

A Local Plan for Lancaster District 2011-2031

People, Homes and Jobs Consultation Report

– Appendix 4 Parish Council Discussions

February 2016



Note of Parish Council Discussions October 2015

Scotforth Councillors, Tuesday 6 October 2015
(Lancaster Methodist Church)

Attendees

- Councillor Mike Hardy
- Councillor Mann
- Councillor Ronnie Kershaw
- Councillor Abi Mills
- Councillor James Leyshon
- Councillor Anne Whitehead



Questions, Answers and Comments

Q. Developers do the building but how do you know if they are interested or if this is achievable?

A. We need to speak to developers so that we know that potential sites can be developed/relied upon.

The SHLAA presents all opportunities known to us and we need to assess the deliverability of each potential site using three tests 1) suitability 2) availability 3) deliverability. The SHLAA currently includes sites for approx. 7,000 sites, this is a combination of old and recent sites put forward via a 'call for sites'.

Q. How many consents have been given and not been built?

A. 2,500 sites have consent to be built in the next decade. 4,500 don't have consent and are only allocated or will come forward via a planning application. We need to find almost as many again.

C. The average house price is £100,000 which comes to approx. £1.4 billion, therefore a developer will only build if people want to buy. We don't want to see sites started and then becoming a mess. It would be a better idea to release these in phases. How development is executed is important.

A. The council has to plan for evidence, not things going wrong. Developers are very cautious and use a model where they test the interest and if there is no interest/demand they won't build. We need to plan positively, we will only get what we plan for.

C. Poor implementation can affect people living in an area eg development on Luneside selling homes before they continue to build more.

A. On average, developers will build 35 homes per year and they are therefore self-phasing. The scale of development we are discussing would take a long time and would have to be completed in phases.

C. If developers only build 35 homes per year, it will take a very long time to complete the proposed scale of development.

A. Larger sites could involve a number of developers.

C. Developers are likely to choose the best sites but we may prefer other sites to be developed first.

A. Unfortunately prioritising sites is not a luxury we have, although different developers have different interests.

C. "Can see logic of sites chosen and can't see any other way of doing it".
Q. What types of jobs will the 9,500 jobs be?
A. Services eg healthcare, education. The Royal Lancaster Infirmary are proposing to expand.
Q. Is the population ageing because people are moving away to find jobs?
A. Yes, we are losing people to other areas and have issues with our graduate retention.
Q. What level will the jobs be?
A. A range of levels. If the employees or skills are not available then key employers could decide to move their business elsewhere.
C. People are travelling to the University from other areas as there are not enough places to live in this area.
Q. What type of housing will be provided?
A. All types.
Q. Carnforth want development (councillors) but there is only one location proposed?
A. This is due to a number of constraints in this area.
Q. Couldn't all three of the urban extension proposals meet the need?
A. Possibly but this may be too much development in one area ie south Lancaster.

Comments on proposed sites

General comments

School places will not be available initially therefore people will travel to other schools and not want to move them as they will be settled in other schools.

Many people cannot afford 'affordable housing'.

South Lancaster – UE1	
Meadow Barn, Preston Lancaster Road – Junction here? Does it help Lancaster?	
Advantages	Disadvantages
<u>Key Advantages:</u> <ul style="list-style-type: none"> • Adjacent/cycling/walking distance to University • Motorway change helps Galgate problem • Infill (in part) and good connections <u>Other advantages:</u> <ul style="list-style-type: none"> • Good for jobs in terms of university and innovation park • Bus route is an advantage, innovation centre means that there will be employment within walking distance. 	<u>Key Disadvantages:</u> <ul style="list-style-type: none"> • If too big – Lancaster South becomes impossible • University could be adversely affected • Could prejudice Business/Innovation Park if traffic not sorted <u>Other Disadvantages:</u> <ul style="list-style-type: none"> • A5 close to capacity already • Initial limit to 750 (Whinney Carr) • What mitigating factors will be put in place to alleviate the problems that will occur in South Lancaster e.g. traffic,

	<p>lack of school spaces before infrastructure is in place.</p> <ul style="list-style-type: none"> • <u>Will</u> impact not could – on local landscape and wildlife • All types of infrastructure needs to be in place before housing
North East Lancaster West of M6 Motorway – UE3	
Advantages	Disadvantages
<p><u>Key Advantages:</u></p> <ul style="list-style-type: none"> • Closest to schools and park and ride • Proximity/easy access to M6 • Less visible to more of Lancaster residents <p><u>Other Advantages:</u></p> <ul style="list-style-type: none"> • Opportunities for traffic via park and ride and link road rather than through Bulk Road etc. • New road adjacent to motorway turn off • New Primary schools? Could help ease demand for rest of Lancaster if new ones built and Health centres etc. too. Could combine for North Lancs, UE2 and UE3 	<p><u>Key Disadvantages:</u></p> <ul style="list-style-type: none"> • Road infrastructure/access • Public transport • Potential to impact on local landscape
North East Lancaster East of M6 Motorway - UE2 Would make sense to do both together as without UE3, UE2 would be disconnected from Lancaster.	
Advantages	Disadvantages
<ul style="list-style-type: none"> • Close to the M6 junction – faster journey to other towns • Priority for new services • Access to J34 and bypass easier than UE3. Roundabout across Caton Road? • Park and ride via link road, Heysham Medical Centre accessible • Opportunities for a part to play in the transport masterplan i.e. Moor Hospital/Prison route to the universities etc. • Proximity to the park and ride, possibly helps with some public transport 	<ul style="list-style-type: none"> • Infrastructure time lag, bus services, shops, schools • Downside of motorway – fumes • May feel disconnected from anywhere else. Needs UE3 as well. • Noise

Ellel Councillors re South Lancaster,
Wednesday 7 October 2015
(Ellel Village Hall)

Attendees

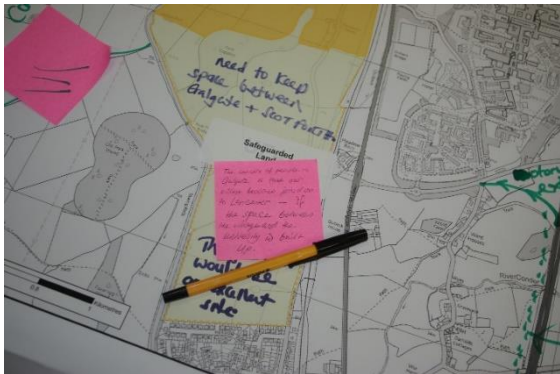
- Councillor O’Riordan
- Councillor Greenwood
- Councillor Stephen Booth
- Councillor David Whitaker
- Councillor Iain Collinson
- Councillor Helen Helme
- Councillor Peter Mather



Questions, Answers and Comments

Q. How long are the council planning for?
A. For 2011-31, as there must be a least 15 years of the Local Plan left to run after the adoption date.
Q. Is the council in danger of planning houses for people who will commute to Manchester and Liverpool?
A. Lancaster is quite self-contained in terms of its travel to work area (the vast majority of the people who live in the district work in the district).
Q. Where will the jobs for people be?
A. Heysham Port and Lancaster University have plans to grow, there are skills shortages in some industries but there are also some people who are unemployed or underemployed within the district.
Q. Why was Dolphinholme the only village chosen for expansion?
A. All the villages in the district were considered for expansion but all the others were scoped out due to be in an Area of Outstanding Natural Beauty, near to flood zones 2 or 3, surrounded by green belt, or are close to active quarries. The only other village that is not constrained is Halton but there is a lot of development happening there already and the topography is very steep.
Q. Is there a priority for which sites will be developed first?
A. Private land owners will bring their sites forward on their own timetables and will usually only build 35 homes per year. A very large site could have up to 3 housing developers working on it and take over 10 years to finish. The planning applications for the large sites will only be granted with conditions that set out the phasing of development and what infrastructure must be provided and when.
Q. Is the council liaising with Lancashire County Council Highways Authority to investigate the moving of Junction 33?
A. Yes, discussions are already happening and will continue to work with them.

Comments on proposed sites

South Lancaster - UE1	
<ul style="list-style-type: none"> • M6 J33A should be further south to Garstang • M6 J33B near the pylons at Bailrigg • Modify J33 – travel south from existing one, bypass Galgate to Hazelrigg Lane and new junction to service University • Possible spur from J33 for University/new houses • Spur off to Silk Mill, to preserve and enhance employment opportunities • Consider site to the left of UE1 – build more houses on this site with the use of new M6 link and less in Dolphinholme 	
Advantages	Disadvantages
<ul style="list-style-type: none"> • Good location to access university and town on road network • Half of this site has already been identified • Could give Highways Agency a reason to move J33 • A moved J33 would stop cars needing to drive through Galgate • It could help meet the district's housing needs • The site could be expanded to Ashton Road • This site is less damaging to the local character than expanding Galgate or Dolphinholme 	<ul style="list-style-type: none"> • It needs an expensive junction move • Loss/reduction of gap between Lancaster and Galgate
Issues with safeguarded land:	
<ul style="list-style-type: none"> • Need to keep space between Galgate and Scotforth • Thought this would be an excellent site • The concerns of people in Galgate is that our village becomes joined onto Lancaster – if the space between the village and the University is built. 	
North Lancaster East of M6 Motorway - UE2	
<ul style="list-style-type: none"> • Good site to dotted line at the top of UE2 • Junction 33A needs to be further south • Consider land between UE2 and UE3 – less of Dolphinholme • Build to the right of UE2 (Old park/Davies farm poor land) • Keep quiet road bridleway 	
Advantages	Disadvantages
<ul style="list-style-type: none"> • Rural site but already impacted by the M6 • No local character to be impacted • Frequent bus service on A683 • Site is expandable to the south 	<ul style="list-style-type: none"> • Greenfield site • Disconnected from Lancaster • Lack of services and social infrastructure • Could be a visible showcase for Lancaster proximity to M6

North East Lancaster West of M6 Motorway - UE3

Advantages

- Easy to get to Lancaster
- Next to urban area
- Low impact on local character
- Good site

Disadvantages

- Difficult to access
- Would need to cross golf course
- Junction 33B near the pylons at Bailrigg

Morecambe Town and Halton Parish
Councillors, Thursday 8 October 2015
(Lancaster and Morecambe College)

Attendees

- Councillor Carol Slinger
- Councillor Bob Bauld
- Councillor Margaret Patterson
- Councillor Roger Dennison
- Councillor John Bates
- Councillor Abbott Bryning



Questions, Answers and Comments

C. Infrastructure is crucial to urban extension options, need to integrate with Lancashire Highways and Transport Masterplan ie junction 33a. Noted the need to integrate two plans.

A. Some options fit better with transport plan. Rapid transport system may support urban extension option. The site near the park and ride doesn't link to the transport plan. UE1 needs to be decent size to get funding for a link road. It would need to tick various boxes to trigger funding.

Q. Only sites set of pre conditions will produce and what conditions should be?

A. Mini briefs provide more detail although only what we know might provide benefits and what needs further investigation. Conversations with infrastructure providers need to take place.

C. Going into silos with separate funding bids, need to be integrated.

C. Local Plan needs to link to all these things eg economy.

A. Agreed.

Q. Job growth – need to increase employment to increase local business rates. Is this a good policy as economy can create a downward spiral?

A. Various economic opportunities.

C. GB1 includes Beaumont College and an active hospice, therefore this is an extremely sensitive site.

C. Developers seem to be land banking. Large companies. Supermarkets starting to release demand more is houses don't end up getting built. Site in town centre – retail is changing with trend of internet. Reference to an article in Guardian.

C. Council are majority owners of town centre retail plans and should pursue regeneration and acknowledge that retail patters have changed.

A. Making sure things are deliverable is part of the SHLAA process. Completion rates are increasing and there are strong policies in the Development Management Document eg affordable housing.

C. Our response to last year's consultation was that the best approach would be a new town, this would mean that there would be no issues with infrastructure and piece meal development. Based on the Turley's report suspect of methodology – immigration not migration is not clear in the report.

A. The figures are not flawed and were superseded when the new figures were published. We then recommissioned Turley's as a result of councillor and resident requests.

Q. Housing requirement depends on economic growth. This is easier to talk about than achieve.

A. Jobs are increasing (provided various examples). The service sector is also increasing due to the older population. This all points to economic growth, the opportunities and aspirations are there. We need to be ambitious and plan positively.

C. Need to allocate land rather than let it go somewhere else.

C/Q. No money going to Morecambe and should be part of development plans. Need an area to act as an eco-generator eg sailing lake in melishaw. Local plan drive should be eco generators not the Turley report. Why did we go for the highest target?

The Morecambe Area Action Plan has been developed for Morecambe.

In terms of the figures, some people say we should pitch for the middle or lower amount but others have tried this and inspectors will not accept a plan based on this, even if you know some may not happen, we still have to plan to this figure.

The Turley's report matches employment with houses.

Older people is a challenge in relation to the economy.

We need to plan positively to make economic growth happen.



Housing and economy should not be separated. People carry on working these days.

The Turley's report taking this into account.

How we move around, how we create jobs should be leading this not the number of houses.

Business use is alongside housing – construction jobs will be generated from activity

Comments on proposed sites

North Lancaster Green Belt - GB1	
Advantages	Disadvantages
<p><u>Key Advantages:</u></p> <ul style="list-style-type: none"> • Build on the ideas of developing west of Green Lane • Potential for new shopping/business development North of Lancaster • Potential for more primary school provision (St Wilfred's is at capacity) <p><u>Other Advantages:</u></p> <ul style="list-style-type: none"> • Less impact on the Green Belt • Links between GB1 and the city centre for cyclists and pedestrians along the river Lune "Heritage Trail" • Good area 	<p><u>Key Disadvantages:</u></p> <ul style="list-style-type: none"> • Development of Eastern area – slopes and new development • Loss of Halton's identity and separation from Lancaster (Parish Plan says should stay separate from Lancaster) • Impact on Beaumont College and Hospice – special, need to think carefully about these. • Concern about traffic impacts on Mill Lane • Access and topography off the A6 possible island site? • Link road will create a noise issue due to elevation of the road • School infrastructure could be an issue <p><u>Other Disadvantages:</u></p> <ul style="list-style-type: none"> • Caravan site • Walking access from GB1 along north bank of river into 'Old Skerton' (including Lune Bank gardens) by existing footpath as far as Skerton Bridge • Access industrial areas at junction • Valuable rural view of hillside/slope • More traffic • Green Lane – develop to the left • Improve road if used for access
East of Morecambe Green Belt - GB2	
<ul style="list-style-type: none"> • Suds and raised land • Grid lock traffic capacity • Low density/small commercial development • Rail turning 25/30 • Re-engineering may be needed if improved... • Retain green space and play areas • Integrate with county ie roads • Low lying • Issue with railway if electrify 	
Advantages	Disadvantages
<ul style="list-style-type: none"> • More suitable for low density development due to the highways infrastructure. • Relocation of Beaumont College? Light commercial near railway? • New community infrastructure – new park next to crematorium and opportunities for skate park • If low density development – could be visually improving • Good links with cycling 	<ul style="list-style-type: none"> • Noise issue eg new road and rail line • Drainage issues on the site • Traffic issues eg narrow bridge over canal • Transport and infrastructure eg roads, school

Comments from Slyne Parish Councillor

- Prevent green belt from merging
- Safeguard key areas of landscape e.g. Torrisholme barrow
- Coastal landscape
- Maintain topography
- Assist regeneration of urban core of Morecambe
- Significant open green space
- Waling, cycling, riding routes should be re-established
- Railway line does not create a natural barrier

Slyne with Hest Councillors, Tuesday 13 October 2015 (Memorial Hall)

Attendees

- Councillor Joanne Leeman
- Councillor Stephen Jones
- Councillor June Cohen-Kingsley
- Councillor Roland Stretch
- Councillor Doreen Brookes
- Councillor Malcolm Thomas



Questions, Answers and Comments

Q. The Green belt option was unpopular last year so why has it been included?

A. Consultation and preparation of a local development plan is not a vote (i.e. a potentially suitable site / option will not be discounted purely by the number of objections registered. Important to any responses is the content and issues which are raised. In terms of reviewing the Green Belt this remains a reasonable option to consider and no issues were raised in the 2014 consultation which suggested otherwise.

Q. The preferred option was small development in all villages, why has this not been taken into consideration?

A. Further investigation has meant that significant growth across villages is no longer an option due to various constraints eg Green Belt, AONB, flood risk, mining etc. However, small scale development is still expected in these areas.

Q. So you are going against the results of last year's consultation?

A. The council needs to explore all options and be able to demonstrate this to the planning inspectors. If we do not, they will tell us to go away and do it again, which would mean a waste of resources.

Q. So we need to consider a 'for and against' case for each option?

A. The new town option was unrealistic but we have to show that we have explored this otherwise developers would challenge why we hadn't.

C. During the link road consultation, we were told that the area between Lancaster and the new road would not be developed?

A. It is likely that there wasn't the same housing requirement or pro-growth agenda at this time. The climate has changed quite quickly.

C. The Green Belt was here to separate Bolton le Sands and Slyne with Hest.

A. The Green Belt is to protect Morecambe / Slyne-with- Hest / Bolton-le-Sands and Carnforth from becoming one continuous urban area. In planning terms the development along the A5105 / A6 has already merged Bolton-le-Sands and Slyne-with-Hest together.

C. Many thought the Green Belt was protected in Bolton Le Sands.

A. There is no evidence that after 24 years of designation that the Green Belt remains fit for purpose. The best way to establish whether it remains fit for purpose is through an up to date review of the designation. The Green Belt review will be done in stages. This will start with a strategic review ie purpose and whether it is still required then it will look at parcels of land.

C. 500 homes would lead to 1,000 people and cars moving in and out every day, the primary school is full. Other areas have infrastructure, job opportunities, travel patterns etc.

Q. If main line railway at Carnforth was open, wouldn't this open up opportunities for villages en route to expand up to Bentham?

A. We would need to demonstrate deliverability ie that rail would increase services and the villages do not have the required infrastructure. This is part of the long term masterplan but is not seen as achievable in the near future. We need commitment from the railway authorities which is being pursued via the Lancashire Highways and Transport Masterplan.

It is a good point about trains and we did look at Arkholme but there are similar constraints to other areas and they have limited services.

C. Opening the Carnforth train line could help with the south Carnforth option, otherwise this will lead to increased traffic in the area.

Q. Is it right that 40% of any development need to be affordable homes?

A. Ideally although the model is changing and affordable homes are changing to starter homes. The council has done well in its delivery of affordable homes in the area, although this is becoming harder to do and will be dependent on the scale of developments.

C. Homes for rural workers is an issue.

A. Policy suggests that isolated dwellings if tied to rural workers are not open market housing.

Q. Who owns the land between Bolton Le Sands and Slyne with Hest?

A. Storey homes are interested in the southern land and we still need to understand the availability of the northern land. The key is that we need to be able to demonstrate that it is deliverable. It may be that sites are put forward but further investigation may mean that they are not deliverable.

Q. What would the timescale for development be?

A. This would depend on the scale. Development rates are 30/40 houses per year. So 500 could take 10 to 15 years but it also depends on how quick the developer wants to build. Development can be phased for large scale developments but such phasing needs to be reasonable and justified.

Sites needs to be investigated for suitability, appropriateness and availability, once they are allocated and adopted they are still subject to planning applications then subject to the outcome, being developed.

We need to be able to demonstrate a 5 year housing land supply. We have about 3.4 years and currently build approx. 400 homes per year.

Government want us to have a 5 year supply and without it we are vulnerable to planning applications. An appeal was recently won at Aldcliffe for a number of reasons but it was disregarded by the inspector as we couldn't demonstrate a 5 year housing supply.


We need to plan for 13,000 which would be 650-700 houses per year, therefore we have a gap to address. It may not be achievable but we need to explore the options.

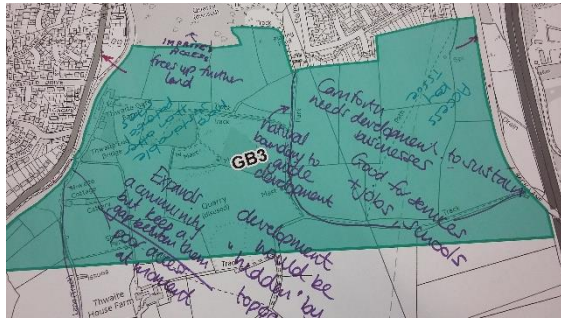
Social changes have placed demand and building hasn't been taking place.

We need will need to provide all types of housing.

The council does not have a big say on the types of housing that can be developed in an area but neighbourhood planning provides an opportunity for communities to have more say on this.

Comments on potential sites

North Lancaster Green Belt - GB1	
<ul style="list-style-type: none"> New housing here may free up housing in Lancaster as people move in Area left of Hammerton Hall Bridge – previously identified for housing in past 	
Advantages	Disadvantages
<ul style="list-style-type: none"> Investment in the link road provides a route to M6 Development within a new physical boundary (link road) Link to services in North Lancaster Easy road access, links to footpath & canal 	<ul style="list-style-type: none"> Takes away green field/belt Listed buildings and environmentally sensitive land – Beaumont Hall and Carus Lodge and Howdill Brook. Needs to be sensitively/phased development Adds to traffic congestion in area, noise/pollution Lack of access off the link road
Central Area of Green Belt (Slyne with Hest) - GB4	
<ul style="list-style-type: none"> Alternative location - below Slyne garage. New drainage system here (Hest Bank Lane) connected to the Link Road. Could this be an alternative to be investigated? Residential development? Industrial development? 	
Advantages	Disadvantages
	<p><u>Key Disadvantages:</u></p> <ul style="list-style-type: none"> Distinction between villages/joins two settlements Access to employment/facilities via commuting (sustainability issues) Rural value/wildlife Scale issue – 500 for a whole site <p><u>Other Disadvantages:</u></p> <ul style="list-style-type: none"> Very unpopular! Loss of wildlife Out of Green Belt Area behind Sports ground is a flood area Bridges (Hatlex Lane/Ashworth Drive) Low lying coastal



- Inappropriate topography for development
- How will cars access?
- Only 1 hourly bus service
- Needs pedestrian access
- Loss of open land i.e. urban sprawl
- Conservation area will be lost
- School is full (Shady Lane/Arden Close)
- No GP (Shady Lane/Manor Ave)
- Unadopted Road, poor access (Kirklands)

South Carnforth Green Belt - GB3

Advantages

- Carnforth needs development to sustain businesses
- Good for services, jobs and schools
- Natural boundary to guide development
- Development would be hidden by topography
- Expand a community but keep a gap between them
- Improves access – frees up further land
- Builds case for extending train services at Carnforth
- More sustainable than other potential sites
- More demand – improve high street

Disadvantages

- Poor access at moment – potential access on Mount Pleasant Lane?

Carnforth Town Councillors,
Wednesday 14 October 2015 (Civic Hall)

Attendees

- Councillor Rowland Parker
- Councillor Aurelian Barbu
- Councillor Paul Malcom Gardner
- Councillor Mel Guilding
- Councillor Liz Aspin
- Councillor Pat Wooff
- Councillor Peter Yates
- Phillip Charnley (Town Clerk)
- Caroline Charnley (Chamber of Trade)



Questions, Answers and Comments

Q. If a landowner is unwilling will the council do a compulsory purchase order (CPO) their land?

A. No, as that would be very difficult and expensive, however, housing land is much more valuable than agricultural land. So the council will negotiate with land owners and recommend they seek advice from a land agent regarding the value of their land. But ultimately it is up to a land owner if they wish to make their land available for development.

Q. Where do residents sit if they are making objections to a planning application but they're not using sound planning reasons?

A. Planning officers need to separate the deal-breakers for a site (flooding, no access, European environmental designation) against the public's dislike for a site because the district needs housing and it must be planned for.

Q. What is happening with Lundsfield Quarry?

A. Redrow Homes have not yet started to redevelop the site, they have until 20th December 2016 start building and implement their planning permission. Once development has started planning permission does not expire. Alternatively Redrow Homes could apply to extend the planning permission, or they could let it lapse and a brand new application would need to be made before anything could be built on the site.

Comments on potential sites

South Carnforth Green Belt - GB3

- Leave land on Thwaite Gate Farm, Thwaite End Bridge & Thwaite Cottage side, consider land at other side
- Potential issue with a burial ground?
- Opportunity to provide some really good quality public open space
- Little or no access from A6 due to close proximity of canal which runs parallel
- Offer potential to bring development at Lundsfield Quarry and resolve issues preventing development
- Different levels currently exist across site but development still feasible
- Where is the footbridge to facilitate development at Lundsfield Quarry
- Where is the existing boundary between Bolton-le-Sands and Carnforth
- Good access from Back Lane/M6 – New access roads from Back Lane
- Consensus of the group is they support 'sensible' development and growth in Carnforth, however there should be opportunity to bring existing brownfield sites forward.
- Need green space and play area? Relocate football
- Accommodation for older people and people with disabilities (bungalows?)
- Enlarge roundabout
- Improve environment
- Ensure to develop quarry

Advantages

- Secure development of quarry site (Redrow) – improve amenity of eyesore undeveloped land
- Could develop and gain green space and accommodation for older people
- Opportunities for new families to move in

Disadvantages

- Need to secure infrastructure along with housing etc.
- Extra traffic – need to plan for very carefully – especially during development
- Public transport will need to improve

Central area of Green Belt (Slyne with Hest) - GB4

Advantages

Disadvantages

- Large central area of GB4 should be kept as green fields – remainder ok to build
- Foot and Mouth burial site
- Public order concerns
- Requires improved bus services
- Lack of shopping facilities
- Play area and seating area required
- Area to the right of GB4 – Keep this nice!

Ellel Councillors re Dolphinholme,
Thursday 15 October 2015
(Ellel Village Hall)



Attendees

- Councillor Stephen Booth
- Councillor Iain Collinson
- Councillor Michael O’Riordan
- Councillor John Greenwood
- Councillor David Whitaker
- Councillor Helen Helme
- Councillor Susie Charles
- Councillor Michael Helme
- Giles Worthington (Advisor)
- Deborah Smith (Planning consultant)

Questions, Answers and Comments

Q. The council has been preparing this document for over 2 years now but why does the Parish Council only gets 6 weeks to respond?

A. This is one opportunity to respond, there was one last year on the previous stage and there will be another opportunity next year on the draft Local Plan. The council is open to talking to people at any time during the preparation of the plan, but there needs to be focused periods of intense discussions, such as during consultation, or the team would not have the time to advance the plan.

Q. Would the three options be built consecutively or concurrently?

A. Concurrently, developers tend to build around 30 homes per year, but large sites could have two or three developers working on them throughout the plan period.

Concerns were raised that Dolphinholme will be built out early because there’s a single landowner, it has easy access to the M6, and there wouldn’t be the infrastructure in place to support the new development.

Q. How many houses get built in the district in a year?

A. The figure goes up and down a bit but it’s currently around 400 homes per years.

Q. Why has the council ignored the key settlements policy in the Core Strategy which does not list Dolphinholme?

A. The Core Strategy was adopted in 2008 and covers the period up to 2021. The key settlements policy listed villages with at least 5 services, and focused rural development towards those villages. In 2012 the government published the National Planning Policy Framework (NPPF) which emphasised the need for sustainable growth and not unduly constraining development. Between 2008 and 2012, the council found that many non-key villages had lost services and development constraint may have contributed to this. The key settlement policy was superseded by policy DM42 in the Development Management DPD which took an NPPF-compliant approach to development in rural areas, and Dolphinholme is a named village in the new policy.

Q. Why has the council chosen Dolphinholme for this level of development?

A. The council has a duty to investigate all the options that could deliver the district's housing needs, other villages have been investigated but were discounted due to flood risk, AONB or near active quarry sites.

Comments on potential sites

Comments	Alternative suggestion
<ul style="list-style-type: none">• This will destroy Dolphinholme• 110 houses 10% = 11• 50 Houses!• VE1 bad site - total unsuitable at this end of the village as no services readily available – out of village• VE2 good site – opportunity school for houses• VE3 bad idea – might be needed for school extension• VE4 good site – out of village• VE5 good site – out of village	<ul style="list-style-type: none">• 250 extra houses spread over UE1,2 and3• 50 Forton? Whittingham?• 50 Quernmore? Hornby? Wray?• 50 Cockerham? Brookhouse?• 50 Kelleys?