will be such good transport access.to both East and West | 11/18/2015 1:06 PM |
| 136 | No. | 11/16/2015 3:05 PM |
| 137 | Alternative sites Carnforth There is a plot of development land for sale - at least, there is a sign saying it's for sale - between North Road and the A6. The plot is close to the town centre, and borders an existing housing estate. Other than that, the development of an additional village north of Carnforth ought to be looked at. | 11/15/2015 7:55 PM |
| 138 | GreenBelt/field You have to consider the views of the people living in the area. Lancaster is a place where people choose to live because of its unspoilt countryside and scenery. | 11/14/2015 11:44 PM |
| 139 | No. | 11/14/2015 7:43 PM |

2015 Local Plan Consultation Response Form

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| 140 | Heysham area Link Road Morecambe Alternative sites could be proposed between Oxcliffe road (Heaton-with-Oxcliffe), Heysham & the Heysham to M6 link road phase 1. This is a vast expanse of land that could be progressively developed over a bigger time frame leading to potentially larger numbers of houses. The advantage is that its boundaries are well within existing populated districts/areas more so than the east of Morecambe/north of Lancaster which adjoin limited green belt land in the north of Lancashire. | 11/14/2015 7:31 PM |
| 141 | Alternative sites The site to the north of Borrowdale Road and west of Derwent Road has been unused for the 50 years I have known it. Could this be released for housing. The sale of it for housing would bring in around £1m to the City Council to assist with budgetary matters and reduce cuts. It has a good frontage to Derwent Road for site lines or a mini roundabout. | 11/14/2015 5:06 PM |
| 142 | Regeneration What about all the 'waste' land by the banks of the Lune in Lancaster - former warehouses and so on. | 11/14/2015 3:27 PM |
| 143 | Link Road Urban centres The main "city" conurbation within the triangle of Lancaster-Morecambe-Carnforth would be the ideal area to consider should the projected growth indeed be needed. This "triangle of growth" is well serviced with a good transport facilities, the M6 along one side and the new Heysham Link providing a corridor of access across it's length. | 11/11/2015 9:04 PM |
| 144 | Morecambe I am "having my say" in response to your 'our districts future' brochure. I see that one of the proposals is a development at the head of Fulwood Drive in Bare Morecambe. If this is already a foregone conclusion? as quite a number of proposals are these days! irrespective of the residents wishes. Then I hope consideration is given to the fact that Fulwood Drive and all the surrounding streets were given 20mph coverage to all vehicles, allegedly because of the predominance of elderly residents Therefore I hope that this will be taken into consideration if / when the access by any traffic to this site is considered , and an alternative route found. Also the already congested roads from Morecambe into Lancaster do not make Morecambe a convenient place for any commuter to live. Excuses that the by-pass will help in this has no relevance to travelling to Lancaster. Also with the headline in the Daily Express this week forecasting a rise in property prices of 26% and the lack of any industrial work for so many new residents in the area, who will be able to afford this affordable housing ? Also schools and doctors in our area are already pushed to the limit. and what jobs would be available to would be buyers I fail to imagine! I don't think our supermarkets could absorb all of them, after all they are going towards on line order and delivery, also where is the engineering etc? Could I please suggest for consideration a more convenient area for development both close to the motorway and on the south side of Lancaster giving easier commuting, would be somewhere in the Haverbreaks or Out Rawcliffe areas. If this is out of the question could it be a case of "not on my doorstep" and I'm rich enough to stop you by buying up the surrounding land? Maybe the land covered by the Northern by-pass was purchased by the same people? Thank You.. | 11/8/2015 3:43 PM |
| 145 | Heysham area Regeneration Redevelopment of the old refinery land at Heysham should be included (very easy access for industry now) and also development of the agricultural land east of Oxcliffe Road (good access for housing and industry). | 11/8/2015 12:59 PM |
| 146 | No | 11/8/2015 11:04 AM |
| 147 | BrownField Brown sites near Lancaster. | 11/8/2015 10:57 AM |
| 148 | BrownField Brown field sites. I believe there is an area in Carnforth near the railway station that could be developed. The canal corridor in Lancaster that is still to go ahead could include housing. | 11/8/2015 9:51 AM |
| 149 | Link Road Where millions have been spent on the by pass you should build a new town with all services that all these new people will require and expect on have on the door step | 11/7/2015 9:16 PM |
| 150 | Link Road Build around the new link road. Make the most of the investment we have made in the road. It is no longer greenbelt | 11/6/2015 4:09 PM |
| 151 | Not which have not already been considered by others far more knowledgeable and experienced than myself | 11/5/2015 4:02 PM |
| 152 | No | 11/5/2015 1:26 PM |
| 153 | BrownField use brown field areas | 11/5/2015 12:42 PM |
| 154 | Infrastructure The A6 corridor south of Junction 33? Good access to the motorway North & South Bound. | 11/5/2015 11:56 AM |
| 155 | Smaller sites Expansion in Dolphinholme should be limited to a genuinely reasonable level e.g. between 15 and 20 houses. | 11/3/2015 5:23 PM |
| 156 | listen to the people of Dolphinholme, they will have more idea than people living their. | 11/3/2015 1:39 PM |

2015 Local Plan Consultation Response Form

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| 157 | <p>Carnforth GreenBelt/field Infrastructure was truly shocked to learn of the scale of the proposed building of homes in the Lancaster City Area http://www.thevisitor.co.uk/news/lancaster-s-greenbelt-goes-up-for-grabs-in-house-boom-1-7478437. I was even more taken aback when I learnt that 1,250 new homes are proposed to be built on green belt land south of Carnforth known as GB3 South Carnforth Green Belt. The homes may be needed, but not on the land that is proposed by Lancaster City Council. Under the National Planning Policy Framework the NPPF, (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60772/2116950.pdf) there is a legal obligation for councils to:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>(from http://www.parliament.uk/briefing-papers/sn00934.pdf) All of the above applies to Carnforth which has special characteristics and historic value. I draw your attention to the the conservation areas in Carnforth (http://www.lancaster.gov.uk/planning/conservation/new-conservation-areas-carnforth-lancaster-cannon/) The population of Carnforth, according Lancashire Police, is 4,439 (http://www.ukcristatistics.com/Neighbourhood/Lancashire_Constabulary/Carnforth), with 1,250 new homes it can be safely said that the population would grow by 2,500. This is a fair estimation with two new occupants per household. That's an increase of 55%. There is no timescale for this so it could grow slowly or too fast where the infrastructure would not cope. I am unable to envisage any area that could cope with such an increase in population. There is no mention of housing type, demographic or infrastructure to support this huge increase. I do not disagree with the need for housing, but we must build affordable, sustainable, low carbon housing and not second homes or simply for private landlords to rent out at rate that will only attract certain type of demographic (AB1). I am not a NIMBY (Not In My Back Yard). In fact my proposal brings development closer to my own front door, so to speak. My proposal is to build the houses on brown field sites. In the recent past there has been two proposals accepted by the council of two developments in Carnforth. One at Nuway Acorn opposite the Canal Basin (http://www.thewestmorlandgazette.co.uk/news/9462876.200_homes_to_be_built_in_Carnforth_as_part_of_a_multi_million_pound_scheme/) and the other at the former Iron Smelting site vacated by TDG (http://www.lancashiretelegraph.co.uk/news/lancaster/8275126.print/). Both of which are brown field sites and added together more than equals the area needed for 1,250 homes in Carnforth. On neither occasion the infrastructure needed to support such a large scale development was ever mentioned in their planning. This must be addressed in ANY new development. The developers must carry some of the burden of putting in the infrastructure to support the new homes, such as new link roads. All of the primary schools are now becoming full in EYFS (reception and year 1) with one of the three primary schools only having 4 places left after sibling allocation in September 2015. Carnforth does not have a proper Police presence as we do not have our own Police Sergeant. We used to have one, but other areas are obviously of greater importance or need. (https://www.police.uk/lancashire/B21/) Don't get me wrong the Police do a great job, but they will need to re-assess the policing requirement of the area if the population was to grow by 55%. Who would pay for this? Would an increase in council tax revenue with an increase in population be sufficient to cover this cost? I am unable to cover what effect an increase in the local population would on local health provision, but maybe Dr Wrigley or another senior partner at Ash Trees Surgery may want give their expert comment on this. In the last consultation in 2014 the local residents did not support the proposal. The air quality management plan would be in disarray as it mainly relies on the fact the Heysham M6 link road would be built. Air quality is the biggest threat to the health of all residents and kills twice as many people than RTCs (http://www.nhs.uk/news/2012/04/april/Pages/air-pollution-exhaust-death-estimates.aspx). An increase in HGV traffic while building the homes would adversely affect the air quality. The increase in traffic around the town would contribute to a decrease in quality of life of residents. Who would pay for the new link road that would be needed between the A6 and Back Lane? There would be loss of amenity of playing fields as well as footpaths. Again this effects quality of life and opportunity for the local community to attempt a healthier life style. I do not envisage that the new residents would cycle to anywhere let alone walk in to the town centre. This could only be developed if the whole philosophy of the development companies are along the lines of the development at Halton Mill (http://www.lancastercohousing.org.uk/project/workspace) which is a low carbon, cooperative community and work space. Oh yes, their development was on a brown field site! Please find attached the Final Booklet mentioned in the press for those recipients who have not yet seen it. My call to action is this; Please reject the proposal as it stands. We can build affordable, sustainable, low carbon housing in Carnforth, but not on green field sites. The only reason for building on green field sites is to attract a premium on the house prices.</p> | 11/3/2015 10:02 AM |
| 158 | Residents can submit their own plans more in line with community needs and feelings | 11/2/2015 11:33 PM |
| 159 | <p>Infrastructure Urban centres Really, this is your job, not mine. However, all possible urban sites should be exhausted before houses are built on green field sites and it would make more sense to expand Lancaster since infrastructure is in place to cope with it - roads, gas and electric, drains etc - all of these services would need to be massively increased with building on the scale proposed in Dolphinholme.</p> | 11/2/2015 6:06 PM |
| 160 | Heysham area Opposite Oxcliffe Road | 11/1/2015 12:57 PM |
| 161 | As above | 11/1/2015 12:42 AM |
| 162 | <p>BrownField Morecambe Regeneration Existing brown field sites should be fully developed before any encroachment is made onto green belt land. There are large parts of Morecambe's West End where the old crumbling housing stock could be replaced by new housing.</p> | 10/31/2015 9:18 PM |

2015 Local Plan Consultation Response Form

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| 163 | Morecambe The East of Morecambe (Torrisholme) site looks reasonably OK for building on. Why not have tall flats in some inner places to take up less ground? | 10/31/2015 11:25 AM |
| 164 | Alternative sites Skerton High School is now closed and would be ideal for a housing development. | 10/30/2015 1:01 PM |
| 165 | Alternative sites None specific but I seem to remember about 4 years ago there were proposals to use industrial land between the river Keir and Carnforth centre. What became of these plans? | 10/29/2015 10:47 AM |
| 166 | Across villages Smaller sites I believe that increasing each village within Lancaster district by 10-15 homes and also allowing small development in hamlets and where existing rural property exists would distribute the burden on the roads and other infrastructure more effectively and prove more cost effective. This would also allow local, small building firms to participate in the developments, enabling firms to employ local workers rather than attract itinerant workers from large building companies. It would also enable the homes to be built as demand increases rather than 500 or more at a time. | 10/28/2015 11:44 AM |
| 167 | Alternative sites along the a6 towards Slyne from bolton le sands on the east side of the a6 Or the east side of the road going from caton to Lancaster | 10/28/2015 7:36 AM |
| 168 | Across villages Smaller sites I think that small scale developments in many of our existing villages should be allowed. This would help with the overall housing supply without altering the character of the villages. | 10/23/2015 5:32 PM |
| 169 | Heysham area Morecambe What about the Morecambe south area - Heysham?????? | 10/23/2015 12:32 PM |
| 170 | Heysham area Link Road Why has the areas around Heysham not been included within the choice of sites? It is ideally suited for good communication links as a result of the new link road construction. | 10/23/2015 11:21 AM |
| 171 | Urban centres Do not plan one large development such as the one at Dolphinholme. Villages need to grow organically, in response to need, not in response to a blanket policy that ignores local history and circumstances. Any new housing should either be centred on Lancaster or Morecambe, or you should return to the idea of a new town/village in a location which would not destroy the living environment of a long-established, close-knit and cohesive community. | 10/22/2015 9:45 PM |
| 172 | Urban centres The urban and green field sites should provide adequate and ideally located housing for any expected job developments . | 10/22/2015 11:41 AM |
| 173 | Smaller sites As per the proposal of 2014, Dolphinholme needs to organically grow, not destroyed overnight as proposed. 500 extra houses should be shared out between the North and East, as well as the South. Just because you have received positive feed back from 2 landowners should not be a green light to "DUMP IT ON DOLPHINHOLME" | 10/21/2015 8:23 PM |
| 174 | Alternative sites Smaller sites As stated above, i feel pockets could be identified around Lancaster that do not host such huge impacts, the areas near the university are like infill and as there is such a large student population would probably welcome more shops built in that area and more of a community, and you could even look to extend up past Hala and on the Quernmore area, but scattered so that no school will be massively impacted and that residents would not have such huge objections to the plans. | 10/19/2015 5:29 PM |

2015 Local Plan Consultation Response Form

Q6 Do you have any other comments that you would like to make on the proposed overall approach or potential strategic sites?

Answered: 186 Skipped: 39

| # | Responses | Date |
|----|---|---------------------|
| 1 | Who are these people who want to move into the area? and for what purpose? If there are no jobs how would they buy the houses? Has this survey which states we need more housing been conducted by someone who knows the area or are the plans simply bowing to National Government. In answer to number 8 we were not made aware of any drop in session. | 1/12/2016 11:14 AM |
| 2 | I understand a range of sites have been proposed, for GB and UE, but I think using the UE would be a much more appropriate approach. | 1/12/2016 11:13 AM |
| 3 | GreenBelt/field Slyne with Hest Slyne with Hest/Hest Bank/Bolten Le Sands to be untouched. We have already had to loose considerable Green Belt land for the construction of the new motorway link. Use of Green Belt land to meet local housing targets is contrary to Government Policy (National Planning Policy Framework). | 1/12/2016 11:01 AM |
| 4 | GreenBelt/field Torrisholme In relation to GB2 East of Morecambe Green Belt, we will already have had about 3 years of constant noise and disruption from the building of the new motorway extension. We choose to live on Slyne Road for its rural location which we use constantly. We find it unbelievable this area has been identified as one of your selection. Would you like to live in a house overlooking a motorway and constant noise. | 1/12/2016 10:53 AM |
| 5 | Dolphinholme With the village expansion of Dolphinholme there has been no major housing development for many years. if the proposed planning goes ahead it will bring much needed investment to the village and a great chance to improve facilities and services. It would create new jobs - not lose them, and would invigorate the community - not destroy it. With the development wildlife would continue to thrive. Additionally Dolphinholme is perfectly situated for accessibility to the Universities and hospitals in Lancaster which are predicted as being major growth for jobs. | 12/15/2015 12:03 PM |
| 6 | Flooding I gather from the drop in session that a considerable amount of land around Lancaster is precluded from development because of the flood risk. Is this really the case? They seem to cope in Holland by using infrastructure techniques to get round the problem - is there nothing to be learned from their experiences. | 12/15/2015 11:56 AM |
| 7 | GreenBelt/field Maintain seperation GB1 - North Lancaster Green Belt - The link road was built to relieve traffic congestion and ease traffic to Heysham Port. It was not created to make an area for urban development which will swamp the village of Halton. GB3 - South Lancaster Green Belt - It is important to keep the large area of agricultural land to prevent neighbouring towns merging into one another and to help safeguard the countryside from encroachment. Footpaths & rights of way, used regularly, will be lost. Back lane carries increasingly heavy traffic and putting a road link from the A6 to Back Lane would increase risk of accidents. A rat run would develop from the A6 to Back Lane. | 12/15/2015 11:54 AM |
| 8 | Morecambe Shops, flats in Lancaster. Town centre that are empty should be made into housing but more so in Morecambe where areas seem so downgraded. Please be sympathetic with whatever you build. The Halton Mills site is beyond comprehension. A less in what not to build - anywhere. | 12/15/2015 11:45 AM |
| 9 | Awareness of consultation The overall approach is flawed and residents should have been more involved ain informed. Most people around Torrisholme and Bare knew nothing about the proposed review. | 12/15/2015 11:28 AM |
| 10 | Issues with figures How convincing is the evidence that 5,000 homes will be needed, on that 9,000 jobs will be created? Are the planners looking at smaller scale development? The implication for infrastructure and services are huge - how will all this be financed? Are there any guarantees about affordable housing? In short, how convinced are you that such a large scale development is needed? | 12/15/2015 11:27 AM |
| 11 | Infrastructure We find it easier to drive to Kendal rather than fight our way in and out of Lancaster. Careful consideration must be given to building in areas which will add to own city congestion problem. | 12/15/2015 11:19 AM |
| 12 | Dolphinholme DOLPHINHOLME. At the present time we see villagers, walkers, cyclists, etc. enjoying our wonderful rural environment. We pay rates but are willing to forfeit local services in order to maintain the rural aspect. The proposed plans would destroy this and just add to the urbanisation of the area. There is scope for small developments by those who rarely come to the village. Bigger developments and narrow areas are more likely to be partially themselves for it. | 12/15/2015 11:07 AM |

2015 Local Plan Consultation Response Form

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| 13 | GreenBelt/field I feel strongly that the green belt sites are in a different category. Spoiling them has proven to be extremely unpopular locally - the only hard evidence of the democratic voice so far. Allowing urban sprawl would seriously damage the distinctive character of amenity of our city. In the case of GB1, the whole sweep is the river valley - what was described by nineteenth-century as 'the northern capital of beauty' would be destroyed. We should keep what remains. | 12/15/2015 11:04 AM |
| 14 | Brownfield I have never seen you mention brownfield sites nor tell us how many properties you intend to use. | 12/15/2015 10:49 AM |
| 15 | No | 12/15/2015 10:34 AM |
| 16 | GreenBelt/field In relation to GB2 East of Morecambe Green Belt, we will already have had about 3 years of constant noise and disruption from the building of the new motorway extension. We chose to live on Slyne Road for its rural location which we use constantly. We find it unbelievable this area has been identified as one of your selection. Would you like to live in a house overlooking a motorway and constant noise? | 12/15/2015 10:33 AM |
| 17 | Issues with figures we do not need 13,00 new homes | 12/15/2015 10:21 AM |
| 18 | Infrastructure The houses are the builders' problem but the necessary infrastructure is yours. 750 houses will generate 1000 cars, 750+ childcare and elderly folk. Access will be a big problem. Do the necessary funds exist? | 12/15/2015 10:18 AM |
| 19 | Very little information was available to houses and residents directly effected by the proposals. | 12/15/2015 10:14 AM |
| 20 | Issues with figures re think 13,000 new homes!! | 12/15/2015 10:10 AM |
| 21 | GreenBelt/field You are obsessed with building on greenfield sites and greenbelt. | 12/15/2015 10:08 AM |
| 22 | Infrastructure Planning always frustratingly looks at infrastructure after land allocation. IT SHOULD COME FIRST. Air pollution, schools, roads, services 'new roads for the Whinney Carr development' is still a nonsense because all those cars appear to still have to come to the pounder and cause unbearable congestion in L/C. You can't move the A6 or the River. L/C should remain a small city not be forced to be a corridor for Preston or Manchester. Why can't Lancaster develop its assets rather than destroy them - rural economy/tourism castle/ Georgian heritage. The housing bubble could well create another recession. Don't provide housing that locals don't need/ want. Why does every consultation seem like the voice of the people is ignored because there is a 'done deal'? | 12/15/2015 10:06 AM |
| 23 | Quality Housing In any case, I think new flats and houses should be highly insulated so that their energy needs are very low. I believe that can be done with modern or traditional styles. | 12/15/2015 10:03 AM |
| 24 | Link Road You should use the land on either side of the new bypass as services are already connected and this greenbelt has already been disturbed. | 12/15/2015 9:37 AM |
| 25 | Issues with figures Many of the assumptions behind the Turley report are incredibly vague, unreliable or mis-used. Predictions based on them could easily be challenged in court. | 12/15/2015 9:35 AM |
| 26 | Brownfield Empty properties You NEVER mention how many empty properties there are in our area not do you list our brownfield sites. | 12/15/2015 9:33 AM |
| 27 | Mindful of current consultation to stream line local plan presentation e.g. speedier adoption and simpler updating for sites for development are delivered "in a timely manner" ('government speak') | 12/15/2015 9:28 AM |
| 28 | Quality of Life Lancaster and Morecambe area attracts tourists/visitors and is loved by its local inhabitants because of its history, scenery and size. People who move here like the area because of these qualities, if we wanted to live in urban spread area then move to Blackpool or Chorley - Preston - Bolton. | 12/15/2015 9:14 AM |
| 29 | No | 12/15/2015 9:03 AM |
| 30 | Enviroment Flooding As previous. Please note that my water supply runs from Caton and through the field to my property, there are also mature trees which should be protected. Also as flooding is an issue and building on hill behind properties on Denny Beck could cause some problems. | 12/14/2015 4:57 PM |
| 31 | It worries me only that if the local authority does not come up with a "plan" central government could step in , is this really so! Dictatorship here!? | 12/14/2015 4:56 PM |
| 32 | Issues with figures Very bad planning we don't need all these thousands of homes 15 years ago you said the same and it turned out we didn't need all the houses to be built Its the same again | 12/14/2015 4:49 PM |
| 33 | GreenBelt/field All you talk about is greenfield sites | 12/14/2015 4:47 PM |
| 34 | Brownfield Empty properties Nowhere do you giving priority to renovating the thousands of empty houses. Nor do you ever mention brownfield sites. | 12/14/2015 4:45 PM |
| 35 | Infrastructure Traffic The road near the Halton army camp is already suffering with to much traffic and the small canal bridges are to narrow, we have trouble now leaving our drive ways. Also there is no sewer in this area we are on our own septic tanks anaerobic and aerobic ones. | 12/14/2015 4:38 PM |

2015 Local Plan Consultation Response Form

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| 36 | This is a sad sad day when the government want to obliterate our heritage and beautiful countryside for the sake of housing. Stop letting more and more people into an already crowded and drowning country. Then we can look after the ones already here. | 12/14/2015 4:33 PM |
| 37 | Enviroment The plans came completely out of the blue and the overall approach has been neglectful of the needs of current homeowners in the affected areas. Will greatly affect wildlife and property values and cause disruption to daily life. | 12/14/2015 4:18 PM |
| 38 | Maintain seperation Traffic We are concerned that communities which at present retain separation will be merged and individual identities lost forever. Where will it end? We are also concerned about traffic, especially re GB4. | 12/14/2015 4:17 PM |
| 39 | GreenBelt/field Traffic The value of my property would go down, are you prepared to subsidise it. With the link road here at junction 34, the racing drivers at night in the lane, and litter everywhere, don't you think we've had enough disruption, we were hoping for a peaceful life once the link was finished. Now you want to put this on us. It was sated in the local paper last year we would get 70% less traffic in Denny Beck Lane. Leave the green belt land alone. Next you'll want to build on the trough of Bowland. When will it all stop. Time to get real. | 12/14/2015 4:05 PM |
| 40 | Please read letter dated 22/11/15 | 12/14/2015 3:39 PM |
| 41 | Enviroment GreenBelt/field The green belt is fulfilling its purpose therefore should not be altered. No mention of nature conservation, nature concerns and reduction in biodiversity. | 12/14/2015 3:35 PM |
| 42 | Carnforth GreenBelt/field Infrastructure Services If greenbelt had to be used then the Carnforth option is good for schools, doctors, train connections and shops. | 12/14/2015 3:26 PM |
| 43 | GreenBelt/field I value the landscape around Lancaster. The Green belt has maintained its purpose for 40 years. Once that part of the GB are released for development, I am concerned that ambitious developers will squeeze the Council to allow for more land in the GB. Borders within the GB must be rigorously maintained. One final point: Lancaster sits in a unique situation in the North of England. it is built on and around small hills created in the Ice Age. Tourism could be a big employer and money creator if the rural surroundings are spoilt. | 12/14/2015 3:16 PM |
| 44 | Allotments Traffic More houses means more car's the main road out into Lancaster is congested and by Scotforth Ashford Road is narrow with only one footpath and that's not all the way up to the crossing. I myself suffer with osteoarthritis my left knee being replaced me plot gives me immense pleasure and self worth as with good exercise plus the fresh air, I have a feeling of good community spirit with the residents of Cinder Lane and Piccadilly allotments who are our next door neighbours. Some of my elderly neighbours at home benefit from my extra produce sometimes in the form of soups, I also give some of my extra produce to the homeless shelter Dalton Square. I am hoping and praying the council honour the agreement and I can plant my new seeds and potatoes next spring. | 12/14/2015 3:11 PM |
| 45 | GreenBelt/field Protect our villages and precious countryside. Protect the Lune Valley. | 12/14/2015 2:57 PM |
| 46 | GreenBelt/field Use of greenbelt sites should not be considered as appropriate, they were classified as green belt for a reason. | 12/14/2015 2:54 PM |
| 47 | Having an interest in the Whinney Carr and South Lancaster site we don't want to comment on the others. | 12/14/2015 2:42 PM |
| 48 | Infrastructure Link Road Traffic Roads The new link road will hopefully help regenerate Morecambe/Heysham. This will create more traffic and more 'rat runs' are used not only by locals but by people new to the area. To mitigate the above and to improve the air quality for the majority, help cycling. The traffic should be forced to use the major roads not short cuts through residential areas. This can be done by closing routes to traffic i.e. vehicles, whilst allowing cyclists to use the shorter routes. I see the traffic lights on Morecambe Road, where they join the new road as a major blockage. This will result in stress on other routes. Closing existing routes and putting in new road will help. Schools Parents take children to school by car - so all new schools should be built with short term parking. Doctors / Local Shops These should be sited next to schools so that they can all take advantage of the short term parking area. They should all be sited on the edging of new developments by main road to improve traffic in residential areas. Look at relocating existing shops, schools etc. for the above reason and then release the land on what they currently stand for housing to fund the move. Build in cycle routes and walkways for shorter routes through the new sites. It has ben shown that tress reduce air pollution in peoples homes and so if all new developments were to include a tree barrier between them and the main road this wold help. Combine this with a cycle way/footpath. Rat-runs - suggest closure if building goes ahead: a) Close Hasty Brow under the main line bridge traffic b)Close all access to Hest Bank/Slyne onto the Coastal Road. Make the access site in Slyne/Hest Bank via a roundabout incorporated with little portion of land released for building and close all other estates onto the A6 On GB3 build a new road wider than lane and make this the main route to the motorway by closing to road out of Carnforth to Over Kellet for traffic. | 12/14/2015 2:41 PM |
| 49 | It's too fast, too soon! | 12/14/2015 2:25 PM |
| 50 | Scale issue too much | 12/14/2015 2:15 PM |
| 51 | Issues with figures I struggle to see how a mathematical model can predict 15 years into the future. | 12/14/2015 2:03 PM |

2015 Local Plan Consultation Response Form

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| 52 | Dolphinholme I do not see the rational for putting so much new development to rural area to an extent that the existing community is completely overwhelmed. | 12/14/2015 1:59 PM |
| 53 | Dolphinholme to single out one village is ridiculous. The councils respond constraints on "ifs" "buts" and "mayors" not facts | 12/14/2015 1:34 PM |
| 54 | Scale issue Plan for 50 or so small sites across all the urban area - not large sprawling (cheap!) developments. | 12/14/2015 1:30 PM |
| 55 | The Torrisholme/Bare site is where all community spends a lot of time walking our dogs and enjoying the wildlife and scenery. | 12/14/2015 1:21 PM |
| 56 | Dolphinholme As you will have realised we are very upset and worried about the proposed destruction of our beloved village. It is simply unfair that this number be imposed on one village. Please, please work on an alternate plan. Think how you would feel | 12/14/2015 1:18 PM |
| 57 | Mistakes have already been made with regard to the "wrong motorway" the Western bypass would have been better with the slip off to the keyside where all the houses have been built. | 12/14/2015 1:07 PM |
| 58 | GreenBelt/field The town should stay within the boundary of the M6 and not take up vital agricultural land which will mean further importing of food into the district. Food miles WILL increase. | 12/14/2015 12:20 PM |
| 59 | The developments should be kept at the other side of the M6 to constrain the borders of Lancaster. | 12/14/2015 11:59 AM |
| 60 | Dolphinholme This site (Dolphinholme) would destroy the village forever, and the way of lives of its residents. | 12/14/2015 11:56 AM |
| 61 | its unsustainable allow housing applications which planners have refused in last 10 years | 12/14/2015 11:52 AM |
| 62 | No | 12/14/2015 11:49 AM |
| 63 | Traffic There are already considerable delays in driving into Lancaster from the North during rush hour. Any development north of the river would pose significant traffic problems. | 12/14/2015 11:46 AM |
| 64 | Dolphinholme Your approach has inflamed 99% of Dolphinholme.[A 500% increase] this is not the way to gain local support and goodwill!! Your approach needs a re-think | 12/14/2015 11:40 AM |
| 65 | GreenBelt/field Save our greenbelt | 12/14/2015 11:40 AM |
| 66 | Empty properties GreenBelt/field Issues with figures Protect Greenbelt at all costs. We don't need 30,000 new houses. Renovate all empty properties that is sufficient housing. | 12/14/2015 11:26 AM |
| 67 | Flooding GreenBelt/field Infrastructure If the Hest Bank building go ahead. It will defeat why motorway is here, for commuters to other city jobs. If building happen then why commute why not stay in city as that is obviously what our local council wants regardless of flooding, drainage, schools | 12/14/2015 11:24 AM |
| 68 | Dolphinholme Scale issue Dolphinholme could absorb about 50 new homes in one of the sites suggested. This would represent approx. 50% increase. More than 50 would be poor planning, out of proportion to the existing village | 12/14/2015 11:22 AM |
| 69 | GreenBelt/field maintain green belt at all 4 sites | 12/14/2015 11:15 AM |
| 70 | Brownfield Large area of land at the end of St Georges Quay Brownfield Sites | 12/4/2015 4:57 PM |
| 71 | GreenBelt/field Concerned re greenbelt review Development would effectively create new urban area stretching Lancaster/Morecambe to Carnforth and change nature of district environment. | 12/4/2015 4:21 PM |
| 72 | Disappointed in the timescales used to firstly announce the proposals through to the consultations. Didn't give too much time for people to form action plans. | 12/4/2015 4:11 PM |
| 73 | GreenBelt/field Infrastructure The proposed green belt option is unsustainable - it would require enormous infrastructure improvements and cause for more traffic chaos that Lancaster just doesn't need. | 12/4/2015 4:05 PM |
| 74 | Brownfield Empty properties Brownfield sites or develop old or empty properties | 12/4/2015 4:02 PM |
| 75 | No | 12/4/2015 3:58 PM |
| 76 | There is a serious risk of destroying the semi-rural nature of the areas surrounding Lancaster which is one of it's main attractions. Also there is the threat of outlying villages such as Halton losing their village nature and appeal. | 12/4/2015 3:44 PM |
| 77 | Infrastructure I have returned to Lancaster after 30 years in Cumbria. Visited Lancaster regularly some 20 years ago and was astounded that there have not been any improvements to the traffic flow along the A6 and around Lancaster City. | 12/4/2015 3:34 PM |
| 78 | GreenBelt/field I would not like to see all the green belt areas taken out, however, GB1 makes perfect sense. | 12/4/2015 3:28 PM |
| 79 | GreenBelt/field Only that green belt should not be built on, | 12/4/2015 3:24 PM |

2015 Local Plan Consultation Response Form

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| 80 | GreenBelt/field My wife and I both work full-time and have a child. We bought our house in a great part because of the protected greenbelt at the back. This feels like a real betrayal on the part of LCC. | 12/4/2015 2:50 PM |
| 81 | GreenBelt/field We bought the property in great part because of the protected greenbelt at the back. We both work full time and have a child. This is a real betrayal on the part of LCC. | 12/4/2015 2:41 PM |
| 82 | Traffic There is not enough information on potential traffic flow around and to the proposed developments. | 12/4/2015 2:29 PM |
| 83 | Urban Extension Urban Extension - Agree but also should consider sites running alongside bypass up to Heysham as this is where potentially most jobs will be. Green belt Review - Disagree | 12/4/2015 2:11 PM |
| 84 | GreenBelt/field Slyne with Hest The impact on Hest Bank would be huge and detrimental to the village feel of the small towns. The housing put here should be sympathetic to the surrounding area. Very disappointing. | 12/4/2015 1:59 PM |
| 85 | Flooding GreenBelt/field Slyne with Hest The site at Slyne with Hest borders an area which for the last few years has been experiencing severe flooding issues, which to date have been unresolved. This would only make the situation worse possibly causing flooding to the rear of the properties bordering this land. | 12/4/2015 1:54 PM |
| 86 | Mixture of housing Would like to see planning provide more diversity to villages i.e. affordable housing to avoid them becoming middle classed enclaves. | 12/4/2015 1:42 PM |
| 87 | GreenBelt/field Green Field sites must be avoided at all costs and should only be considered when all brown field sites have been exhausted. | 12/4/2015 1:38 PM |
| 88 | The decisions are being taken in the wrong order. First decision - what kind of place do you want to live in. The - how much industry - how many jobs - how many homes. Describing green belt protection as policy not legislation is an ominous phrase. Its a policy for excellent reasons. | 12/4/2015 1:31 PM |
| 89 | GreenBelt/field Slyne with Hest GB4 is a contaminated site - used as burial site for foot & mouth diseased cattle. | 12/4/2015 1:17 PM |
| 90 | Issues with figures I am not happy with the Turley predictions and understand that other councils using them have had similar exaggerated predictions from Turley which do not tally with other predictions and previous growth .I think South Lancaster is bearing the brunt of the housing that there hasn't been enough consultation with local people .I don't buy the so called local paper because it doesn't have much local news in it . It is left to newsletters from local councillors to publicise anything . | 11/30/2015 10:42 PM |
| 91 | Issues with figures The statistics need to be done by an independent consultant to provide an accurate picture of what the housing need/job projection really is. | 11/30/2015 9:34 PM |
| 92 | Dolphinholme Development must be proportional to the size of communities, and in keeping with their characters. I would also ask that in the future more time is spent consulting communities before publishing a proposed plan. In this case, the plan has seemed quite aggressive and confrontational, as though it's suggesting such extreme measures in order to negotiate down to a high number, which would, initially, have seemed high, but relative to the original seems reasonable. I have also lost some trust in the council. Documents from a couple of years ago suggest the Duchy of Lancaster was willing to make some land available for development in Dolphinholme on a limited scale and over a number of years. However, the Lancaster City Local Plan seems to have taken advantage of this suggestion, and suggested a vastly greater number - in turn increasing the village's population by between 400 and 500 per cent - and that does not seem very honest or fair. Finally, thank you very much to the planning officers who attended the consultation day in Dolphinholme. Those I spoke to were very helpful, and I found them to be very open and honest. I realise they are under great pressure from central government, and that this must be a demanding process. I hope they protect local communities, and make sound, reasoned suggestions. | 11/30/2015 9:32 PM |
| 93 | Traffic Urban Extension Yes. I wish to comment on the phasing of any future development in South Lancaster, with particular regard to the traffic impact on Ashton Road. It is essential that a new access is created through from the A6 into the Whinney Carr site BEFORE release of the main western portion of the Whinney Carr site takes place. Ashton Road (and Ashford Road especially) is not suitable for taking the additional construction and residential traffic that would result from developing Whinney Carr from the north (ie via Caspian Way) first. There are particular danger points and bottlenecks at Royal Albert Cottages, Ripley School, and the entrance to RLI. | 11/30/2015 9:24 PM |
| 94 | Jobs Transport Assumptions about density should be reviewed. The minimum density of development needs to be sufficient to support a reasonably frequent bus services without subsidy, given that all bus subsidies are now being withdrawn. More detailed analysis of student numbers and the impact of student houses being vacated should be carried out. Realistic assumptions about the number of jobs that will be created should be used. There needs to be a phased approach to the approval of sites for development to avoid the cheapest to build on sites getting developed and the ones that it would be most beneficial to build on being left undeveloped | 11/30/2015 7:19 PM |

2015 Local Plan Consultation Response Form

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| 95 | Brownfield The current approach seems to be in danger of destabilising the housing market in the district (prices are falling, and it is difficult to sell larger homes), and threatening the successful development of brown field site, in particular of Luneside East. Why has construction on that site not started? The two remaining buildings are in danger of deteriorating to the point where they cannot be saved. This would be a real loss. We have already lost the Howards building, and much of what was proposed by the developers when they won the development competition for the site (I was on the advisory panel). In stead of developing this site, into which millions of pounds of public money has been poured and which is in a highly sustainable location, very near to the centre of town and the railway station, we are seeing loads of new housing on greenfield sites, in locations where people are likely to be dependent on their cars. | 11/30/2015 4:20 PM |
| 96 | Transport With regard to developments south of Lancaster. The A6 is already said to be at capacity and as it has little possibility of safe cycling lanes no development should take place along it or in places likely to increase motorised usage. This affects both the urban extension UE1 near the University and Dolphinholme. The Arcadis sustainability report for Dolphinholme raises many of the drawback to development here, including the general lack of demand for housing in this area. | 11/30/2015 3:49 PM |
| 97 | Infrastructure Jobs Services UE1, GB2 and GB3 seem to be logically well thought out locations for additional housing next to urban centres with good services and reasonable employment prospects. All of the other sites are very poor choices and smack of an approach of "ooh look there's a new road / motorway junction let's build some houses because we have no imagination or intellect whatsoever", which is frankly pathetic. | 11/30/2015 1:27 PM |
| 98 | see box 4 | 11/30/2015 1:06 PM |
| 99 | Jobs The survey undertaken leaves a lot to consider... Is it really possible that Lancaster in the present financial climate will generate so many jobs to require 30,000 new homes? Look carefully at the census returns for the last 30 years | 11/30/2015 12:36 PM |
| 100 | The area cannot take any more 'ribbon type' development. Economic growth for its own sake spells potential disaster for future generations. | 11/30/2015 10:13 AM |
| 101 | Enviroment Light pollution is a big concern especially when the Lune Valley is an area of outstanding natural beauty. | 11/30/2015 9:41 AM |
| 102 | GreenBelt/field I await the Green Belt Review and then see your approach after that. | 11/30/2015 9:29 AM |
| 103 | Issues with figures Mixture of housing Sites may or may not be OK (none look pleasing to me) but crucial issues are: - how many homes - what size of homes If your forecast is for too many homes and too many massive homes then you'll need more sites then if you plan for a more realistic number and fit more in per site. | 11/30/2015 9:24 AM |
| 104 | No comment | 11/29/2015 10:36 PM |
| 105 | In the light of the need for new houses to keep prices down and allow people to buy rather than rent, I think the proposed approach is fair and meets the needs of those who require housing in the area. | 11/29/2015 9:03 PM |
| 106 | Issues with figures There is the overwhelming feeling that planners have only looked at the targets sent by government without having concrete evidence of the amount of housing needed. | 11/29/2015 9:00 PM |
| 107 | Dolphinholme The proposal to expand dolphinholme village is unsustainable. | 11/29/2015 8:58 PM |
| 108 | Issues with figures We need a realistic figure for the true housing need which has yet to be establishment. | 11/29/2015 4:49 PM |
| 109 | Prioritisation The report should conclude with an indication of prioritisation of the sites for development. Clearly some are more suitable than others. A number of the sites would benefit from wrap-around protection to seperate them from adjacent communities and green space requirements within the sites should also form an essential part of designations eg 30% of the site X will be dedicated to green/recreational use: the deciding factor being access to pre-existing space to avoid expanded areas of high density urban sprawl. The inner areas of Lancaster and Morecambe are devoid of green spaces and new areas need to avoid this characteristic. | 11/29/2015 4:42 PM |
| 110 | Brownfield GreenBelt/field I trust that the review will rigorously explore all the brown field sites, before exploring the green field sites. | 11/29/2015 3:40 PM |
| 111 | Dolphinholme I hope you will not again pick on one small village for expansion and will immediately drop this proposal. It is totally unfair to make such proposals largely because a landowner offers the land. No consideration appears to have been given to the social impact on the area or to the environmental effect. | 11/29/2015 3:15 PM |
| 112 | Affordable Housing NOT enough focus on the importance of environmentally sustainable and affordable development in the context of climate change and recession.. | 11/29/2015 3:13 PM |

2015 Local Plan Consultation Response Form

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| 113 | Jobs The survey seems to have concentrated on finding sites for housing alone rather than fitting housing in with the councils economic growth plans. I would like to have seen the councils anticipated growth figures entwined with the policy e.g. Sth Lancaster x hundred high tech jobs anticipated by 20xx, x number of permanent new jobs at the univ, hospital etc ; similar for Heysham; East Lancaster; Carnforth etc to tie expansion as close to employment as possible. In similar vein could potential employment areas be shown on the maps; there is potential for more rural employment, avoiding commuting, if brown field areas in the villages could be classed for employment, e.g. Cloughton has this and many other villages have previous railway land, quarries etc which could be used for rural workshops etc. | 11/29/2015 2:36 PM |
| 114 | Issues with figures Please sense check housing need figures. | 11/29/2015 1:59 PM |
| 115 | Issues with figures You are naive relying on the inflated figures highlighted in the Turley report. | 11/29/2015 11:12 AM |
| 116 | Issues with figures Consider the figures that Turley have produced and get them reviewed to question the actual housing number figures and produce a more realistic overall approach from that. | 11/29/2015 8:58 AM |
| 117 | About 200 houses with a shop and increased allotments with good quality housing | 11/28/2015 8:58 PM |
| 118 | Issues with figures The housing allocation figures are based on questionable assumptions regarding job creation and the need for so many new workers (with the pension age rising, workers are going to remain in place longer). Obviously some new housing is needed, and preferably linked to local conditions rather than simply becoming a dormitory town for the proposed Northern Powerhouse. | 11/28/2015 6:32 PM |
| 119 | Infrastructure Services I would strongly reiterate the need for monitoring of effects as the development plan moves forward, and the retention of the ability to reconsider and rework both planning numbers and the proposals for particular sites. Issues of infrastructure are not given sufficient prominence in the consultative document. There is a need wherever possible to avoid more travel for everyday needs e.g. access to primary schools, shops, pubs, libraries and health services, including dentists and nurses. | 11/28/2015 5:41 PM |
| 120 | Issues with figures The housing figures must be challenged before developers come in and argue for numbers which are even higher. | 11/28/2015 3:57 PM |
| 121 | Issues with figures The overall approach needs to pay much more attention to incremental change. The very high levels of uncertainty in the forecasts (has anyone estimated them, I suggest you do) would suggest that the strategy that makes most sense is one that can be built on step by step as demand is revealed. Thus, starting with the motorway sites might well make the most sense. | 11/28/2015 2:56 PM |
| 122 | GreenBelt/field Services I would like to see the inclusion of new schools and medical facilities as a condition of any new large scale development. These also provide employment and increased standards of living. Agricultural land is vastly under used and there is plenty of poor quality land that could be used in the development of entirely new villages. Something I commonly see across Europe and it really isn't that hard to do. | 11/28/2015 1:13 PM |
| 123 | Issues with figures Jobs The Turley report repeatedly makes assumptions which are not definite, but LCC has taken them as fixed. In 2011, the regional strategy was focussed on actually constraining new build in Lancashire and Cheshire, to promote the market in struggling parts of Liverpool and Manchester, as well as towns such as Burnley. If Lancaster really were to be successful in attracting this level of jobs (based on aspiration rather than need), there would be a serious negative impact on these urban areas. | 11/27/2015 2:23 PM |
| 124 | GreenBelt/field Given the need for additional housing, an innovative approach is required by LCC and I welcome the Green belt review. | 11/27/2015 10:18 AM |
| 125 | Empty properties It seems to me that there are existing housing sites that could be redeveloped to greater densities, and there should also be a strategy for encouraging developers to implement existing planning approvals. How about empty properties and disused industrial sites - these should be prioritised for development prior to the release of agricultural land and green field sites. I understand that the government is demanding that local councils come up with a plan but this plan seems to be predicting population growth that is unrealistic, and in doing so planning to sell off some of the countryside that makes Lancaster such a great city to developers who are only interested in building on the easiest sites at a time which suits them and makes them the most profit. I question whether the housing densities being applied and translated into land need are correct in areas that will be semi-urban rather than rural. For instance, in the SHLAA, the 6.19ha site 162 in Halton is assumed to support 84 dwellings, at 15/ha, but in its semi-developed current state , it has 117 dwellings, at 26/ha, including all infrastructure. | 11/26/2015 11:31 PM |
| 126 | Awareness of consultation Jobs The residents affected by the proposed sites have had little or no knowledge about the consultations and most have only heard about the proposals from their neighbours. It is no use advertising the consultations on social media when a lot of these people do not even know what social media is. The overall approach is flawed, ill thought out and local people should have been consulted and involved at an earlier date. Many jobs will be lost when the new road is completed. | 11/26/2015 8:33 PM |

2015 Local Plan Consultation Response Form

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| 127 | <p>Awareness of consultation Issues with figures Jobs The projected increase in the creation of new jobs in the area and the amount of new homes required is very unrealistic. Morecambe has seen little growth in terms of jobs and industry in the last ten years (as evident from a fairly flat property market compared to the rest of the country). I find it very disturbing that these plans were not very well highlighted by the council. Many local residents were unaware of these proposals and did not know soon enough in order to attend the local consultation meetings and express their opinions.</p> | 11/26/2015 8:23 PM |
| 128 | <p>Dolphinholme As previously mentioned I do believe that the hybrid proposal provides the fairest spread of development evenly across Lancaster City and the surrounding districts. As also mentioned above, Dolphinholme seems to be the obvious choice for any village expansion due to its location and already having well established main arterial routes and roads towards both the north and south of the city centre. With the proposed jobs and business opportunities potentially coming about within Lancaster University and Bailrigg Innovative Park, Dolphinholme would again be an obvious choice for new homes to house such staff due to it being extremely accessible and already having direct routes in place. Having had to move away from the area of Dolphinholme and away from my family support network in order to be able to afford housing in a district 20 minutes away, I personally feel that my family and I would relish the benefits of being able to move back to this location within more affordable housing. I also work in Lancaster and so by living in Dolphinholme this would greatly reduce my traveling time and expense. Dolphinholme in my opinion is an extremely attractive village and we would be delighted if we could move back to the area to be closer to family support. The area marked VE1 on the site map would be an obvious choice for any expansion in order to provide a sensitive and respectful development to the rest of the village by being set back from the road and using the already existing and well established hedges, trees and landscaping. Overall, Dolphinholme really does have the outstanding potential to achieve the most deliverable, sustainable and cost effective village expansion.</p> | 11/26/2015 4:17 PM |
| 129 | <p>Infrastructure Services Traffic It is essential that any proposal takes account of services, schools, medical services, shops and roads able to carry this much extra traffic.</p> | 11/26/2015 3:51 PM |
| 130 | <p>Infrastructure Traffic Disagree with developments at Royal Albert Farm and surrounding Pine Close - putting too much strain on road network. Ashford Road narrows to single road near Booths traffic lights (priority traffic) and more residents would increase volume of traffic putting too much pressure on existing resources.</p> | 11/26/2015 9:06 AM |
| 131 | <p>Prioritisation The way building firms can manipulate these sites and the government requirement to build a certain no of houses each year in the city means not too much should be offered at one time.</p> | 11/25/2015 11:05 PM |
| 132 | <p>GreenBelt/field Issues with figures I believe the premise of the numbers needs to be reviewed and opened up to a full enquiry as it is of such importance to the district. In addition, the type of housing development needs to be reviewed in order to minimise the volume of important green land used and prevent the spoiling of the character of local amenities such as the area adjacent the river Lune and local communities such as the community at Denny Beck, Denny Bank and the village of Halton. This is urgent as it will cause planning blight across large areas of the district stifling communities and the housing market.</p> | 11/25/2015 12:45 PM |
| 133 | No | 11/25/2015 12:04 PM |
| 134 | <p>Issues with figures Scale issue Consultants (Turley Associates) have taken a lazy, simplistic approach to recommend a relatively small number of large sites. A more detailed and comprehensive study is required to identify a larger number of smaller sites in and around existing communities.</p> | 11/23/2015 6:30 PM |
| 135 | <p>Enviroment I think it is very sad that we cannot bring an intelligent approach to building homes and are prepared to destroy the beauty of our own environment instead.</p> | 11/23/2015 5:44 PM |
| 136 | <p>Affordable Housing Enviroment GreenBelt/field There is much need for affordable housing which developers repeatedly fail to deliver. A strategy must ensure that affordable housing needs are met and particularly in the form of social rented housing . Currently the developers are able to build numerous executive style homes on greenfield sites at the expense of this need. There is also no evident commitment to requiring zero carbon housing to be built and this should also be in the strategy as a necessary commitment to mitigate the impact on climate change</p> | 11/23/2015 4:33 PM |
| 137 | <p>Dolphinholme Overall I think the proposed hybrid approach will achieve the required objectives fairly by being spread evenly around Lancaster and the surrounding District. With the village expansion, after looking into this option thoroughly, Dolphinholme has been identified as being able to provide large scale development which is deliverable, achievable and sustainable. This gives the village the exciting opportunity to become a vital, dynamic and economically successful part of the Lancaster District in the future. With tasteful planning, taking into account the rural setting, it could enhance the beauty of the village. The area of land marked VE1 on the Dolphinholme Village site map particularly lends itself to providing sensitively and attractively designed houses as most of the development would be set back from the road and could make use of the existing hedges and trees and natural landscaping of the land to provide open spaces within the development, in keeping with an already very attractive part of the village. I think the village of Dolphinholme would be ideal for people coming into the area with new jobs and who are looking for somewhere to live. Additionally this would lead to the amenities and services in the village being improved. It will also be great for rural families already living in Dolphinholme and the surrounding area to live and work together instead of the young people having to move away from the area to buy a house or get a skilled job. This can only be a very positive benefit for everyone.</p> | 11/22/2015 11:02 PM |

2015 Local Plan Consultation Response Form

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| 138 | GreenBelt/field They should not be considering green belt areas for housing when there are other areas available. | 11/22/2015 5:11 PM |
| 139 | Scale issue Suggesting development of huge areas of land in this way is likely to be unacceptable to those currently living in or close to the proposed sites, and no evidence has been suggested that such a large development of houses would be the preferred option of those identified to take them up. Bigger is by no means better in this case. | 11/22/2015 5:10 PM |
| 140 | Issues with figures Urban Extension The best site for development would be the University which is a massive employer in the district but we need to reassess the figures realistically first. | 11/20/2015 2:41 PM |
| 141 | Dolphinholme It would be grossly unfair to overwhelm Dolphinholme village and its residents with 500 new homes, which would more than double its population and greatly detract from its rural aspect and lifestyle. Moving Junction 33 to north of Galgate would make access to M6 much more difficult for Dolphinholme residents. | 11/19/2015 11:49 PM |
| 142 | Dolphinholme Issues with figures There needs to be more evidence that this large number of houses is actually required. In the case of Dolphinholme there would need to be evidence that any houses being built were actually for people who could work in the vicinity and not commute to Manchester, Liverpool, Preston etc. | 11/19/2015 2:34 PM |
| 143 | GreenBelt/field Green Belt should have longevity, not be re-designated within one generation. It may be enticing to think that the re-designation of a small portion of green belt would solve some of our potential housing needs, but the area that the North Lancashire Green Belt covers is already relatively small in relation to the whole of the Lancaster City Council district (less than 3%). Making it smaller will only reduce its integrity, reduce potential investment in green belt friendly activities and increase the temptation for people to buy green belt land in the hope that further green belt will be re-designated at some point in the future. The benefits of green belt are wide ranging and do not just apply to those living in or near it, they extend to all those visiting or passing through. | 11/19/2015 12:51 PM |
| 144 | Mixture of housing Traffic This review does not address the need for social housing & developers reluctance to provide it. Lancaster district does not need lots more 4 bedroom houses eating up our precious countryside & creating traffic chaos. | 11/18/2015 3:25 PM |
| 145 | Infrastructure I would hope that Commercial and industrial development which I agree is essential for the area is made where the road structure can best take it making best use for the potential the by-pass gives us and by avoiding residential areas a far as possible | 11/18/2015 1:06 PM |
| 146 | Affordable Housing Mixture of housing I think the numbers and quality of houses needs to be regulated and rethought. If we are going to build a village lets build one to be proud of, not the half arsed affairs that mean nothing to any body. there need to affordable homes and one bedroomed , good quality homes, bungalows mixed in with the posh stuff | 11/18/2015 12:09 PM |
| 147 | Infrastructure Services It would be better to concentrate on areas close to existing urban areas and close to major road networks and services. This would require less extra investment in services and infrastructure than a more remote location. | 11/16/2015 5:32 PM |
| 148 | Dolphinholme I agree some new houses should be built everywhere but not so many in one place e.g Dolphinholme. It would be ruined if so many houses were to be built and it ould no longer be a village. | 11/16/2015 3:05 PM |
| 149 | Scale issue Yes. The approach assumes low density sprawl. If housing was developed to appropriate densities, the existing sites that have been identified would suffice. I suggest Lancaster City Council hire an architecture team. | 11/15/2015 7:55 PM |
| 150 | Dolphinholme Services Being a young person living in the Dolphinholme area I think the expansion of the village would be great for the local community. It would allow young people the option to live in the village they grew up in and other young people the option to live in the countryside with more affordable housing being added. The development would also create services which currently aren't available ie local shop doctor etc. I think all the sites in dolphinhholme are deliverable with my personal preference to sites VE1 and VE4 for the majority of the housing which would free up some of the centre of the village for open green space. | 11/15/2015 7:38 PM |
| 151 | Brownfield There are plenty of brownfield sites in Lancaster that could be further developed. | 11/14/2015 11:44 PM |
| 152 | Empty properties The current housing stock needs to be looked at. What about all the houses which are up for sale at the moment, those that are derelict or boarded up, in Lancaster and Morecambe? | 11/14/2015 7:43 PM |
| 153 | None | 11/14/2015 7:31 PM |
| 154 | Issues with figures In any proposals you must have regard to the good planning policies which have pertained in the district for many years and not give approvals simply to increase the number of sites to meet Government targets. | 11/14/2015 5:06 PM |
| 155 | Many housing developments appear to have started - eg Galgate, Catterall. Lancashire is a beautiful county and it is fast disappearing. It seems that councillors do not value the beauty that they are responsible for. | 11/14/2015 3:27 PM |
| 156 | Infrastructure Services The overall approach appears to fragment and dissipate sites whilst failing to co-ordinate a "city hub" which would maximise existing services, utilities, facilities and infrastructure for the most viable cost. | 11/11/2015 9:04 PM |

2015 Local Plan Consultation Response Form

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| 157 | <p>Affordable Housing Jobs Yes. I notice that Lancaster and Morecambe seem to be spiralling down. The city and town are much less vibrant than they were a few years ago and the situation seems to get worse every year. I think that much more emphasis needs to be put on creating jobs, increased employment leading the housing issue, not following it. There are a couple of statements on page 7 of the document which do not reflect the actual situation in Lancaster and Morecambe (they may be appropriate for the south east of England, but not to the north west). In particular the third bullet point is incorrect: there is plenty of affordable housing in this area, what is missing is the jobs. Indeed I know that youngsters cannot afford to take up employment in other areas of the country. This bullet point is just not true for this area. Similarly the last paragraph is not true for this area. I suspect it has been copied and pasted from a document for a more vibrant part of the country. The statement is blatantly untrue. You do need a section on where the jobs are going to come from, however the existing material in your document is very poor. A lot more thought needs to be put into this aspect. I suspect that local politicians have placed too much emphasis on whatever the NIMBYs say, with the result that the whole area is on the verge of being depressed. A complete change in emphasis is required - what can be done to encourage industry and jobs? I think the document should include a major section on this aspect.</p> | 11/8/2015 12:59 PM |
| 158 | No | 11/8/2015 11:04 AM |
| 159 | <p>Dolphinholme The overall plan for rural development is ill thought through and too little consultation has taken place with people living in the villages. The plan for Dolphinholme is unjust - to target an exceptionally quiet and ecologically beautiful village full of heritage value and turn it into a small town is to over-burden one village in the area.</p> | 11/8/2015 10:57 AM |
| 160 | <p>Traffic Sort out the empty housing in Lancaster first - we already have several large scale developments of housing that is encouraging people to live outside the town, rather than in current housing stock. Get industry in first, otherwise people will not be able to afford the houses as they have no jobs. Lancaster's one way system would need a complete overhaul as it would not be able to cope with the extra traffic</p> | 11/8/2015 9:51 AM |
| 161 | <p>GreenBelt/field Lancaster City Council is out to ruin small villages and has no idea what rural living is like and there are reasons why people choose to live in small communities i.e. peace and quiet. Please think before you concrete all over the green fields because once they have gone they have gone and future generations will be asking the question: What is a field / grass.</p> | 11/7/2015 9:16 PM |
| 162 | <p>Carnforth The Carnforth area has the most scope for new housing due to its small size and good motorway connections</p> | 11/6/2015 4:09 PM |
| 163 | <p>GreenBelt/field Reject any proposal which involves redesignation of precious greenbelt land.</p> | 11/5/2015 4:02 PM |
| 164 | You need to ensure that mineral resources are not prejudiced | 11/5/2015 1:26 PM |
| 165 | they are not what the public want | 11/5/2015 12:42 PM |
| 166 | Overall approach seems very aggressive and bullying. | 11/5/2015 11:56 AM |
| 167 | <p>Infrastructure Services Traffic As in 3 above - only sites which can take the additional traffic, in addition to the usual extra facilities, should be developed.</p> | 11/3/2015 5:23 PM |
| 168 | <p>Jobs After the houses are built. Where in Lancaster, Morecambe and Dolphinholme are jobs coming from to allow the residents of the homes to pay for their mortgages or do we end up like the Broadway, St Georges Quay or the Apartments in Halton. Unbuilt houses, apartments and derelict buildings.</p> | 11/3/2015 1:39 PM |

2015 Local Plan Consultation Response Form

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| 169 | <p>Carnforth Infrastructure was truly shocked to learn of the scale of the proposed building of homes in the Lancaster City Area http://www.thevisitor.co.uk/news/lancaster-s-greenbelt-goes-up-for-grabs-in-house-boom-1-7478437. I was even more taken aback when I learnt that 1,250 new homes are proposed to be built on green belt land south of Carnforth known as GB3 South Carnforth Green Belt. The homes may be needed, but not on the land that is proposed by Lancaster City Council. Under the National Planning Policy Framework the NPPF, (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60772/116950.pdf) there is a legal obligation for councils to:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. <p>(from http://www.parliament.uk/briefing-papers/sn00934.pdf) All of the above applies to Carnforth which has special characteristics and historic value. I draw your attention to the the conservation areas in Carnforth (http://www.lancaster.gov.uk/planning/conservation/new-conservation-areas-carnforth-lancaster-cannon/) The population of Carnforth, according Lancashire Police, is 4,439 (http://www.ukcristats.com/Neighbourhood/Lancashire_Constabulary/Carnforth), with 1,250 new homes it can be safely said that the population would grow by 2,500. This is a fair estimation with two new occupants per household. That's an increase of 55%. There is no timescale for this so it could grow slowly or too fast where the infrastructure would not cope. I am unable to envisage any area that could cope with such an increase in population. There is no mention of housing type, demographic or infrastructure to support this huge increase. I do not disagree with the need for housing, but we must build affordable, sustainable, low carbon housing and not second homes or simply for private landlords to rent out at rate that will only attract certain type of demographic (AB1). I am not a NIMBY (Not In My Back Yard). In fact my proposal brings development closer to my own front door, so to speak. My proposal is to build the houses on brown field sites. In the recent past there has been two proposals accepted by the council of two developments in Carnforth. One at Nuway Acorn opposite the Canal Basin (http://www.thewestmorlandgazette.co.uk/news/9462876.200_homes_to_be_built_in_Carnforth_as_part_of_a_multi_million_pound_scheme/) and the other at the former Iron Smelting site vacated by TDG (http://www.lancashiretelegraph.co.uk/news/lancaster/8275126.print/). Both of which are brown field sites and added together more than equals the area needed for 1,250 homes in Carnforth. On neither occasion the infrastructure needed to support such a large scale development was ever mentioned in their planning. This must be addressed in ANY new development. The developers must carry some of the burden of putting in the infrastructure to support the new homes, such as new link roads. All of the primary schools are now becoming full in EYFS (reception and year 1) with one of the three primary schools only having 4 places left after sibling allocation in September 2015. Carnforth does not have a proper Police presence as we do not have our own Police Sergeant. We used to have one, but other areas are obviously of greater importance or need. (https://www.police.uk/lancashire/B21/) Don't get me wrong the Police do a great job, but they will need to re-assess the policing requirement of the area if the population was to grow by 55%. Who would pay for this? Would an increase in council tax revenue with an increase in population be sufficient to cover this cost? I am unable to cover what effect an increase in the local population would on local health provision, but maybe Dr Wrigley or another senior partner at Ash Trees Surgery may want give their expert comment on this. In the last consultation in 2014 the local residents did not support the proposal. The air quality management plan would be in disarray as it mainly relies on the fact the Heysham M6 link road would be built. Air quality is the biggest threat to the health of all residents and kills twice as many people than RTCs (http://www.nhs.uk/news/2012/04/april/Pages/air-pollution-exhaust-death-estimates.aspx). An increase in HGV traffic while building the homes would adversely affect the air quality. The increase in traffic around the town would contribute to a decrease in quality of life of residents. Who would pay for the new link road that would be needed between the A6 and Back Lane? There would be loss of amenity of playing fields as well as footpaths. Again this effects quality of life and opportunity for the local community to attempt a healthier life style. I do not envisage that the new residents would cycle to anywhere let alone walk in to the town centre. This could only be developed if the whole philosophy of the development companies are along the lines of the development at Halton Mill (http://www.lancastercohousing.org.uk/project/workspace) which is a low carbon, cooperative community and work space. Oh yes, their development was on a brown field site! Please find attached the Final Booklet mentioned in the press for those recipients who have not yet seen it. My call to action is this; Please reject the proposal as it stands. We can build affordable, sustainable, low carbon housing in Carnforth, but not on green field sites. The only reason for building on green field sites is to attract a premium on the house prices.</p> | 11/3/2015 10:02 AM |
| 170 | <p>Scale issue Doubling the number of current houses in any planned area may be necessary but any larger changes life too fast.</p> | 11/2/2015 11:33 PM |
| 171 | <p>Dolphinholme Don't build 500 houses in Dolphinholme. At least consider sharing them out with other villages, and find new areas in Lancaster.</p> | 11/2/2015 6:06 PM |
| 172 | <p>GreenBelt/field It is vital we keep our villages and green belt to retain the character of the area, and to ensure that residents who have chosen to live in village communities can still do so. Please don't turn this beautiful area of North Lancashire into one sprawling town. GB4 site has apparently been used as a burial site for a foot and mouth outbreak in the past - this needs to be investigated.</p> | 11/1/2015 12:57 PM |
| 173 | <p>Link Road I think the proposed site is too close to the motorway to provide a comfortable living experience due to noise from motorway traffic.</p> | 11/1/2015 12:42 AM |

2015 Local Plan Consultation Response Form

| | | |
|-----|--|---------------------|
| 174 | Urban Extension I don't like the idea of the destruction of Whinney Carr and a town stretching right to Galgate, joining Galgate to Lancaster, with all the problems that would involve, new motorway exit/entrances, (isn't the current one causing enough trouble? Why do we have to cater for so many foreign students? Why can't they live at the university? Why build such posh houses, like the ones that were built off Ashton Road in green fields a few years ago? Large with large gardens. | 10/31/2015 11:25 AM |
| 175 | As a large percentage of people work at the university surely it would make sense to build housing in that area to accommodate the rlsing need for housing. | 10/30/2015 1:01 PM |
| 176 | Mixture of housing Services It is vital that each area of development should include a wide range of houses, starting with starter homes (including studio flats where possible) and moving on to modest 3 bedroom semi detached houses and on to detached "executive" homes. This would ensure balanced communities. Plans must also include shops, doctors surgeries, pharmacies, schools, green spaces etc etc. | 10/30/2015 11:32 AM |
| 177 | Carnforth Transport Still referring to GB3 South Carnforth. Carnforth will only develop properly with improved transport links with Kendal. The bus services 555 and 755 are best suited for tourism and leisure. People from Carnforth area especially the young without their own transport cannot seriously persue employment in Kendal or Windermere. | 10/29/2015 10:47 AM |
| 178 | Dolphinholme GreenBelt/field In suggesting Dolphinholme as a site the argument has been made that more rural living homes are required; the other locations have easy access to the countryside and most sit on the edge of fields and green belt in the case of GB1 and GB2. | 10/28/2015 11:44 AM |
| 179 | keep to areas that are closer to the amenities of lancaster | 10/28/2015 7:36 AM |
| 180 | Infrastructure I think the Council are doing a good job in identifying these sites for development, in what is a very controversial subject for people living in the area. Along with all the houses though we must look at interstructure, particularly roads. Small things like a road linking the Moor hospital development to the re-modeled junction 34 would make a tremendous difference. | 10/23/2015 5:32 PM |
| 181 | Issues with figures Jobs The figures for new housing requirments are doubtful and I cannot see how they are arrived at! There has been questions asked about this before in the local press and the questions posed have not been answered properly. It could turn into a builders charter to blight the area. Also where are these new jobs coming from? | 10/23/2015 12:32 PM |
| 182 | Issues with figures Jobs I am worried that the report from your consultants (who are they and what is their pedigree?) is providing dubious figures for the new housing requirements. For example you say in the document "People ,Homes & Jobs" that there is continued growth in the energy sector! How so? - a few solar farms and wind turbines does not generate many jobs. Heysham 1 Power Station will shut in 5 years time, with the loss of 600 plus jobs and the prospect of a new nuclear power station there is remote - despite what David Morris says. New jobs usually replace the existing jobs and are usually filled with existing residents. | 10/23/2015 11:21 AM |
| 183 | Dolphinholme I have lived in Dolphinholme for 15 years. Nonetheless, the first I heard of this proposal was in early October 2015. The "consultation" of 2014 did not include consulting the inhabitants of the village most profoundly affected by this proposal. This was a serious error, as it has antagonised those affected. The village is united in its opposition to these proposals - at village meetings, no one has spoken in favour of them. | 10/22/2015 9:45 PM |
| 184 | Dolphinholme Infrastructure I do not think that sufficient thought has been put into the proposal for an expansion of the village of Dolphinholme and it does appear that because other villages in the previous plans have been discounted the decision has been made to destroy Dolphinholme. The plans certainly need to be closely reviewed to consider the aspects of transport, sewerage, school and the fact that the village is an attraction to visitors as an area of natural beauty. | 10/22/2015 11:41 AM |
| 185 | Dolphinholme The 500 houses proposed would destroy village life and have an adverse effect on the local fauna and flora. Local populations of wild Deer, sparrowhawk, Buzzard would be driven away. Acres of concrete would lead to flooding as pasture would not be there to take up the surface water. People buying the properties (those that could afford them) would commute from Preston, Blackpool, Manchester and Liverpool, but would not benefit the people of Lancaster. | 10/21/2015 8:23 PM |
| 186 | GreenBelt/field I feel that the approach of going big bang with 1500 to 300 houses is an excessive and unnecessary way to approach this, the green belt should NEVER be up for grabs and also those families that have chosen to live in a rural location should have that protected. If i wanted to live in the city i would have got a house there, i chose a nice location that now has the potential to be marred by 1500 houses, lose all my privacy and natural light, it feels like i may be forced out of my home so that others can come in and actually it feels very unfair. I also feel that schools are going to suffer hugely, whats the plan to accommodate that? Will education then suffer as many who you say need to be housed cant get their children into local schools? | 10/19/2015 5:29 PM |

2015 Local Plan Consultation Response Form

Q7 Please provide your full name/s:

Answered: 199 Skipped: 26

| # | Responses | Date |
|----|---------------------------------|---------------------|
| 1 | Patricia Harrison | 1/12/2016 11:14 AM |
| 2 | Natalie Rees | 1/12/2016 11:13 AM |
| 3 | Brenda Ann Peterson | 1/12/2016 11:02 AM |
| 4 | David Wadeson and wife | 1/12/2016 10:55 AM |
| 5 | John David Wallbank | 12/15/2015 12:03 PM |
| 6 | Andrew Compton | 12/15/2015 11:56 AM |
| 7 | Elizabeth Hoyce mace | 12/15/2015 11:54 AM |
| 8 | Julie Mccann | 12/15/2015 11:45 AM |
| 9 | Rose Williams | 12/15/2015 11:28 AM |
| 10 | David George bateman | 12/15/2015 11:27 AM |
| 11 | Val Mccann | 12/15/2015 11:19 AM |
| 12 | David Adams | 12/15/2015 11:07 AM |
| 13 | Keith Adrian Hanley | 12/15/2015 11:04 AM |
| 14 | L.Lawrie | 12/15/2015 10:49 AM |
| 15 | Anthony John Williams | 12/15/2015 10:38 AM |
| 16 | Walter Taylor | 12/15/2015 10:34 AM |
| 17 | David Wadeson & Wife | 12/15/2015 10:33 AM |
| 18 | Mr & Mrs T Gardner | 12/15/2015 10:21 AM |
| 19 | L Smythe | 12/15/2015 10:21 AM |
| 20 | A.S.Bywater | 12/15/2015 10:18 AM |
| 21 | G Murphy | 12/15/2015 10:11 AM |
| 22 | R Anderson | 12/15/2015 10:09 AM |
| 23 | J.Pye | 12/15/2015 10:07 AM |
| 24 | Mary Searle | 12/15/2015 10:04 AM |
| 25 | Mrs Ingrid Patten (Householder) | 12/15/2015 9:38 AM |
| 26 | anon | 12/15/2015 9:33 AM |
| 27 | C. Ashton | 12/15/2015 9:28 AM |
| 28 | Simon Lindsay | 12/15/2015 9:19 AM |
| 29 | Roger Frankland | 12/15/2015 9:04 AM |
| 30 | Janet Edwards | 12/15/2015 8:57 AM |
| 31 | N/A | 12/14/2015 4:57 PM |
| 32 | Enid Reade | 12/14/2015 4:56 PM |
| 33 | Ruth Armistead | 12/14/2015 4:50 PM |
| 34 | Mrs W Bowmount | 12/14/2015 4:47 PM |
| 35 | John Armer | 12/14/2015 4:45 PM |

2015 Local Plan Consultation Response Form

| | | |
|----|------------------------------|---------------------|
| 36 | Eileen Small | 12/14/2015 4:45 PM |
| 37 | Carus Park | 12/14/2015 4:39 PM |
| 38 | Carol Pratt | 12/14/2015 4:33 PM |
| 39 | Mr & Mrs Vouands | 12/14/2015 4:27 PM |
| 40 | Kathleen and Eric Christian | 12/14/2015 4:18 PM |
| 41 | Peter & Ruth Randall | 12/14/2015 4:17 PM |
| 42 | SOG ROE Cae-Newydd | 12/14/2015 4:06 PM |
| 43 | Mr P Trousdale | 12/14/2015 3:40 PM |
| 44 | Reginald John Walter Stelfox | 12/14/2015 3:36 PM |
| 45 | David and Caris Ingram | 12/14/2015 3:26 PM |
| 46 | Mrs Lynn Thomas | 12/14/2015 3:12 PM |
| 47 | David R. Manning | 12/14/2015 2:57 PM |
| 48 | Alison Barker | 12/14/2015 2:54 PM |
| 49 | Chris Barker | 12/14/2015 2:46 PM |
| 50 | S Wilson and son | 12/14/2015 2:42 PM |
| 51 | n/a | 12/14/2015 2:41 PM |
| 52 | Stephen Booth | 12/14/2015 2:15 PM |
| 53 | Mr David Ford | 12/14/2015 2:09 PM |
| 54 | Gary Troughton | 12/14/2015 2:06 PM |
| 55 | Michael Baines | 12/14/2015 1:59 PM |
| 56 | David Green | 12/14/2015 1:35 PM |
| 57 | Thomas Wilkinson | 12/14/2015 1:31 PM |
| 58 | Kevin Cranfield | 12/14/2015 1:21 PM |
| 59 | Michael Hall | 12/14/2015 1:20 PM |
| 60 | David Pye | 12/14/2015 1:18 PM |
| 61 | Andrew Redmayne | 12/14/2015 1:15 PM |
| 62 | Simon Lee | 12/14/2015 1:08 PM |
| 63 | Mildread Thomas | 12/14/2015 1:07 PM |
| 64 | Laurance Callaghan | 12/14/2015 12:20 PM |
| 65 | Michael Edwards | 12/14/2015 12:06 PM |
| 66 | Mrs S Lee | 12/14/2015 12:03 PM |
| 67 | Mrs Joan Taylor | 12/14/2015 11:59 AM |
| 68 | Sharon Perry | 12/14/2015 11:57 AM |
| 69 | Michael Fletcher | 12/14/2015 11:50 AM |
| 70 | Geoffrey Cooper | 12/14/2015 11:46 AM |
| 71 | Graeme Chapman MBE | 12/14/2015 11:41 AM |
| 72 | Maureen Harrison | 12/14/2015 11:27 AM |
| 73 | Terry Carradice | 12/14/2015 11:26 AM |
| 74 | Amanda Parker | 12/14/2015 11:24 AM |
| 75 | Michael Rudd | 12/14/2015 11:23 AM |
| 76 | Yvonne Atkins | 12/14/2015 4:57 PM |

2015 Local Plan Consultation Response Form

| | | |
|-----|-----------------------|---------------------|
| 77 | Andrea Burbidge | 12/4/2015 4:31 PM |
| 78 | Martin Burbridge | 12/4/2015 4:21 PM |
| 79 | Russell Elliott | 12/4/2015 4:11 PM |
| 80 | Robert Philip Jackson | 12/4/2015 4:05 PM |
| 81 | Gary Westwell | 12/4/2015 3:58 PM |
| 82 | Cliff Kilshaw | 12/4/2015 3:44 PM |
| 83 | Margaret Johnson | 12/4/2015 3:35 PM |
| 84 | Derek Paul Casson | 12/4/2015 3:28 PM |
| 85 | Malcolm Atkin | 12/4/2015 3:24 PM |
| 86 | Ian Seed | 12/4/2015 2:50 PM |
| 87 | Justyna Raginia-Seed | 12/4/2015 2:42 PM |
| 88 | Mrs Valarie Gill | 12/4/2015 2:29 PM |
| 89 | Cara Stride | 12/4/2015 1:59 PM |
| 90 | Erika parkes | 12/4/2015 1:54 PM |
| 91 | Isabel Adams | 12/4/2015 1:43 PM |
| 92 | Andy parker | 12/4/2015 1:38 PM |
| 93 | Stephen Landles | 12/4/2015 1:32 PM |
| 94 | Williams Adams | 12/4/2015 1:27 PM |
| 95 | Jane Rees | 12/4/2015 1:26 PM |
| 96 | Mark Fearnley | 12/4/2015 1:18 PM |
| 97 | Gill Melling | 11/30/2015 10:42 PM |
| 98 | Abi Mills | 11/30/2015 9:34 PM |
| 99 | Peter Adams | 11/30/2015 9:33 PM |
| 100 | Peter Sandford | 11/30/2015 9:24 PM |
| 101 | Jon Sear | 11/30/2015 7:20 PM |
| 102 | Alison Catrina Cahn | 11/30/2015 5:13 PM |
| 103 | Katharine Milnes | 11/30/2015 4:52 PM |
| 104 | Anne Chapman | 11/30/2015 4:20 PM |
| 105 | Suzette Heald | 11/30/2015 3:49 PM |
| 106 | Alexander McCallion | 11/30/2015 1:57 PM |
| 107 | Phil Bebbington | 11/30/2015 1:27 PM |
| 108 | Patricia Harrison | 11/30/2015 1:06 PM |
| 109 | Neil Warrington | 11/30/2015 12:37 PM |
| 110 | Robert Wharton | 11/30/2015 10:14 AM |
| 111 | Mr & Mrs Lapworth | 11/30/2015 9:42 AM |
| 112 | JOHN MARTIN GIBBISON | 11/30/2015 9:29 AM |
| 113 | Bagnall | 11/29/2015 10:40 PM |
| 114 | Mr Paul Wilkinson | 11/29/2015 10:37 PM |
| 115 | Kathryn Ann Hackett | 11/29/2015 10:20 PM |
| 116 | John dassu | 11/29/2015 9:26 PM |
| 117 | Valerie Hoyles | 11/29/2015 9:03 PM |

2015 Local Plan Consultation Response Form

| | | |
|-----|---|---------------------|
| 118 | Charlotte Kirkham | 11/29/2015 8:58 PM |
| 119 | Reverend Brian O'Neill | 11/29/2015 5:56 PM |
| 120 | Ian Morgan | 11/29/2015 4:49 PM |
| 121 | Brian Jefferson | 11/29/2015 4:42 PM |
| 122 | Janet Rogerson | 11/29/2015 3:41 PM |
| 123 | Cora Jean Martin | 11/29/2015 3:15 PM |
| 124 | Rosemary Betterton | 11/29/2015 3:13 PM |
| 125 | Richard William Rollins | 11/29/2015 2:36 PM |
| 126 | Abi White | 11/29/2015 1:59 PM |
| 127 | Lauren Cole | 11/29/2015 11:13 AM |
| 128 | Christopher Norman | 11/29/2015 8:58 AM |
| 129 | Matt Homewood | 11/28/2015 8:58 PM |
| 130 | Patricia Clarke | 11/28/2015 6:32 PM |
| 131 | Marion McClintock | 11/28/2015 5:42 PM |
| 132 | Nick Walker | 11/28/2015 3:58 PM |
| 133 | Professor Robert Fildes | 11/28/2015 2:57 PM |
| 134 | Malcolm Harrison | 11/28/2015 1:14 PM |
| 135 | Mrs a Jean O'Neill | 11/27/2015 2:24 PM |
| 136 | Andrew Johnson | 11/27/2015 10:19 AM |
| 137 | Ms Rachael Hamilton | 11/26/2015 11:31 PM |
| 138 | Agnes Carrington | 11/26/2015 8:33 PM |
| 139 | Peter Carrington | 11/26/2015 8:23 PM |
| 140 | Jeannette Laidlow | 11/26/2015 4:18 PM |
| 141 | Martin and Pamela Duff | 11/26/2015 3:51 PM |
| 142 | Catherine Grimwood | 11/26/2015 9:06 AM |
| 143 | Keith Hyde | 11/25/2015 11:06 PM |
| 144 | Elaine Mary and Ian Henry Maxwell | 11/25/2015 2:38 PM |
| 145 | Peter Robert Brooks and Susan Jane Brooks | 11/25/2015 12:46 PM |
| 146 | Mr Jeffery Holmes | 11/25/2015 12:06 PM |
| 147 | Jean Walker | 11/23/2015 6:30 PM |
| 148 | Don Walker | 11/23/2015 5:45 PM |
| 149 | Patrice Van Cleemput | 11/23/2015 4:33 PM |
| 150 | Eileen Wallbank | 11/22/2015 11:03 PM |
| 151 | Julie Smith | 11/22/2015 5:11 PM |
| 152 | Andrew Fox | 11/22/2015 5:10 PM |
| 153 | Janet Taylor | 11/20/2015 2:41 PM |
| 154 | John and Elaine Charnley | 11/19/2015 11:50 PM |
| 155 | anthony atkinson | 11/19/2015 5:21 PM |
| 156 | Katherine Thornton Hakes | 11/19/2015 2:34 PM |
| 157 | Michael Rowlinson | 11/19/2015 12:51 PM |
| 158 | Gillian Davies | 11/18/2015 3:25 PM |

2015 Local Plan Consultation Response Form

| | | |
|-----|---|---------------------|
| 159 | Eugene Allister Magee | 11/18/2015 1:07 PM |
| 160 | christine bailey | 11/18/2015 12:09 PM |
| 161 | Katherine James | 11/16/2015 5:32 PM |
| 162 | Julie Harrison | 11/16/2015 3:05 PM |
| 163 | Tobias Levi Jackson Holbrook | 11/15/2015 7:55 PM |
| 164 | Alan Wallbank | 11/15/2015 7:39 PM |
| 165 | Janet Adams | 11/14/2015 7:44 PM |
| 166 | Tad Szmidt | 11/14/2015 7:32 PM |
| 167 | H Haworth | 11/14/2015 5:07 PM |
| 168 | Mary McMurrin | 11/14/2015 3:28 PM |
| 169 | Ian J. Wallace | 11/11/2015 9:05 PM |
| 170 | Bernard Hough | 11/8/2015 3:44 PM |
| 171 | Mr Thomas White | 11/8/2015 12:59 PM |
| 172 | Ian Rodney White | 11/8/2015 11:05 AM |
| 173 | Jackie Stacey | 11/8/2015 10:57 AM |
| 174 | Christine Workman | 11/8/2015 9:51 AM |
| 175 | William Wilkinson | 11/6/2015 4:09 PM |
| 176 | Martin Brownjohn | 11/5/2015 4:03 PM |
| 177 | Geoff Storey | 11/5/2015 1:27 PM |
| 178 | William Otway | 11/5/2015 12:43 PM |
| 179 | Gary Torughton | 11/5/2015 11:56 AM |
| 180 | Brian Godding | 11/3/2015 5:23 PM |
| 181 | Alan Lamb | 11/3/2015 1:39 PM |
| 182 | Simon Withey | 11/3/2015 10:03 AM |
| 183 | Rosemarie Prest | 11/2/2015 11:34 PM |
| 184 | Alison Ud-din | 11/2/2015 6:07 PM |
| 185 | Colette whelan | 11/1/2015 12:42 AM |
| 186 | Richard neil Spencer | 10/31/2015 9:19 PM |
| 187 | Rosemary Anderson | 10/31/2015 11:26 AM |
| 188 | Julie and Colin Ward | 10/30/2015 1:02 PM |
| 189 | Kevin Dangerfield | 10/30/2015 11:32 AM |
| 190 | Kenneth Pearce | 10/29/2015 10:48 AM |
| 191 | Joanne Braithwaite | 10/28/2015 11:44 AM |
| 192 | Mace | 10/28/2015 7:37 AM |
| 193 | Mr James Alexander Sayer and Mrs Christine Mary Sayer | 10/23/2015 5:34 PM |
| 194 | Joyce Tombs | 10/23/2015 12:32 PM |
| 195 | David Scott | 10/23/2015 11:21 AM |
| 196 | Hilary Hinds | 10/22/2015 9:46 PM |
| 197 | Les Archer | 10/22/2015 11:42 AM |
| 198 | John Newby | 10/21/2015 8:25 PM |
| 199 | Jacqueline Thomas | 10/19/2015 5:29 PM |

2015 Local Plan Consultation Response Form

Q8 Please provide the organisation you represent (if applicable):

Answered: 44 Skipped: 181

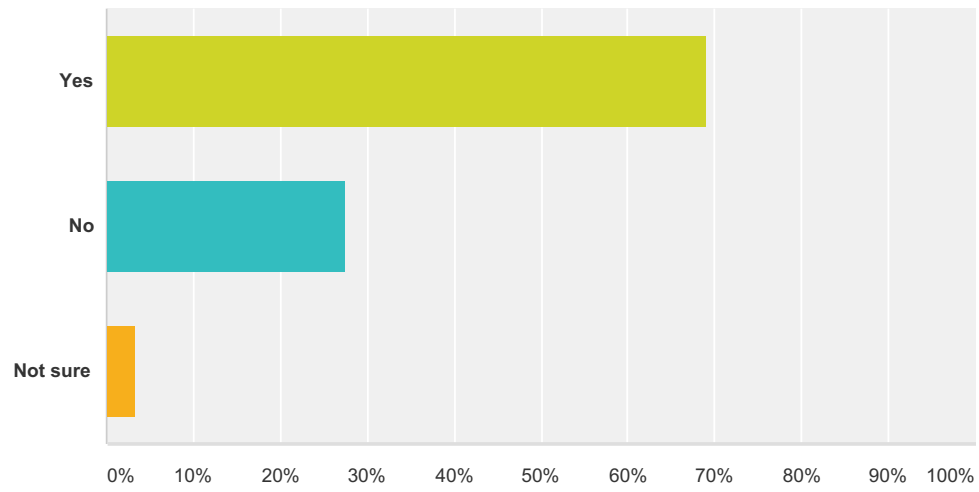
| # | Responses | Date |
|----|--|---------------------|
| 1 | JD Wallbank | 12/15/2015 12:03 PM |
| 2 | Lancaster civic society | 12/15/2015 9:04 AM |
| 3 | Clare Bangert | 12/14/2015 4:57 PM |
| 4 | Cancer Research | 12/14/2015 11:41 AM |
| 5 | Slyne with Hest Greenbelt | 12/14/2015 11:40 AM |
| 6 | R.Atrins | 12/14/2015 11:16 AM |
| 7 | None | 11/30/2015 9:34 PM |
| 8 | Deloitte LLP | 11/30/2015 1:57 PM |
| 9 | - | 11/30/2015 1:06 PM |
| 10 | Resident of Slyne-with Hest - no organisational interests. | 11/30/2015 10:14 AM |
| 11 | Personnel | 11/30/2015 9:42 AM |
| 12 | The Trustees of the Rogerson Settlement | 11/29/2015 10:37 PM |
| 13 | Halton-with-Aughton Parish Council | 11/29/2015 4:42 PM |
| 14 | none | 11/29/2015 3:13 PM |
| 15 | - | 11/29/2015 1:59 PM |
| 16 | n/a | 11/29/2015 11:13 AM |
| 17 | N/A | 11/27/2015 10:19 AM |
| 18 | Resident | 11/26/2015 9:06 AM |
| 19 | none | 11/25/2015 12:06 PM |
| 20 | I represent myself. | 11/23/2015 5:45 PM |
| 21 | none | 11/23/2015 4:33 PM |
| 22 | None - own views | 11/22/2015 5:10 PM |
| 23 | None | 11/19/2015 12:51 PM |
| 24 | Self | 11/18/2015 1:07 PM |
| 25 | N/A | 11/14/2015 7:32 PM |
| 26 | None | 11/14/2015 5:07 PM |
| 27 | Personal | 11/8/2015 3:44 PM |
| 28 | none | 11/8/2015 12:59 PM |
| 29 | Dolphinholme village | 11/8/2015 10:57 AM |
| 30 | Private resident | 11/5/2015 4:03 PM |
| 31 | Aggregate Industries UK Ltd | 11/5/2015 1:27 PM |
| 32 | n/a | 11/5/2015 12:43 PM |
| 33 | N/A | 11/3/2015 5:23 PM |
| 34 | Not applicable | 11/3/2015 10:03 AM |

2015 Local Plan Consultation Response Form

| | | |
|----|--------------------------|---------------------|
| 35 | None | 10/31/2015 9:19 PM |
| 36 | None. | 10/31/2015 11:26 AM |
| 37 | None | 10/30/2015 11:32 AM |
| 38 | N/A | 10/29/2015 10:48 AM |
| 39 | N/A | 10/23/2015 5:34 PM |
| 40 | Self | 10/23/2015 12:32 PM |
| 41 | Individual | 10/23/2015 11:21 AM |
| 42 | None. | 10/22/2015 9:46 PM |
| 43 | Resident of Dolphinholme | 10/22/2015 11:42 AM |
| 44 | concerned resident | 10/21/2015 8:25 PM |

Q9 Have you attended one of the October public drop in exhibitions?

Answered: 207 Skipped: 18

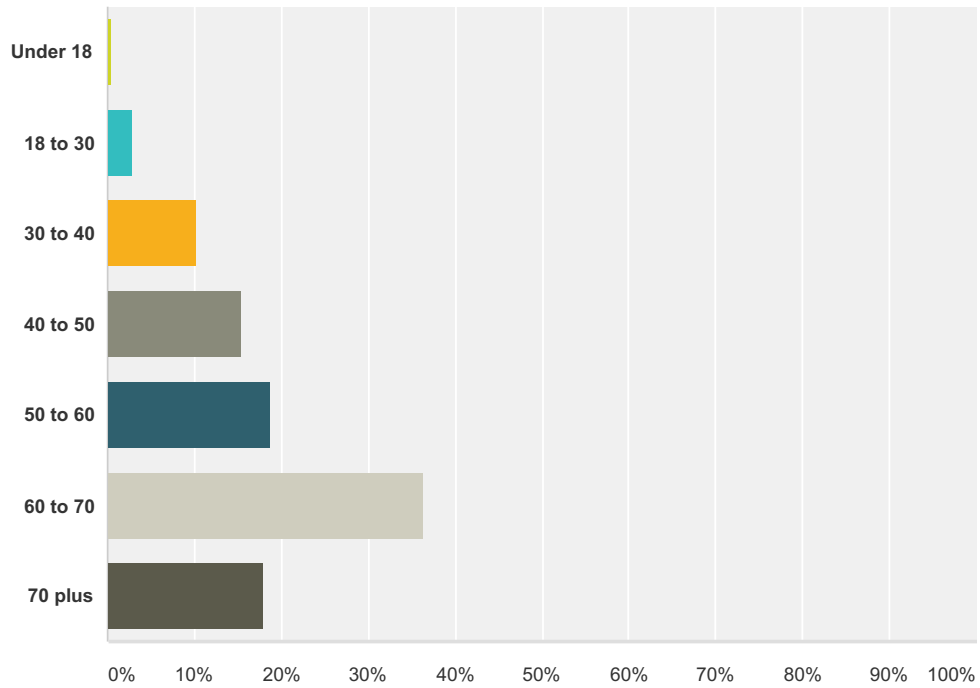


| Answer Choices | Responses |
|----------------|------------|
| Yes | 69.08% 143 |
| No | 27.54% 57 |
| Not sure | 3.38% 7 |
| Total | 207 |

Please note that responses to question 10 (pages 75-80) have been removed as they contained respondents' postcodes.

Q11 What is your age range?

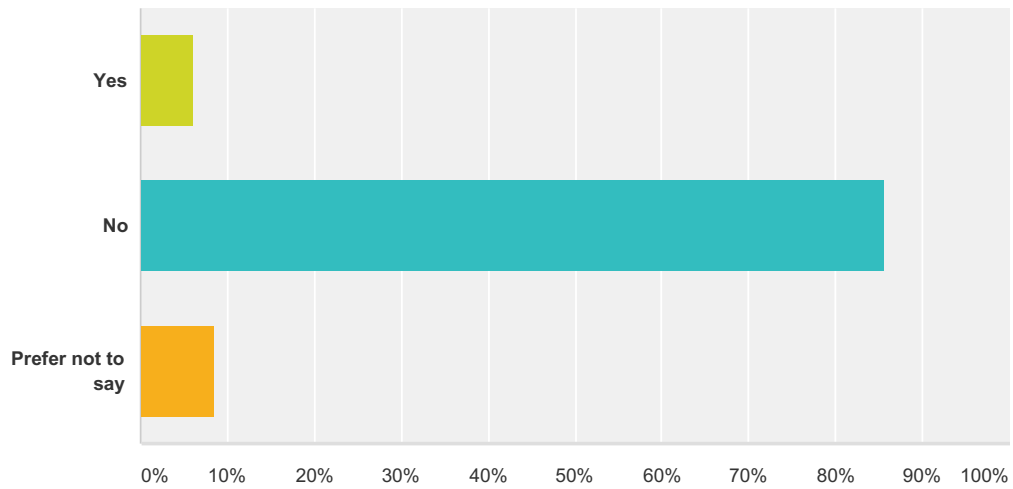
Answered: 207 Skipped: 18



| Answer Choices | Responses |
|-------------------------------|-----------|
| Under 18 | 0.48% 1 |
| 18 to 30 | 2.90% 6 |
| 30 to 40 | 10.14% 21 |
| 40 to 50 | 15.46% 32 |
| 50 to 60 | 18.84% 39 |
| 60 to 70 | 36.23% 75 |
| 70 plus | 17.87% 37 |
| Total Respondents: 207 | |

Q12 Do you have a disability? The Equality Act 2010 defines a disabled person as someone who has a physical or mental impairment which has a substantial and long term adverse effect on his or her ability to carry out normal day-to-day activities.

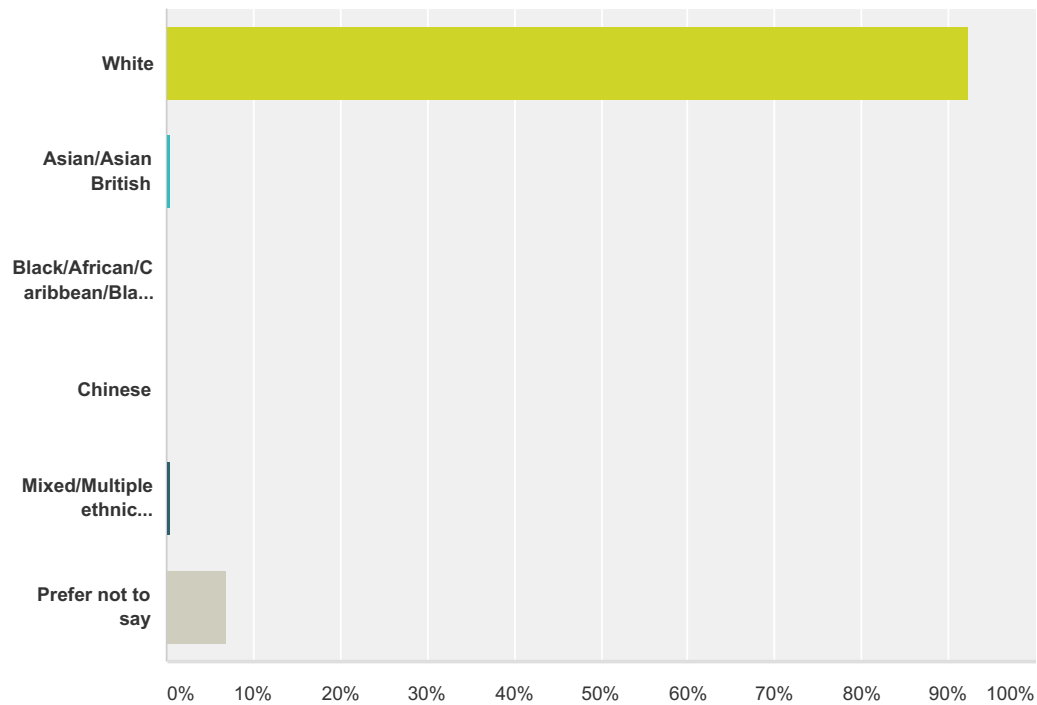
Answered: 201 Skipped: 24



| Answer Choices | Responses |
|-------------------|------------|
| Yes | 5.97% 12 |
| No | 85.57% 172 |
| Prefer not to say | 8.46% 17 |
| Total | 201 |

Q13 What best describes your ethnic background?

Answered: 206 Skipped: 19



| Answer Choices | Responses | |
|---------------------------------------|-----------|------------|
| White | 92.23% | 190 |
| Asian/Asian British | 0.49% | 1 |
| Black/African/Caribbean/Black British | 0.00% | 0 |
| Chinese | 0.00% | 0 |
| Mixed/Multiple ethnic background | 0.49% | 1 |
| Prefer not to say | 6.80% | 14 |
| Total | | 206 |

| # | Other (please specify) | Date |
|---|---|---------------------|
| 1 | I fail to see the relevance of this question | 12/15/2015 10:39 AM |
| 2 | British White | 12/14/2015 4:06 PM |
| 3 | This is not significant | 11/28/2015 8:59 PM |
| 4 | Anglo-British, with some Celtic, Italian, French, and Native American | 11/15/2015 7:57 PM |
| 5 | why is this relevent? | 11/8/2015 3:45 PM |

Please note that responses to question 14 (pages 84-87) have been removed as they contained respondents personal email addresses.