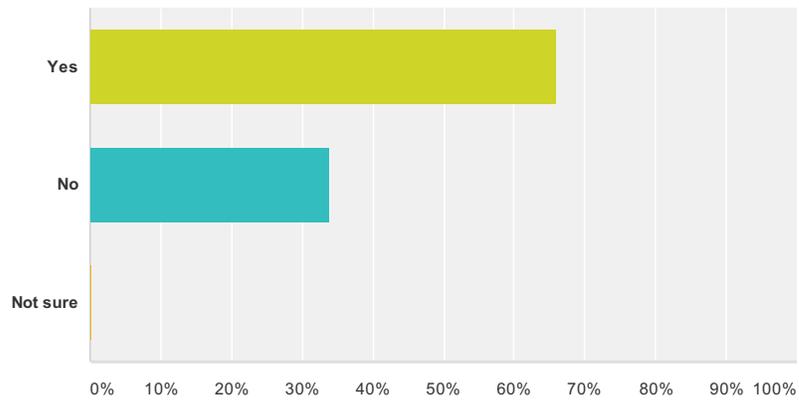


How can we meet our future housing needs?

Q2 Have you attended one of the June consultation drop in events?

Answered: 425 Skipped: 1

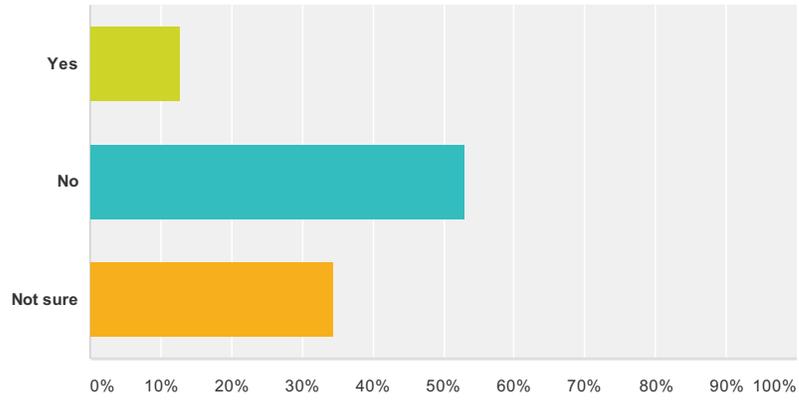


Answer Choices	Responses
Yes	65.88% 280
No	33.88% 144
Not sure	0.24% 1
Total	425

How can we meet our future housing needs?

Q3 Do you support the housing figure recommended by Turley Associates?

Answered: 419 Skipped: 7



Answer Choices	Responses
Yes	12.65% 53
No	52.98% 222
Not sure	34.37% 144
Total	419

How can we meet our future housing needs?

Q4 If no, please explain your reasons for this?

Answered: 249 Skipped: 177

#	Responses	Date
1	Figure/evidence issue Because revised population figures recently published by the office for national statistics show that the population increase for this district has been more than halved up to the year 2021 ,from 8,500 to 4,200.	8/13/2014 4:02 AM
2	Use brownfield sites More development on brown field sites should be used instead of valuable green countryside	8/7/2014 10:05 AM
3	Figure/evidence issue The Turley Associates report is based upon questionable statistical data, with no account account taken of local surveys by local communities to determine local housing need.	8/7/2014 9:56 AM
4	Figure/evidence issue As a Business Leader, Employer & an Professor with both National & Local perspective of our area by way of context I do not see any evidence of such high demand requirements given the level of employment migration to the London & the South East. I believe the scale of housing demand is greatly overstated; however I do recognise some growth in Lancaster as a function of a very successful top 10 ranked University	8/7/2014 9:53 AM
5	Figure/evidence issue The most important objective criteria for forecasts is the probability of significant error. Recent research suggests that depending on the status of the forecaster, this varies between 'more likely than not' to almost 100%. So the most important consideration should be to be able to withdraw or substantially amend plans accordingly. But this does not seem to have been taken into account by the documents prepared for the plans. (Option 1 appears the most flexible, both in terms of resources and the impact of change on a community - for example because infrastructure already serves the bulk of the population, which already lives in a conurbation and adaptation is least costly to residents as part of a community.)	8/7/2014 9:52 AM
6	Lack of employment Housing needs follow job creation. Unfortunately I cannot see how this level of job increase, say one per new house, can happen in this area.	8/7/2014 9:46 AM
7	Figure/evidence issue I think the numbers are too high. Other sustainable housing locally or home shared ownership schemes have not sold quickly. I do not think the demand has been adequately proven.	8/7/2014 9:45 AM
8	Lack of employment I do not think there are enough employment opportunities in the area to generate the demand for this number of new build houses. I also think transport links are inadequate if new houses are built in outlying areas.	8/7/2014 9:44 AM
9	Lack of employment There has not been any large business etc. locating in the area to create any extra employment opportunities for such a large rise in the local population	8/7/2014 9:42 AM
10	Figure/evidence issue Turley identified a range between 3550 and 12,700 households over period between 2011 and 2031. Figure of 12,000 is likely to well above what is needed and unlikely to be deliverable.	8/7/2014 9:38 AM
11	Figure/evidence issue On enquiry at the June meeting it was explained that the figure is probably too high	8/7/2014 9:37 AM
12	Use brownfield sites More should be done with brown-field sites and existing housing-stock. Also housing demand in S.E. rather than here.	8/7/2014 9:32 AM
13	Lack of employment Do not believe there will be jobs for the number of people who will be housed in these new builds.	8/7/2014 9:31 AM
14	Lack of employment I understand the figures assume creating 5000 new jobs to 2031. In view of past performance this seems grossly over-optimistic. We should be concentrating on creating high quality jobs, not high numbers, thus discouraging long distance commutes out of the area.	8/7/2014 9:28 AM
15	Empty/for sale properties I find it difficult to see how these houses are going to be sold and filled looking at the number of empty house currently in the district!	8/7/2014 9:27 AM
16	Figure/evidence issue New population estimates emerged after the paper was published. I don't believe that the needs of an ageing population are actually realistic.	8/7/2014 9:20 AM
17	Figure/evidence issue will Lancaster's population really grow by say 12000 X 2? ie about 40% of Lan. or 20% of Lan and More.	8/7/2014 9:18 AM
18	Figure/evidence issue Central government projections of housing requirement rarely refer to the North. It sees only southern aspects of problems	8/7/2014 9:13 AM
19	Lack of employment There is not sufficient work in the area to support such a large increase in population.	8/7/2014 9:12 AM
20	Infrastructure Anyone can crunch numbers sat in an office. 12,000 more houses means ~30,000 more people (ONS), an increase in population of over 20%, and ~18,000 more cars (RAC). The new road will barely cope with the current traffic congestion (second worst in the country), this makes it redundant before it is properly started. There is NOT a shortage of houses, there are just TOO MANY PEOPLE. Flooding is not currently a major issue here, but with the inevitable huge reduction in greenbelt soak-away land, the likelihood is that we will start to have problems. This is a stupid, unsustainable plan put together remotely by people who know nothing about the dynamics of this area and its massive natural importance...nationally and internationally. How much are Thurley Ass being paid to decimate the English countryside? Who says they are right?	8/7/2014 9:10 AM
21	Empty/for sale properties If there is so much pressure on housing in the area, why are large houses in Morecambe selling for pennies? There are many lovely, spacious buildings standing empty.	8/7/2014 9:08 AM
22	Figure/evidence issue I think the figure is abstract. It also seems vastly inflated. I think figures can be massaged and inflated depending on what you base the research on, so they are not reliable.	8/7/2014 9:04 AM
23	Rural/village concerns Villages are to be expanded and sports facilities removed	8/7/2014 8:59 AM
24	Figure/evidence issue The report is invariably based on assumptions about growth. Those assumptions may be wrong. I would like to know how the existing identified land is to be released and how the actual uptake of those houses corroborates or otherwise the Turley Report.	8/7/2014 8:58 AM
25	Figure/evidence issue Too much emphasis on numbers needed assuming good economic regeneration. Numbers should be lower until this is demonstrated	8/7/2014 8:51 AM
26	Lack of employment There is not enough employment to require large increase in housing provision.	8/5/2014 4:06 AM

How can we meet our future housing needs?

27	Figure/evidence issue Lancaster Guardian reported on June 26 and 19 June that the Turley report - suggesting 12,000 more homes by 2031 was based on an expected population increase - 8,500 a decade. ONS figures now show an estimate of 4,200 a decade. This is 50% off Turleys estimate.	8/4/2014 5:05 AM
28	Figure/evidence issue Insufficient information provided at the consultation event. Believe that Turley Associates gave you an answer that is not relevant to the Lancaster District.	8/4/2014 4:56 AM
29	Not enough info Unable to comment as I have insufficient information on this issue.	8/4/2014 3:59 AM
30	Lack of employment Far too many houses being built in green areas and also very little employment.	8/1/2014 8:25 AM
31	Lack of employment I am concerned that this is cart before the horse. With, say 12000 new homes, it will mean an employment requirement of 20000 - 25000 jobs. It what way will these evolve?	8/1/2014 8:17 AM
32	Figure/evidence issue A flawed report as reported in the local papers. Money wasted.	8/1/2014 7:40 AM
33	Not an expert	8/1/2014 7:36 AM
34	Lack of employment There is no employment	8/1/2014 7:30 AM
35	Figure/evidence issue 1) Doubtful of the need and 2) Figures from ONS conflict	8/1/2014 7:20 AM
36	Figure/evidence issue Proof of need.	8/1/2014 5:58 AM
37	Figure/evidence issue Not convinced methodolgy is reliable given only partial coverage of completed housing needs surveys. I live in rural vilage but only completed needs survey recently so it is not a comprehensive up to date study.	7/31/2014 12:55 PM
38	Figure/evidence issue This seems to be an unrealistic figure, as 600 houses per year has not be achieved previously.	7/31/2014 11:17 AM
39	Empty/for sale properties No evidence from the currently vacant properties in Lancaster that there is a genuine shortage, nor any evidence that single occupancy will increase.	7/31/2014 10:31 AM
40	Lack of employment feel the number is far too high for lots of reasons mainly jobs	7/31/2014 10:01 AM
41	I agree that 12,000 should be planned for initially, but the plan must be flexible and amended as projections change	7/31/2014 9:32 AM
42	Figure/evidence issue Believe that they have overestimated the need	7/31/2014 8:37 AM
43	Infrastructure Lack of employment There is not sufficient infrastructure, suitable sites, or enough jobs to support the number of houses	7/31/2014 8:30 AM
44	Figure/evidence issue Data and assumptions are flawed to the point where they invalidate the premise of the consultation.	7/31/2014 8:28 AM
45	Figure/evidence issue It is out of date and based on old estimates	7/31/2014 8:23 AM
46	Figure/evidence issue According to articles in the Lancaster Guardian on 19 and 26 June 2014 the Turley report is based on a population increase of 8,500 per decade. They state that the ONS figures show that this should be 4,200 per decade, ie, less than 50% of that used by Turley Associates. By implication, the housing requirement should also be reduced by 50%.	7/31/2014 7:23 AM
47	Lack of employment 600 houses per year will need approx. 1000 jobs per year to support them. Where will those jobs come from. They will have to pay above minimum wage.	7/31/2014 6:34 AM
48	Figure/evidence issue I would question the Report in respect of medium term historical inflows. Could this be over inflated because of the increase in size and scale of Lancaster University. When calculating this increase of 12,000 if their starting point was already high then obviously they are going to come up with a figure that is over inflated...? Perhaps it should be offered a second opinion?	7/31/2014 6:31 AM
49	Figure/evidence issue We understand that this may have been revised downwards.	7/31/2014 6:26 AM
50	Figure/evidence issue Use brownfield sites It's not obvious why Turley report's figure (12,000 houses) is such a huge increase (~70%) over the previous consultant's report (700 houses). This implies that the Couttie report was rubbish! We are not satisfied that predictions such as the Turley report can be precise enough to justify proposing such a huge expansion of housing based upon its conclusions. We should only consider significant new build on green-field sites after all the other options (brown-field and infill) have been exhausted, using the existing planning policy.	7/31/2014 5:48 AM
51	Figure/evidence issue Turley Associates projections are led by economic scenarios which are significantly aspirational. It is difficult to understand why the council would accept/promote these. The validity of a number of the assumptions/figures used in other area are also highly questionable and the consequent projections deeply suspect. Simply they are not believable	7/31/2014 5:27 AM
52	Empty/for sale properties Lack of employment there are many empty properties in the proposed area as well as many homes currently used as student housing that could be used. students are an important part of our economy but the unis should build accommodation for them on campuses or in town. also there are not enough jobs for the people who already live here let alone the number of people who would potentially live in another 12,000 houses	7/31/2014 3:53 AM
53	Figure/evidence issue It appears to be a huge leap in the forecast. Has the economy changed that radically? Were earlier plans so poor? It looks like consultants justifying their fees. The breakdown of the gross figure is vital - how many working households, families, first time buyers, social needs, OAPs?	7/31/2014 3:27 AM
54	Not enough info but only because I do not have sufficient data to query the figures	7/31/2014 3:05 AM
55	Lack of employment The number of new homes should be in a ratio to employment importunities created (not theoretically proposed) for a cross section of jobs-manual/skilled/administrative/managerial etc. Note that at present, manufacturing in the Lancaster area is minimal. I know of no plans to attract large scale manufacturing.	7/31/2014 2:50 AM
56	Figure/evidence issue The derivation of the figures - in particular the employment figures - is not robustly justified. The affordability component is questionable given key methodological flaws in the DCA research. Latest data is not employed and it is not clear how or how regularly the assumptions will be reviewed, and the way in which this will impact on the forward housing supply required. Essentially it does not provide an answer, but a policy choice which is central to the future of this district: it is not apparent how/why the decision to exceed the upper end of a very wide range of potential numbers has been taken, by whom, and how morally justifiable that is without an open and inclusive debate with the population of this district.	7/31/2014 2:25 AM
57	Figure/evidence issue The figures are at the top of the range in the report, if the lower or mean figure is taken, then far fewer houses are needed if any at all. Methodology questionnable	7/31/2014 12:20 AM

How can we meet our future housing needs?

58	Figure/evidence issue Lack of employment ONS expect population growth to be 4,000 not the 10,000 figure used by the Turley report. There are many under employed people in the Lancaster area and relatively few jobs especially well paid ones. Better to train and employ those already living here than to encourage others to move here for employment.	7/30/2014 4:25 PM
59	Lack of employment No credible evidence justifying the need for 12000 houses. There are no significant employment prospects in the area for such an increase in population.	7/30/2014 1:39 PM
60	Figure/evidence issue I am unsure about the background for the figures and would need more information to provide a well thought out answer. I'm sure Turley has done lots of research but this does not always prove to be accurate as more factors can come into the equation afterwards. Therefore I am sceptical about your figures and your projections.	7/30/2014 12:24 PM
61	Figure/evidence issue My understanding is that estimate could be on high side.	7/30/2014 12:15 PM
62	Figure/evidence issue Seems an excessive amount of housing.	7/30/2014 10:53 AM
63	Figure/evidence issue It appears to be a gross over exaggeration of estimated future employment + therefore housing in the area.	7/30/2014 7:30 AM
64	Figure/evidence issue Recent reports that new ONS figures suggest a halving of the figure population increase per decade and the resultant call for recalculation of Turley figures	7/30/2014 6:47 AM
65	Figure/evidence issue Based on 2011 figures? still relevant?	7/30/2014 6:10 AM
66	Empty/for sale properties 12000 houses seems a large number particularly when a fair number of houses are for sale in the area.	7/30/2014 5:54 AM
67	Figure/evidence issue Lack of employment They appear to be an overestimate. There are insufficient local jobs to sustain mortgages for people to buy all the houses	7/30/2014 5:34 AM
68	Figure/evidence issue Not based on latest estimates of population growth	7/30/2014 5:15 AM
69	The UK could do with seeing house prices and rents moderated now we are living in a low wage economy.	7/30/2014 4:45 AM
70	Rural/village concerns The increase is way too high for the village	7/30/2014 4:38 AM
71	Lack of employment Like many in the district, I believe the suggested number of homes is too large in view of uncertainty of local economic development/job creation.	7/30/2014 4:33 AM
72	Figure/evidence issue Believe this figure is under review/ challenged at this point in time.	7/30/2014 4:14 AM
73	Figure/evidence issue The Turley report conflicts with ONS recent report which reduces the housing need for the area significantly.	7/30/2014 3:32 AM
74	Figure/evidence issue Based on my experience of living in the area 55yrs they seemed excessive in relation to present population, employment, geography, infrastructure. Since then ONS figures considerably revised down. I hope when council reapproach Turley they (Turley) also considerably revise their recommendations.	7/30/2014 2:36 AM
75	Lack of employment There are insufficient employment opportunities to support the need for 12,000 + homes. No consideration is given to the number of houses being built by bordering councils which would reduce the number of houses proposed.	7/29/2014 1:58 PM
76	Figure/evidence issue The Turley Report states that population growth over the 10 years 2001 to 2011 was 3800 if this was projected over the next 17 years to 2031 population would increase by 6460. A requirement for 12,000 new homes would indicate each person requiring almost 2 homes! I understand there is likely to be further requirements from changes in households, but I don't accept a requirement for an extra 6000 homes.	7/29/2014 1:34 PM
77	Rural/village concerns The rural lifestyle of the region could not accommodate the figure of 12,000 new homes without being significantly affected for the worse.	7/29/2014 1:29 PM
78	Lack of employment I'm not convinced that there is such a pent up demand and an increase in employment prospects in this district to warrant an additional 12000 new homes	7/29/2014 12:45 PM
79	Lack of employment This requires a lot of jobs at 600 new addresses I estimate about 1000 jobs per year. to afford the new housing, those jobs would have to pay at a lot more than minimum wage. Where will they come from? If the proposed number of dwellings produces a large number of commuters to other locations how does this satisfy any sustainability criteria?	7/29/2014 12:40 PM
80	Figure/evidence issue It seems to me that Turley Associates have a biased interest in property development. In fact one of their directors (Liz Peace) is also a director of The British Property Federation whose mission statement is to promote the interests of all who invest in property. This is like asking a fox for advice on looking after chickens.	7/29/2014 11:23 AM
81	Figure/evidence issue Doubts have been raised about the methodology used by the consultants. With so many uncertain factors in the middle future 2031 far too forward for meaningful numbers.	7/29/2014 7:49 AM
82	Figure/evidence issue Lack of employment This recommendation was compiled during the worst recession, so I dispute their figures of 12000 properties required in the area where is the employment to come from.	7/29/2014 7:37 AM
83	Figure/evidence issue SHMAs however competent show trends, but many factors affect long term accuracy. Housing Needs Survey 3 years old. Unclear about position of elderly and students for example. Older people have a wide range of different housing needs, ranging from suitable and appropriately located market housing through to residential institutions (Use Class C2). Local planning authorities should count housing provided for older people, including residential institutions in Use Class C2, against their housing requirement. The approach taken, which may include site allocations, should be clearly set out in the Local Plan. All student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus, can be included towards the housing requirement, based on the amount of accommodation it releases in the housing market. Local authorities should obviously take steps to avoid double-counting. Besides growth of private renting what is University planning to do towards provide student halls? Is this in equation. Unclear about what progress has been made on making more effective use/better management of existing stock- tackling empties, landlord licensing e.g. Morecambe West End, Living Over the Shops, converting surplus shops. Better use of land by promoting better design and densities. Improving density and design standards will be recommendation of the Lyons Housing Review. Need to look at recent new build completions and likely completions during next 2-3 years. Reality still is scale completion likely to be less than SHMA projections. Need to review other factors such as latest housing statistics. Suggest need specific site allocations next 5 years and clear proposals of how sites will be brought forward 2016-2021 and then more rigorous analysis of subsequent options which reflect traffic congestion, economic/regeneration strategic investment, environmental impact as indicated by Sustainability Appraisal	7/29/2014 7:31 AM
84	Figure/evidence issue Not sure until figures verified by the council.	7/29/2014 7:23 AM

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85	Rural/village concerns The volume of houses would have a negative impact on the village eg The school wouldn't be able to accommodate the volume of new children coming into the village. The road structure wouldn't cope with additional traffic. There is a risk of criminal activity. Views of the land scape would change. A drop in property values. People who live in the village of Wray do so because they chose to live in a small community this would change with the amount of houses proposed.	7/29/2014 7:21 AM
86	Empty/for sale properties The housing market in this area has remained stagnant for 3-4 years now. We have been unable to sell our mid-range house for 2 years +	7/29/2014 7:13 AM
87	Figure/evidence issue Not convinced that there is as much demand as stated.	7/29/2014 6:47 AM
88	Figure/evidence issue The range of figures is too wide and has been challenged. Too many variables and assumptions. Forecasted statistics are notoriously inaccurate and usually prove wrong over time.	7/29/2014 6:28 AM
89	Empty/for sale properties Seems very excessive- especially when there are so many properties empty or on sale currently.	7/29/2014 6:19 AM
90	Figure/evidence issue I feel the housing figure is over estimated and needs to be reviewed	7/29/2014 6:03 AM
91	Figure/evidence issue Housing market assessments however competent are only a guide, are shortlived and take only accou	7/29/2014 5:59 AM
92	Rural/village concerns It would wreck the unique character of Wray. The infrastructure would not stand it and would need to be modified at huge expense.	7/29/2014 5:56 AM
93	Figure/evidence issue Very overestimating population growth. Not realistic with known supply and demand; Also questioned by National Statistic info	7/29/2014 5:04 AM
94	Figure/evidence issue Recent local press comment disputes the high Turley needs figures	7/29/2014 4:45 AM
95	Many circumstances can change housing needs.	7/29/2014 4:30 AM
96	Figure/evidence issue Don't agree with rate of growth expected	7/29/2014 4:23 AM
97	Lack of knowledge on my part. Have we any other estimate e.g. from our own PLANNING OFFICE?	7/29/2014 3:55 AM
98	Figure/evidence issue Turley Associates have wrongly calculated house numbers needed.	7/29/2014 3:46 AM
99	Figure/evidence issue The figure is based on a faulty projection of population growth in Lancaster district.	7/29/2014 3:33 AM
100	Empty/for sale properties Figure/evidence issue May not be based on accurate information. 12000 seems an awful lot of housing for this area where houses are not selling fast.	7/29/2014 3:09 AM
101	Infrastructure Lack of employment It seems excessive and what about employment and services	7/28/2014 11:36 PM
102	Figure/evidence issue Lack of employment This seems an extremely large amount of housing for what I would consider to be a rural area with very little industry and minimal employment within this area. Reading local press it appears that my assumptions are valid as the report by Turley Associates is suggested not to be accurate.	7/28/2014 1:16 PM
103	Infrastructure Rural/village concerns Because it means potentially 5000new residents and we do not have the infrastructure to cope with this in the Lune Valley. The schools are small village schools, the doctors are already oversubscribed as are the secondary schools. We have many conservation areas and Areas of SSI. The roads are narrow crossing the Lune and bridges not built to withstand heavy traffic. House prices will drop near the new developments.	7/28/2014 9:37 AM
104	Figure/evidence issue Although people are living longer - families are also generally smaller. Population growth in the UK is very small compared to other countries - so I'm not sure that we actually need that many more houses..	7/28/2014 5:13 AM
105	Figure/evidence issue Although people are living longer - family size in the UK is a lot smaller, and population growth is minimal compared to other countries.	7/28/2014 5:07 AM
106	Figure/evidence issue over estimation	7/28/2014 1:12 AM
107	Empty/for sale properties there are too many empty homes in and on the out skirts of lancaster these should be considered.	7/27/2014 12:11 PM
108	Figure/evidence issue I believe the figures to be questionable and having read the documents the and looking at how many houses that have been required over the past 10 years	7/27/2014 8:18 AM
109	Figure/evidence issue Having read the document, I believe that the forecast inflows seemed somewhat high based on medium term historical inflows - I also found myself wondering if the recent expansion of Lancaster university had caused the resent up tick in inflows? If you start with a slightly high number and then multiply it over 20 years, you obviously compound the error. So I believe that 12,000 is over the top - but there is obviously an additional to the original 7,000 identified.	7/27/2014 7:11 AM
110	Lack of employment Their calculations are based on expected increase in employment. There is no evidence offered for this projected increase in employment opportunities and the statistics are based on national standardised data.	7/27/2014 6:20 AM
111	Figure/evidence issue The ONS has recently produced figures that are significantly lower than those produced by Turley, I understand that Turley will be asked to look again at their projections.	7/27/2014 1:46 AM
112	Lack of employment - assumed economic growth and number of people moving to district are higher that will actually happen - in reality economic constraints will mean that some of the 12000 'households' will remain living with other 'households'	7/25/2014 7:31 AM
113	Lack of employment I am not aware of any proposed developments that would provide work for the families that are going to live in 12000 new homes.	7/25/2014 3:15 AM
114	Figure/evidence issue 600 new homes a year is a lot more that the district has grown by in the past ten years.	7/24/2014 8:44 AM
115	Figure/evidence issue Insufficient evidence to substantiate this number	7/23/2014 11:12 AM
116	Lack of employment This seems a very large number of new houses - where are the jobs going to be to bring in this number of new people to Lancaster?? A lot of teenagers are actually moving away to go to university etc and do not return as there are no jobs in this area	7/23/2014 11:06 AM
117	Lack of employment It is based on assumptions of commercial development that are now not going ahead	7/23/2014 4:46 AM
118	Empty/for sale properties Use brownfield sites This figured is based on new homes rather than modernising / re development of brownfield sites or filling empty houses in major urban areas.	7/23/2014 1:38 AM
119	Empty/for sale properties Supply is clearly exceeding demand at present because house-prices are not rising, some more modest proposals with some contingency if there is some actual need - ie house prices start to show there is a problem.	7/22/2014 1:14 PM

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120	Empty/for sale properties Figure/evidence issue I believe the forecast growth is likely to be an over estimate, based on my experience. At present I see houses for sale, but not selling over long periods of time. The evidence where I live does not suggest demand outstripping supply, rather the reverse. Also I think the timescale is too far-reaching to be sufficiently accurate. The particular issue here is to do with risk. If a suspect estimate is used, and the consequence of that is the destruction of a particular community, the risk is too great. Better to plan over a shorter timescale.	7/22/2014 11:42 AM
121	Figure/evidence issue Infrastructure Lack of employment In my opinion the assessment of need is excessive. There is little economic development in Lancaster, the infrastructure is poor as is traffic management. The link road will make little difference	7/22/2014 9:19 AM
122	Figure/evidence issue 600 new homes a year - redevelop old mills and warehouses etc., in 10 years time there'll be no bit of Lancashire left unconcreted - and people wonder why there's a hole in the ozone and flooding!	7/22/2014 7:48 AM
123	Figure/evidence issue I think it is probably overstated, based on recent population increase.	7/22/2014 7:17 AM
124	Figure/evidence issue The Office for National Statistics (ONS) projections for population growth by 2021 and 2031 should be used - these are around 4,000 whereas the Turley report used 10,000. The Turley figures are clearly erroneous and out of date.	7/21/2014 8:55 AM
125	Infrastructure The figure is not feasible to achieve. The building of 12000 houses and the infrastructure that will be needed is not possible. The local resources and the skilled people are not available to complete such a project in the 15 years required.	7/20/2014 3:34 AM
126	Transient student population add to the numbers and also professionals do not want to live here - ask the recruitment agency for the hospitals	7/19/2014 4:17 AM
127	Lack of employment I think the figures are based on assumptions rather than hard fact. I strongly disagree with the Councils view that 5,000 jobs will be created, thus distorting the overall figure. I would imagine that a figure nearer 1,500 jobs would be more realistic - lowering the number of houses needed. Re the latter, I would suggest that a figure of 8,000 be more realistic	7/16/2014 8:06 AM
128	Rural/village concerns Bolton le Sands has already got housing developments and the village should not be expected to assimilate more when services are already stretched.	7/16/2014 4:26 AM
129	Figure/evidence issue I understand some of the statistics used to generate the projected housing needs of the area are being challenged. I reserve judgement until this re-assessment has been completed.	7/16/2014 12:40 AM
130	Lack of employment Additional housing requirements are determined by personal income or by government subsidies of various types. For 12,000 additional homes to be purchased, where are the medium / high income jobs in the area going to come from?	7/15/2014 2:42 AM
131	Infrastructure Lack of employment Far too many, unless work prospects increase substantially. Schools do not have the places	7/14/2014 12:41 PM
132	Lack of employment I do not believe the development of new jobs will need 12,000 homes. New investment for jobs is likely to be associated with the Universities which are not generally labour intensive.	7/14/2014 11:25 AM
133	Lack of employment Jobs have to come before houses. If not people will be commuting long distances to work using up fossil fuels. Houses should be built where the jobs are. Get us more jobs first then build the houses.	7/14/2014 11:22 AM
134	Lack of employment is there sufficient employment in the area to justify this?	7/14/2014 9:48 AM
135	I feel that it is excessive and that people will start to migrate abroad due to better economic conditions than in the UK, therefore we will be more likely to see a decrease in population.	7/14/2014 2:08 AM
136	Figure/evidence issue Population projections are based on old data and economic projections contain too many uncertainties.	7/14/2014 1:57 AM
137	Figure/evidence issue Figures from previous years suggest that this is unrealistically high	7/13/2014 6:47 AM
138	Figure/evidence issue Far exceeds historic growth. Chief planner admitted at a Gregson Institute meeting that it was because we wanted to encourage people to move from surrounding areas. We should just be catering for our own population and minimise the requirement to destroy our beautiful countryside.	7/13/2014 3:14 AM
139	Figure/evidence issue Figure of 12000 seems excessive. I don't know how they reached it.	7/12/2014 3:32 AM
140	Figure/evidence issue It is difficult to predict future population trends. Many assumptions seem to have been made to come up with this figure	7/11/2014 10:56 PM
141	Figure/evidence issue The recent information from the Green Party suggests that this information is too high and that only six thousand houses are needed.	7/7/2014 12:03 PM
142	Figure/evidence issue I believe the green party has questioned the figure and perhaps only 6000 are required	7/7/2014 11:12 AM

How can we meet our future housing needs?

143	<p>1. While accepting the importance of housing as a key planning issue, the NPPF is about more than just this. There are 12 core planning principles that must be taken into account in plan preparation and housing provision should not be seen in isolation and should be considered as far as it is consistent with the policies set out in the NPPF (para. 47). 2. The Turley housing study must not be seen in isolation, but needs to be aligned with a study of the economy and employment land availability in Lancaster district (Turley para. 1.1) 3. While it would be inappropriate and perverse to increase jobs across the district without the appropriate level of housing, it would be equally inappropriate and perverse to opt for high housing provision without the certainty of employment opportunities across the district. It must be a question of getting the balance right. 4. The past record on housing and employment balance must be examined (including the physical capacity to build X number of houses each year and to provide the complex range of infrastructure requirements), bearing in mind that 80-85% of people who live in Lancaster work in the district. This figure needs to be retained or even enhanced, since it provides the strongest evidence of a more sustainable community and of sustainable development, which is the key to the NPPF (Turley para. 2.11) 5. The Duty to Cooperate with the immediate neighbouring LPAs is important to meet housing requirements which cannot easily be met by each LPA within its own area (a sub-regional approach is needed) (NPPF para. 179) 6. Any imbalance of migration figures in and out of the district is largely as a result of Lancaster University, a very specific issue which requires a very specific response and approach (Turley para. 3.14) 7. There are some 2,657 empty dwellings across the district, a very significant number that should be a priority target in achieving occupied homes (NPPF para. 51). There will also be a need to gradually replace existing homes as they age and become heavy on refurbishment costs. How much replacement housing might take place at a higher density than at present? (Turley para 8.5) 8. The Turley report does not seek to set policy, but rather to provide informed evidence that will influence policy deliberation and help reach an acceptable consensus. With levels of economic growth difficult to accurately estimate in the district, then the right level of housing and supporting infrastructure will be equally difficult to accurately estimate (Turley paras. 7.5/7.18) 9. There is a recognised need for affordable housing within the district (Turley para. 7.25) 10. According to Turley, there is 'no single number which can be identified as conclusively representing Lancaster authority's objectively assessed housing development needs over the plan period' (Turley para. 7.33) 11. While Lancaster City Council has opted for the upper end of the spectrum in housing numbers, amounting to 12,000 homes for the plan period to 2031, the NPPF is primarily focussed on a rolling programme of 5 years of deliverable sites, with at least broad locations for years 6-10. Only, WHERE POSSIBLE, are housing numbers and locations expected for years 11-15, and the recent NPPG has indicated that not having figures for years 11-15 would not necessarily render a local plan invalid. There is no mention of housing provision for years 16-20. (NPPF para. 47). Following deliberations and consultations, a more appropriate housing numbers figures for Lancaster district will be much lower than that being muted by the city council. Anything beyond the immediate 5 years rolling availability will need to be regularly reviewed and re-assessed as the local plan is rolled forward. 12. Having questioned the housing figures being put forward by the city council, there is no doubting the strategic importance of housing looking ahead. It is crucial for the district to deliberate and decide upon the future general locations for its housing vision. Not to do this would be unfair on future generations and would undermine the very essence of the planning system. We need to decide the future sustainable spatial pattern of our district.</p>	7/7/2014 2:02 AM
144	<p>Figure/evidence issue Lack of employment Unbelievable figures for this area. Where are the jobs. Already discredited by census figures. We need to be certain before we do this</p>	7/6/2014 5:46 AM
145	<p>Figure/evidence issue Lack of employment I cannot see the population rise as forecast in this area. Where are the jobs to attract such numbers. I understand that the figures have been contradicted by the Census office and as we all suspected are now very unlikely.</p>	7/6/2014 5:30 AM
146	<p>Lack of employment The latest projection is for only 4,000 homes. Permission has already been granted for 1,000 homes, therefore we only need 3,000 maximum in the district. However, where are the jobs coming from to allow for this growth in housing?</p>	7/6/2014 4:00 AM
147	<p>Figure/evidence issue I do not see how anyone can accurately predict future population trends</p>	7/6/2014 3:07 AM
148	<p>Independent advice from Green party councillors</p>	7/5/2014 11:35 PM
149	<p>Figure/evidence issue Not sure: yes as demonstrated by figures but new population estimates emerged after the paper published. It twists the statistics on affordable housing needs and fails to realistically consider needs of an ageing population. The document discusses much more than the number of houses required for the anticipated growth in population. In responding I have attempted to also address the economic and social issues as outlined in that paper.</p>	7/3/2014 3:15 PM
150	<p>Inadequate consideration of balance between retired and working families so that need for smaller housing units has been lumped with needs of working families with children. The proportion of accommodation necessary for the two groups is different and will influence the number of new houses needed - as compared to flats/cottages - significantly.</p>	7/3/2014 1:25 AM
151	<p>Having lived in Lancaster for almost 40 years this does not equate to my understanding of the economic and social demographic of the area. In addition the areas selected would appear to be commercial gain rather than social or economic improvement of the area.</p>	7/2/2014 3:39 PM
152	<p>Figure/evidence issue Lack of employment I haven't read the Turley report but feel that this figure is too high. To justify such a high figure I would expect that a major employer would be locating in the District or an adjacent area (eg between Preston and Lancaster).</p>	7/2/2014 12:34 PM
153	<p>Figure/evidence issue past predictions have rarely been realised</p>	7/1/2014 11:35 AM
154	<p>Figure/evidence issue The Turley report was based on inaccurate estimates of the likely population growth in the area. The most recent figures from the Office for National Statistics indicate that population growth will be less than half that assumed in the Turley report. There is thus a demand for less than 6,000 new homes by 2031. Although the 5000 new homes are now no longer needed, the council also needs to re-assess the draft land allocations plan for the initial additional 7000 homes, so that they are spread across the whole area and not concentrated in particular parts of Lancaster city (such as Grab Lane, Bailrigg and Whinney Carr).</p>	7/1/2014 9:09 AM
155	<p>Figure/evidence issue the figures in the Turley report have been contested and will I understand be sharply revised downwards</p>	7/1/2014 2:59 AM
156	<p>Empty/for sale properties The usual guesswork of ifs and buts. New housing is needed, not 12,000. Long empty dwellings should be taken, second homes discouraged by heavy tax (quite a lot of those).</p>	7/1/2014 2:12 AM
157	<p>Figure/evidence issue Nobody can say how many new homes are going to be needed by 2031 this is impossible. Their figure is just a guess time !!! and scaremongering.</p>	7/1/2014 1:37 AM
158	<p>Lack of employment If one person in each household is employed then there will have to be 600 new jobs created every year from now onwards. That seems unrealistic.</p>	7/1/2014 1:24 AM
159	<p>Empty/for sale properties the demand just isn't there. plenty of houses for sale and although some development is needed 12000 properties hugely increases the population and stretched services and infrastructure. I don't know anyone who intends to buy a new house and the young should be encouraged to save for a property rather than being encouraged to buy into the idea of affordable housing which limits the amount of equity they can build in a property</p>	7/1/2014 12:48 AM

How can we meet our future housing needs?

160	Figure/evidence issue Lack of employment I would like to know how they arrived at this figure. There are not a lot of jobs in this area so why would you anticipate so many people wanting to come to live here? We have more important issues to tackle here now, rather than dealing with "what might happen" in xx years time. We need to build a more vibrant economy so that companies will locate here and create employment so that people will come to live here. What basis have they used in terms of job creation to determine that 12,000 new homes will be needed by 2031?	6/30/2014 1:20 PM
161	Lack of employment There are so few jobs in the region, there is no room for growth. I am currently out of work, though highly qualified. My son will be looking for work soon. There are no jobs for current residents, never mind extras.	6/30/2014 10:36 AM
162	Figure/evidence issue It's not a matter of 'do I support the figure'. It's a matter of its not being evidence-based in any way at all. It is based on outdated ONS population growth projections which have since been reduced by approx. This will proportionately affect the new households growth projections. This has been brought to the planning depts attention but they have chosen to ignore it. It's not clear why.	6/30/2014 9:21 AM
163	Figure/evidence issue I think the figures for the draft land allocations consultation of October 2012 are more realistic.	6/30/2014 9:17 AM
164	Figure/evidence issue Infrastructure The evidence for the amount of new housing isn't accurate, as a recent review has found. There is a need for new housing but not to the extent suggested. Additionally there isn't adequate consideration as to whether local infrastructure can sustain a rapid growth in the housing stock.	6/30/2014 9:14 AM
165	Infrastructure Lack of employment Public facilities do not meet present population and, if you assume that 12000 homes will house in excess of 24000 you need to do much more than build houses. Once built where are these extra people going to work? What industries have shown an interest in or planning to move to Lancaster area?	6/30/2014 9:10 AM
166	Figure/evidence issue It is not a justified figure for the area.. There has to be various considerations to be taken into account & this figure is over estimated.	6/30/2014 9:04 AM
167	Figure/evidence issue Criteria for expected numbers required seems to be 'movable' with given numbers not comfortably supported with solid evidence.	6/30/2014 8:57 AM
168	Empty/for sale properties I am not sure Lancaster/Morecambe needs all this new housing approx. 20% of Nether Kelllet housing is for sale!	6/30/2014 8:19 AM
169	I've not had time to go online to read the documentation.	6/30/2014 7:13 AM
170	Figure/evidence issue Most recent ONS figures suggest population growth at roughly half the previously estimated rate.	6/30/2014 6:22 AM
171	Lack of employment Little certainty of employment prospects on great scale.	6/30/2014 6:19 AM
172	Figure/evidence issue Excessive forecasts.	6/30/2014 5:24 AM
173	Not enough info Not enough detail on exact figure but accept the principle.	6/30/2014 5:14 AM
174	Figure/evidence issue Not enough objective evidence.	6/30/2014 5:10 AM
175	Infrastructure I want to live in a village not a town. Sewerage, shops, doctors can't cope now (Caton).	6/30/2014 5:08 AM
176	Infrastructure Lack of employment Rural/village concerns Where are you going to find people to buy these houses. Where are the jobs coming from. Not enough infrastructure in this village (Caton).	6/30/2014 5:06 AM
177	Rural/village concerns Each village will be different - building sites, and available land, we have three sites in our village available, is this going to be used for affordable housing for our children etc.	6/30/2014 5:02 AM
178	Figure/evidence issue According to the Lancaster Guardian on Friday 20 June. This figure was based on very inaccurate information from the ONS.	6/30/2014 4:47 AM
179	Figure/evidence issue Figures not true - over indicated.	6/30/2014 4:44 AM
180	Figure/evidence issue In the paper last week it was reported that the figures for housing needs were grossly exaggerated.	6/30/2014 4:42 AM
181	Figure/evidence issue I have doubts over some of their calculations. There is no doubt that additional housing is required, but 12,000 seems very high. 1) Have they removed the recent growth in the University from their forecast numbers, which won't be ongoing. 2) I felt there was an element of double counting . Calculating future needs and then adding on a number of existing requirement. You can always make a case of existing requirement, but would it actually materialise if the properties existed?	6/29/2014 11:44 AM
182	Figure/evidence issue Population prediction has recently changed so less houses may be needed than the 12000.	6/27/2014 12:11 AM
183	Figure/evidence issue Not according to world figures population grown	6/26/2014 2:11 PM
184	Figure/evidence issue I would hope that the council made a prior decision to hire consultants with a history of calculating figures on the low side. i'm not sure whether 12,000 houses is low, or high, or somewhere in between.	6/26/2014 11:12 AM
185	Empty/for sale properties Lack of employment i do not know where they get the figures from, there are lots of empty houses in our area. families are smaller. younger people are leaving our area looking for work	6/25/2014 1:01 PM
186	Figure/evidence issue There are considerable projects currently ongoing with regards to building of new housing e.g. Lunesdale East, old Moor Hospital and we have no evidence of take up, therefore we have no evidence to say we need any more. Lots of current houses are being purchased to rent to students, could the Council not limit these and enable non students to purchase the properties following redevelopment	6/25/2014 5:04 AM
187	Infrastructure area is too small and congested as it is	6/25/2014 3:48 AM
188	Figure/evidence issue Figures based on flawed population growth estimates	6/24/2014 12:15 PM
189	Figure/evidence issue Not enough detail on how 'this figure' was reached, it seems very high for the very slow economic development in this region.	6/24/2014 11:52 AM
190	Figure/evidence issue Incorrect population projections and I don't support changing the 'demographic structure' deliberately.	6/24/2014 4:39 AM
191	Figure/evidence issue Lack of employment Figures are extrapolated from unreliable statistics eg unemployment includes zero hour contracts.	6/24/2014 4:32 AM
192	Figure/evidence issue 1. houses should be built where people want to live and if people truly preferred to live in Lancaster housing prices would have risen 2. demand for housing in Lancaster in recent years has been driven by and large by growth at Lancaster University- this has now plateaued 3. demand for housing in Lancaster has been driven by the quality of life it offers, this would be reduced by further loss of the surrounding green belt	6/24/2014 4:11 AM

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193	Figure/evidence issue 1) Based on population forecasts for UK as a whole given present high rate of immigration and resulting birth rates. For both political and financial reasons, these may fall along with the resulting need for houses. 2) People tend to migrate to places where they can find work; Lancaster hasn't this feature.	6/24/2014 4:03 AM
194	Have not seen/read the report from Turley Associates.	6/24/2014 3:50 AM
195	Figure/evidence issue Post population increase is no indication of future population increase.	6/24/2014 3:46 AM
196	I have not seen the evidence or methodology so can not comment on this.	6/24/2014 3:37 AM
197	Empty/for sale properties I know Morecambe better than Lancaster and there are many unoccupied properties which should be developed.	6/24/2014 3:31 AM
198	Empty/for sale properties The government has said that we need new buildings to kick start the economy and have also related the planning regulations. The government needs the support of the building business. I think we need to convert old housing in both Lancaster and Morecambe.	6/24/2014 3:22 AM
199	Figure/evidence issue I do not trust the methodology or assumptions used and believe this model should be re-examined	6/24/2014 12:06 AM
200	Figure/evidence issue It is based on ONS population projections which have now been downgraded. Therefore the housing need as expressed by the Turley report is inflated.	6/22/2014 12:46 PM
201	Empty/for sale properties Lots of already existing properties that could be renovated or converted into apartments	6/20/2014 2:33 PM
202	Empty/for sale properties This area cannot support approximately 36,000 more people in any way. There are run down areas and poor housing developments that could modernised and improved to accomodate more people without building from new.	6/20/2014 1:14 PM
203	Lack of employment There is no real data to show where the jobs are ie expansion of any industry other than the expansion of Heysham docks, this is only on data of how the rest of the country is possibly moving out of the recession, and that is mainly in the south of England.	6/20/2014 5:55 AM
204	Infrastructure Lack of employment Use brownfield sites The report has been widely discredited with far fewer homes needed. The options do not include brown field sites in and around lancaster of which there are many. Also there are no jobs in lancaster so more housing of the sort proposed would lead Lancaster to be just a commuter town for manchester and preston. The infrastructure of lancaster is already at breaking point get it working right before thinking of new homes	6/20/2014 3:38 AM
205	Figure/evidence issue The figure is based on flawed data as the latest figures from the ONS state the housing need to be about half that suggested by Turley.	6/18/2014 8:51 AM
206	Figure/evidence issue Context data suggests that these projections are already double what is possibly needed.	6/18/2014 3:38 AM
207	Figure/evidence issue I cannot accept that it is possible to predict housing requirements 20 years ahead.	6/18/2014 3:21 AM
208	Not correct!	6/18/2014 3:06 AM
209	I have no way of checking this figure.	6/18/2014 2:53 AM
210	Figure/evidence issue ONS statistics have been revised downwards by 50%, so I don't think this number of new houses is needed.	6/18/2014 2:25 AM
211	Not enough info No explanation given as to how figures were reached.	6/18/2014 2:16 AM
212	Figure/evidence issue Sudden increase in demand not supported by demographics or demand for housing.	6/18/2014 2:08 AM
213	Figure/evidence issue Several uncertainties eg demand, employment	6/18/2014 2:00 AM
214	Figure/evidence issue what factors have been used to calculate this	6/17/2014 7:38 AM
215	Empty/for sale properties There are lots of empty houses, houses for rent and sale and houses still not selling well in the North West - not needed to this 'predicted' extent.	6/17/2014 7:37 AM
216	Empty/for sale properties Figure/evidence issue Already lots of empty houses. No evidence to support the figure.	6/17/2014 7:30 AM
217	Lack of employment I don't know what the basis is for this assumption. Lancaster has been an employment desert for decades. Apart from the University, the RLI, there is no large employers and I don't see any prospect for change. Where is this increase in population come from?	6/17/2014 4:02 AM
218	Lack of employment There is no justification for the level of employment growth projected; where are these jobs going to come from?	6/16/2014 10:48 AM
219	Figure/evidence issue It is simply impossible to forecast economic development years or even decades ahead with any degree of certainty. No official forecasts predicted the last few recessions, at least not until just before they happened. Of course, one needs to base planning on some sort of expectations, but one also needs to retain flexibility in case the forecasts turn out to be wrong, and this I can't see having been done.	6/14/2014 4:37 AM
220	Figure/evidence issue a) The very high figure for population growth is at odds with government updated growth projections for the North West. b) The figures bear no relation to the growth of population in the period 2001-2011. They seem therefore a gross overestimation and hence the number of houses required will be far fewer.	6/13/2014 7:48 AM
221	Empty/for sale properties Every week about 450 houses are advertised for sale in the Lancaster Guardian.	6/13/2014 3:41 AM
222	Lack of employment Unsure where new residents are coming from. There is little in the way of jobs in Lancaster. There is an ageing population.	6/13/2014 2:45 AM
223	Figure/evidence issue These are figures based on predictions about population increase and must be provisional.	6/13/2014 2:31 AM
224	Lancaster has little to offer.	6/13/2014 2:26 AM
225	Figure/evidence issue Population trends are notoriously unreliable and housing fills the need allocated to it!	6/13/2014 2:16 AM
226	Have to take their word for it (does seem rather high).	6/13/2014 2:05 AM
227	Far too many houses. Are they for renting or luxury. Are bungalows being built as not enough on this side of Lancaster (Barton Community Centre event).	6/13/2014 2:01 AM
228	Lack of employment Figures dependant on the increase in work opportunities within the district.	6/12/2014 8:37 AM

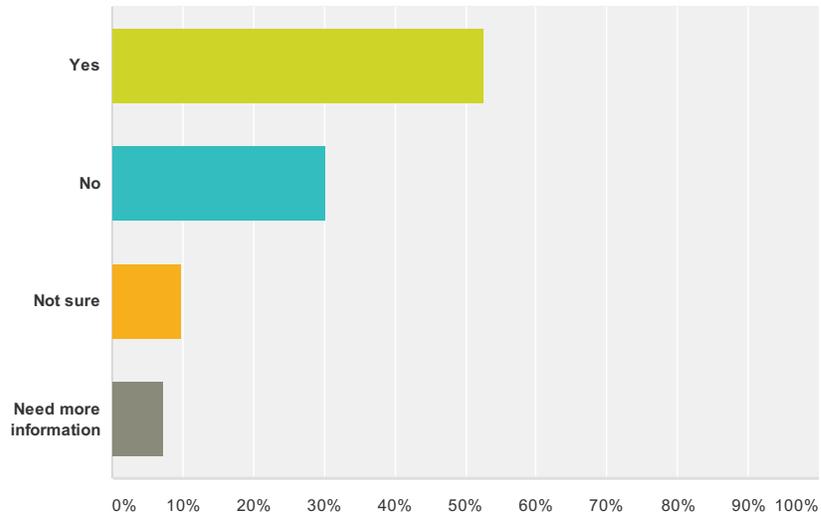
How can we meet our future housing needs?

229	Lack of employment Unsure how the figure was arrived at. Apart from Lancaster University little evidence of growth in the area's economy (where are the jobs coming from).	6/12/2014 8:26 AM
230	Figure/evidence issue The Turley recommendations seem to be based largely on the employment growth predictions from Experian, which in the report do not seem wholly convincing.	6/12/2014 3:45 AM
231	Figure/evidence issue Don't accept the calculations and assumptions. There are many other options available to meet housing need, for example restricting second home ownership.	6/11/2014 3:58 PM
232	Lack of employment figures dependant on predicted increase in employment opportunities, otherwise Lancaster and District will become an even bigger commuter dormitory	6/11/2014 7:48 AM
233	It is impossible to give any sensible figure for the housing needs in the next 18 years. Much will depend on the development of new, refurbishment of old, and unexpected major changes that will occur, and these cannot be predicted with a reliable statistical model: the parameters are too many and their fluctuations are too significant. There will certainly be an increase in housing needs, but it is not reasonable to believe that a neat figure can be given to our future housing needs.	6/11/2014 2:32 AM
234	Figure/evidence issue Lack of employment The figure is an estimate. it is based on employment and demographic projections which have a large potential error. If Heysham 1 does not get the go-ahead, the population will fall because of migration to jobs in West Cumbria. Heysham 3 is a long time off and may employ no more than are at present employed in the nuclear industry. The new road may bring increased traffic flows but the development of Heysham as a port is very speculative, especially as Liverpool, a much more significant port, is planning now to expand. The UK's major demand for ports lies on the east side of Great Britain. The claim that 4700 jobs have been created is illusory as less than 1000 of these jobs are FTEs - the rest presumably being part-time or zero-hours contracts. Those involved in the latter will not be in the house-buying section of the population.	6/10/2014 6:15 AM
235	Not enough info It would be nice if some 'simple' explanation could be publicised to support this number and counter the Green Party's assertion that this number is not needed.	6/8/2014 11:10 AM
236	Empty/for sale properties Lack of employment I question as to whether there will be job opportunities in the area to justify the construction (and support the sale) of these new houses. We have currently got a glut of unsold, unoccupied housing which needs to be liquidated first.	6/5/2014 10:59 AM
237	Infrastructure I don't believe the existing infrastructure, can cope with this many new homes. For example, city centre roads, hospitals, schools etc	6/5/2014 9:22 AM
238	Figure/evidence issue I believe that political/ideological factors have influenced the final figure, rather than it being arrived at through rational analysis, local knowledge and common sense.	6/5/2014 7:36 AM
239	Not had opportunity to review recommendation.	6/5/2014 4:53 AM
240	Lack of employment I find it hard to believe that 15,000 people will find new jobs in this area.	6/5/2014 4:36 AM
241	12,000 seems on top/high side.	6/5/2014 4:24 AM
242	Enough housing already.	6/5/2014 4:18 AM
243	No more green land to be taken.	6/5/2014 4:14 AM
244	The main requirement no affordable housing near places of employment.	6/5/2014 3:42 AM
245	Where do 12,000 plus jobs come from? Figure comes from 'worst case' projections.	6/5/2014 3:28 AM
246	Infrastructure Lack of employment Where will the jobs come from? Could cause more traffic problems.	6/5/2014 3:19 AM
247	Figure/evidence issue Although the process has been explained to me, I am still unclear as to how the figures are calculated and I am a little sceptical - sorry!	6/4/2014 3:47 AM
248	Lack of employment No employment	6/4/2014 3:42 AM
249	Lack of employment There is very little industry in this area, so few job opportunities to attract people to live here.	6/4/2014 1:52 AM

How can we meet our future housing needs?

Q5 Do you support Option 1?

Answered: 399 Skipped: 27



Answer Choices	Responses	
Yes	52.63%	210
No	30.33%	121
Not sure	9.77%	39
Need more information	7.27%	29
Total		399

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Q6 Would you like to add anything to the advantages and disadvantages for Option 1?

Answered: 230 Skipped: 196

Answer Choices	Responses
Advantages	75.22% 173
Disadvantages	57.39% 132

#	Advantages	Date
1	Infrastructure South of Lancaster offers the best logistical benefits to the city and builds on the University's success	8/7/2014 9:53 AM
2	Protect greenfields Avoids damaging impact not just on Forest of Bowland AONB but on area adjacent to it, which must be considered in terms of statutory protection as well as economic benefits from tourism and associated jobs for the whole area. (See AONB Management plan 2014).	8/7/2014 9:52 AM
3	Links to employment Assuming that the jobs are located near to the site there would not be a vast increase in emissions caused by travel.	8/7/2014 9:46 AM
4	Infrastructure Links to employment Extends the city, could tap into current infrastructure. Best area for development/generation of jobs.	8/7/2014 9:45 AM
5	Merger/urban sprawl Consolidates the city, single site solution, better area for the creation of jobs with good transport links to Preston and Manchester. Existing services and infrastructure available to support this expansion of the city. Not an AONB or agricultural land.	8/7/2014 9:44 AM
6	Infrastructure Most of the services that are required by a large rise in population are already in place or would benefit the city if the existing one were upgraded	8/7/2014 9:42 AM
7	Infrastructure location close to facilities	8/7/2014 9:37 AM
8	Create green city with the University	8/7/2014 9:32 AM
9	Infrastructure existing services, easy access to motorway, feel people to South of Lancaster would welcome extension to present services. It would make the university more part of the city and people would be able to use the university's facilities	8/7/2014 9:31 AM
10	Concur with those listed	8/7/2014 9:28 AM
11	Links to employment It further develops and supports the city, as a cultural and retail centre. This, obviously, would bring more jobs, and more prosperity to the city.	8/7/2014 9:20 AM
12	Use brownfield keeps villages as they are. Some brown field sites available	8/7/2014 9:18 AM
13	It is cheaper for the developers!	8/7/2014 9:12 AM
14	Less bad than other options?	8/7/2014 9:08 AM
15	Infrastructure Protect greenfields It does not impact on the surrounding area which attracts large numbers of tourists because of its beauty, in addition it would force an improvement of the town centre, its shops, car parking, restaurants, bars and general attractions which would help the business district and make a more viable business community more able to compete with Preston and Kendal. In addition those that chose to live in Lancaster do so because they like the high density population and all that that brings with it.	8/7/2014 8:54 AM
16	Infrastructure Only option with good links internally and externally	8/7/2014 8:51 AM
17	Infrastructure Links to employment Better for employment and services. More brown field sites available. Towns people more amenable to dense population.	8/5/2014 4:17 AM
18	Infrastructure Reduced travel time for employment and services ie school, health. Less carbon emissions.	8/5/2014 4:07 AM
19	Infrastructure Links to employment Merger/urban sprawl Simple site solution, transport infrastructure in place, opportunities for employment, improve Lancaster as a city - go to a mini Edinburgh	8/4/2014 5:02 AM
20	Infrastructure Links to employment The advantages stated within the consultation information would seem to be fairly comprehensive and persuasive - especially the proximity of site to existing employment and infrastructure provision and availabilities.	8/4/2014 4:04 AM
21	Infrastructure Links to employment Already close to amenities. Employment possibilities and transport	8/1/2014 8:36 AM
22	Infrastructure Links to employment A more realistic option and close to employment provision and public transport.	8/1/2014 8:26 AM
23	None None that I can see	8/1/2014 7:44 AM
24	Merger/urban sprawl Plenty of room for coherent expansion not piecemeal	8/1/2014 7:36 AM
25	Infrastructure M6 close by, railway near, jobs near, hospital near, shopping facilities, infrastructure in place and buses etc.	8/1/2014 5:58 AM
26	Infrastructure Builds and enhances existing infrastructure.	7/31/2014 12:59 PM
27	Links to employment Creation of a new M6 exit taking traffic away from the current Galgate bottleneck. Close access to the motorway and Lancaster gives a better possibility for employment.	7/31/2014 11:19 AM
28	Links to employment given the site the private sector would support this. also the area is nearer access to jobs. ie preston, lancaster, manchester. Less disruption than the other options mentioned. not spoiling aonb	7/31/2014 10:21 AM
29	Merger/urban sprawl Support the idea of one place to do it - focuses effort and more likely to work. Need to work with a developer	7/31/2014 9:39 AM

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30	Infrastructure Links to employment Transport and employment opportunities can be more quickly expanded. There are things for people to do - groups, child care, entertainment.	7/31/2014 8:43 AM
31	Infrastructure Lancaster has good services and transport links	7/31/2014 8:38 AM
32	Infrastructure Links to employment Making Lancaster larger to the South makes sense for services & employment	7/31/2014 8:25 AM
33	This Option fits with your Planning Policy and is a truly sustainable option. It covers and complies with your Local Plan for District 2011-2026 under the following : DM5, DM16, DM19, DM20, DM21, DM23	7/31/2014 6:31 AM
34	Links to employment As the basis for achieving sustainable development it is important that unless material considerations clearly indicate otherwise, new housing growth should be located as near as possible to where objectively assessed needs arise. As the principal settlement, largest centre of population and the main centre of employment in Lancaster district, where the majority of new housing is and will continue to be needed, sustainable locations to accommodate the majority of growth must therefore be found within and on the edge of the urban area of Lancaster.	7/31/2014 6:23 AM
35	Infrastructure Makes sense. Close to Lancaster, on the N-S transport axis, handy for rail, A6 and M6, on the right side of Lancaster for access to Preston and Manchester etc.	7/31/2014 3:32 AM
36	Infrastructure Links to employment Best option for transport to employment -minimum carbon footprint.	7/31/2014 2:54 AM
37	Infrastructure Links to employment Houses near to major source of employment and infrastructure	7/31/2014 12:22 AM
38	Links to employment Better economic prospects with this option.	7/30/2014 1:40 PM
39	Infrastructure Links to employment Merger/urban sprawl single site solution, services already in place, assist local employers, maximise economic growth potential	7/30/2014 12:35 PM
40	Infrastructure There is existing infrastructure for developing this area and allowing for flood risk this could be addressed by any type of barriers such as the Thames flood barriers	7/30/2014 12:27 PM
41	Infrastructure It consolidates the City and supports infrastructure and local business	7/30/2014 12:18 PM
42	Infrastructure Sustainable option as it is close existing infrastructure and motorway	7/30/2014 10:53 AM
43	Links to employment Merger/urban sprawl Consolidation of city policy. Probable single site solution. Housing and employment able to be integrated. Great opportunity to showcase eco-town. Links to University and new science park. (Green Belt)	7/30/2014 7:31 AM
44	Pushes Green Belt so it is obvious where developers have no access.	7/30/2014 7:05 AM
45	Infrastructure Links to employment Supports economic regeneration of Lancaster City. Requires only limited investment in additional infrastructure	7/30/2014 5:17 AM
46	Infrastructure Large urban extension would be located close to main railway line. With a bit of thought, the line could be adapted by addition of several local stations one of which could be right in the middle of the urban extension. This could be very novel and beneficial because there would be public transport infrastructure right in the middle of this development. I doubt it would happen but it would need one of the train companies to provide a local service in both directions to Lancaster and Preston. It would be novel to co-ordinate housing and railway infrastructure.	7/30/2014 4:49 AM
47	Infrastructure Links to employment This is where most new business/ economic investment with prefer to be employment, transport etc will be better positioned	7/30/2014 4:41 AM
48	On the basis that I don't accept the computed extra need for housing, it is wrong to say I 'supported' any of the options! But option 1 has less harmful consequences in my opinion than some of the other options.	7/30/2014 4:35 AM
49	Links to employment Would be near some new employment (university)	7/30/2014 2:43 AM
50	Infrastructure South Lancaster seems the right end to be developing, opportunity to improve road infrastructure	7/29/2014 4:57 PM
51	Links to employment Maximises economic opportunity and prosperity. Will enable Lancaster to become a more attractive city for retailers and other types of business and therefore creates employment opportunities.	7/29/2014 2:08 PM
52	Links to employment If the Science Park is developed in the vicinity of the University it would enable employment uses and housing to be developed in close proximity and in tandem, thereby minimising long travel journeys and minimising the increase in CO2 levels compared with the other options suggested	7/29/2014 1:04 PM
53	Infrastructure South of Lancaster has an existing infrastructure to support growth with having the university in place	7/29/2014 12:50 PM

How can we meet our future housing needs?

54	<p>Infrastructure Links to employment Option 1 is the most sustainable in land use planning terms of all those put forward. Lancaster (including Morecambe and Heysham) is the main urban centre within the administrative area. There are no other settlements of similar size or scale. Lancaster is the centre of employment within the area and it is therefore appropriate to accommodate the majority of housing growth within the City thus reducing the need to travel and minimising the number and length of motorised journeys. Lancaster University is the largest employer locally and it is one of the UK's top ten academic institutions. Focusing growth within Lancaster and particularly to the south of Lancaster therefore sits comfortably with major employment opportunities. The transportation infrastructure is focused around Lancaster. The district does benefit from major road and rail infrastructure which if properly utilised can be a major contributor to growth. Lancaster benefits from two junctions on to the M6 and is on the West Coast Main Line with regular services to London, Manchester, Birmingham, Glasgow and across the north of England. Location housing growth as close as possible to this infrastructure should be an obviously policy objective and is entirely consistent with the objective of developing sustainable spatial policy. Lancaster City Centre would benefit from the increased spending power that would come from additional population. New retailers to the City Centre will want to see the prospect of growth prior to investing significant sums of money in new City Centre stores. There are a number of policy initiatives to encourage this sort of retail investment, but the relatively small existing population of circa 135,000 people is not sufficient for many retailers. Option 1 offers the opportunity to increase the population of Lancaster thus delivering a critical mass which would encourage additional retail investment in the City Centre. Such an approach would help to reverse the growing trend of locally generated expenditure 'leaking' to other settlements such as Preston. The objective should be to capture as much of every £1 spent on retail items in Lancaster. This can only happen if the retail offer sufficiently strong which will only be provided if sufficient population exists. The South of Lancaster has already been identified as an area for significant growth through 'preferred option' land allocations which can be accommodated within the existing infrastructure. Option 1 seeks to further bolster this growth. Additional growth in the region of 5,000 extra units would be a sufficient quantum of development to pay for additional infrastructure to the South. By directing additional growth to this location, development proceeds would largely pay for these improvements. This would not only be a benefit for the growth to be accommodated in this emerging Local Plan, but the next Local Plan and the one after that. In other words, Lancaster would be 'future proofed' for the very long term in this regard. Land to the East of the M6 is also another possibility which is closely linked to Option 1. Many Cities straddle both sides of a motorway(s). Whilst there are understandable reasons why this has not been done before in Lancaster, accommodating growth often involves difficult choices. This option should not be discounted. Overall, there are clear planning and sustainability advantages with Option 1. It should be the preferred option.</p>	7/29/2014 8:35 AM
55	Opportunity for a coherent, spacially and aesthetically pleasing and technically advanced development.	7/29/2014 7:51 AM
56	<p>Infrastructure Links to employment Services and infrastructure already in place always close at hand. M6, hospital already ready to expand Heysham Link Road, must be land available close by for expansion. More work opportunities via M6 towards Preston etc. Good shopping facilities close at hand in Lancaster</p>	7/29/2014 7:28 AM
57	<p>Protect villages A new community could be built without impacting and spoiling others.</p>	7/29/2014 7:23 AM
58	<p>Infrastructure Apparently new housing is required mainly for single people of all ages. Their needs are already met in Lancaster e.g. social, service and transport needs plus hospital. Apartments would be more appropriate in a town or city economy of land use.</p>	7/29/2014 7:16 AM
59	<p>Infrastructure Major advantage is access to M6</p>	7/29/2014 6:48 AM
60	<p>Infrastructure Links to employment Lancaster City Centre would benefit from the increased spending power, bringing new retailers to the area. The additional growth would generate income that could pay for the relocation of junction 33, relieving Galgate.</p>	7/29/2014 6:30 AM
61	<p>Infrastructure Links to employment One solution to your housing needs with all major transport routes in place already + retail and internet coverage + employment + schools + hospitals</p>	7/29/2014 6:20 AM
62	<p>Infrastructure Merger/urban sprawl Single site solution where employment would be within easy reach using sustainable transport options.</p>	7/29/2014 6:05 AM
63	<p>Protect greenfields Simply makes a town a bit bigger and leaves the countryside alone. With a bit of thought it could even improve the town</p>	7/29/2014 5:57 AM
64	<p>In fill/urban extension Would use land near railway line already degraded.</p>	7/29/2014 5:51 AM
65	<p>Infrastructure Schools, business, social needs can be planned together including roads etc.</p>	7/29/2014 4:31 AM
66	<p>Infrastructure Less pollution, good transport links, infrastructure and accessibility</p>	7/29/2014 4:24 AM
67	<p>Infrastructure Links to employment Large companies interested in bringing economic development to the area. Already has good transport network, both South-Preston and North. Already has good facilities nearb. Complies with Government policy to develop towns.</p>	7/29/2014 3:13 AM
68	<p>Infrastructure Merger/urban sprawl All the support infrastructure can be provided in one place</p>	7/29/2014 1:22 AM
69	<p>Infrastructure The services, infrastructure and social networks are already in place and would maximize economic opportunity</p>	7/28/2014 1:24 PM
70	<p>Infrastructure already has much of the infrastructure required</p>	7/28/2014 8:56 AM
71	<p>Protect greenfields Less intrusive of our green spaces</p>	7/28/2014 8:54 AM
72	<p>Infrastructure close to motorway, close to lancaster, good traffic connections, good traffic connections to major cities to south</p>	7/28/2014 5:59 AM
73	<p>Infrastructure easy travel, preston and manchester</p>	7/28/2014 1:16 AM
74	<p>Infrastructure Fits with your Planning Policy and is a sustainable option, close to existing infrastructure especially M6 transport links and excellent rail link in Lancaster to Preston and existing infrastructure in Lanaster. Could build a cycle path along the canal to Lancaster from Galgate creating a sustainable and safe passage to work.</p>	7/27/2014 8:45 AM
75	The most sustainable and logical option	7/27/2014 7:12 AM
76	<p>Infrastructure The extension of the Bowerham area southwards towards Galgate would enable more local amenities to be provided in this area.</p>	7/27/2014 6:22 AM
77	<p>Infrastructure Common sense single site solution and best for main transport networks</p>	7/27/2014 5:05 AM
78	<p>None None</p>	7/24/2014 8:46 AM
79	<p>Infrastructure good access to motorway</p>	7/23/2014 11:14 AM
80	<p>Infrastructure Links to employment Nearer where potential jobs are (Preston, Manchester etc), better infrastructure</p>	7/23/2014 11:08 AM

How can we meet our future housing needs?

81	In fill/urban extension It uses the existing conurbation	7/23/2014 4:50 AM
82	Links to employment improved re generation of the Lancaster rather than a 'UNIVERSITY CITY' becoming an urban area with potential to keep graduate employment and attract gentrification of others.	7/23/2014 1:42 AM
83	Infrastructure Links to employment Hopefully suitably priced housing will be provide appropriate to many employment opportunities in Lancaster encouraging use of public transport at relative costs to housing and employment projects	7/23/2014 1:13 AM
84	Links to employment Businesses will be more willing to locate to Lancaster.	7/22/2014 11:56 PM
85	Infrastructure Links to employment It will connect the university with the city - good for students and the town alike. Already served by public transport. Good site for business - connect with the university and providing work for local people that is easy to get to.	7/22/2014 1:20 PM
86	Infrastructure Links to employment Merger/urban sprawl Single site solution; consolidates and improves urban space; best for the local economy; best for sustainable transport	7/22/2014 12:30 PM
87	Protect greenfields it is a ready an urban area so not spoiling countryside	7/22/2014 7:48 AM
88	Infrastructure Existing infrastructure, including roads, already largely in place. Lancaster has good rail links to Machester, Preston, Glasgow etc.	7/22/2014 7:20 AM
89	Everything is in place for this to be a successful option	7/20/2014 6:36 AM
90	I would support this option as the most likely, but still consider that the resources will not be available locally to achieve it.	7/20/2014 3:37 AM
91	Infrastructure Links to employment the location is near to existing services, jobs, likely future employment opportunities and transport infrastructure. People want homes either where they work or in areas which are well connected to employment locations.	7/16/2014 12:49 AM
92	Infrastructure Lancaster and morecambe need consumers in order to develop and provide improved facilities for the current popuation	7/14/2014 12:44 PM
93	Infrastructure Links to employment Good access to A6/M6/Railway corridor, easy journey south to Preston & Manchester, Good proximity to Universities, Schools, hospital, shopping etc.	7/14/2014 11:31 AM
94	Protect greenfields The rural nature of this area is already heavily compromised which is not the case to the same extent with other options	7/14/2014 8:17 AM
95	Infrastructure Links to employment Merger/urban sprawl It is a single site solution, which consolidates the city of Lancaster, therefore providing economies of scale. It is the ONLY option which integrates the housing and employment issues, since it allows for greater ease of transport south to areas of employment and allows a chance to ease the congestion and transport issues in Galgate. I STRONGLY support this option.	7/13/2014 6:52 AM
96	Infrastructure Links to employment Availability of jobs in area..links to motorways.. nearer to shopping areas	7/13/2014 6:15 AM
97	Infrastructure Good infrastructure and links to the services of Lancaster. The opportunity to create an extra link into the M6 near the University thus relieving congestion in Galgate.	7/8/2014 11:53 AM
98	In fill/urban extension The area to south between town and Uni is already urbanised	7/8/2014 2:44 AM
99	Infrastructure A logical progression of planning thinking across several Lancaster local plans over a number of years, and one to which the M6 Link Road should have contributed had it followed its western option!	7/7/2014 2:27 AM
100	Infrastructure Infrastructure in place (material and social) and while would need expansion is not starting from scratch	7/6/2014 9:31 PM
101	None None	7/6/2014 5:54 AM
102	None None	7/6/2014 4:15 AM
103	Infrastructure Links to employment Cities benefit from "agglomeration economies". This increase in population is an opportunity to increase the economic prosperity of Lancaster. Jobs within Lancaster, close to the University, make possible the advantages that flow from physical proximity of firms, workers and consumers. Lancaster needs to link with other urban areas to gain such advantages. Development south of the city increases links and easy commuting with Preston and the Fylde. Re-development of junction 33 makes the city more attractive to inward investment and commuting. It further develops and supports the city, as a retail and cultural centre, rather than supporting the development of other alternative centres.	7/3/2014 3:18 PM
104	Infrastructure Links to employment Infrastructure already in place; dwellings located adjacent to major sources of employment; will reinforce economic growth around Lancaster	7/3/2014 1:33 AM
105	Infrastructure Links to employment Close to major transport links, services and employment	7/1/2014 11:38 AM
106	Infrastructure The option offers critical mass for provision of services, including a small additional railway stop, health provision and schools	7/1/2014 3:02 AM
107	Infrastructure Merger/urban sprawl Road rebuilds, etc concentrated in one area. Main services already available. Close to railway and motor way	7/1/2014 2:21 AM
108	None non	7/1/2014 1:46 AM
109	Infrastructure already significant university related development, planned new supermarket. would allow new school ect.	7/1/2014 12:49 AM
110	Links to employment Protect greenfields It would protect the glorious surrounding countryside, reduce traffic, make it possible for people to walk/cycle to the place of employment, make the towns more vibrant, etc...	6/30/2014 1:38 PM
111	Infrastructure near to motorway junction	6/30/2014 12:57 PM
112	Protect greenfields There is no particular character to be lost in the area concerned. Just fields.	6/30/2014 10:39 AM
113	Infrastructure Would be able to develop new road and other utility services without putting pressure on existing roads and services	6/30/2014 9:45 AM
114	Infrastructure Clearest opportunity to improve local infrastructure. Opportunity to include Lancaster University into the fabric of the city. Opportunity for the University to help drive need and requirements.	6/30/2014 9:18 AM
115	Protect greenfields Minimum use of open countryside.	6/30/2014 9:13 AM
116	Infrastructure Links to employment Access to more employment and transport infrastructure.	6/30/2014 8:51 AM

How can we meet our future housing needs?

117	Infrastructure Links to employment Would have another motorway exit which is good for the university from the North. Also could bring re-generation to Galgate and improve business.	6/30/2014 8:46 AM
118	Infrastructure Already many amenities available. promximity to good transport etc. Good with University nearby.	6/30/2014 8:38 AM
119	Links to employment People living close to their place of work.	6/30/2014 8:20 AM
120	Infrastructure Improvement of facilities.	6/30/2014 7:45 AM
121	Infrastructure Good facilities.	6/30/2014 7:38 AM
122	Infrastructure Links to employment Near to existing amenities, work etc.	6/30/2014 7:21 AM
123	Infrastructure Links to employment Proximity to jobs, schools, shops, medical facilities etc. without need for too much extra infrastructure in country areas. Do people used to town/city life want to live in the country? If people need help with living costs then they need to be able to access public transport as easily as possible.	6/30/2014 7:15 AM
124	Infrastructure Centralising more schools, health services, improved transport	6/30/2014 6:58 AM
125	Infrastructure Links to employment Concentrated housing easy to service with transport. Close to major employers.	6/30/2014 5:24 AM
126	Infrastructure Lancaster University would form central part of that development. Galgate already linear and built around canal, road and rail. Not a scenic area with A6 and railway anyway. Good access to M6 and Lancaster. New houses already in place and business to support a larger village.	6/30/2014 5:16 AM
127	Affordable housing Urban expansion of small 'city' - should lead to more affordable housing.	6/30/2014 5:10 AM
128	Infrastructure Good transport links.	6/30/2014 4:47 AM
129	This seems to match most of your aims set out in The Local Plan for Lancaster - Namely sustainability	6/29/2014 12:15 PM
130	Infrastructure Links to employment Within Lancaster there are more services, facilities and jobs for a larger population	6/26/2014 2:12 PM
131	Infrastructure Building around the University land would not look too much out of place and would also link with new supermarket being build	6/25/2014 5:04 AM
132	Infrastructure infrastructure already in place - a railway station could be situated to the south to include University too	6/25/2014 3:29 AM
133	Infrastructure It may force a more unified approach to transport in and across Lancaster and Morecambe	6/24/2014 11:55 AM
134	In fill/urban extension Would not increase traffic trying to cross the river. Shorten joumeys to Lancaster University if staff/students use accommodation. Close up gap between town and University.	6/24/2014 3:57 AM
135	Infrastructure With an improved link to M6 this would give good access to the employment oportunites	6/24/2014 12:08 AM
136	Infrastructure already an established popular location; good connection to motorway for commuters; easing pressure on the housing market created by student lets;	6/23/2014 12:21 PM
137	None ?	6/22/2014 12:50 PM
138	Infrastructure This would be closer to the city where the infastructure and good rail links are so would be more cost effective and convenient for people	6/20/2014 1:42 PM
139	Links to employment The main work for most people is south of Lancaster ie Preston & Manchester	6/20/2014 6:10 AM
140	Extensive investigations have already been made in this area in respect of the Heysham /M6 Link	6/20/2014 1:51 AM
141	Infrastructure Near facilities.	6/18/2014 3:39 AM
142	Infrastructure Opportunity to plan a large new community, and to provide infra-structure and improved links with the city centre (see Answer 7 below). Advantages 3 (potential for economies of scale) and 4 (enhanced sustainability) listed for Option 5 would appear to apply equally to Option 1.	6/18/2014 2:56 AM
143	Infrastructure Ready made infrastructure. More possible to exploit brownfield sites.	6/18/2014 2:16 AM
144	Infrastructure Good communications - village has some facilities already.	6/18/2014 2:09 AM
145	Infrastructure Proximity to university and transport infrastructure.	6/18/2014 2:02 AM
146	Infrastructure Existing infrastructure of schools, roads and transport availability	6/18/2014 12:23 AM
147	Protect villages Villages would remain villages, not spoiling them.	6/17/2014 7:34 AM
148	Protect greenfields Protect villages Villages would remain villages, not spoiling beautiful countryside.	6/17/2014 7:32 AM
149	Infrastructure Expands in areas of existing infrastructure and preserves the character of surrounding villages	6/16/2014 10:56 AM
150	Infrastructure Sensible place for housing re Uni location. Close to motorway. It looks increasingly likely.	6/13/2014 3:51 AM
151	Infrastructure It is not a particular are of attractioon and the A6 going through it means it has good links, also its proximity to the M6.	6/13/2014 2:46 AM
152	Little disruption to existing housing. Would provide a large number of dwellings.	6/13/2014 2:26 AM
153	Links to employment More possibility of work	6/13/2014 2:16 AM
154	Links to employment Urban extension better than green sites because of access to work	6/13/2014 2:10 AM
155	Protect greenfields Target achieved and would enable. No need of agrevations at other potential sites from a residents point of view (Green Belt objections).	6/13/2014 2:09 AM
156	Infrastructure Lancaster will expand which will help bring retail chains to the city.	6/12/2014 11:54 AM
157	Infrastructure Cost of expansion probably the cheapest of all the options, because the infrastructure is already in place.	6/12/2014 8:41 AM
158	In fill/urban extension Location is one relatively from typological/environmental constraints. The are is already one of growth.	6/12/2014 3:42 AM
159	Infrastructure Infrastructure largely in place. Less impact on green space. In proposed location would help University to grow and improve town/gown integration	6/10/2014 10:57 AM

How can we meet our future housing needs?

160	Infrastructure Links to employment lower infrastructure costs, more schools, etc., nearer to jobs, better transport, more people per unit area	6/10/2014 6:27 AM
161	Infrastructure Links to employment Economies of scale - cheaper to build overall. Good transport links. Close to jobs.	6/6/2014 2:45 AM
162	Infrastructure Links to employment Road infrastructure already exists and will perhaps preserve the greenbelt. It will keep jobs local.	6/6/2014 2:37 AM
163	In fill/urban extension It would consolidate construction efforts, and resources, in one clear area.	6/5/2014 11:04 AM
164	Infrastructure Close to university, accessible to city, provides opportunity to improve transport infrastructure	6/5/2014 5:23 AM
165	Infrastructure Best value from infrastructure costs. Minimise adverse impact on rest of district. Would justify extra investment in amenities etc. that would otherwise be uneconomic.	6/5/2014 4:54 AM
166	Infrastructure Close to existing facilities and road network.	6/5/2014 4:37 AM
167	In fill/urban extension Filling in areas between development.	6/5/2014 4:30 AM
168	Infrastructure Work and schools etc. More easily accessed and utilities could be built into the new area. Hopefully on brownfield sites.	6/5/2014 3:44 AM
169	Affordable housing Opportunity to build 'eco homes' and a good supply of affordable housing - if that happens! (Sorry to be a cynic!)	6/4/2014 3:49 AM
170	Links to employment Able to commute to employment areas	6/4/2014 3:42 AM
171	Economies of scale, mixed community	6/4/2014 2:12 AM
172	Infrastructure Transport lines	6/4/2014 2:04 AM
173	Links to employment Good location for people working in Morecambe, Lancaster, Preston, Blackpool (easy commuting, easy access by rail or M6)	6/4/2014 1:54 AM
#	Disadvantages	Date
1	Protect greenfields Traffic Impact on wildlife , increased traffic along A6 and associated pollution .	8/13/2014 4:02 AM
2	Protect greenfields Traffic loss of green space to south of city, traffic congestion and pollution	8/7/2014 9:37 AM
3	Traffic Main concern is the bottleneck through Galgate.	8/7/2014 9:35 AM
4	Impact reduced if shared with option 2	8/7/2014 9:28 AM
5	Infrastructure schools and surgeries will need to be provide	8/7/2014 9:18 AM
6	Protect greenfields Green field sites will have to be used. South of Lancaster the agricultural land is very good and should not be squandered.	8/7/2014 9:12 AM
7	The housing estates on the south side of Lancaster are hideous and depressing. We don't need any more.	8/7/2014 9:08 AM
8	Options 1, 2, 4 and 5 will all lead to large concentrations of uniform housing, which will have massively adverse aesthetic and environmental impacts.	8/7/2014 8:58 AM
9	None None	8/7/2014 8:54 AM
10	Traffic Congestion inside Lancaster.	8/7/2014 8:51 AM
11	None None.	8/5/2014 4:07 AM
12	Infrastructure Traffic Even if the new M6 junction is built, there will be additional transport pressure on the A6, on Galgate and on all local traffic, looking for quick alternative routes.	8/4/2014 5:08 AM
13	Protect greenfields Most of the disadvantages listed in the document relate to environment and bio-diversity impacts. These will, of course, be significant. However, they also apply to ALL the other options and probably to an even greater extent.	8/4/2014 4:04 AM
14	Infrastructure Utilise existing infrastructure and motorway road and rail links	8/1/2014 8:12 AM
15	Protect greenfields Traffic Loss of good farming land + increase traffic. green entrance to Lancaster destroyed	8/1/2014 7:44 AM
16	Traffic The traffic is congested and chaotic as it is- it would be worse.	8/1/2014 7:31 AM
17	Protect greenfields Traffic Limited road capacity and loss of greenfield land	8/1/2014 7:20 AM
18	Protect greenfields Destruction of remaining and important green space. There are obvious spaces for development opened by the northern access roads. I do not accept the need for the additional accommodation either!	7/31/2014 10:34 AM
19	Infrastructure would need motorway roundabout but government seem to support this	7/31/2014 10:21 AM
20	None None	7/31/2014 6:31 AM
21	Infrastructure Protect greenfields Traffic using green field land, roads already congested, would need shops & schools. spoil the entrance to Lancaster. we need green areas & trees to relax & breathe	7/31/2014 3:58 AM
22	Infrastructure It is a big expansion. Especially if the forecasts prove over-optimistic. But at least this could be done in phases. Vital to provide good infrastructure, especially assisted transport.	7/31/2014 3:32 AM
23	Infrastructure The present infrastructure (particularly the road layouts) is not adequate	7/31/2014 3:13 AM
24	There may be objections locally to any development here.	7/30/2014 12:27 PM
25	Infrastructure Motorway junction movement and eco effects	7/30/2014 12:18 PM
26	None None	7/30/2014 10:53 AM
27	Concentration of bad housing/mixes/ look at Red Row? Wheres the mix? One type/ one 'market'. Maximise profits. No 'alternative entry' designs. Awful, Eyesore. Not inkeeping.	7/30/2014 7:05 AM
28	Protect greenfields Development of much greenfield land	7/30/2014 6:48 AM

How can we meet our future housing needs?

29	Infrastructure Will negate benefits of Heysham M6 Bypass	7/30/2014 5:39 AM
30	Protect greenfields A large urban area would be the magnet for investment to the detriment of outlying communities. A housing expansion of this size would lead to further encroachment on the land due to the commercial and industrial/employment interests that would follow it.	7/30/2014 3:37 AM
31	Infrastructure Too much disruption to that community. Would need major development of services	7/30/2014 3:21 AM
32	Infrastructure Links to employment Much space and a new junction to M6 (if possible) and a southern park and ride needed, so how much space left? Galgate junction very difficult now and other employment would be elsewhere in the district.	7/30/2014 2:43 AM
33	Merger/urban sprawl Am implacably opposed to idea of joining Lancaster & Galgate, but it isn't necessary in order to enjoy benefits of Option 1	7/29/2014 4:57 PM
34	None None	7/29/2014 1:04 PM
35	Protect greenfields Development on green fields	7/29/2014 4:31 AM
36	None None	7/29/2014 3:13 AM
37	None None	7/27/2014 8:45 AM
38	The university is in the way... there could be development between the university and the canal.	7/27/2014 6:22 AM
39	Protect greenfields Lancaster is a nice "rural" city, major expansion would destroy the nice countryside around us.	7/24/2014 8:46 AM
40	very few	7/23/2014 11:08 AM
41	It won't yield all the requirement	7/23/2014 4:50 AM
42	Links to employment planning policy must include provision or planning for employment for graduates other than the university.	7/23/2014 1:42 AM
43	Infrastructure Protect greenfields Traffic Use of greenbelt land and lack of opportunity to improve existing roads and junctions for the increase in traffic	7/23/2014 1:13 AM
44	If it is not sufficiently planned it will just be a soulless suburb with no sense of community.	7/22/2014 1:20 PM
45	Few - it is a good solution and would improve the city	7/22/2014 12:30 PM
46	Infrastructure Need for a second/alternative motorway junction north of Galgate	7/22/2014 7:20 AM
47	This scale of housing is not needed	7/21/2014 8:55 AM
48	Merger/urban sprawl would not be seen as a town/village but would be a large expansion without an individual identity and too large to be incorporated into existing places	7/20/2014 8:26 AM
49	Infrastructure Will fill land to Galgate(already nearly there!). May need to improve/amend access from M6 J33 but relief to Galgate is already long overdue. How about a link road extension around the south/west of Galgate with a view to a future Western Link Road through to White Lund!??	7/14/2014 11:31 AM
50	Merger/urban sprawl Sounds like an unpleasant urban sprawl spoiling south Lancaster	7/14/2014 11:22 AM
51	Traffic could add to existing city centre traffic chaos	7/14/2014 9:50 AM
52	Merger/urban sprawl Fundamental change to approach to Lancaster from south - spoiling overall feel of city	7/12/2014 3:29 AM
53	Infrastructure Traffic Traffic. Infrastructure. Air quality. Destroying an area of natural beauty along Ashton Road, tearing up the countryside when it's not required. Increased flood risk	7/11/2014 11:18 PM
54	Protect greenfields To the East of M6 impinges on countryside	7/8/2014 2:44 AM
55	Merger/urban sprawl urban sprawl, and would need to be carefully integrated which experience tells us is not always achieved	7/6/2014 9:31 PM
56	Protect greenfields Traffic Increased congestion on the A6.Destroy the green-belt south of Lancaster.Will be used by commuters to central Lancashire (no jobs in Lancaster) thus increasing car journeys further.Ignores the decision to build the Northern Link which should be reflected in all future planning as the main route into the area.	7/6/2014 5:54 AM
57	Protect greenfields Traffic This will overload the A6.Destroy the green belt between the town and University.It ignores the decision to build the Northern Link Rd which must surely be the main artery to the area for the future and planning of urban and industrial building must surely reflect this.	7/6/2014 5:35 AM
58	Protect greenfields Traffic Saturation of the area. Galgate cannot cope with any increase in through traffic.Loss of green belt. Ignores the Northern Link road which must be the main arterial route into the city.	7/6/2014 4:15 AM
59	Protect greenfields Traffic More cars on Lancaster's gridlocked roads. Air pollution. Digging up beautiful countryside in the area around Ashton road	7/6/2014 3:18 AM
60	Protect greenfields Traffic Exacerbate traffic congestion and air quality. Reduced green belt, destroying an area of beauty	7/5/2014 11:52 PM
61	Infrastructure It would bring add transport pressure to local road network	7/4/2014 7:54 AM
62	Infrastructure Traffic Road infrastructure already overloaded	7/4/2014 1:39 AM
63	Infrastructure : requires infrastructure investment, but this can be added as necessary, rather than having to be built and available before the new residents move into the first house.	7/3/2014 3:18 PM
64	cost of housing units will be greater IF builders deal with flood water risk effectively - see what is done currently in Europe to combat/minimise this risk	7/3/2014 1:33 AM
65	Traffic Access to the m6 would need reviewing to alleviate the traffic bottleneck in galgate	7/1/2014 11:38 AM
66	Infrastructure There are at present no good road links from the east of Lancaster into the city centre, to the motorway or to Morecambe. There is also no public transport. "Connectivity to existing public transport provision and main transport corridors" is thus NOT an advantage, but a disadvantage, of a site east of Lancaster.	7/1/2014 9:09 AM
67	Traffic The loss of an exceptionally high quality southern entrance to an urban centre, and the traffic problems presented by Galgate	7/1/2014 3:02 AM

How can we meet our future housing needs?

68	Merger/urban sprawl Lancaster would then start at J 33 on the M6. Totally enveloping Galgate.	7/1/2014 1:46 AM
69	Lancaster is an overgrown town on an ancient street plan with topographic restrictions. Too many compromises would be involved.	7/1/2014 1:36 AM
70	Merger/urban sprawl loss of identity if located close to galgate/ellel	7/1/2014 12:49 AM
71	None None	6/30/2014 1:38 PM
72	Traffic Traffic congestion on A6. Nightmare situation. Already packed.	6/30/2014 10:39 AM
73	Detracts from the campus feel of the University.	6/30/2014 9:18 AM
74	Potential for increase in crime.	6/30/2014 9:13 AM
75	Links to employment Very expensive if situated in area with no/limited infrastructure ie schools, transport, employment etc.	6/30/2014 8:58 AM
76	Too many people focussed in one area.	6/30/2014 8:54 AM
77	Merger/urban sprawl Galgate and Lancaster joining.	6/30/2014 7:45 AM
78	Merger/urban sprawl Lancaster and Galgate being joined and don't feel I have enough information.	6/30/2014 7:38 AM
79	Traffic Traffic problems in Lancaster are already difficult to add significant to the size of the city does not seem to make sense.	6/30/2014 7:33 AM
80	Infrastructure Transport provision would need to be looked at - already difficult between Lancaster and Galgate.	6/30/2014 7:29 AM
81	Protect greenfields It is destroying a lot of green belt land.	6/30/2014 4:47 AM
82	Infrastructure Traffic Routes in this area already congested (A6 South Lancaster, Galgate). Not enough shops already.	6/30/2014 4:40 AM
83	Infrastructure Traffic overcrowded schools, already heavy traffic increasing,	6/30/2014 1:14 AM
84	Traffic Lancaster roads are very slow already, car parks are regularly full up.	6/30/2014 12:07 AM
85	Protect greenfields Development on existing green fields near the urban centre would deplete a natural lung.	6/27/2014 12:13 AM
86	Infrastructure additional road link	6/25/2014 5:04 AM
87	Traffic The centre of Lancaster is already congested by traffic, it does not need to be made any worse. The centre of lancaster is not large or attractive enough to support urban sprawl	6/24/2014 11:55 AM
88	Infrastructure Traffic Would exacerbate Galgate traffic problems. Need to also accomodate new motorway extension desirability by continuing on from Alexandra Park entrance road.	6/24/2014 3:57 AM
89	Protect greenfields Traffic A large urban development south of Lancaster would lead to traffic problems and again building into the countryside.	6/24/2014 3:23 AM
90	Infrastructure Need for Galgate by pass and / or new M6 link	6/24/2014 12:08 AM
91	None none	6/23/2014 12:21 PM
92	Protect greenfields Traffic Environmental impact, Road/traffic issues	6/22/2014 12:50 PM
93	Infrastructure Protect greenfields The upgrading of the road layout & the loss of some Green belt.	6/20/2014 6:10 AM
94	Ruin the look of the city and drive down existing house prices	6/20/2014 3:45 AM
95	Prefer a mix, including part of this option.	6/18/2014 12:50 PM
96	Infrastructure Traffic Traffic congestion. not enough school places.	6/18/2014 8:53 AM
97	Traffic Dramatic increase in unsustainable traffic flow.	6/18/2014 3:39 AM
98	Protect greenfields Blot on landscape.	6/18/2014 3:14 AM
99	If this option is followed without careful provision of more than just housing, it could prove to be a disaster, and the worst of all of the options.	6/18/2014 2:56 AM
100	Scale is too large for one place o cope with. Reduced choice for home buyers as to where they live.	6/18/2014 2:25 AM
101	Protect greenfields Loss of agricultural land.	6/18/2014 2:09 AM
102	There are issues of social integration.	6/18/2014 2:02 AM
103	Infrastructure To satisfy the housing demand largely in one place could overload the infrastructure over time	6/18/2014 12:23 AM
104	Traffic It will create too much congestion (road) around Southem Lancaster and create traffic issues in Galgate (Which is already bad).	6/17/2014 7:38 AM
105	What if fewer people attend Uni over the next few decades and the HE bubble bursts? Economic landscape could be different.	6/13/2014 3:51 AM
106	Infrastructure The present roads would make any huge development chaotic.	6/13/2014 2:32 AM
107	Infrastructure Why make Galgate (Rhubarb city) part of Scotforth. Roads won't take it - especially at Scotforth cemetery.	6/13/2014 2:18 AM
108	Traffic Wouldn't traffic on A6 be a problem.	6/13/2014 2:11 AM
109	Infrastructure Traffic No school planned. Transport? Medical centre? Newlands Road traffic on it busy now more development would make it busier.	6/13/2014 2:03 AM
110	Infrastructure While public transport can handle additional people, roads are already strained in terms of individual vehicles.	6/12/2014 11:54 AM
111	Infrastructure Traffic Urban sprawl and expansion limited. Already in the pipeline is major development for south and east Lancaster, Roads will become overwhelmed by the traffic.	6/12/2014 8:41 AM
112	Merger/urban sprawl Loss of the attractive gap between South lancaster and Galgate.	6/12/2014 3:42 AM
113	Loss of green corridors and greenfield land. Too much extra traffic on the A6 especially through Galgate - also traffic jam into Lancaster.	6/12/2014 3:35 AM

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114	Infrastructure Traffic Pressure on the already busy roads	6/12/2014 2:57 AM
115	The traffic on the A6 south of Lancaster is too congested to be accommodated in any sustainable way if option 1 were to be selected. The green features of the location should remain unchanged, to protect our heritage!	6/11/2014 2:35 AM
116	Infrastructure Capacity on A6 would need to be improved.	6/10/2014 10:57 AM
117	Some people living in immediate area will probably object - but you will get this wherever you choose to build.	6/6/2014 2:45 AM
118	Links to employment If jobs do not increase these will become urban slums.	6/6/2014 2:37 AM
119	Infrastructure Infrastructure would be very costly.	6/6/2014 2:29 AM
120	Would need a complete rethink of traffic management in and around Lancaster - which is currently a shambles..	6/5/2014 11:04 AM
121	Infrastructure Capacity currently limited on A6	6/5/2014 5:23 AM
122	Not everyone looking for a home would like to live in a large estate.	6/5/2014 4:50 AM
123	Infrastructure Transport especially south of Lancaster.	6/5/2014 4:30 AM
124	Traffic problems.	6/5/2014 4:25 AM
125	Destruction of countryside.	6/5/2014 4:20 AM
126	Merger/urban sprawl More urban sprawl.	6/5/2014 4:14 AM
127	Merger/urban sprawl More urban spread and possible countryside swallowed up.	6/5/2014 3:44 AM
128	Infrastructure Infrastructure of Lancaster and areas. Not suitable.	6/5/2014 3:34 AM
129	Concerned about loss of trees and loss of views for current residents.	6/5/2014 3:20 AM
130	Infrastructure Increased pressure on already over subscribed schools	6/4/2014 4:58 AM
131	A big conglomeration which will impact heavily on that area and the green environment.	6/4/2014 3:49 AM
132	Traffic	6/4/2014 2:04 AM

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Q7 Would you like to make any other comments on Option 1?

Answered: 150 Skipped: 276

#	Responses	Date
1	Recent reports of a new junction to the M6 (Lancaster Guardian) and the proposed science park plus housing on fields near the University make me suspicious that this is fait accompli . Lancaster has very little green space in its built up areas , unlike other towns that I have visited . It's only saving grace is that it doesn't take long to reach green fields . I am horrified at the prospect of Galgate joining together .	8/13/2014 4:02 AM
2	Providing done sensitively there is room for some expansion. University development has already gone some way to part urbanisation of this area.	8/7/2014 9:56 AM
3	Employment Infrastructure The transport (rail, motorway, bus links) at M6J33 offer the ideal access point to a development which would sit comfortably in its landscape to the South of the Lancaster - whilst increasing prosperity to Galgate and further harnessing and integrating the University/ Employability into the local community	8/7/2014 9:53 AM
4	Visually adding 'like to like', and implying least disruptive community impact on the substantial urban population, compared with other options. Least costly flexibility should forecasts require downward revision (see previous point).	8/7/2014 9:52 AM
5	Infrastructure The urban extension should be large enough to provide housing for most of the '12,000' thereby justifying the large investment in infrastructure to support it and preventing opportunistic development of SHLAA sites where these will have adverse impacts on the district's AONBs and adverse impacts on sustainable travel and employment opportunities.	8/7/2014 9:38 AM
6	Hybrid approach Would probably only work with a new junction 33a to north of the university Would make better sense on a reduced scale, in combination with other options	8/7/2014 9:37 AM
7	Hybrid approach Combine with Option 2	8/7/2014 9:28 AM
8	What are the options to the immediate North of Lancaster ? i.e. if this urban development could be split up it may support social cohesion better.	8/7/2014 9:20 AM
9	Hybrid approach in part . A mix of Options 1, 3 and 4 would seem to be more sensible	8/7/2014 9:18 AM
10	Query the need for major urban extension	8/7/2014 9:13 AM
11	Infrastructure There are extensive brown field sites in Lancaster, Morecambe and Camforth. The infrastructure is in place - schools, hospitals, shops etc and there are good public transport links - especially in Camforth which could do with an injection of new life and a face lift. It could be a lovely, lively little town.	8/7/2014 9:12 AM
12	REJECT IT	8/7/2014 9:10 AM
13	Infrastructure Needs new M6 junction	8/7/2014 8:51 AM
14	Build don't hoard land Where builders holding land with previously granted permission to build. They should have to use it within a time limit or release it to someone who will.	8/5/2014 4:17 AM
15	Option 1 is achievable without delay and social unrest.	8/5/2014 4:07 AM
16	Build don't hoard land If the population growth estimates are actually 100% over estimated - as reported in the Lancaster Guardian (26/6/14) large scale extension is not required as enough land has been given planning consent to meet the new housing requirement - this land must be build on and not hoarded.	8/4/2014 5:08 AM
17	Greenfield All options require requisition of greenfield land, so whatever we think will not make any difference to this; but at least this option would keep it all in one place more or less.	8/4/2014 4:20 AM
18	Most appropriate option Out of the options given this seems most appropriate. I assume that every possible effort has been made to expand/utilise better existing housing possibilities within the city of Lancaster and immediate urban areas. Eg how well used is living accommodation above shops etc. Could money be put into making such unused building stock more attractive to home owners?	8/4/2014 4:04 AM
19	Infrastructure Providing this location 'Local' to main city in Lancaster where in Lancaster where infrastructure is already easily accessible and in need of improvement and regeneration. Easily accessed by motorway (ie M6), rail links and road	8/1/2014 8:05 AM
20	Employment As to housing needs, Williamsons, Stand fast, Nelson, Storeys, Birch Asylums all gone. Where is the industry + workers to support these projects. Housing for commuters is Preston + Manchester!!! Certainly not Lancaster.	8/1/2014 7:44 AM
21	Employment Infrastructure Extending an existing urban area is more sensible in sustainability terms relating to proximity to work, travel options and attraction of other investors and development. The pros and cons is full of subjective statements and perceptions - lacks facts.	7/31/2014 12:59 PM
22	Most appropriate option it is the only option that makes sense	7/31/2014 10:21 AM
23	Infrastructure A major urban development to create a new "high rise" quarter alongside canal/river, maybe to the west of Lancaster could be a great aspirational place to live - would require public spaces, foot/cycle/bus links, other infrastructure and careful development to include properties appealing to all ages. Would need direct link to M6?	7/31/2014 9:39 AM
24	Build don't hoard land The assumption that Whinney Carr and other sites off Ashton Rd are already in the allocations bag is challenged.	7/31/2014 8:31 AM
25	Greenfield I think that there would be a danger of urban settlements which are currently separated to a certain extent by green spaces, could become one large conglomerate (such as what has happened in other large towns). We should strive to retain these "green spaces" which separate the various settlements in our area - they are what make our area an attractive place in which to live and work	7/31/2014 8:16 AM
26	Hybrid approach I feel that a reduced scale of this option may be a good solution if implemented alongside other schemes, such as option 2.	7/31/2014 7:29 AM

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27	Infrastructure Need more information. More detail needed! The option is no more than a concept with no location or interaction with existing infrastructure identified. Would this be on Lancashire County Council's Mineral Safeguarding Area (LCCMSA)	7/31/2014 6:45 AM
28	Employment Infrastructure This Option fits with your Planning Policy and is a truly sustainable option. It covers and complies with your Local Plan for District 2011-2026 under the following : DM5, DM16, DM19, DM20, DM21, DM23 It is close to existing infrastructure especially M6 transport links and excellent rail link in Lancaster to Preston, there also exists a good local bus service into Lancaster. It may be possible to build a cycle path along the canal Lancaster to Galgate creating a sustainable and safe passage to work by bike which appears to be important in your Local Plan Document. There are jobs in Lancaster and Preston which again gives sustainability to the new developed area. It would also offer the chance to regenerate the approach to Lancaster and the possibility to move the junction to improve Galgate. Close to the University and Tech centre and Preston for jobs. Could have a Lancaster South railway station? There could be a possibility of applying for a Regional Enterprise Zone to promote jobs.	7/31/2014 6:31 AM
29	Infrastructure Makes sense to expand area between South Lancaster + Galgate to satisfied new demand with proposed science campus at Lancaster University. Particularly if new M6 junction is a reality.	7/31/2014 6:27 AM
30	Most appropriate option South Lancaster is already identified in the Land Allocations DPD Preferred Options 2012 as an Area of Strategic Growth with the potential to significantly contribute to meeting identified development needs and the sustainability objectives of the Core Strategy. The growth opportunities in South Lancaster have been identified by the Council in consultation with stakeholders, through the development and testing of options and the sites at Whinney Carr, Bailrigg and development at the University, offer a significant opportunity to accommodate development through a comprehensive and well-planned approach. These sites are supported by detailed evidence and topic-based studies, as well as developer interest, to demonstrate their suitability, achievability and deliverability as a sustainable strategic location. Land immediately south of the preferred Whinney Carr strategic allocation, extending to Tamwater Lane and beyond, shares the same physical and environmental characteristics and is similarly capable of accommodating development. It is a sustainable and accessible location; it can be easily connected to adjacent development and infrastructure and integrated with the mixed use development east of the A6 around the University. It is relatively unconstrained and it is not within a visually important or special landscape, or an ecological or historically sensitive environment. There is clear commonality and potential to broaden the geography of the South Lancaster Area of Strategic Growth and to comprehensively plan for an enlarged southern extension to Lancaster in this location. This represents the most appropriate option for meeting the identified housing needs.	7/31/2014 6:23 AM
31	Employment Infrastructure It's where the jobs (and existing infrastructure) are. Travel sustainability is satisfied, unlike most other options. Additional housing in an urban district would not significantly change the area's character (unlike in rural areas).	7/31/2014 5:48 AM
32	Urbanisation/gap filling Consolidating the City means the primary National Planning Policy directives around sustainable development ie accommodating growth/demand where/close to where it is generated will be met.	7/31/2014 5:34 AM
33	Employment Infrastructure Most appropriate option The logical option so as to maximise access to local jobs, employment along the M6 corridor (Manchester-Preston-Lancaster-Carlisle. Minimum new road building.	7/31/2014 3:32 AM
34	Employment Infrastructure Given the district's relative geographic position, and the spread of population in this country, economic opportunity and investment will always continue to come predominantly from the South. Providing a single site solution brings the chance to secure many additional benefits - to 'plan' properly - and siting it here will go 'with' the market since it is the area that both investors and individual households will favour. Without doubt it is also the most sustainable option across all aspects - travel patterns, social cohesion etc - and will result in less environmental damage (along with option 2) than the other options	7/31/2014 2:30 AM
35	Infrastructure A new junction of the M6 would be very useful to get to the hospital, train station etc	7/31/2014 12:22 AM
36	None No	7/30/2014 12:27 PM
37	None No	7/30/2014 10:53 AM
38	Infrastructure Urbanisation/gap filling If there is to be an urban extension the motorway is a good 'barrier' to keep the town compact and I disagree with the suggestion that an urban extension could be east of the M6. This is different if the extension were to be south of the city- infilling land around the University area seems more sustainable. because of the one way system in Lancaster any additional housing anywhere will make it worse, but Junction 33 is not far from Galgate.	7/30/2014 7:17 AM
39	This is the disadvantage the others follow.	7/30/2014 6:48 AM
40	Partially-see attached	7/30/2014 6:10 AM
41	Urbanisation/gap filling This development would make a large urban area verging on a small town/city size	7/30/2014 5:55 AM
42	Must protect land for future expansion of Scotforth Cemetery. Need to keep protected space along side motorway for noise protection measures. I note suggestions recently for a new junction to M6 at Bailrigg was not discounted for 'Blue' route Heysham-M6 @ 20 years ago due to engineering worries re the Bailrigg Lake possibly rupturing.	7/30/2014 5:39 AM
43	Employment Infrastructure Infrastructure and jobs/ potential jobs will only be available in this area. Majority of new affordable houses would need to be in this area.	7/30/2014 4:15 AM
44	Most appropriate option Lesser of all evils- could be achieved without damaging vast areas of countryside infrastructure and jobs already there- Lancaster employment hub.	7/30/2014 4:02 AM
45	Building round Lancaster would be an option. Land south and east of Lancaster would be the best option.	7/30/2014 3:57 AM
46	Greenfield Need more information. Encroachment on the green belt will ultimately lead to total engulfment under current lax planning laws. Some urban renewal and development is necessary and can be done sensitively without destroying the attractiveness of a small city.	7/30/2014 3:37 AM
47	We needed more detail in present plans of city? included in this consultation or not as well?	7/30/2014 2:43 AM
48	Hybrid approach Infrastructure Urbanisation/gap filling I absolutely agree that major urban expansion could facilitate major road infrastructure improvements whose benefits would be widely felt, but do not agree that it is desirable or necessary to merge Galgate into Lancaster. What I propose is a hybrid of Option 1 and Option 4 which not only relieves Galgate of current traffic problems but has the potential to transform it into an extremely desirable settlement with significant capacity for growth. I will outline the idea in the section at the end of the survey. On a different point, I shrink at the idea of extending Lancaster on the east side of the motorway. It is never a good idea, in my view, for settlements to straddle major thoroughfares.	7/29/2014 4:57 PM
49	Employment Infrastructure Best for business and employment. Near the M6 so maximises transport links.	7/29/2014 2:08 PM
50	Employment Infrastructure Any housing needs to be as close as possible to places of employment and transport links.	7/29/2014 1:36 PM

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51	Urbanisation/gap filling not sure because of the location that is proposed as it is indeed already quite congested maybe another location would be better suited as urban extension e.g. near the new park and right being build or it could be split between a few locations around the city I think overall urban expansion seems easiest to be able to create higher density living areas as well which would be out of place elsewhere	7/29/2014 1:27 PM
52	Most appropriate option Protect rural areas Compared with the other options I see this as one of the few sensible and viable options to the alledged housing shortage. The area is not of high landscape value and this option would provide increased numbers of houses without devastating attractive landscape and villages elsewhere in North Lancashire.	7/29/2014 1:04 PM
53	Concerns about impact/traffic congestion	7/29/2014 8:24 AM
54	Outcomes for options 1, 4 and 5 could be very similar.	7/29/2014 7:51 AM
55	Infrastructure Infrastructure for gas, water, sewers, electricity transportation of rail, road, buses, easy access to M6 already in place. More environmentally friendly as I assume these will be eco properties.	7/29/2014 7:39 AM
56	Protect rural areas Far better to expand Lancaster, than spoil existing areas. Further afield. So losing their identity and becoming and urban sprawl.	7/29/2014 7:28 AM
57	This could be a positive opportunity to benefit Lancaster. It could become a proud University city.	7/29/2014 6:30 AM
58	The Government is being advised to commit to a "Brownfield first" policy	7/29/2014 6:05 AM
59	Greenfield Urbanisation/gap filling The "Green" entrance to Lancaster from the south is an attractive feature for LCR. To Join Galgate would be just the situation in and around Manchester.	7/29/2014 4:47 AM
60	Urbanisation/gap filling Sprawl/ spread would result with no focus anywhere	7/29/2014 4:41 AM
61	Focusing on one development could improve planning problems.	7/29/2014 4:31 AM
62	Infrastructure Would only be acceptable if there were a new junction on the M6 to cope with increased traffic.	7/29/2014 3:34 AM
63	Infrastructure It would seem from the press that LCC have agreed to developments at the University and changes to the M6 Junction. It would be good to centre development in this area.	7/29/2014 3:13 AM
64	Urbanisation/gap filling This would also offer a single site solution consolidating the city.	7/28/2014 1:24 PM
65	Employment It would also offer the chance to regenerate the approach to Lancaster and the possibility to move the junction to improve Galgate. Close to the University and Tech centre and Preston for jobs. Could have a Lancaster South railway station? Possibility of applying for a Regional Enterprise Zone to promote jobs. Good existing bus service to Lancaster.	7/27/2014 8:45 AM
66	Infrastructure In addition I would note o Close to work - people can walk / cycle to work – (DM21 / DM23 /DM20) o Good Bus routes (DM23) o Close to Lancaster University - Tech Centre - We could become the 'silicon valley of the North' (DM16 / DM20 /DM21 / DM23) o Close to Railway station - Possibly add an South Lancaster station / Tram?- Chance to link the university close to the City (DM20 / DM23) o Close to M6 - Good for employment and jobs in Preston – (DM23) o Chance to finally move the motorway junction and improve the approach to Lancaster o Ample power Supply (DM19) o Chance to create business EZ scheme to attract new jobs (DM16) o Good for evening and night time Economy (DM5) o Provides an opportunity to regenerate the entrance to Lancaster	7/27/2014 7:12 AM
67	definitely not to the East of the motorway	7/25/2014 7:32 AM
68	Infrastructure Lancaster traffic is amongst the worst in the country, making Lancaster bigger is likely to bring the place to a complete standstill	7/25/2014 3:17 AM
69	A lot of houses have been bought on the outskirts of lancaster because it is a quiet semi-rural area. This plan would destroy this. What about compensation for the drops in house prices?	7/24/2014 8:46 AM
70	Most appropriate option This seems the sensible, logical option if this number of houses has to be built	7/23/2014 11:08 AM
71	Most appropriate option If you discount the requirement to 4000 or 200 per year we will need 5 or 6 sites run concurrently this should be the first place we use.	7/23/2014 4:50 AM
72	Could be a good opportunity for sustainable housing project	7/22/2014 11:56 PM
73	Employment Greenfield Urbanisation/gap filling There are a number of reasons why this should be strongly supported. I have worked at the University and I can see that development here would bring the city and university together to good effect. It would have the effect of consolidating the urban space and, as a single site solution, would bring economies of scale. In addition it is good in terms of jobs and the local economy – businesses would be more likely to favour this area in my view. It is also good for sustainable transport, and integrating housing and employment. There is greenfield here, but this is not a specially designated landscape, nor primarily an agricultural community.	7/22/2014 12:30 PM
74	Greenfield If this is the option proposing building in the S Lancaster - Galgate coridor, I would oppose this on the grounds that building on greenfield sites is not acceptable	7/22/2014 9:21 AM
75	Most appropriate option Protect rural areas It will not materially alter the character of Lancaster which is already a city. This cannot be said of any of the other 4 options.	7/22/2014 7:20 AM
76	Employment Infrastructure Makes absolute sense. Any "proper" jobs with career prospects would be made available through Private Sector & the only Option that I could see Private Sector investing in is Option 1. Close to Lancaster, the University & the Science Park. On public transport route. Would perhaps need to "by-pass" Galgate but this could be a real advantage to residents of that village as it currently suffers from being a "rat run" for Univ traffic existing M6 at Jct 33	7/16/2014 8:09 AM
77	Employment Infrastructure This option has the greatest potential to provide homes in an area where people will actually want them to be - where employment and social opportunities with good transport infrastructure already exist. Locating large scale developments outside this area will create a lot of through traffic from other locations impacting Lancaster, Camforth and the rural roads network. The opportunities for developing sustainable travel patterns with low GHG emissions are maximised with option 1. This option also has the least impact on the character of the rest of the Lancaster area.	7/16/2014 12:49 AM
78	Employment Infrastructure Option 1 development should be kept west of the M6 otherwise it will infringe upon areas where persons would all have to commute to any jobs available i.e. on the west side of the M6.	7/15/2014 2:45 AM
79	Infrastructure Primary concern is with the bottleneck in Galgate.	7/15/2014 2:43 AM
80	Infrastructure New transport links could be a great benefit to all and in addition take workers to areas of work well within an easy commutable distance.	7/14/2014 12:44 PM

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81	Most appropriate option This is the ONLY option which can satisfy all the criteria of housing near jobs, facilities, major transport links etc.	7/14/2014 11:31 AM
82	It would also provide the opportunity to provide a show piece eco town, with wildlife spaces and to maximise sustainable travel.	7/13/2014 6:52 AM
83	Greenfield Infrastructure Lancaster has taken its share of new homes and has already seen thousands of flats and houses built in recent years. There is still lots of brownfield land left to use. Leave the fields of South Lancaster alone. Traffic in Lancaster is a nightmare. More houses in south Lancaster would make it worse, you can't be serious? Traffic ruins Lancaster. Air quality is bad at all Lancasters choke points. Ashton road, Stodday lane and roads in that area are too narrow for more cars and have no pavements. Ashton road is an accident blackspot. Ashford road/A6 junction (Booths crossroad) is only one car wide and has seen increased traffic since High-grove estate was built. It can't handle any more cars, it is already a constant traffic jam causing misery for the residents along it. Fields off Ashton road hold water during wet periods. More homes would see increased surface water run off. Flooding the fields and overloading the drains. It's low level and proximity to the Lune estuary could make the area a flood risk in the future due to climate change if more homes were built there	7/11/2014 11:18 PM
84	The development of this site should be part of the wider development of The University and Science Parks.	7/8/2014 11:53 AM
85	Urbanisation/gap filling Planning housing in a block allows co-ordinated planning of utilities etc	7/8/2014 2:44 AM
86	Greenfield 1. It would be helpful to work up this option to take fully into account the relevant garden city principles that are being aired elsewhere across the country. Some of these should be applied to this option. 2. Some of the listed disadvantages could be mitigated by positive planning, for example the green corridor into Lancaster could be retained within the overall plan. Similarly, biodiversity and local landscape interests could be built into the overall plan. 3. This option is also currently fashionable in planning circles across England and is receiving attention within the planning press (Planning, 4th July, 2014) 4. This option would provide a positive challenge for planners in Lancaster and provide them with a challenging opportunity to really show why we need more and not less planning as the century unfolds.	7/7/2014 2:27 AM
87	Infrastructure The key thing for this option to work (as I think it can) is for the extension to be carefully & sympathetically designed and for the infrastructure to be done at each stage not at the end - indeed the best method would be to build the infrastructure first and extend the social infrastructure (schools, shops etc.) as the project progresses through its stages, again not merely at the end (again where experience tells us it will be left out due to cuts etc.)	7/6/2014 9:31 PM
88	Employment Large scale development in this area would be used by commuters to central Lancashire vastly increasing car journeys. No jobs in Lancaster	7/6/2014 5:35 AM
89	Infrastructure The infrastructure is not there to cope with massive housing expansion. The A6 will grind to a complete halt at rush hour. The traffic already goes back to Junction 33 on the M6 inbound to Lancaster and backs up to the University southbound. The new Northern Link road must be used as a feeder to houses instead. Blea Tam Reservoir and Bailrigg Lake would be a barrier to house/road building in that section. A feeder road behind Knowe Hill Crescent/Bamacre Close would create water run-off to existing houses.	7/6/2014 4:15 AM
90	Infrastructure Lancaster's roads are a nightmare due to traffic. Building houses in south Lancaster would only make this worse, to do this would be insane. It would make the lives of residents in Lancaster a misery. Traffic choke points such as pointer roundabout. Booths/A6 crossroads and Galgate cannot cope with any more cars. The roads off Ashton road are too narrow and do not have pavements on both sides or on either side. The roads in the Stodday and Aldcliffe areas have no pavements. They are enjoyed by pedestrians, cyclists and horse riders. There are several equestrian centres in that area. Those roads would be ruined by a big increase in the number of cars in the area	7/6/2014 3:18 AM
91	Infrastructure A really bad idea. Lancaster has some of the slowest average traffic speeds in the country. Building in South Lancaster would make it even worse. Traffic jams and poor air quality would be increased further, right outside the hospital, and down to Ripley school	7/5/2014 11:52 PM
92	Protect rural areas Add to existing towns / villages, not make new ones	7/5/2014 1:21 AM
93	Infrastructure expansion south University/Galgate but would require infrastructure road links	7/4/2014 7:54 AM
94	The city of Lancaster would be making a statement about its intention to expand. Building to the east of the city could link the city to attractive countryside as well as creating interesting residential areas on the hills rising above Lancaster. Turley report states: "7.48 The analysis in section 2 identified that the authority of Lancaster essentially operates as a relatively well self-contained housing market area. The analysis of commuting and travel to work flows did, however, evidence linkages with other surrounding authorities. The ambitions of the Lancashire LEP also highlight the importance of joint working to support the economic growth of this wider sub-regional economic geography which will need to be taken into account in the future setting of policy."	7/3/2014 3:18 PM
95	Most appropriate option By far the most sensible, but needs far more care by builders to address the issue of controlling the water table. Should be joined up with constructing the Morecombe Bay barrier and electricity generation plan so that the tides are controlled out in the Bay and not on the seashore.	7/3/2014 1:33 AM
96	Information difficult to find poorly advertised at a local level.	7/2/2014 3:47 PM
97	Employment In principle, yes but it depends where (eg) new employment might be located. I would prefer not to expand Lancaster to the south.	7/2/2014 12:37 PM
98	Hybrid approach The housing location of option one could certainly take some of the numbers of the housing required alongside other options,	7/1/2014 11:38 AM
99	Infrastructure The viability of this option depends on the development of essential infrastructure, such as roads, school places, local shops etc. If the urban extension were to be sited east of the M6, there would need to be new roads to take traffic to and from Lancaster city centre, Morecambe and the M6 itself. Quermore Road, East Road, Derwent Road, Ulleswater Road, Coulston Road, Ridge Lane are all residential streets, and many primary and secondary schools are located in this part of Lancaster. The roads of Victorian residential East Lancaster cannot be expected to absorb any more traffic or be used as "rat runs". Safety and environmental issues such as noise and pollution must be a top priority. A new motorway junction or a new road linking a housing development with Junction 34 (e.g. running parallel and close to the motorway, to the east of Lancaster) would be essential.	7/1/2014 9:09 AM
100	Infrastructure I don't regard the options of another motorway entry/exit as realistic, and Galgate cannot be bypassed within the confines of sea, railway, A6, and M6	7/1/2014 3:02 AM
101	Infrastructure Better to extend Lancaster southward than to mess up the villages and create big transport problems. Galgate centre need to be by-passed, bad there now.	7/1/2014 2:21 AM
102	None No	6/30/2014 1:38 PM

How can we meet our future housing needs?

103	Lets have some truly affordable housing. That means affordable to people on low income and the minimum wage.	6/30/2014 12:57 PM
104	Would be able to develop a balanced development to include housing for singles and elderly in a family environment i.e. a village	6/30/2014 9:45 AM
105	The whole exercise is invalid as the projection figures used are invalid	6/30/2014 9:22 AM
106	Infrastructure Would need a radical overhaul of transport in the local area with inclusion of a train station and a bypass for the A6 around Galgate, possibly including a route going along the university's southern border, under the M6 and then parallel to it to Junction 33.	6/30/2014 9:18 AM
107	Too far from city centre - likely to be a housing-only development with no identifiable centre, so creating too many car journeys along A6.	6/30/2014 9:16 AM
108	You need to plan to build up not out just as they do on the continent.	6/30/2014 9:13 AM
109	History of what one may call a 'new town' is not encouraging.	6/30/2014 7:27 AM
110	Infrastructure I think it would alter the character of Lancaster and be visually intrusive and put more strain on already over stretched A6.	6/30/2014 7:06 AM
111	Villages need developing	6/30/2014 4:53 AM
112	Infrastructure Too much in one place.	6/30/2014 4:40 AM
113	Infrastructure The most sustainable and logical option In addition I would note • Close to work - people can walk / cycle to work - DM21 / DM23 • Good Bus routes DM23 • Close to Lancaster University - Tech Centre - We could become the 'silicon valley of the North' DM21 / DM23 • Close to Railway station - Possibly add an South Lancaster station / Tram?- Chance to link the university closer to the City DM23 • Close to M6 - Good for employment and jobs in Preston - DM23 • Chance to finally move the motorway junction and improve the approach to Lancaster • Ample power Supply • Chance to create business EZ scheme to attract new jobs • Chance to regenerate the entrance to Lancaster	6/29/2014 12:15 PM
114	The Uni has been overdeveloped anyway with very obtrusive and unsympathetic buildings without creating more houses on the LCR-Galgate corridor,	6/27/2014 12:13 AM
115	Greenfield Urbanisation/gap filling semi-rural south Lancaster, with its open fields, cycle paths & canal walks is a lovely part of Lancaster. This option says 'lets make one of Lancaster's best areas considerably worse'. It would become an urban sprawl, from the motorway junction to the current edge of the city. It would damage the town's reputation, and also be deeply unfair on its residents to take all the extra traffic and lose much of that green space. The worst option.	6/26/2014 11:20 AM
116	unable to download and read the Housing needs consultation document	6/25/2014 3:56 AM
117	It would be madness.	6/24/2014 11:55 AM
118	of the options proposed this is the least worst *provided 1.no more development of flood prone land is allowed 2.a new secondary school is built to the south of Lancaster (to follow on from the expansion of the primary schools that has already occurred)	6/24/2014 4:14 AM
119	Infrastructure The new M6 junction at Bailrigg will never happen, esp now the science park seems likely - a good idea that 'could' change my 'no' to 'not sure' or even 'yes' for the sake of Galgate. Transportation through south Lancaster and to Galgate is already stretched at times - Also, this area provides much needed green country space (and lungs) close to Lancaster.	6/24/2014 4:05 AM
120	Infrastructure Existing road network is incapable of dealing with more traffic.	6/24/2014 3:50 AM
121	Most appropriate option One of the better options.	6/24/2014 3:37 AM
122	Greenfield This would swallow a large part of land which is supporting nature, it is a 'lung' that is vital.	6/24/2014 3:32 AM
123	Infrastructure The south has not been developed well over the past years in regards to housing and shopping which has created issues (e.g. congestion) and this needs resolving to which this proposal contributes.	6/23/2014 12:21 PM
124	Greenfield Would change the feel of Lancaster city by removing green corridors on entrance to city from south	6/22/2014 12:50 PM
125	None No	6/20/2014 2:34 PM
126	Employment Infrastructure Lancaster needs to become a proper city, as other than the historical buildings it is very sad, if we could create jobs, build department stores and more of the essential services we need it would be a city to be proud of and would encourage investment of instead of the poor relation to other cities without half the character of Lancaster	6/20/2014 1:42 PM
127	Infrastructure Infrastructure including train and bus could not cope with more houses A6 is clogged up and I would seriously doubt a new motorway junction would go ahead. As this would drive house prices down even further including the new houses you propose to build	6/20/2014 3:45 AM
128	Urbanisation/gap filling Don't want to see urban sprawl close the gap between Lancaster and Galgate . Many University students choose Lancaster campus because of the countryside surrounding it.	6/18/2014 8:53 AM
129	Insufficient information supplied about quayside potential.	6/18/2014 3:39 AM
130	Do we really need 12,000 plus houses by 2031? Is there going to be a large increase in the population to warrant all this building work and where are these people going to work? There is working locally.	6/18/2014 3:23 AM

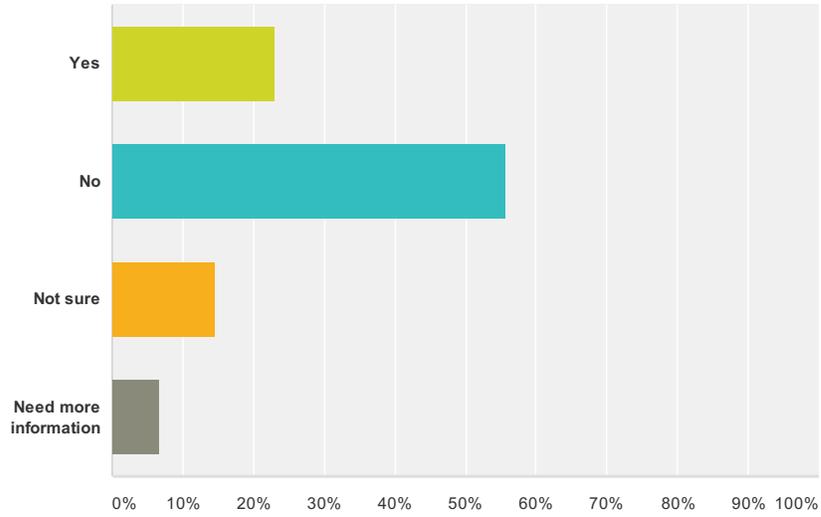
How can we meet our future housing needs?

131	Greenfield Infrastructure Option 1 could be ideal if implemented imaginatively. A concentration of housing in this part of the city, together with the planned developments at Whinney Carr and Bailrigg would provide a substantial new city district that would be able to support new community facilities. • A new link with the M6 near Bailrigg, replacing Junction 33, would provide an opportunity for a Park & Ride facility to reduce the number of cars going into the city centre. Public transport from the new development and the University to the city centre could then be improved. Both the A6 and the Ashton Road would need attention. • The Lancaster Canal and Glasson Branch could form the basis of an urban park looping around the development, providing recreation and cycle and pedestrian links with the city. • There would be scope for the inclusion of an amenity area, including green space, independent shops, independent quality and family restaurants, a canal-side pub, child-care facilities, a GP/dental surgery and some cultural focus. • The centre of Galgate could be restored to a village appearance, with the A6 diverted to by-pass it. This would provide an additional shopping, amenity and leisure focus for residents of the new development. • The attraction of the development could be greatly enhanced by a commitment to energy conservation, building super-insulated homes complete with solar panels, and perhaps with the inclusion of one or two wind turbines. This would form an environmental counterbalance to the loss of green fields, and might attract national attention. • As Option 1 involves the development of a compact area, it has the potential to be cheaper than other options. Part of this saving should be spent on making the provision superior to what could otherwise be afforded.	6/18/2014 2:56 AM
132	Protect rural areas Option one is better than disrupting several village communities. People live in villages for a quiet, peaceful life, hence why I chose the house I live in.	6/17/2014 7:32 AM
133	Greenfield Very sad to build on green space. What will happen when the bottom drops out of the foreign student market, as it surely will? There will be a surplus of housing around the University. Lancaster is almost joined to Galgate at the moment. Absolutely crucial not to build on current green spaces in urban areas. This is critical to quality of life in suburbs and general wellbeing. People need contact with open spaces. Parks are not enough. It's the little bits of informal land that make places a pleasure to live in.	6/17/2014 4:05 AM
134	The disadvantages outweigh the advantages.	6/13/2014 2:32 AM
135	Greenfield Not on the beautiful bucolic wooden entrance to the city, soon to be spoilt by Booths.	6/13/2014 2:18 AM
136	Worried that many houses for renting would have liked to have seen a smallish development of smaller bungalows for retired people enabling people to move from larger properties. Are affordable housing included in this plan? Many development in this area are luxury ones?	6/13/2014 2:03 AM
137	This type of expansion would probably encourage the use of Lancaster as a dormitory and increase the amount of commuter traffic	6/12/2014 8:41 AM
138	Infrastructure All solutions involve losses and gains. Development in this area leads quite naturally to junction 33 on M6 (the point of access is the original southern Heysham route!). Galgate will need a bypass. It is already a severe blockage. The railway (4 track) might have a station (of the parallel situation in Brighton at Falmer).	6/12/2014 3:42 AM
139	I think that this option may be counterproductive and cause more problems than it solves.	6/12/2014 2:57 AM
140	Infrastructure Too much pressure on the infrastructure. Fairer to spread the load rather than overload one area	6/11/2014 9:46 AM
141	Environmental considerations indicate that increases in population are best met by more sustainable urbanisation and construction of low-rise blocks.	6/10/2014 6:27 AM
142	In addition to land availability the main questions for all options are 'Where do people want to live?' and 'Where would developers want to build?'	6/8/2014 11:14 AM
143	This would be (I believe) a cheaper option. Please bear in mind that central government austerity will continue for a long time yet, regardless of who is Prime Minister after 2015. If you decide for a more expensive option, where is the funding going to come from? Please bear in mind that we council tax payers have limits on what we can earn and how much council tax we can pay.	6/6/2014 2:45 AM
144	Employment Infrastructure This option would enable people to be placed near to their work, or close to transport links such as railway or M6. This would reduce pollution, currently high within the city limits.	6/5/2014 11:04 AM
145	Infrastructure Land should be safeguarded to ensure improved infrastructure e.g. motorway connections/new railway station can be delivered in the future, if they are not to be delivered immediately.	6/5/2014 5:23 AM
146	Infrastructure It would be better to spread out some of South towards Galgate, some towards Caton and some towards Hest Bank rather than one urban sprawl. Would however probably need to build more schools, shops, libraries etc.	6/5/2014 4:37 AM
147	Whinney Carr area is enough.	6/5/2014 4:25 AM
148	There are already plenty of houses empty and 'for sale' in this part of the district.	6/4/2014 4:58 AM
149	Build more at Heysham	6/4/2014 2:28 AM
150	Infrastructure People looking to move house in the central Lancashire area could probably be persuaded to consider relocating to an area like this with its good transport links and easy access to Morecambe Bay, Trough of Bowland and Lake District.	6/4/2014 1:54 AM

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Q8 Do you support Option 2?

Answered: 395 Skipped: 31



Answer Choices	Responses	
Yes	23.04%	91
No	55.70%	220
Not sure	14.68%	58
Need more information	6.58%	26
Total		395

How can we meet our future housing needs?

Q9 Would you like to add anything to the advantages and disadvantages of Option 2?

Answered: 173 Skipped: 253

Answer Choices	Responses
Advantages	63.01% 109
Disadvantages	75.14% 130

#	Advantages	Date
1	Infrastructure Good connections for residents to Lancaster and Morecambe for jobs, schools, amenities etc. consolidates urban area	8/13/2014 6:21 AM
2	Env damage/protect green Compliance with the statutory obligation to protect AONB, 'allocations of land for development should prefer land of lesser environmental value' (counting AONB as high value'.) (Forest of Bowland AONB Management plan)	8/7/2014 9:52 AM
3	Will feed into the development of Morecambe, connects other urban areas, developers and businesses have shown interest.	8/7/2014 9:45 AM
4	Infrastructure Will support action plan for Morecambe which is a real opportunity for regeneration. Not specially designated landscape of primarily agricultural land. Transport options are sustainable. If developers see this as offering affordable sites, the standard of housing can be good.	8/7/2014 9:44 AM
5	None none	8/7/2014 9:42 AM
6	Hybrid approach In conjunction with option 1, would help to balance growth between north and south of Lancaster	8/7/2014 9:38 AM
7	Infrastructure reasonably good for transport - but note congestion crossing the Lune makes this not a great location	8/7/2014 9:37 AM
8	Infrastructure With the new bypass coming the southerly area within option 2 would be very connected	8/7/2014 9:35 AM
9	Good for Morecambe, which needs help	8/7/2014 9:32 AM
10	Generally agree with those stated	8/7/2014 9:28 AM
11	Env damage/protect green green field sites important for community activities	8/7/2014 9:18 AM
12	Env damage/protect green Cheaper for the developers which is no reason to use green belt land	8/7/2014 9:12 AM
13	None None	8/7/2014 9:08 AM
14	None None	8/7/2014 8:54 AM
15	Should only be considered if similar area available to be added.	8/5/2014 4:18 AM
16	None None.	8/5/2014 4:09 AM
17	Env damage/protect green It destroys the concept of the Green Belt. If a designated Green Belt can be torn up, what protection is there for anywhere!!	8/4/2014 5:10 AM
18	None None	8/1/2014 8:12 AM
19	None None - just easy build which should be a consideration or justification.	7/31/2014 1:09 PM
20	Empty prop/brownfield It would at least minimise the disruption if the northern access defined the new build. Obviously, brownfield should be the second highest priority, with use of unoccupied buildings/flats considered first.	7/31/2014 10:37 AM
21	Infrastructure the new link road is a massive long term opportunity able to support the action plan for morecambe, connectivity, developers interest supports deliverability	7/31/2014 10:25 AM
22	Employment access Infrastructure Close to employment in Lancaster and morecambe. Close to m6 and rail links	7/31/2014 8:39 AM
23	Infrastructure Opportunity for good connections to motorway & rail network	7/31/2014 8:27 AM
24	Employment access Infrastructure It is close to the new Link Road and the M6 Motorway and would therefore allow good connectivity with for jobs in local cities; Lancaster, Preston and Kendal and offers an existing infrastructure jobs etc. Good connectivity.	7/31/2014 6:39 AM
25	Employment access Infrastructure Close to new M6 link road providing good connectivity and access to employment.	7/31/2014 5:37 AM
26	Infrastructure Close to Lancaster and Morecambe. Close to good road and rail (and hoped by the new road developments between J34 and Halton.	7/31/2014 3:35 AM
27	Parts of 1991 determination of green belt no longer have strong recreational advantage or environmental need.	7/31/2014 2:59 AM
28	Employment access Infrastructure New road would provide opportunity, jobs quite local	7/31/2014 12:25 AM
29	Infrastructure support link road	7/30/2014 12:36 PM
30	Infrastructure use of new link road and could help Morecambe	7/30/2014 12:19 PM
31	None None	7/30/2014 10:53 AM
32	Good to review policies. Support of Morecambes action plan. As well as option 1 provides scope for more development in the future.	7/30/2014 7:32 AM
33	None None	7/30/2014 7:06 AM
34	Hybrid approach I suggest combination of this option + option 3. Share the need across the whole district. Green belt easier accessible from new bypass.	7/30/2014 5:41 AM

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35	Infrastructure Makes sense re new link road development	7/30/2014 5:17 AM
36	Infrastructure Some are close to railway line so it could be used to give more people travel options.	7/30/2014 4:51 AM
37	Will possibly support Morecambe action plan	7/30/2014 4:43 AM
38	Infrastructure With the building of the Heysham 2 M6 road the green belt is already compromised. Development of areas south of the road would be preferable. Road access already in place and this strip of land would be already compromised.	7/30/2014 3:23 AM
39	None None that I can think of.	7/29/2014 4:57 PM
40	Infrastructure The land is generally not of high landscape value, and any development in this area would be closely connected to existing urban areas	7/29/2014 1:13 PM
41	Infrastructure This Option carries some of the advantages set out above in respect of Option 1. The new M6 –Heysham link road will form a new defensible boundary to the North of Lancaster. The land between the North of the existing built up area and the new road could then be removed from the Green Belt and allocated for development. Considerable growth could be accommodated in this location, but not all of it. It therefore does not represent the entire solution and could take development funds away from important infrastructure to the South.	7/29/2014 8:35 AM
42	Infrastructure Perhaps the M6 new link road would help traffic and closeness to urban area- easy access to M6 for Preston, Manchester and access to rail.	7/29/2014 6:21 AM
43	Infrastructure Single site solution with sustainable transport with easy access to new link road.	7/29/2014 6:06 AM
44	Infrastructure A lot of infrastructure already in place.	7/29/2014 5:58 AM
45	Infrastructure 1. Fits in with Government Policy to develop cities/towns. 2. The M6 link road to Heysham has already used up some of the green belt. 3. Personally, there is not much green belt left! 4. Ease of access to M6 North and South.	7/29/2014 3:16 AM
46	Infrastructure All supporting infrastructure can be provided easily in one place	7/29/2014 1:25 AM
47	Infrastructure This option would offer the chance to secure quality, affordability and community benefits and would support sustainable transport options eg public transport, cycling walking. This could also offer the opportunity to use differentiated design to reinforce identity/ housing market holes of different areshousing	7/28/2014 1:29 PM
48	Employment access Infrastructure It is close to the new Link Road and the M6 Motorway and would therefore allow good connectivity with for Jobs in local cities; Lancaster, Preston and Kendal and offers an existing infrastructure jobs etc.	7/27/2014 8:46 AM
49	This seems to match most of your aims set out in The Local Plan for Lancaster - Namely sustainability. The current Green belt doesn't really exist!!	7/27/2014 7:14 AM
50	Infrastructure Although pleasant, much of this area is unremarkable. The new M6 link road has already disturbed the rural character.	7/27/2014 6:23 AM
51	Infrastructure Close to motorway link and Camforth railway station	7/27/2014 5:07 AM
52	None None	7/24/2014 8:47 AM
53	Infrastructure new link road would make areas more accessible, supports sustainable transport options	7/23/2014 11:11 AM
54	It needs revising anyway	7/23/2014 4:50 AM
55	Infrastructure Reasonable infrastructure to support a growth and many good transport connections	7/23/2014 1:15 AM
56	Close to new link road	7/22/2014 1:32 PM
57	Infrastructure Consolidates and improves urban space; good for the local economy; good for sustainable transport	7/22/2014 12:31 PM
58	Infrastructure Within existing urban/suburban area	7/22/2014 7:30 AM
59	Infrastructure What about building near Heysham power station or along the new heysham link road.	7/19/2014 4:23 AM
60	Chance to plan properly for housing with walkways and cycle paths whilst retaining green spaces amongst the development. This would make a greener world(in every sense) for adults and children alike.	7/14/2014 12:48 PM
61	Hybrid approach Could be considered in part in support of Option1. However it is on the wrong side of the River Lune for the east access to the city and south.	7/14/2014 11:34 AM
62	Infrastructure Excellent transport links with the new bypass, and cycle routes linking into the canal towpath.	7/14/2014 11:27 AM
63	The rural nature of these areas is already heavily compromised so development will have little impact	7/14/2014 8:18 AM
64	Infrastructure The green belt is extremely thin here, therefore not really sustainable/defendable anymore. It wil support the action and improved links to Morecambe and Heysham.	7/13/2014 6:55 AM
65	Empty prop/brownfield Brownfield sites should be looked at before greenfield	7/13/2014 6:16 AM
66	Infrastructure Would allow block building with planning of utilities etc	7/8/2014 2:45 AM
67	Developers will make more profit.	7/6/2014 5:56 AM
68	Env damage/protect green We need the green-belt areas, but partial use for building could be allowed.	7/6/2014 4:22 AM
69	seen as the easy option	7/4/2014 8:07 AM
70	Employment access Infrastructure Development on this land will mean the increased population is close to the other urban areas in Lancaster, (Morecambe and Camforth), probable employment opportunities and increase the economic viability of these towns. Listed advantages are very important, in particular good connectivity and closeness to the city supporting its continuing expansion.	7/3/2014 3:22 PM
71	A review will illustrate the the most desirable quality of housing that may be established upon this area. Attractive to investors or not.	7/3/2014 9:15 AM
72	Infrastructure Served by new M6 access	7/2/2014 2:30 AM
73	Merger/urban sprawl Some careful infill could be undertaken in an area with housing already sprawled along much of the A6, and access to services e.g. at Hest Bank is possible and could be increased	7/1/2014 3:06 AM

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74	land without existing building, allows purpose built properties and schemes.	7/1/2014 12:53 AM
75	Merger/urban sprawl Creates a more concentrated urban area, rather than long thin strips.	6/30/2014 9:18 AM
76	Employment access Infrastructure Could allow for housing within reach of existing or more easily extended infrastructure (roads, employment, schools etc)	6/30/2014 8:59 AM
77	Infrastructure Well located for existing amenities.	6/30/2014 8:47 AM
78	Employment access Infrastructure Proximity to existing amenities and transport. Reasonable opportunities for expansion of jobs etc.	6/30/2014 8:40 AM
79	Infrastructure New infrastructure easy to promote. Good public transport.	6/30/2014 8:20 AM
80	Empty prop/brownfield Would allow some building. I feel there are brown sites left to build on.	6/30/2014 7:40 AM
81	This has not been reviewed for many years and needs looking at again to allow development on the edge of existing settlements.	6/30/2014 7:34 AM
82	Infrastructure Near to new bypass, does not create more traffic in an already gridlocked area.	6/30/2014 7:21 AM
83	Employment access Infrastructure As option 1 - transport easier for lower wage earners. Nearer to possible employment opportunities. Few new employment opportunities in surrounding villages.	6/30/2014 7:18 AM
84	This seems to match most of your aims set out in The Local Plan for Lancaster - Namely sustainability. The current Green belt doesn't really exist!!	6/29/2014 12:12 PM
85	Employment access Infrastructure Again, closer to services, jobs and facilities	6/26/2014 2:13 PM
86	None none	6/24/2014 11:59 AM
87	Spreads the development	6/24/2014 12:09 AM
88	None ?	6/22/2014 12:54 PM
89	None None	6/18/2014 3:46 AM
90	Land usually very unsuitable to be used for building - drainage, accessibility and situated in villages that would not be able to cope with new developments on the scale proposed.	6/18/2014 3:26 AM
91	Infrastructure The new road linking Heysham to the M6 will already encroach upon green belt land in this area, meaning that additional housing is less of a violation. The road itself could be used to link the new development to the existing urban area.	6/18/2014 2:57 AM
92	Infrastructure Could be nearer to city centre and transport.	6/18/2014 2:09 AM
93	Infrastructure Good access to motorway and to the Morecambe industrial zone.	6/18/2014 2:02 AM
94	Infrastructure By the time homes are built in that area the link road would be completed and there would be less impact on roads into the City.	6/18/2014 12:25 AM
95	Infrastructure With the new Morecambe link road and motor way junction upgrades it makes sense from an infrastructure perspective.	6/17/2014 7:50 AM
96	Infrastructure New road link will have an impact. Access to road network might be an advantage. Whole area around Bolton Le Sands and Camforth now a ghastly bungalow world development. Camforth a very depressed little town - might have a positive impact.	6/17/2014 4:07 AM
97	Infrastructure Makes sense as it follows the route of link road and is part of the corridor to take people to the Power Station/port etc and industrial estates.	6/13/2014 3:51 AM
98	Relieves urban pressure to south and central Lancaster.	6/13/2014 2:52 AM
99	Infrastructure Close to M6 link road.	6/13/2014 2:47 AM
100	Infrastructure Already near to new M6 link.	6/12/2014 8:43 AM
101	It is far from Galgate's traffic problems.	6/12/2014 3:36 AM
102	The reasons why this area is GB are not clear. Few areas have had full environmental assessments; the rest is guesswork	6/10/2014 6:31 AM
103	Plenty of available land.	6/6/2014 2:29 AM
104	Land appears readily developable, improved infrastructure (link road) under development, will help to secure investment in Morecambe. Close to existing services of Morecambe/Lancaster	6/5/2014 5:28 AM
105	Merger/urban sprawl Again infill without spoiling virgin countryside.	6/5/2014 4:38 AM
106	Room for some building around Camforth/Slyne.	6/5/2014 4:30 AM
107	Infrastructure Infrastructure already in place.	6/5/2014 4:25 AM
108	None None.	6/5/2014 4:15 AM
109	Infrastructure Better transport links and there is less demand on infrastructure than in other areas of the district especially the south which are gridlocked.	6/4/2014 5:00 AM
#	Disadvantages	Date
1	Env damage/protect green disruption to wildlife and increased pollution	8/13/2014 4:02 AM
2	Env damage/protect green The green belt should be protected by selecting option 1, and at present there are no assurances/ criteria advanced in the documents for what would trigger a switch to option 2, invasion of green belt.	8/7/2014 9:52 AM
3	Infrastructure Merger/urban sprawl There will be no distinction between the various villages surrounding Lancaster and the city itself. There would be an overloading of local schools and services etc	8/7/2014 9:42 AM
4	Env damage/protect green building on recently designated green belt	8/7/2014 9:37 AM
5	Hybrid approach Impact reduced if shared with Option 1. Concentrate on developing close to the new link road	8/7/2014 9:28 AM

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6	Env damage/protect green Englad is a green and present land this is going to be lost!!	8/7/2014 9:27 AM
7	Env damage/protect green Once green field land is developed, the green Belt policy will become invisible and there is likely to be continued creeping development.	8/7/2014 9:20 AM
8	Env damage/protect green The agricultural land around Lancaster is of good quality and shuld not be squandered	8/7/2014 9:12 AM
9	Env damage/protect green Hideos urban sprawl in a once beautiful and tranquil area.	8/7/2014 9:08 AM
10	See Option 1	8/7/2014 8:58 AM
11	Env damage/protect green We have Green Belt land for the protection of the environment. There are already plenty of other sites available without touching Green Belt. As stated previously the Green Belt land surrounding this area is it's major attraction.	8/7/2014 8:54 AM
12	Env damage/protect green We need a green break for many reasons, tourism and wellbeing	8/7/2014 8:51 AM
13	Env damage/protect green Every brown field site should be used first. University accepted Green Belt necessary for health reasons.	8/5/2014 4:18 AM
14	Env damage/protect green Delay and social antagonism, discouraging tourism.	8/5/2014 4:09 AM
15	Nothing is cast in stone, so it would be acceptable to make marginal changes to the Green Belt to provide small scale development eg extending the belts.	8/4/2014 5:10 AM
16	Env damage/protect green It sounds like you want to change the rules to suit yourselves (what's the point in having a planning officer). The green belt should never be built on	8/1/2014 8:27 AM
17	See 'housing needs' literature	8/1/2014 8:12 AM
18	As detailed in 'your views' brochure	8/1/2014 8:06 AM
19	Env damage/protect green Loss of Green Belt	8/1/2014 7:21 AM
20	Env damage/protect green Would have thought enough Brown field sites available e.g ex factory etc, land without taking Green Belt Land in Lancaster. We need Farm land and green land but it could be an alternative but prefer not, if possibe.	8/1/2014 5:58 AM
21	Infrastructure Once developed the asset of greenbelt and the sustainability it offers is lost. Pressure on services within adjacent villages could not cope with increased population. Public transport insufficient and yet more unsustainable car use inevitable.	7/31/2014 1:09 PM
22	Env damage/protect green Infrastructure The Green Belt land considered is currently quite heavily framed. There is also no infrastructure or employment for further residential areas.	7/31/2014 11:21 AM
23	Infrastructure conjestion?	7/31/2014 10:25 AM
24	Env damage/protect green Would be detrimental to the lives of people and wildlife who enjoy this area. Option 2 would ruin the value of the businesses currently existing and that are orientated around supporting the use of the land as a natural landscape.	7/31/2014 8:49 AM
25	as per Your View document	7/31/2014 6:39 AM
26	Env damage/protect green Infrastructure Green belt, roads, schools, shops	7/31/2014 4:00 AM
27	Env damage/protect green Vital to preserve decent recreation/open space/views. Can this be done? More brownfield development preferable.	7/31/2014 3:35 AM
28	Env damage/protect green Once a small part of the green belt is sacrificed a precedent will be set and allow the total destruction of the green belt.	7/31/2014 3:16 AM
29	Env damage/protect green Erosion of green belt concept.	7/31/2014 2:59 AM
30	Merger/urban sprawl Urbanisation	7/31/2014 12:25 AM
31	Env damage/protect green green belt effect	7/30/2014 12:36 PM
32	Env damage/protect green greenbelt effect	7/30/2014 12:19 PM
33	Env damage/protect green Green belt land is too important	7/30/2014 10:53 AM
34	Env damage/protect green 'Throwout the baby with the bath water'	7/30/2014 7:06 AM
35	Env damage/protect green Concreting over green belt is never a pleasant option.	7/30/2014 4:51 AM
36	Infrastructure Will need require investment in highways, transport etc	7/30/2014 4:43 AM
37	Merger/urban sprawl Will attract no support (or maybe that is an advantage). Undermining the separation between settlements is seldom a good idea.	7/29/2014 4:57 PM
38	None None	7/29/2014 1:13 PM
39	This Option probably does not offer a full solution to meeting the housing requirement and could dilute the funding of additional infrastructure.	7/29/2014 8:35 AM
40	Env damage/protect green Large scale intrusion into GB should be resisted	7/29/2014 8:26 AM
41	Green Belts are clear desirable instruments of planning and should be sacrosanct. If a new development becomes imperative for a small area of at least that size should be added to that belt.	7/29/2014 7:55 AM
42	Env damage/protect green The Green Belt is precious	7/29/2014 5:51 AM
43	Env damage/protect green Joining urban areas and loss forever of Green Belt land a poor option.	7/29/2014 4:34 AM
44	Env damage/protect green I would not like to see the Green Belt Policy changed as this would set a precedence for development of other Green Belt areas.	7/29/2014 3:42 AM
45	Env damage/protect green Using agricultural land that is productive.	7/29/2014 3:16 AM
46	Env damage/protect green green belt should be preserved to prevent continuous linear urban sprawl and to allow each existing settlement to retain its identity	7/28/2014 9:01 AM
47	Env damage/protect green It would encroach on the green belt	7/28/2014 8:55 AM

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48	Env damage/protect green reasonable roads but still added pressure on already busy A6, loss of greenbelt	7/28/2014 6:01 AM
49	None None	7/27/2014 8:46 AM
50	Merger/urban sprawl The distinctive character of a number of small villages would be lost.	7/27/2014 6:23 AM
51	Env damage/protect green Destroying green belts	7/24/2014 8:47 AM
52	Env damage/protect green green belt should be protected	7/23/2014 11:14 AM
53	Env damage/protect green Use of Green Belt land, and reduction of space around/between towns and villages	7/23/2014 1:15 AM
54	Merger/urban sprawl It looks a sprawling development compared to option 1	7/22/2014 1:32 PM
55	Few - option 1 is better, but this is also a good solution	7/22/2014 12:31 PM
56	Env damage/protect green it involves digging up greenfield! enough said! wildlife, plants, soemthing nice for people to look at other than more concrete jungle	7/22/2014 7:49 AM
57	Env damage/protect green Green Belt is a precious commodity which should not be lost unless there is absolutely no other alternative.	7/22/2014 7:30 AM
58	This scale of housing is not needed	7/21/2014 8:56 AM
59	Merger/urban sprawl could be too larger development and overwhelm current villages.	7/20/2014 8:26 AM
60	Env damage/protect green changes to the greenbelt will not be acceptable to local people.	7/20/2014 3:38 AM
61	Env damage/protect green Loss of green fields and ruin of villages.	7/19/2014 4:23 AM
62	Infrastructure services are not going to support many more new homes	7/16/2014 4:28 AM
63	Need to take care that the area does not replicate Ribbon Development.	7/14/2014 12:48 PM
64	Merger/urban sprawl On the wrong side of the river. Would join Beaumont, Slyne, Hest bank and Bolton le Sands into a large suburban sprawl.	7/14/2014 11:34 AM
65	Env damage/protect green Green belt is essential for quality of life so invading it should be the very last thing we consider.	7/12/2014 3:30 AM
66	Env damage/protect green The green belt prevents the development of a continuous urban strip from Camforth to Lancaster. Green spaces are essential to the quality of life.	7/8/2014 11:56 AM
67	Infrastructure Major traffic issues already exist on A6.	7/8/2014 2:45 AM
68	This would seriously undermine strategic planning across the district. It would send the wrong message about the values of the planning system.	7/7/2014 2:46 AM
69	at present unnecessary given the other potential options	7/6/2014 9:33 PM
70	Env damage/protect green The greenbelt is vital to allow the residents to breathe and enjoy where we live. There is little enough already - leave it alone.	7/6/2014 5:56 AM
71	Env damage/protect green We who live here need green areas to breathe and live there is little enough left leave it alone	7/6/2014 5:37 AM
72	Merger/urban sprawl The area could become a vast urban sprawl if not sensitively managed.	7/6/2014 4:22 AM
73	Infrastructure It would add additional strain to schools Slyne & Bolton le Sands	7/4/2014 8:07 AM
74	It is likely much of this land is not suitable for development.	7/3/2014 3:22 PM
75	A review can lead to speculations that screw the primary intentions.	7/3/2014 9:15 AM
76	Env damage/protect green Destroy the nature of the area surrounding the city and larger towns; alter the way that many people use their leisure time by going to Green Belt locations	7/3/2014 1:37 AM
77	Merger/urban sprawl This proposal could directly lead to the sort of sprawl and loss of local community that I have seen whilst living in the south east around London for a number of years.	7/2/2014 3:50 PM
78	Env damage/protect green Please protect our Greenbelt	7/2/2014 1:36 PM
79	Env damage/protect green Infrastructure Green belt land is important to prevent urban sprawl. Would still require all additional services creating	7/1/2014 11:39 AM
80	Env damage/protect green loss of visual aspect and much needed green space	7/1/2014 12:53 AM
81	Env damage/protect green Once lost, never regained.	6/30/2014 1:39 PM
82	Env damage/protect green The character of the area would be changed and lost. Green Belt land should be sacred.	6/30/2014 10:40 AM
83	Env damage/protect green Green Belt is there for a reason that is to help keep diverse environments within the community otherwise we would have a concrete jungle	6/30/2014 9:47 AM
84	Merger/urban sprawl Lancaster would begin to look like a mini Liverpool, Manchester etc	6/30/2014 9:15 AM
85	Env damage/protect green Environment and impact would need to be considered.	6/30/2014 8:59 AM
86	Infrastructure Will need to be well designed and planned. Will need another hospital and another secondary school, vet, supermarket etc.	6/30/2014 8:47 AM
87	Would need careful planning of an attractive landscape.	6/30/2014 8:40 AM
88	Env damage/protect green Land now used as farm land gone forever.	6/30/2014 7:46 AM
89	Employment access Env damage/protect green Loss of farm land and not able to change once built on. Lack of work prospects.	6/30/2014 7:40 AM
90	Employment access Precious homogenous Greenbelt loss.	6/30/2014 5:11 AM
91	Env damage/protect green loss of beautiful countryside, potentially damaging local farmers livelihoods and damaging wildlife areas	6/30/2014 1:16 AM

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92	Env damage/protect green Green belt needed to provide a natural gap between large settlements.	6/30/2014 12:08 AM
93	Env damage/protect green Removes vital lung from urban densities.	6/27/2014 12:14 AM
94	Env damage/protect green Using up green space	6/26/2014 2:13 PM
95	Infrastructure extending rural villages would impact on transport links, especially if current review reduces bus links	6/25/2014 5:04 AM
96	Infrastructure Too much traffic congestion- nooptions to improve it- coast road already a traffic jam at the weekend, why ruin a green space	6/24/2014 11:59 AM
97	Employment access is there employment opportunity?	6/24/2014 4:16 AM
98	Env damage/protect green Infrastructure Once one bit goes, the rest will follow. Would increase traffic trying to cross river.	6/24/2014 3:58 AM
99	Will it meet the needs	6/24/2014 12:09 AM
100	Env damage/protect green Environmental impact - lack of green spaces and housing sprawl	6/22/2014 12:54 PM
101	Env damage/protect green We need to keep the green belt for sheep and cattle farming also growing crops.	6/20/2014 1:42 PM
102	Env damage/protect green Some of the areas near the river have some rare bird life and fauna the impact of too much human disturbance could spell disaster for them	6/20/2014 6:24 AM
103	Env damage/protect green Extensive work in this green belt area is already having a major impact with the Heysham/M6 Link	6/20/2014 1:52 AM
104	Env damage/protect green Loss of green spaces. Crucial for human and the natural world's well being.	6/18/2014 12:51 PM
105	Env damage/protect green This is too precious and limited a resource to squander.	6/18/2014 3:46 AM
106	Env damage/protect green Green Belt land is usually given over to grazing cattle or growing crops - if the population is going to grow at such a rate, we will need this land for food production, for both human's and animals (silage for animals).	6/18/2014 3:26 AM
107	Env damage/protect green We need our green space!	6/18/2014 3:15 AM
108	Env damage/protect green Green belt land should exist as an amenity for all.	6/18/2014 2:26 AM
109	Env damage/protect green Once its gone, its gone. Impossible to regain!	6/18/2014 2:17 AM
110	Env damage/protect green Loss of agricultural land.	6/18/2014 2:09 AM
111	Env damage/protect green The loss or damage to the countryside.	6/18/2014 2:02 AM
112	Infrastructure Additional infrastructure of schools, doctors and shops would be required.	6/18/2014 12:25 AM
113	Env damage/protect green Hate the idea of building on Green Belt.	6/17/2014 4:07 AM
114	Env damage/protect green Green Belt land is precious.	6/13/2014 2:47 AM
115	Env damage/protect green Wildlife disrupted. Deer, buzzards etc often seen in Newlands area. Not enough Green Belt anyway.	6/13/2014 2:12 AM
116	Env damage/protect green No work, more expensive to commute, green land should be preserved where possible	6/13/2014 2:11 AM
117	Env damage/protect green Green fields going! Particularly Newlands area.	6/13/2014 2:09 AM
118	Env damage/protect green The only piece of greenbelt within the Lancaster District, this should be preserved.	6/12/2014 8:43 AM
119	Env damage/protect green Using Green Belt Land	6/12/2014 3:36 AM
120	Obvious.	6/10/2014 6:31 AM
121	Env damage/protect green There is opposition from the Greens to building on ANY greenfield site. I suspect that this would provoke most resistance. I tend to agree - let's try to preserve our green belt if we can.	6/8/2014 11:16 AM
122	Merger/urban sprawl Villages turn into towns	6/5/2014 9:28 AM
123	Infrastructure Likely opposition to removal/variation of green belt designation - will the Councillors vote for it? Increased pressure on existing road links (particularly Greyhound/Skerton Bridges) - maybe a new bridge across the river?	6/5/2014 5:28 AM
124	Merger/urban sprawl Urban sprawl.	6/5/2014 4:38 AM
125	Env damage/protect green Countryside destruction.	6/5/2014 4:20 AM
126	Env damage/protect green Taking more land for houses!! Destruction of countryside.	6/5/2014 4:15 AM
127	Merger/urban sprawl Will not preserve local character of villages (structure).	6/5/2014 3:34 AM
128	Env damage/protect green Removal of greenbelt and effect on wild life	6/4/2014 5:00 AM
129	Infrastructure Need infrastructure	6/4/2014 2:28 AM
130	Env damage/protect green Infrastructure Services and loss of green belt	6/4/2014 2:04 AM

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Q10 Would you like to make any other comments on Option 2?

Answered: 147 Skipped: 279

#	Responses	Date
1	Protect GreenBelt As I said before there is very little green space within Lancaster and gardens are small or none existent so it is important that we continue to have green fields nearby . If greenbelt only covers 3% of the district then there is even more need to protect it .	8/13/2014 4:02 AM
2	Part review Some off the green field sites could be developed since the spread of Scotforth southwards & the University development could be linked. Also the growth of Camforth towards Bolton-le-Sands could be linked without to detrimental effect on the area.	8/7/2014 10:05 AM
3	Infrastructure M6 link Providing down sensitively. The main advantage of this option would be the infrastructure being provided by the new bypass currently under construction.	8/7/2014 9:56 AM
4	M6 link I have great concerns about building on Greenbelt; however if the expansion of the City of Lancaster to took advantage of areas already impacted by the building of the new Heysham bypass this may offer integration opportunities	8/7/2014 9:53 AM
5	Employment Infrastructure Area to south of new M6-Heysham Link would be particularly suitable for review and potential development providing access to employment opportunities and relatively small infrastructure investment. Concentrating growth close to the existing urban centre is the most sustainable and flexible means of delivering new homes.	8/7/2014 9:38 AM
6	I would need to know more about the individual sites to weight the costs and benefits In general some small contribution from this option in combination with other options is the only way I could support it	8/7/2014 9:37 AM
7	Part review Would support extension to Lancaster and Camforth but not necessarily the area inbetween	8/7/2014 9:35 AM
8	Hybrid approach Link with Option 1 thus reducing impact of both but retaining advantages	8/7/2014 9:28 AM
9	Protect GreenBelt There are enough areas to build without encroaching on your countryside.	8/7/2014 9:27 AM
10	Hybrid approach If there has to be building on green field land, it should possibly be combined with Option 1, and greenfield land left should be then freshly protected.	8/7/2014 9:20 AM
11	Use brownfield sites There seems to be enough brown field land to accomodate a moderate increase in house building	8/7/2014 9:13 AM
12	Employment Where are the jobs to support this big housing increase?	8/7/2014 9:12 AM
13	Protect GreenBelt REJECT IT	8/7/2014 9:10 AM
14	Protect GreenBelt Green Belt land was designated for a reason. If we pour concrete over our green spaces we will ruin our quality of life.	8/7/2014 9:08 AM
15	Protect GreenBelt We should absolutely be protecting our green belt land around Lancaster. Once it is gone it is gone. There must be another solution to this.	8/7/2014 9:04 AM
16	Protect GreenBelt We must protect our areas of outstanding natural beauty. It what the local people love and tourists visit to see.	8/7/2014 8:59 AM
17	Use brownfield sites Extra funding may be needed to encourage cleaning up polluted brown field sites.	8/5/2014 4:18 AM
18	Protect GreenBelt We are lucky to have beautiful countryside, it's one of the reasons for living in the area.	8/5/2014 4:09 AM
19	It is not clear on the map provided the exact location of this land - 3 green circles but no precise places.	8/4/2014 4:25 AM
20	Protect GreenBelt I strongly disagree with any encroachment upon Green Belt areas which are important for protecting the environment cushioning of urban areas from pollution and providing wildlife 'corridors'.	8/4/2014 4:06 AM
21	Protect GreenBelt Leave the Green Belt alone!	8/1/2014 7:44 AM
22	Protect GreenBelt Greenbelt was designated for valid reasons which remain true - so maintain and respect that status. Other 'green' sites within settlements and brownfield sites now available because of changes in needs/use since 1991 should be first option. Be more flexible with land use allocations such as employment/business being changed to housing or combined housing/employment. This is particularly true in Camforth and parts of Lancaster and Heysham.	7/31/2014 1:09 PM
23	This should have been considered in the norther access road planning.	7/31/2014 10:37 AM
24	Protect GreenBelt I think this is the worst thing to do in terms of impact on the countryside	7/31/2014 9:41 AM
25	M6 link Since the Green Belt has been so heavily compromised by the link road it may conceivably be an option. But before that the base case for the number of new homes needed, over what period of time, has to be established.	7/31/2014 8:34 AM
26	Concerned about Merger Protect GreenBelt I would only reiterate my previous remarks about the importance of green spaces and of ensuring that there are "gaps" between the towns and villages, otherwise there is a danger that they would merge into one.	7/31/2014 8:16 AM
27	Hybrid approach In my view the greenbelt should be flexible so long as the total area is not reduced. This may require a different area to be incorporated into the greenbelt. The area indicated in this option may be too large but a scaled down version could work well in conjunction with scaled down versions of some of the other options such as options 1 and/or 3.	7/31/2014 7:35 AM
28	This Green Belt has already had 10 dwellings built on it since it was designated.	7/31/2014 6:49 AM
29	Infrastructure M6 link It is close to the new Link Road and the M6 Motorway and would therefore allow good connectivity with for Jobs in local cities; Lancaster, Preston and Kendal and offers an existing infrastructure jobs etc. Good connectivity.	7/31/2014 6:39 AM
30	Protect GreenBelt This only covers 3% of the district and aught to be safeguarded	7/31/2014 6:28 AM
31	Protect GreenBelt Whilst some land within the Green Belt may ultimately be needed, a case for release is not yet proven and can only be supported after all other non-Green Belt options have been fully considered and accounted for. Potential Green Belt review is therefore not the most appropriate option at the present time.	7/31/2014 6:23 AM

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32	Protect GreenBelt The whole point of the Green Belt is to make it hard to build on. Challenging the Green Belt before all other locations & options have been exhausted is weak and poor planning management. We should reclaim, develop and improve existing brown-field sites in Lancaster and Morecambe before taking the easy option of extending into green-field sites in the adjacent area.	7/31/2014 5:48 AM
33	Apart from the break between the current limits of Morecambe and Lancaster, the villages of Hest Bank, Slyne and Bolton le Sands already coalesce in ribbon development along the road to Camforth. It is therefore questionable whether any greenbelt actually exists here in the full Planning sense.	7/31/2014 5:37 AM
34	Part review A possible option, with some good and some bad points. With care, this looks like a sensible part solution, though possibly not for all the houses in the 'max' forecast. Care needed.	7/31/2014 3:35 AM
35	Support review Greenbelt has an important role to play, but its role should be periodically reviewed (good practice), and this is the right time now not least because the new link road changes site/market relationships. There is the opportunity to reinforce and reassert the role of greenspace in some areas, and to make new and better use of it in others. This option should logically be pursued together with option 1, to address likely housing demand linked to actual economic generators to be developed/realised (eg the port). This means giving careful thought to the type of new workers/in-migrators to be catered for - ie the housing they will need and desire (size, type, design, quality etc) - so that a real uplift in the market is realised, and density/numbers are not the driving force. This will help support regeneration of Morecambe - but should not result in the loss of division between different communities so that Morecambe and Camforth merge into one linear urban area. An approach needs to be taken, as in London and other cities, that looks to develop urban 'villages' which are deliberately aimed at different types of market (eg families, young singles/couples, and older households).	7/31/2014 2:40 AM
36	None No	7/30/2014 10:53 AM
37	Protect GreenBelt Green Belt is Green Belt and not for development. Please don't start moving the goalposts!	7/30/2014 7:18 AM
38	Protect GreenBelt Reviewing the Green Belt is not an option unless it be its increase protection.	7/30/2014 6:49 AM
39	Protect GreenBelt I think the green belt is an asset to the area with easy access to fields, walks for the district and changing use of land for building will detract from the area + cause city problems	7/30/2014 5:57 AM
40	Protect GreenBelt The green belt has a purpose which has not changed and therefore it should be maintained as was the interim when it was created.	7/30/2014 4:36 AM
41	M6 link Could be an opportunity for the area, especially with the new Heysham Road being built in the area.	7/30/2014 4:16 AM
42	Infrastructure As before, disruption could be minimised given that infrastructure already in place.	7/30/2014 4:03 AM
43	Part review Some land could be built on in the green belt.	7/30/2014 3:58 AM
44	Infrastructure Protect GreenBelt Need more information. Housing development should not be seen in isolation from infrastructure needs. Some district housing is required, but it should not overwhelm an area. Greenbelt development should be avoided.	7/30/2014 3:39 AM
45	Protect GreenBelt Need more information. Where is the green belt in relation to the bypass? Is much land left over. Was told by planning department a few years ago that they hoped certain industries (at present on quay) would move across there to the new bypass for ease of access. Any development should be carefully monitored and restricted. Green belt put there for a reason and should be respected. Certainly any lost should be replaced.	7/30/2014 2:47 AM
46	M6 link There is a real risk that if you urbanise the land around the new link road you will just turn it into another congested road and not deliver the intended benefits to Heysham and Morecambe.	7/29/2014 4:57 PM
47	Protect GreenBelt What is the point of designating a "green belt" if, as soon as we think we need to we build on it. The distinction between Lancaster/Morecambe and Bolton le Sands and Camforth needs to be maintained.	7/29/2014 1:39 PM
48	Infrastructure may be acceptable though if enough green spaces are left. I am not that familiar with those areas but a good link to public transport would be vital - so e.g. is south of camforth accessible to public transport	7/29/2014 1:29 PM
49	M6 link Part review Land north of Lancaster and south of the link road presently under construction would provide an ideal site for infill housing development.	7/29/2014 1:13 PM
50	Part review Should try to meet most development in existing settlement boundaries. Minor changes to GB may be appropriate	7/29/2014 8:26 AM
51	I don't understand what the three green marks signify.	7/29/2014 7:55 AM
52	Protect GreenBelt The green belt was allocated to preserve land, how can you now ignore your own rulings. people will not be happy.	7/29/2014 7:40 AM
53	Part review The Green Belt was designed to protect the open land in precisely these circumstances. A review may now be necessary but please proceed with caution.	7/29/2014 6:32 AM
54	Protect GreenBelt There are other alternatives	7/29/2014 4:47 AM
55	Protect GreenBelt Not necessary to build on Green Belt land when green sites available.	7/29/2014 4:14 AM
56	Protect GreenBelt The Green Belt was established to preserve green areas and stop development and building on the green areas. Hence Green Belt. Housing should never be built on the Green Belt.	7/29/2014 3:49 AM
57	Part review The green belt as it is and not big enough anyway to give a real searation between Lancaster and Camforth so carefully planned housing would be less intrusive here than in other parts on the district	7/29/2014 1:25 AM
58	Protect GreenBelt Would this open the option to build absolutely anywhere. Our green and pleasant land needs protecting	7/28/2014 11:38 PM
59	M6 link The new road link is a massive and long term opportunity to capitalise on this area.	7/28/2014 1:29 PM
60	Protect GreenBelt Leave the Green Belt alone!	7/28/2014 6:13 AM
61	Employment Infrastructure M6 link It is close to the new Link Road and the M6 Motorway and would therefore allow good connectivity with for Jobs in local cities, ie, Lancaster, Preston and Kendal and offers an existing infrastructure. Good connectivity.	7/27/2014 8:46 AM

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62	Employment Hybrid approach Infrastructure M6 link I would recommend this option as well as option 1. By combining the two options, you have a greater area to develop allowing for additional space to create green spaces (DM35/DM26). This should be considered in conjunction with the new link road which will change this area and could be good for regeneration Additional Points in favour • Close to work - people can walk / cycle to work – (DM20 /DM21 / DM23) • Close to Railway station (DM23) • Good Bus routes (DM23) • Close to M6 - Good for employment and jobs in Preston – (DM23) • Ample power Supply (DM19) • Chance to create business EZ scheme to attract new jobs (DM16) • Good for evening and night time economy (DM5)	7/27/2014 7:14 AM
63	Protect GreenBelt Use brownfield sites Green belts were designed to stop councils doing things like this. There are plenty of brownfield sites within the district, and under used housing, and empty work places that could help meet the needs before we destroy the environment.	7/24/2014 8:47 AM
64	Support review The green belt area is overdue for review and this could solve some of the issues associated with the other options	7/23/2014 11:11 AM
65	Greenbelt land has been altered in the past so to declare it protected from development is a false detail.	7/23/2014 1:43 AM
66	Infrastructure M6 link There are a number of reasons why this should be strongly supported. It capitalises on the link road (in terms of highways investment). That makes good sense. Although on greenbelt, this is very thin in places and when this happens it makes no sense to defend it. Also it is not a specially designated landscape, nor primarily an agricultural community. I understand that there is interest from developers, and from this a greater chance of differentiated design in the housing. This is so important for good development. It is also good for sustainable transport.	7/22/2014 12:31 PM
67	Support review Whilst Green Belt land is precious so is the need for additional homes, particularly affordable ones. Sometimes sacrifices have to be made and surely some of the designated Green Belt is less significant in environmental terms. After all we are very close to two AONBs if we crave lovely landscapes.	7/22/2014 12:24 PM
68	Protect GreenBelt No better than option 1. Housing is needed in the city not out in the countryside where there are no facilities like buses.	7/19/2014 4:23 AM
69	Employment Infrastructure M6 link I would support Option 2 (in part at least) because whilst I appreciate the value & purpose of Green Belt areas it is a somewhat dated policy which appears to have been ignored partially over the years in any event. The M6 Heysham by Pass route appears to have had total disregard to the GB thus reducing what is left between Lancaster/Hest Bank/Bolton-le-Sands/Camforth to nothing more than a token gesture. Again, the infrastructure is already apparent to a large degree for Option2 & it is located closer to where any job creation would be	7/16/2014 8:15 AM
70	Concerned about Merger Protect GreenBelt Please do not build on green belt land; leave the villages some clear space to maintain their individual character	7/16/2014 4:28 AM
71	Part review The existence of the greenbelt land significantly improves the quality of life for residents in terms of outdoor amenities and recreation activities. However, some of the greenbelt in this area is very thin and its loss would perhaps not be significant.	7/16/2014 12:53 AM
72	Protect GreenBelt Any person on the LCC who wants to change the Green Belt would be condemned for many generations to come.	7/15/2014 2:48 AM
73	New age ECO properties could be built supported by the cycle routes and walkways.	7/14/2014 12:48 PM
74	None No	7/14/2014 11:34 AM
75	If as well as building houses, farmland (currently closed to the public) was converted into parks, sports pitches, public gardens, woodland and cycle/footpaths (open to the public) then a good quality of life could be achieved for all.	7/14/2014 11:27 AM
76	Protect GreenBelt to lose valuable farm land is always a concern	7/14/2014 9:51 AM
77	Infrastructure It provides a chance to secure high quality affordable homes with a good infrastructure and excellent transport. I STRONGLY SUPPORT this option	7/13/2014 6:55 AM
78	Protect GreenBelt Worst of a bad bunch. Why would we choose to destroy the green belt?	7/13/2014 3:16 AM
79	M6 link New motorway link road gives obvious opportunities for development. Green belt is an anomaly in view of all the urban development between Lancaster/Morecambe and Camforth. Trains, roads, bus services operating. Commuting distances short. No threat to Lancaster's beautiful countryside up the Lune Valley and bordering on Bowland.	7/12/2014 3:39 AM
80	Protect GreenBelt 1. The North Lancashire Green Belt is a very small green belt and any further erosion would significantly weaken its strategic value to the district as a whole. Some people already feel that it was designated very late in the day when areas had already been nibbled at for development. Any further reduction smacks of panic in the face of a planning policy in danger of getting out of balance with itself. 2. It is essential that it is retained to support the wider strategic options for future planning across the district and we must resist the obvious temptations to nibble away at it for housing in the short term. 3. The area covered by the current green belt is a high quality urban fringe landscape which sets off Lancaster very clearly and should be retained. 4. While it would seem beneficial to continually monitor the green belt to ensure it is still playing its part in local planning, a full scale review would not be in the longer term public interests of the district as a whole.	7/7/2014 2:46 AM
81	Infrastructure Quite apart from anything else would require major expansion of infrastructure and other front-end investments making this likely to be less cost effective than other options while considerably more disruptive to the area	7/6/2014 9:33 PM
82	M6 link This would use the Northern Link Road.	7/6/2014 4:22 AM
83	Support review There has already been development on this land, the New Road. Disruption would therefore, be small.	7/5/2014 1:22 AM
84	Part review the only part of the green belt that seems sensible would be development at Hamilton Hall area this was proposed in 1990's	7/4/2014 8:07 AM
85	Employment Infrastructure Development on this land will mean the increased population is close to the other urban areas in Lancaster, (Morecambe and Camforth), probable employment opportunities and increase the economic viability of these towns. Listed advantages are very important, in particular good connectivity and closeness to the city supporting its continuing expansion.	7/3/2014 3:22 PM
86	A review of the Green Belt can illustrate and inform regarding the type and quality of desirable housing development that could gain planning and public approvals.	7/3/2014 9:15 AM
87	Protect GreenBelt The easy option and allows conservative planners to carry on as before but just enlarge the land build area. NO!	7/3/2014 1:37 AM
88	Protect GreenBelt Green Belts were added for a reason!	7/2/2014 3:50 PM

How can we meet our future housing needs?

89	Support review I would support a review of the Green belt whether or not the area is required for housing or any other uses.	7/2/2014 12:38 PM
90	In keeping I would not mind greenbelt development if the housing was tastefully integrated with the landscape and not cramped eyesores like Standengate and the new Leisure Park development.	7/1/2014 1:40 AM
91	None No	6/30/2014 1:39 PM
92	In keeping It would depend on the plans and type of houses to suit the local area, for example would the houses be built from reclaimed or recycled materials	6/30/2014 1:17 PM
93	Support review Greenbelt can't continue to be a "sacred cow", whilst housing needs become increasingly desperate and are ignored.	6/30/2014 1:01 PM
94	The whole exercise is invalid as the projection figures used are invalid	6/30/2014 9:22 AM
95	Opportunity to increase the desirability of housing in north Lancaster and link to both Lancaster and Morecambe town centres.	6/30/2014 9:18 AM
96	Protect GreenBelt We are a small overpopulated island already and to build on the land that is currently open borders on criminal negligence.	6/30/2014 9:15 AM
97	Protect GreenBelt GREEN BELT SHOULD NOT BE USED	6/30/2014 9:05 AM
98	Support review Yes, possibly.	6/30/2014 8:59 AM
99	Protect GreenBelt Green belt should be kept green.	6/30/2014 8:54 AM
100	Protect GreenBelt Green belt should be protected.	6/30/2014 8:52 AM
101	It would seem to me to be a good solution, advantages are well thought out - with disadvantages not insurmountable.	6/30/2014 7:30 AM
102	Support review Partial support.	6/30/2014 6:19 AM
103	Protect GreenBelt We need to keep green spaces	6/30/2014 4:53 AM
104	The maps provided are very unhelpful because they are no place names.	6/30/2014 4:47 AM
105	Protect GreenBelt I think green fields should be left as that.	6/30/2014 4:42 AM
106	Protect GreenBelt Use brownfield sites There are plenty of brownfield sites in the Lancaster area without using greenfield.	6/30/2014 4:36 AM
107	Protect GreenBelt You might as well not have green belt land if you can just get rid of it when you want. It was designated for a reason, keep it that way.	6/26/2014 11:21 AM
108	unable to download and read the Housing needs consultation document what's wrong with PDF ?	6/25/2014 3:57 AM
109	Cannot see this working, jamming housing between Morecambe and Camforth will cause a lot of problems for the coastal area	6/24/2014 11:59 AM
110	M6 link given the Heysham by-pass has altered this area already, revising the extent of the green belt seems reasonable e.g. building from Torrisholme up to the by-pass but leaving north of the by-pass as green belt	6/24/2014 4:16 AM
111	Use brownfield sites In filling 'brown' areas must come first.	6/24/2014 4:05 AM
112	Protect GreenBelt Green Belt should remain.	6/24/2014 3:51 AM
113	M6 link Building up to the south boundary of the new M6 link and keeping green land to the north.	6/24/2014 3:47 AM
114	Protect GreenBelt I would not support this option, Green Belt is the distinction of towns so not to expand.	6/24/2014 3:39 AM
115	Protect GreenBelt Green Belt should be permanent.	6/24/2014 3:32 AM
116	Protect GreenBelt I am definitely against this option, the m6 link has already eaten into the Green Belt. North Lancashire is well regarded for its countryside and coast. Once the Green Belt restrictions are loosened, there will be no stopping developers. The North West part of Lancashire is very attractive to residents, communities and visitors.	6/24/2014 3:25 AM
117	Protect GreenBelt We need to keep Green Belt land for people to enjoy nature. We need to keep our Green land for future generations, we are in danger of losing the land and it could become a concrete jungle. I feel we should be building on Brown Sites, not taking Green Belt land which could see our area being swallowed up by new houses.	6/24/2014 3:19 AM
118	The north is already densely populated and some of the areas have little appeal left due to urbanization. Most commuters need to go south and this adds one or two junction to the traveling time.	6/23/2014 12:27 PM
119	Protect GreenBelt People need green space at close proximity. The beauty of our area is the ability to walk out into green without the need to get in your car. If you fill all the green spaces, you will increase the cars on the road as people make car journeys to get out of the urban areas.	6/22/2014 12:54 PM
120	Protect GreenBelt Enough green land had been swallowed up by the M6 Heysham link road detracting from the rural feel of this area	6/20/2014 2:36 PM
121	Protect GreenBelt The government states that we need to be more self sufficient and rely less on other countries to provide for us. Our standards are second to none so we should all be supporting our local produce. This would also reduce fuel and be greener. Tourism is important for our economy and people come to see our beautiful countryside so it should be valued more.	6/20/2014 1:42 PM
122	Protect GreenBelt Use brownfield sites The green belt should never be built on there is plenty of brown field sites throughout the district that would benefit from new housing.	6/20/2014 3:47 AM
123	Protect GreenBelt Don't support Green Belt development	6/18/2014 8:54 AM
124	Protect GreenBelt Least favoured option.	6/18/2014 3:46 AM
125	Hybrid approach Some development north of Lancaster could take place as a supplement to implementation of Option 1.	6/18/2014 2:57 AM
126	Support review Sounds sensible.	6/17/2014 7:50 AM
127	Support review Advantages outweigh disadvantages.	6/13/2014 2:33 AM
128	M6 link Protect GreenBelt Green Belt is Green Belt for a reason. Build up to the new Bypass not beyond. Very small inclusions might be acceptable very close to existing houses.	6/13/2014 2:19 AM
129	Use brownfield sites Looking for more 'brown' sites is better.	6/12/2014 2:57 AM

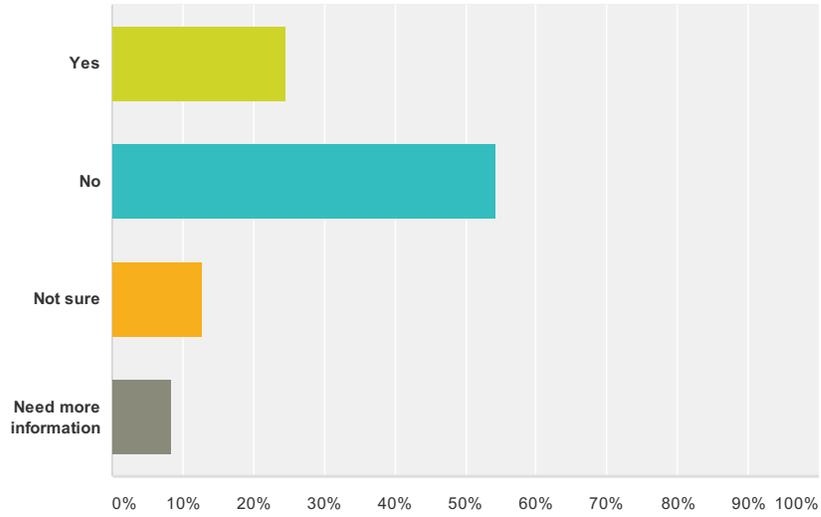
How can we meet our future housing needs?

130	Protect GreenBelt Avoid the green belt if possible - it is there for a very good reason	6/11/2014 9:47 AM
131	Protect GreenBelt it all depends on the content of the word "reviewing": does it mean scrapping bits of it? what about the environment for the current wildlife population?	6/11/2014 2:37 AM
132	It is not easy to see why the green field areas are any the less significant than the designated GB. This is an important decision and it is unreasonable just to make a guess. Proper assessments by expert advisors are needed. I know it costs money and causes delays but is this a rational process or not?	6/10/2014 6:31 AM
133	In addition to land availability the main questions for all options are 'Where do people want to live?' and 'Where would developers want to build?'	6/8/2014 11:16 AM
134	This would need to be done very carefully and with sensitivity.	6/6/2014 2:37 AM
135	Protect GreenBelt How will the green belt be reviewed? What about green corridors etc?	6/6/2014 2:20 AM
136	Protect GreenBelt No building or development should be allowed on Green belt.	6/5/2014 11:05 AM
137	Concerned about Merger Protect GreenBelt My house backs onto the green belt. I would vehemently oppose building on this, we have a beautiful view that was reflected in the price we paid for our house. We also have privacy. Building on the green belt would mean the villages just become town extensions - people who choose to live in a village do so because they don't want to live in a town. Please don't turn this beautiful part of the area into one big housing estate!	6/5/2014 9:28 AM
138	Large-scale housing development which secures investment into Morecambe is a positive - Morecambe needs it more than South Lancaster!	6/5/2014 5:28 AM
139	Use brownfield sites There are enough brownfield sites to build on first.	6/5/2014 4:50 AM
140	Part review Focus on Camforth area.	6/5/2014 4:25 AM
141	Protect GreenBelt Green belt is precious and needs preserving.	6/5/2014 3:44 AM
142	Concerned about Merger Protect GreenBelt Keep the greenbelt as the villages are already becoming part of the larger urban sprawl.	6/5/2014 3:40 AM
143	Protect GreenBelt Too little greenbelt now.	6/5/2014 3:25 AM
144	Protect GreenBelt I believe its good to conserve the green belts.	6/5/2014 3:23 AM
145	Greenbelt is very expensive.	6/5/2014 3:20 AM
146	Protect GreenBelt I am emphatically against building on green belt.	6/4/2014 3:50 AM
147	M6 link There would probably be huge objections as there was and still is to the M6 extension - so it would drag on and be very costly.	6/4/2014 1:55 AM

How can we meet our future housing needs?

Q11 Do you support Option 3?

Answered: 394 Skipped: 32



Answer Choices	Responses
Yes	24.62% 97
No	54.31% 214
Not sure	12.69% 50
Need more information	8.38% 33
Total	394

How can we meet our future housing needs?

Q12 Would you like to add anything to the advantages and disadvantages of Option 3?

Answered: 219 Skipped: 207

Answer Choices	Responses	
Advantages	63.01%	138
Disadvantages	81.28%	178

#	Advantages	Date
1	Infrastructure Small development of the villages would help support rural schools and other facilities in the Lune Valley.	8/7/2014 10:05 AM
2	Use of brownfields Limited In-fill and development of brown feild sites	8/7/2014 9:42 AM
3	Infrastructure could help some villages retain sustainability, possibility of affordable rural housing	8/7/2014 9:37 AM
4	None None for smaller communities	8/7/2014 9:28 AM
5	Use of brownfields shares the load more brownfields available	8/7/2014 9:19 AM
6	None None	8/7/2014 9:08 AM
7	Infrastructure This is by far and away the best Option. It means parcels of land can be carefully selected throughout the district. Small scale solutions mean more builders can be utilized, this in tum will mean greater variety. Also development in smaller towns and villages will mean greater support for their local shops and village life.	8/7/2014 8:58 AM
8	Fair/spread A more even distribution of housing	8/7/2014 8:55 AM
9	None None	8/7/2014 8:54 AM
10	Limit expansion Only if development numbers proportionate to size of location ie small in villages.	8/5/2014 4:19 AM
11	Limit expansion All communities benefit from housing new residents. Local housing needs met. Children growing up may see a chance of staying couldbe unbalanced/some areas would be more affected than sites. Could focus on large homes - not affordable homes. Could the council limit expansion of each community by 5% only.	8/4/2014 5:13 AM
12	None None.	8/4/2014 4:38 AM
13	None None	8/1/2014 8:13 AM
14	None None that are relevant!!	8/1/2014 8:07 AM
15	In keeping Limit expansion If any development was sympathetic to surroundings and not too intensive in any one area	8/1/2014 7:22 AM
16	Profits developers/landowners which is not a good reason for doing this.	7/31/2014 1:20 PM
17	Fair/spread Spread the load and *should* respond to local needs in each area. You should not move people out destroying communities.	7/31/2014 10:38 AM
18	Infrastructure This would spoil the character of existing villages. There are no jobs so roads would get busier with commuters.	7/31/2014 8:40 AM
19	None None	7/31/2014 6:39 AM
20	Affordable housing If low cost housing is built, young families would be able to remain in area near to their families.	7/31/2014 6:30 AM
21	Fair/spread Politically, it shares the problem around. That's it.	7/31/2014 3:39 AM
22	Fair/spread Infrastructure Spreading new build across the district will create jobs across the district. This option makes fewer demands on the existing infrastructure	7/31/2014 3:18 AM
23	Infrastructure Could keep communities alive	7/31/2014 12:27 AM
24	landowners benefit monetarily	7/30/2014 12:23 PM
25	None None	7/30/2014 10:53 AM
26	In keeping Sustainable- But 'in keeping'	7/30/2014 7:08 AM
27	I note the word substantial area is used. I think this would make a large connurbation, again in the rural area.	7/30/2014 6:01 AM
28	Hybrid Combination of 3 and 2. Shares the 'pain' makes land more locally available. For example a Camforth person would probably prefer to live in Camforth than Lancaster.	7/30/2014 5:43 AM
29	Fair/spread Spreads the burden (or misery, as many will perceive it)	7/29/2014 4:57 PM
30	None None	7/29/2014 1:50 PM
31	Fair/spread Lessens the significant impact that a large development would otherwise create	7/29/2014 12:52 PM
32	Infrastructure Limit expansion This Option is not the answer to the problem nor is it particularly sustainable in a spatial planning sense. However, it does have some merit. Small villages that are struggling to remain viable and keep vital services open (such as village shops, village halls and schools) would benefit from relatively modest growth. The key is that this growth is modest other wise it will change the character of small settlements and will not carry community support.	7/29/2014 8:35 AM
33	Infrastructure Probably none bearing in mind that 'in fill' has been happening for (probably) 60 years or more resulting in most of the services to and from our villages being over loaded.	7/29/2014 7:57 AM
34	Impact village/character Number 5 in the list of advantages is nonsense. It would destroy rural living not enhance it.	7/29/2014 6:36 AM

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35	Limit expansion Less impact on the environment and infrastructure small scale developments would not put too much additional strain on schools, roads etc. More choice of locations i.e family, work etc.	7/29/2014 6:14 AM
36	Use of brownfields I would support this as best option on brownfield sites	7/29/2014 4:35 AM
37	Impact village/character travel disruption, poor quality of housing as already shown- loss of village atmosphere.	7/29/2014 4:25 AM
38	Infrastructure It is important to maintain the viability of shops, post offices and bus services in rural areas.	7/29/2014 3:44 AM
39	Infrastructure Could help maintain/retain public transport infrastructure	7/29/2014 3:38 AM
40	Limit expansion If development in villages is limited to under 20 homes/sheltered housing then it would enable community cohesion and absorption of new people into the community.	7/29/2014 3:23 AM
41	None None	7/28/2014 1:39 PM
42	None None	7/28/2014 9:49 AM
43	None None	7/28/2014 8:57 AM
44	None none!	7/28/2014 6:06 AM
45	Fair/spread Would spread the housing between settlements, so wouldn't be as overwhelming as in just one place	7/28/2014 5:15 AM
46	None None	7/27/2014 8:46 AM
47	Fair/spread Easy to "sell" - as it sounds 'fair'	7/27/2014 7:16 AM
48	Piece meal Piecemeal development could 'infil' and maximise underused spaces.	7/27/2014 6:25 AM
49	None None	7/27/2014 5:11 AM
50	None None	7/24/2014 8:48 AM
51	None none	7/23/2014 11:18 AM
52	None There are none	7/23/2014 11:15 AM
53	It is the only real option	7/23/2014 4:53 AM
54	None none	7/22/2014 1:39 PM
55	None None – this would be devastating for large numbers of rural communities and for our landscape	7/22/2014 12:31 PM
56	None There are none	7/22/2014 7:30 AM
57	Infrastructure Limit expansion Must be sympathetic to current village structures, but could boost numbers of children in small schools thereby ensuring they stay open. May give opportunities for village shops/postoffice/doctors surgery etc to stay open or be reopened if they have closed.	7/20/2014 8:26 AM
58	Limit expansion 10% increase in village size is acceptable but not 300%. It wouldnt be a village anymore. It would be destroyed.	7/19/2014 4:27 AM
59	Easy for the developers.	7/14/2014 12:54 PM
60	Fair/spread Could be seen as spreading the misery! That is all that it would do.	7/14/2014 11:37 AM
61	Infrastructure possibly making existing schools, shops etc. viable	7/14/2014 9:55 AM
62	Affordable housing Limit expansion Small numbers of new dwellings, including low cost housing, would be good for the small villages, say twenty or so over 5 years	7/14/2014 8:20 AM
63	Limit expansion Not at the figures put forward at the moment.. some small villages will be destroyed .maybe just small developments	7/13/2014 6:18 AM
64	Fair/spread Change would be distributed across Lancaster so, while inconveniencing a greater number of people, the overall impact on Lancaster as a whole would be less visible.	7/12/2014 3:30 AM
65	Fair/spread Everyone shares the burden	7/10/2014 1:35 AM
66	Infrastructure The increased housing could be beneficial to the maintenance of services in some villages.	7/8/2014 12:07 PM
67	Fair/spread Shares the load more evenly	7/8/2014 2:47 AM
68	Might be possible to obscure the expansion of housing stock by hiding it in a range of villages	7/6/2014 9:35 PM
69	Fair/spread Infrastructure Spreads the load on roads, services and infrastructure. Supports small shops and schools.This is what we are doing now and appears perfectly adequate to meet demand.	7/6/2014 5:58 AM
70	Limit expansion Use of brownfields Spreads the load on roads schools Drs etc.Fair to all.Use brownfield sites and keep it small.	7/6/2014 5:40 AM
71	In keeping Limit expansion This might even up the load if sensitively managed.	7/6/2014 5:10 AM
72	Fair/spread Infrastructure would spread investment allow for services to be developed ie doctors /schools/ shopping/ transport upgrad rail and buses	7/4/2014 8:19 AM
73	Infrastructure Infrastructure exists already	7/4/2014 1:39 AM
74	Affordable housing Provide a broad range of housing, including single high cost houses and small developments offering affluent locals and immigrants a country lifestyle adjoining a go-ahead city. There is also a need for affordable housing in the villages and for older people where they have lived.	7/3/2014 3:28 PM
75	Inclusive approach that involves residential populations with planning and development.	7/3/2014 9:19 AM
76	Infrastructure Some of larger villages already have the services - public transport, schools, shop, church - to support limited growth; easier to take 10 x 25 acres of green land adjacent to villages than find 250 acres for new town.	7/3/2014 1:46 AM
77	Infrastructure Distribution of economic benefits and social infrastructure	7/2/2014 2:32 AM
78	Fair/spread Infrastructure Allows many local towns and villages to expand and receive upgrades to existing services without putting the burden on one location	7/1/2014 11:41 AM

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79	Infrastructure Additions to the villages would increase their viability for pubs, post offices, shops and schools, as well as a recognition that other services e.g. health, should be extended to them.	7/1/2014 3:10 AM
80	Affordable housing allows people in the villages to stay in the area they grew up.	7/1/2014 12:54 AM
81	Impact village/character It would ruin our beautiful villages forever.	6/30/2014 1:41 PM
82	Affordable housing It keeps the youth from leaving rural areas and the community young and supports local schools and groups.	6/30/2014 1:18 PM
83	Limit expansion Each area could take a few houses, thereby spreading the load.	6/30/2014 10:41 AM
84	Infrastructure Option to build where primary schools are substantially under capacity or threatened.	6/30/2014 9:19 AM
85	Fair/spread Would 'share the burden'?	6/30/2014 9:00 AM
86	Fair/spread This would spread the houses out and bring new interests to the villages.	6/30/2014 8:48 AM
87	Fair/spread Spreading the building plans on a broader spectrum of the countryside.	6/30/2014 8:40 AM
88	In keeping I would like the characteristics of the North Lancaster villages to remain the same.	6/30/2014 8:20 AM
89	Fair/spread This could be done more fairly between the villages.	6/30/2014 7:47 AM
90	Fair/spread Building throughout the area.	6/30/2014 7:41 AM
91	I can see advantages to this, but on balance I think they are outweighed by the disadvantages.	6/30/2014 7:34 AM
92	Affordable housing Housing for younger people would help to sustain the long term future of the village.	6/30/2014 7:19 AM
93	Infrastructure Villages retain enough existing identity. Some village schools have falling rolls so could accommodate extra building.	6/30/2014 5:17 AM
94	None None.	6/30/2014 5:09 AM
95	Infrastructure Helps to bring more money into villages and support schools.	6/30/2014 4:54 AM
96	Infrastructure more business for small shops & businesses	6/30/2014 1:17 AM
97	Infrastructure enable small villages to remain viable long-term. Would be attractive place for incomers to live	6/30/2014 12:09 AM
98	Fair/spread Infrastructure Spreads developments around on a more fair basis. Changes in infrastructure may be necessary but worth it.	6/27/2014 12:15 AM
99	None None	6/26/2014 2:14 PM
100	Fair/spread the fairest option	6/26/2014 11:22 AM
101	Fair/spread Infrastructure It would spread the load, brown field sites could be used, would not put so much pressure on the road systems	6/24/2014 12:03 PM
102	Infrastructure schools failing for lack of pupils, more space for larger homes	6/24/2014 4:17 AM
103	In keeping Spread the builds, provided the architecture is sympathetic.	6/24/2014 3:33 AM
104	Already communities established.	6/24/2014 3:26 AM
105	Fair/spread This would be a fairer option.	6/24/2014 3:19 AM
106	Fair/spread Sounds fair and spreads the pain	6/24/2014 12:13 AM
107	Infrastructure Use of brownfields Could use brownfield sites e.g. in Camforth, Caton. Could redevelop parts of Morecambe. Could keep existing schools, shops going.	6/22/2014 12:59 PM
108	Fair/spread development to be shared amongst the community.	6/19/2014 8:26 AM
109	Fair/spread Spread the load. Villages also need new life/families. Must incorporate low cost in all areas, not the preserve of the wealthy.	6/18/2014 12:52 PM
110	Fair/spread Distributes the impact.	6/18/2014 3:47 AM
111	Limit expansion Each community would have a manageable number of new homes. More choice for potential house buyers.	6/18/2014 2:26 AM
112	Limit expansion Avoid large scale development in one area.	6/18/2014 2:11 AM
113	Infrastructure Would provide extra support for villages shops, schools and pubs.	6/18/2014 2:03 AM
114	Fair/spread This option spreads the load and impact across the area and could use a larger number of smaller areas for development to meet the housing needs	6/18/2014 12:27 AM
115	None None	6/17/2014 7:50 AM
116	Limit expansion Small scale development might not be so noticeable.	6/17/2014 4:07 AM
117	Fair/spread Infrastructure Fair distribution of liability, improve infrastructure.	6/13/2014 2:52 AM
118	Not a great deal of impact in one particular area.	6/13/2014 2:47 AM
119	Infrastructure Would reinvigorate village life and help retain much needed services. Chance of embracing existing community life - easier than creating a new community.	6/13/2014 2:34 AM
120	Infrastructure Maybe revitalise existing villages?	6/13/2014 2:27 AM
121	Infrastructure Keep primary school and village shops open.	6/13/2014 2:21 AM
122	In keeping If build sympathetically.	6/13/2014 2:13 AM
123	Many more communities than just Lancaster are strengthened	6/12/2014 11:56 AM
124	None None	6/12/2014 8:46 AM
125	Fair/spread Spread the pain and the gain - numerous areas getting improved services	6/12/2014 8:30 AM

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126	Fair/spread It seems fair to share the problems.	6/12/2014 3:36 AM
127	Fair/spread It spreads the load. People have more choice in where they can choose to live.	6/12/2014 2:57 AM
128	Fair/spread I like the idea of spreading the growth across the district. This would have the effect of protecting services across many settlements and is an equitable approach.	6/8/2014 11:18 AM
129	Limit expansion Smaller developments preferable.	6/6/2014 2:30 AM
130	Limit expansion Smaller scale development across district, supporting smaller rural settlements.	6/5/2014 5:31 AM
131	None None in my opinion.	6/5/2014 4:39 AM
132	Fair/spread Fair distribution between urban/rural areas.	6/5/2014 4:31 AM
133	Best of a bad idea.	6/5/2014 3:35 AM
134	Affordable housing Children can live in the village as adults.	6/5/2014 3:20 AM
135	Fair/spread It is the fairest to all existing residents	6/4/2014 5:00 AM
136	Affordable housing Fair/spread Spreads the load and may help younger people to buy a home in the area they have grown up.	6/4/2014 3:51 AM
137	Houses where people want them	6/4/2014 2:28 AM
138	Infrastructure Services already in place	6/4/2014 2:07 AM
#	Disadvantages	Date
1	Infrastructure Protect AONB/countryside No infrastructure to support new households or employment. Ruining of AONB eg Forest of Bowland ,	8/13/2014 6:22 AM
2	Impact village/character Would spoil Character of villages and infringe on green belt area	8/7/2014 9:55 AM
3	Impact village/character Significantly negatively impact on rural life and the preservation of our heritage and countryside	8/7/2014 9:53 AM
4	Impact village/character Limit expansion Disregards statutory protection of AONB, equivalent to National Parks (see below). Communities can only absorb small changes if these are not to be disruptive to health, social and cultural well being. Any extra housing should be proportionate, limited (eg to 5%) and spread out over time, yet this is not considered in the planning options	8/7/2014 9:52 AM
5	Employment/commuting Increased travel to jobs therefore increased pollution.	8/7/2014 9:46 AM
6	Employment/commuting Protect AONB/countryside Not all sites are deliverable or available. No jobs being generated in these areas, would need to own cars to travel into urban areas for work, running a car is expensive. Adverse impact on AONB, tourism and investment.	8/7/2014 9:45 AM
7	Impact village/character Infrastructure Does not form part of any strategic planning and undermines urban concentration and sustainability. Irreversible damage to existing small communities and takes no account of landscape constraints. If developed would be an anomalous infringement of the rules regarding AONB. Higher land values would reduce quality of housing and developments. Transport links are currently poor and would not sustain development in this area. Highways and infrastructure also insufficient.	8/7/2014 9:44 AM
8	Infrastructure Over stretching of all village services. eg schools, sewage etc. Much larger volumes of traffic in already congested areas	8/7/2014 9:42 AM
9	Infrastructure Essentially unplanned growth would be permitted in the least sustainable locations destroying the district's character and not providing homes close to existing services and employment opportunities	8/7/2014 9:38 AM
10	Impact village/character Infrastructure likely to lead to increased car use on country lanes, possibility of overdevelopment ruining character of village location and disrupting local community	8/7/2014 9:37 AM
11	Impact village/character will destroy villages- e.g. proposal for Wray undermines social cohesion, transport links, tourism and 1000 years of history	8/7/2014 9:32 AM
12	Too many to write	8/7/2014 9:31 AM
13	Impact village/character Contra to current policies for sustainability. Would badly affect existing village life	8/7/2014 9:28 AM
14	Planners do not visit sites and therefore do not see the local residents views of danger etc.	8/7/2014 9:27 AM
15	Protect AONB/countryside Losing greenbelt land which has already been saved and can never be reclaimed	8/7/2014 9:22 AM
16	Impact village/character destroys the rural character and social cohesion of all the villages at once !	8/7/2014 9:20 AM
17	Employment/commuting more traffic problems would ensue	8/7/2014 9:13 AM
18	Infrastructure The villages have narrow roads that are already overcrowded. Many do not possess schools, shops medical assistance.	8/7/2014 9:12 AM
19	Impact village/character Villages have already been ruined by cheap, ugly and excessively large development.	8/7/2014 9:08 AM
20	Impact village/character It would destroy the history and heritage of the villages. It would also impact on visitor numbers to the villages and spoil the beauty of our countryside.	8/7/2014 9:04 AM
21	None None.	8/7/2014 8:58 AM
22	Impact village/character Infrastructure All of the villages in the area already provide a wide range of housing options in price and size which are not snapped up quickly in addition these villages do not have the appropriate infrastructure to support more housing and to add to these villages would ruin the very nature of them. Those who chose to live in villages do so because they like the small village life as opposed to town life.	8/7/2014 8:54 AM
23	Impact village/character Community to employment expensive. people live in villages because they like a quiet country life.	8/5/2014 4:19 AM
24	Infrastructure Social resentment and unrest, lack of employment and services, unnecessary additional travel on already crowded small roads.	8/5/2014 4:11 AM
25	Infrastructure Problems will extra demands on infrastructure eg sewerage.	8/4/2014 5:13 AM

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26	Impact village/character Would produce unbalanced effect on some villages yet unspecified.	8/4/2014 5:02 AM
27	Employment/commuting There is no employment or very little in these areas.	8/4/2014 4:38 AM
28	Impact village/character Infrastructure This would just seem to have the effects of spoiling a great many existing communities, disrupting long established social structures, burdening facilities and putting pressure on roads.	8/4/2014 4:07 AM
29	Infrastructure What's the point in building in and around villages when transport links and employment is very unpredictable, if you don't work in the farming industry then all you become is a commuter i.e strands farm social housing (Hombly) half of which are still empty.	8/1/2014 8:29 AM
30	As per literature	8/1/2014 8:13 AM
31	As detailed in Your Views plus more	8/1/2014 8:07 AM
32	Impact village/character Picemeal development- villages could lose their character	8/1/2014 7:37 AM
33	Impact village/character The specified villages would be swamped with 200-400 additional homes	8/1/2014 7:32 AM
34	Infrastructure Congestion on sometimes existing narrow roads and other factors, travelling to doctors, schools etc.	8/1/2014 5:58 AM
35	Protect AONB/countryside Negatively impacts protected/designated sites and areas. This in turn impacts tourist economy when the spectacular landscape that attracts visitors is degraded by creep of settlements through inappropriate development.	7/31/2014 1:20 PM
36	Infrastructure No infrastructure, transport or employment opportunities for this expansion option.	7/31/2014 11:21 AM
37	not a real option, sites not available everywhere so should not have been presented, socially divisive	7/31/2014 10:42 AM
38	Impact village/character This would turn every village into a suburb and take away a lot of the character of the area.	7/31/2014 9:42 AM
39	Impact village/character This option would have a much larger impact on the county as a whole, changing the whole area and potentially ruining its attractiveness to tourists and residents alike. Small towns have assets that are worth preserving. Increasing the size of towns and villages in this blanket mass-organised manner would not be able to take into account the important details. Small towns and villages are a strong part of the character of Lancashire, which should not be destroyed.	7/31/2014 8:57 AM
40	Impact village/character Infrastructure It would spoil the character of rural villages in the area & overload country roads as employment in the villages is non-existent	7/31/2014 8:28 AM
41	Impact village/character This Option is unsustainable and appears to contravene your Local Plan for Lancaster District 2011-2026 under; DM5, DM7, DM9, DM15, DM20, DM21, DM23, DM25, DM27, DM28, DM35, DM41. It is a scattergun approach of large development in small rural villages and is clearly unsustainable and would destroy local farming communities.	7/31/2014 6:39 AM
42	Infrastructure Existing services and infrastructure may be unable to cope with additional small scale development	7/31/2014 6:30 AM
43	The distribution and apportionment of growth to all settlements within the district above a threshold size cannot be supported for a number of reasons. Fundamentally it will not enable objectively assessed housing needs to be met where the majority of the needs arise. A skewed distribution option is therefore unsustainable and will not align with the spatial development strategy and settlement hierarchy set out in the Core Strategy. This option also presents the least certainty over delivery given the land availability and planning constraints in many rural settlements, provides no flexibility and maximises the risk and likelihood of under-delivery. This will compound the backlog of previous years and will not achieve the objective of significantly boosting housing delivery to ensure objectively assessed needs are met in full.	7/31/2014 6:23 AM
44	Protect AONB/countryside Significant developments would take place in the Forest of Bowland AONB contrary to Planning directions. This would also have potential landscape and local biodiversity impacts in non-designated landscapes.	7/31/2014 5:49 AM
45	Impact village/character Infrastructure A disaster. Many of the villages indicated are already struggling with poor and excessive development already, suffer from inadequate roads, and lack the infrastructure to deal with such expansion.	7/31/2014 3:39 AM
46	Infrastructure Villages do not have employment opportunities and have limited public transport - car use essential for employment - often two per household	7/31/2014 3:14 AM
47	Impact village/character Change of character of villages and possible effect on tourism	7/31/2014 12:27 AM
48	Impact village/character Infrastructure Villages cannot support influx, no realistic job prospects, poor infrastructure.	7/30/2014 1:49 PM
49	Impact village/character Infrastructure poor transport, haphazard planning, destruction of rural communities, no job connection	7/30/2014 12:37 PM
50	Infrastructure Landowner and not policy led, poor infrastructure, questionable service and transport access	7/30/2014 12:23 PM
51	Infrastructure It is not a sustainable option and the existing infrastructure can not support this sort of development and therefore goes against your local policy	7/30/2014 10:53 AM
52	Impact village/character Sites not available/ viable in all villages. No jobs- increased traffic to towns. Tourism adversely affected. Bowland is an AONB. Flood risk. Loss of Character of individual villages.	7/30/2014 7:34 AM
53	Lets in 'scale house building' eyesore	7/30/2014 7:08 AM
54	Not as easy a solution for city council.	7/30/2014 5:43 AM
55	Impact village/character Danger of overwhelming the special character of existing villages	7/30/2014 5:18 AM
56	Infrastructure Sites will be unevenly distributed, no site prioritisation, phasing etc, no landscape constraints taken into consideration, AONB have to be taken into consideration, rural services sustainability - schools etc, irreversible changes to small rural communities	7/30/2014 4:49 AM
57	Infrastructure Most of our villages are already to capacity with the services they have in place. Development of option 3 would mean major service improvement in many areas.	7/30/2014 3:24 AM
58	Employment/commuting Infrastructure A fairer option, but disadvantages listed needed to be overcome. Would not provide the houses needed. Also how far away from future employment-community? Heading says towns and village but goes on to villages. Would help viability of villages.	7/30/2014 2:50 AM
59	Would be a lost opportunity and would lead to a LOT of planning disputes	7/29/2014 4:57 PM
60	Infrastructure Contrary to national planning requirements. Poor infrastructure. No local jobs.	7/29/2014 2:23 PM
61	Employment/commuting Turning the Lune Valley into a virtual commuter satellite or semi conurbation.	7/29/2014 1:54 PM

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62	Impact village/character Infrastructure While small increases in house numbers in villages would be sustainable, large increases such as those proposed would have a devastating impact on the character of these villages. There are unlikely to be any large scale employment prospects in these villages, and new residents would be obliged to spend time and scarce resources in travelling to urban areas for work, together with the adverse effects on transport and infrastructure.	7/29/2014 1:50 PM
63	This Option can not deliver the housing requirement or even a substantial element of it. It may have some very localized benefits. This Option is an 'add on' to a major growth strategy rather than an alternative strategy in itself.	7/29/2014 8:35 AM
64	Difficult for developers with a target number of houses to avoid the 'squeezed-to-fit' appearance	7/29/2014 7:57 AM
65	Impact village/character Would greatly impact on established communities	7/29/2014 7:25 AM
66	In keeping Limit expansion It would not enhance the quality of life for residents, quite the reverse. The school and village shops are thriving. Growth must be modest, a natural development respecting our heritage and culture.	7/29/2014 6:36 AM
67	Employment/commuting Will make A683 a major commuter route though many small (narrow roads) in villages.	7/29/2014 6:22 AM
68	None None as I can see	7/29/2014 6:14 AM
69	Infrastructure Government is being advised to protect "Green Belt Land". Not an even spread of development. Dependant on sites available. Some villages in area of outstanding natural beauty and within the Forest of Bowland which seems to be ignored. Roads and services could not cope with large scale development.	7/29/2014 6:09 AM
70	Impact village/character Would destroy unique and individual character	7/29/2014 6:00 AM
71	Infrastructure Demand on schools, transport exhausting roads.	7/29/2014 4:35 AM
72	Impact village/character There is a danger of villages losing their character and becoming urban suburbs.	7/29/2014 3:44 AM
73	Impact village/character Infrastructure 1. Some villages such as Wray are in an designated as AONB and large development in such villages would spoil them. 2. Village facilities would be too small + taking schools out of them is like taking the heart out of a person. 3. Building schemes scattered all over the area would be a road nightmare for residents.	7/29/2014 3:23 AM
74	Employment/commuting There are few employment opportunities in rural areas so most workers would have to travel some distance to work where public transport is limited	7/29/2014 1:28 AM
75	Impact village/character Infrastructure This option undermines urban concentration & sustainability and would be contrary to national planning requirements. There are no jobs, poor infrastructure and unsustainable transport patterns. This would have a very negative effect on the character/ heritage of the villages which as far as I was aware are part of the Bowland Forest which is an " Area of Outstanding Natural Beauty", the damage caused would be irreversible and could destroy existing small communities	7/28/2014 1:39 PM
76	Impact village/character Infrastructure It would ruin rural communities, conservation areas with increased population and traffic. The infrastructure could not support it.	7/28/2014 9:49 AM
77	Infrastructure inadequate infrastructure especially the interconnecting rural lanes. All of the countryside around Lancaster would be degraded which would not happen if the new housing were concentrated in a single location	7/28/2014 9:05 AM
78	Impact village/character These villages are in an areas of outstanding beauty for the enjoyment of everyone	7/28/2014 8:57 AM
79	Impact village/character loss of countryside, loss of character, loss of heritage, loss of social cohesion, cumulative traffic increase unsafe, unsustainable and undesirable re pollution and noise.	7/28/2014 6:06 AM
80	Impact village/character Would change the character of the area - it would probably lose its rural charm and encourage more building later. It could end up being built up like the south of England	7/28/2014 5:15 AM
81	Impact village/character destroys village ethos, tourism would suffer	7/28/2014 1:17 AM
82	Infrastructure This Option seems to contravene your Local Plan Policy as the scattergun approach of large development in small rural villages is clearly unsustainable. No local jobs, bad transport links on already busy loaded roads, far from railways, bad local bus services to Lancaster, Kendal and Preston where new residents would have to seek jobs.	7/27/2014 8:46 AM
83	No sustainability	7/27/2014 7:16 AM
84	Infrastructure The major disadvantage is that it would increase pressure on local facilities and transport possibilities without extra provision being clearly needed.	7/27/2014 6:25 AM
85	Impact village/character Infrastructure Transport links, insufficient infrastructure and irreversible damage to small communities	7/27/2014 5:11 AM
86	Impact village/character could change the character of smaller settlements	7/25/2014 7:33 AM
87	Infrastructure no infrastructure in most of the villages, inadequate roads, if involving the villages up the Lune valley would need a new Lune crossing.	7/23/2014 11:18 AM
88	Infrastructure Sites not available in all areas, so some villages will unfairly bear the brunt of this, non strategic approach, not near jobs or transport, doesn't take into account AONBs	7/23/2014 11:15 AM
89	Impact village/character building on green belt; ruin the overall appearance of many villages, which people travel to enjoy; expensive inappropriate housing is likely to be built, not a small number of affordable housing to support local families to live close to their work; car reliance	7/23/2014 1:18 AM
90	Infrastructure The infrastructure couldn't cope.	7/22/2014 11:58 PM
91	Impact village/character Development on this scale destroys the character of the villages and does nothing to meet the needs of the communities themselves. Our villages are a local and national assets (culturally, environmentally and in terms of tourism) and planning should meet the needs of those that live there.	7/22/2014 1:39 PM
92	Impact village/character Numerous – above all it destroys communities built up over generations, and destroys landscape in the Forest of Bowland which is one of the great assets of the district. This would be irreversible. There are many other disadvantages. Option 1 is far better	7/22/2014 12:31 PM
93	Impact village/character Existing villages and small towns would all have their character ruined and there is no existing requirement, particularly from the smallest of these communities, to expand.	7/22/2014 7:30 AM
94	This scale of housing is not needed	7/21/2014 8:56 AM

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95	In keeping Existing residents may not want outsiders coming in, so housing would need to be in style with village housing and placed in carefully in balance with the present community.present	7/20/2014 8:26 AM
96	Infrastructure local amenities couldn't cope with extensive housing	7/20/2014 6:38 AM
97	Sustainable housing opposite the Fleece has been applied for but not passed yet. Why not, if this is what you want?	7/19/2014 4:27 AM
98	Infrastructure Lack of Job opportunity. Lack of efficient & practical Transport Systems. Destruction of "Rural Backwater" life with all the benefits that brings to both existing residents & visitors (eg, Wray - Scarecrow Festival)	7/16/2014 8:23 AM
99	Infrastructure People want homes near their work or close to good quality transport infrastructure. Would this kind of development actually be addressing the housing needs of either the existing or future population?	7/16/2014 1:16 AM
100	Protect AONB/countryside As in area of Forest of Bowland AONB the villages provide wonderful recreation for the residents of the town-at such a close distance for walking and cycling. It is also a tourist attraction for Lancashire towns like Bolton Blackburn etc for a day visit or longer bringin money into the area.	7/14/2014 12:54 PM
101	Employment/commuting Infrastructure Traffic flows on inadequate roads already a problem at times. This would make matters much worse. Journeys to work, school etc would be longer than for option 1 or 2.	7/14/2014 11:37 AM
102	Protect AONB/countryside Could impact negatively on the Areas of Outstanding Natural Beauty	7/14/2014 11:33 AM
103	Impact village/character if on too large a scale would decimate local communities	7/14/2014 9:55 AM
104	Impact village/character Infrastructure This is an illusory option, since "all the sustainable villages" do not have sites available! This would therefore result in an unfair burden on sites where landowners are opportunistic - which is extremely bad planning practise. This infrastructure could not supportsuch a dramatic increase in housing. e.g. Wray Primary School does not have the capacity, the transport is poor, it will irreversible damage and/or destroy small communities, with a hugely negatove impact on the character of the villages. I STRONGLY OPPOSE this option.	7/13/2014 7:02 AM
105	Impact village/character Change in character of villages	7/10/2014 1:35 AM
106	Infrastructure Many villages and towns already have problems with indequate utilities. It is harder to upgrade all of these compared to providing them for housing in a new block	7/8/2014 2:47 AM
107	This seems very much to be the antithesis of planning!	7/7/2014 3:00 AM
108	Protect AONB/countryside Due to AONB/Conservation issues the range of villages likely to be much smaller than hoped and thus each development would be larger than might initially be presumed	7/6/2014 9:35 PM
109	Developers will not make as much profit	7/6/2014 5:40 AM
110	House builders may find it too expensive if fragmented.	7/6/2014 5:10 AM
111	Listed disadvantages can all be turned to advantages with the right development.	7/3/2014 3:28 PM
112	Frequently difficult to get engagement at primary policy levels.	7/3/2014 9:19 AM
113	None None except 'not in my back yard' residents	7/3/2014 1:46 AM
114	Lack of focus for regional benefits	7/2/2014 2:32 AM
115	Requires multiple suitable sites to be identified	7/1/2014 11:41 AM
116	In keeping Great care would be needed not to harm their historic cores.	7/1/2014 3:10 AM
117	Impact village/character Limit expansion large scale development (over 20 houses) could spoil existing villages	7/1/2014 12:54 AM
118	Infrastructure New housing would be too scattered, and it may not be possle to offer additional transport links to include all new developments.	6/30/2014 1:12 PM
119	Protect AONB/countryside Some green areas may be lost.	6/30/2014 10:41 AM
120	Infrastructure Would put pressure on existing roads and services which in some case are stretched to breaking point i.e. roads Lancaster has the slowest moving traffic after London	6/30/2014 9:48 AM
121	Unaffordable housing.	6/30/2014 9:19 AM
122	Impact village/character We are heading for an overpopulated, congested metropolitan area.	6/30/2014 9:17 AM
123	Infrastructure Might be too 'bitty', especially if school and medical development would be needed, even in small increases of housing.	6/30/2014 9:00 AM
124	Too expensive and work intensive.	6/30/2014 8:54 AM
125	In keeping The housing would have to be very well designed and built to be in keeping with any historical or heritage houses - there are no houses that have been built to these high standards for a long time.	6/30/2014 8:48 AM
126	Impact village/character However, it would be a pity to overwhem too many of the historic villages.	6/30/2014 8:40 AM
127	Impact village/character Character of village will be changed quite dramatically.	6/30/2014 7:47 AM
128	Impact village/character More development than villages can cope with at one time. i don't feel there is that much need in country districts.	6/30/2014 7:41 AM
129	Infrastructure Creates more traffic through villages. Houses should be nearer to work, shops, so people can cycle walk etc.	6/30/2014 7:22 AM
130	Infrastructure Village already suffering with an excess of traffic on its small roads!	6/30/2014 7:19 AM
131	Unbalancing community by increasing population.	6/30/2014 6:58 AM
132	Piece meal Piecemeal. Costly, Inefficient.	6/30/2014 5:12 AM
133	Infrastructure Service requirements need to be adequate.	6/30/2014 4:54 AM
134	Infrastructure overcrowded schools and village roads that just wouldn't be able to cope with extra volume of traffic	6/30/2014 1:17 AM
135	Infrastructure Less services at county level	6/26/2014 2:14 PM

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136	Infrastructure Transport links would potentially be a problem especially with current review of services i.e. bus	6/25/2014 5:04 AM
137	Employment/commuting Is there enough employment in these areas- or would they just become commuter bases ?	6/24/2014 12:03 PM
138	Infrastructure lack of existing employment, successful schools and transport links are all against this option	6/24/2014 4:17 AM
139	Infrastructure Likely to cause too many traffic problems.	6/24/2014 3:59 AM
140	Employment/commuting Dependence on cars.	6/24/2014 3:33 AM
141	Impact village/character Increased density of attractive villages and towns and impact on character and heritage.	6/24/2014 3:26 AM
142	Impact village/character The size of the developments could easily swamp villages throughout the whole area, and destroy their character	6/24/2014 12:13 AM
143	Impact village/character Destroys the character of villages	6/23/2014 12:32 PM
144	Protect AONB/countryside Shouldn't use greenfield sites when brown field sites are available.	6/22/2014 12:59 PM
145	Impact village/character Why spoil and use up every piece of green land in every village spoiling it for existing residents	6/20/2014 2:37 PM
146	Infrastructure most villages would not be able to support to many more people. The general infrastructure ie;- schools, doctors surgeries etc are already over subscribed.	6/20/2014 1:42 PM
147	The areas indicated are to sketchy to make a true informed opinion.	6/20/2014 6:28 AM
148	Infrastructure extra pressure on schools, hospitals etc.	6/19/2014 8:26 AM
149	Allows for further increases/decreases of plans.	6/18/2014 3:47 AM
150	Impact village/character This option could reduce the attraction of many villages within the district, generally degrading its character.	6/18/2014 2:57 AM
151	Impact village/character Possibility of spoiling many villages.	6/18/2014 2:11 AM
152	Employment/commuting There would probably be an increase in commuting.	6/18/2014 2:03 AM
153	Infrastructure What would be the local impact on transport schools and doctors?	6/18/2014 12:27 AM
154	Infrastructure Basically it puts extra pressures on all villages expanded.	6/17/2014 7:50 AM
155	Do people want to live out of town? I suspect there would be vigorous local opposition.	6/17/2014 4:07 AM
156	Impact village/character This would destroy the balance, atmosphere and historical look and feel of many charming villages	6/16/2014 10:58 AM
157	Infrastructure Transport to work problems. Sewage. Social services. Health for elderly. Problems in existing village populations.	6/13/2014 2:21 AM
158	Employment/commuting Too far from possible work and travel too expensive	6/13/2014 2:17 AM
159	Impact village/character New building on large scale would take character away from villages.	6/13/2014 2:13 AM
160	Infrastructure The Visitor mentioned that village roads could be strained, and this is the same disadvantage as for option 1	6/12/2014 11:56 AM
161	Infrastructure South Lancaster and Galgate and east Lancaster already having major development with no obvious improvement to the road network.	6/12/2014 8:46 AM
162	Infrastructure Much of the community infrastructure (schools, post offices etc) has already been destroyed - difficult to reinstate once its gone.	6/12/2014 3:48 AM
163	It will take too much time to seek agreement.	6/12/2014 3:36 AM
164	Infrastructure The need for more amenities like schools, shops etc.	6/12/2014 2:57 AM
165	Loss of playing fields in caton	6/11/2014 1:57 PM
166	Impact village/character Infrastructure More infilling in the rural environment. High infrastructure costs. Increased car usage. Work places are distant. Disruption of the rural economy. Destruction of corridors for wildlife movements and sustainability.	6/10/2014 6:40 AM
167	Impact village/character Historical character	6/6/2014 2:20 AM
168	Impact village/character This proposal would alter for the worse the character of villages throughout the district.	6/5/2014 11:08 AM
169	Impact village/character Infrastructure Fails to provide economies of scale. Frequent local opposition to development of smaller villages impedes essential housing delivery. Poorer access to infrastructure (road/rail/public transport) and services.	6/5/2014 5:31 AM
170	Infrastructure Too piecemeal - no jobs or infrastructure in place.	6/5/2014 4:39 AM
171	Increase populations	6/5/2014 4:15 AM
172	Infrastructure Congestion on village small roads and junctions.	6/5/2014 3:35 AM
173	Employment/commuting Travel.	6/5/2014 3:20 AM
174	Infrastructure not all villages could cope with the increase on demand on their services	6/4/2014 5:00 AM
175	Impact village/character Impact on the existing area may spoil the environment for people already living there.	6/4/2014 3:51 AM
176	Infrastructure Need infrastructure	6/4/2014 2:28 AM
177	Piecemeal Piecemeal, small numbers - loads of complaints	6/4/2014 2:14 AM
178	Impact village/character Would destroy the peaceful village life that the people who live there choose for themselves.	6/4/2014 1:56 AM

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Q13 Would you like to make any other comments on Option 3?

Answered: 164 Skipped: 262

#	Responses	Date
1	Infrastructure Closure of village schools etc too small to accommodate population increase	8/13/2014 6:22 AM
2	Infrastructure Don't support this option as it stands. Development inappropriate for size of village (Dolphinholme). Current infrastructure won't support development on this scale. Proposal does not represent sustainable growth.	8/7/2014 9:56 AM
3	Employment Impact AONB/countryside Impact village/character Without the necessary employment to support such development, the plan would be illogical from a demand/value for money (cost benefit analysis) perspective and would also significantly negatively impact on rural life and the preservation of our heritage and countryside	8/7/2014 9:53 AM
4	Impact AONB/countryside Many of the villages lie within the Forest of Bowland AONB, which has 'the highest status of protection in relation to landscape and scenic beauty' whereby 'great weight should be given to conserving landscape and scenic beauty', where 'the great weight test is one of the most stringent legal tests that can be applied under planning law'. (Forest of Bowland AONB Management plan). This protection rules out spreading new houses across villages regardless of whether they are in the AONB; or providing substantial areas for new housing in those villages labelled 'sustainable' by the planning team, whether or not they are in the AONB.	8/7/2014 9:52 AM
5	Employment Traffic There are very few employment opportunities in our local villages, so there will be a large increase in traffic congestion. .	8/7/2014 9:42 AM
6	Piecemeal Whilst it may appear politically attractive to spread growth around, it would result in unsustainable numbers of new homes littered across the district wherever a developer could find a convenient green field and a willing landowner. This is not the way to plan for the future of the district.	8/7/2014 9:38 AM
7	Employment Infrastructure Limit expansion/scale some carefully located development in larger villages seems desirable, but it would make no sense whatever to plan to achieve all of the development target this way as it would push population away from work and facilities and generate unnecessary travel bus services would have to be improved if any substantial development were to take place under this option	8/7/2014 9:37 AM
8	Impact village/character Infrastructure Traffic It is unlikely that new houses would be given more than one garage per house. If you drive through any of the villages in the evening you struggle to get through because of all the cars parked on the roadside, extra would seize up the villages. Village schools would not be able to cope with the extreme numbers of children. The unique character of many of these villages would go. Small numbers of houses would keep the villages alive and vibrant large numbers would destroy them.	8/7/2014 9:31 AM
9	Impact AONB/countryside Impact village/character The SHLAA already presumes a totally unrealistic expansion of villages such as Wray, proposing an expansion of 80 houses on an existing total of about 180. The fact that Wray and many other villages are inside the Bowland ANOB is completely ignored - Silverdale is getting its own special consideration, why not in Bowland? Further expansion is unthinkable	8/7/2014 9:28 AM
10	Employment How would people within 'affordable' houses access employment? Even if 'high quality' houses built, people who could afford them would not want to move to an urbanised rural area. The reason for moving would be lost.	8/7/2014 9:20 AM
11	Traffic Traffic is bad enough without producing more cars coming in to the city	8/7/2014 9:13 AM
12	Impact village/character Infrastructure Traffic The villages have already been overdeveloped and are in danger of losing their village character and intimacy which is what makes villages so attractive. The infrastructure is not there to support increased populations. The roads are already very overcrowded in the holiday seasons and at rush hour. Parking is a huge problem in most villages. Everyone now has two cars - especially if both adults work outside the village - which is the norm.	8/7/2014 9:12 AM
13	REJECT IT	8/7/2014 9:10 AM
14	Impact AONB/countryside Impact village/character We should absolutely be protecting our green belt land around Lancaster and its surrounding villages. It is so important to preserve the character and heritage of each village. Large new build schemes will destroy the charm and character of the villages.	8/7/2014 9:04 AM
15	Impact village/character Extending villages means losing vital parks and sports facilities, how can this be good for a community? Village should have a community feel not be a "concrete jungle".	8/7/2014 8:59 AM
16	Too general	8/7/2014 8:51 AM
17	Impact village/character Village people not amenable to any large expansion of population.	8/5/2014 4:19 AM
18	Impact village/character The proposed increase in Caton would be delayed and politically difficult, plus destroy what is at present a village.	8/5/2014 4:11 AM
19	Infrastructure I totally disagree with the stated so called advantage of this option ie that an increase in population would help to sustain local services and businesses - since in recent years, quite the opposite has already occurred. As a one-time resident of one of the smaller villages, with family connections going back generations I know that bringing in more people has rather a detrimental effect. Villages with on-time (for decades previously) thriving shops, post offices, pubs, clubs, institutes, schools, places of worship, places of recreation, local industries, garages and filling stations now are left with virtually none of these, whilst having had increases in population in recent years. Community spirit has dwindled too with a new type of person preferring to be isolated in their own perfect house, forced to commute as there is scarcely any opportunity for employment in these villages. In one, a brand new village store/post office was recently built, the old one being just a small cottage. This has now just closed down for good, as has the filling station, florist shop, the pub is endangered and other businesses long gone, for local people now prefer to take their custom to larger shopping complexes and can do so, having better transport than in previous times. I totally oppose any such enlargement of any rural community in the Lune Valley.	8/4/2014 4:38 AM
20	Employment Poor local employment prospects	8/1/2014 8:18 AM
21	Use brownfield Possible there are several Brown field areas throughout	8/1/2014 7:45 AM

How can we meet our future housing needs?

22	Impact AONB/countryside Too simple approach. This option hides the subtle assets and constraints that need consideration. These include - protected/designated landscapes - SSSI/AONB/SPA etc. Increased flood risk is becoming more apparent on edges of many villages e.g. Warton. Many other policies relating to sustainable rural settlements are compromised if certain sites are considered for development, such as inadequate public transport, pressure on services like schools and GP access. No concluded housing survey needs in some rural settlements like Warton. Houses for sale now - so need to build more not justified. Beneficiaries of new housing in rural villages will be landowners and developers. Increasing the overall footprint of rural villages by building on edge of settlement erodes the character and negatively impacts designations such as AONB.	7/31/2014 1:20 PM
23	Employment Impact village/character Infrastructure damages existing communities, some destroyed, would be a 300% expansion of wray village which is unacceptable, the higher land values would reduce development quality, no jobs connections, unsustainable transport/movement patterns, been brushed over that wray is a designated aonb	7/31/2014 10:42 AM
24	Use brownfield Again, genuine need should be established and brownfield and unoccupied sites considered before any permission to build is even considered.	7/31/2014 10:38 AM
25	Employment Sustainability has to be defined primarily in terms of proximity of employment. ie Strong consideration should be given to building houses at any scale in (most) villages only with a local employment rule governing entitlement to residence.	7/31/2014 8:40 AM
26	Employment Fair/spread In keeping Infrastructure Objectively I have to say yes so that all settlements in the area accept their "fair share" of new housing development. However, great care needs to be taken to ensure that the right type of housing is built in each area i.e that will satisfy local demand (size, cost of buying/renting etc). More importantly, there needs to be a focus on housing in the Morecambe/Lancaster area where the area's best employment prospects lie, thus enabling those on low incomes to commute to work via public transport or walking/cycling. The provision of housing in the rural sectors of the area is only practical for those who can afford to own and operate cars. Furthermore, the desirability of rural areas (especially those in AONBs) will only serve to drive up the prices of "affordable" homes and thus render them outside the reach of those in greatest need of housing.	7/31/2014 8:32 AM
27	Impact village/character SHLAA 2014 has already increased proposed to increase the size of villages by significant percentages. For example the proposal to provide an additional 200 homes in Dolphinholme (where I live) would already increase the size of the village by some 100%. This would destroy the existing character and cohesion of the village community. Further increase in its size would only exacerbate this. I presume that other villages have been similarly targeted. I do not disagree with the fact that villages will need to expand but I feel that in general villages can only sustain a much slower rate of growth whilst maintaining their character.	7/31/2014 7:44 AM
28	Need more information. Constraints imposed by LCCMSA need adding to the information.	7/31/2014 6:51 AM
29	Impact village/character This Option is unsustainable and appears to contravene your Local Plan for Lancaster District 2011-2026 under; DM5, DM7, DM9, DM15, DM20, DM21, DM23, DM25, DM27, DM28, DM35, DM41. It is a scattergun approach of large development in small rural villages and is clearly unsustainable and would destroy local farming communities.	7/31/2014 6:39 AM
30	In keeping I recognise that limited additional housing in villages can be desirable, if sensitively done. But that is what is currently happening under the existing housing policy! eg. Stands Farm, Hornby. The countryside in this area is a huge asset to the district; we threaten it at our peril. Any damage from insensitive development is irreversible.	7/31/2014 5:49 AM
31	Impact AONB/countryside Impact village/character This option is disingenuous. The Council's current SHLAA claims that in 5 rural settlements (Hest Bank, Slyne, Warton, Silverdale, Overton) and 2 urban settlements (Morecambe and Heysham) there is no significant identifiable development land available. There would appear to be also severe limitations at Brookhouse, Cockerham and Nether Kellat. Consequently this would not in reality be a 'fairer' distribution of growth and is not deliverable as an option. Potential to improve access to housing for rural communities, a stated advantage, could be met more locally without despoiling the District with large-scale developments in the countryside.	7/31/2014 5:49 AM
32	Infrastructure Limit expansion/scale so long as only a very few houses were added at each location, eg 10, 20, 50. but what about road congestion, schools, health care, jobs?	7/31/2014 4:03 AM
33	Infrastructure Spreading the new houses around might be fine for affluent families with several cars; but no use for OAPs, low income families, those needing public transport and more. Effect on road use, commuting and shopping, would be both economically absurd and environmentally very negative.	7/31/2014 3:39 AM
34	Traffic Overall carbon footprint increases plus added road congestion. Creation of "dormitory" villages dissolves the community spirit of traditional villages. There are many examples of "dormitory" villages in Kent where the occupiers of new estates do not engage in traditional neighbourhood support.	7/31/2014 3:14 AM
35	Impact AONB/countryside Impact village/character This option is not realistic - unless the Council is going to intervene directly, the market will not produce an evenly spread pattern of development. Instead they will favour easy greenfield sites. The pattern of development produced will be the worst possible pattern: the urban areas will not be consolidated/supported and their continued vitality is essential for the local economy; and our beautiful rural areas, such an important and well recognised asset of our area, will be irreversibly damaged; and unsustainable travel patterns will be created. This is an awful future, particularly unfair on small rural village communities, and will create a district that I am not sure I would want to live in any longer. I thought that this was exactly the sort of non-strategic and brutal development that Planning as a profession was set-up to deal with and prevent!	7/31/2014 2:47 AM
36	Limit expansion/scale Small numbers of houses may work	7/31/2014 12:27 AM
37	Employment Impact village/character Uniqueness of the Lune Valley villages would be damaged. Higher travelling costs to get to the towns for work.	7/30/2014 1:49 PM
38	None No	7/30/2014 10:53 AM
39	Infrastructure This only works if there is also investment in public transport to rural communities and increased investment in village services (health, education etc.)	7/30/2014 7:19 AM
40	Use brownfield There are some appalling business/ trade/ car parking sites- underused and derelict- business and housing can be mixed- why not change VAT on refurbishment (or offset)	7/30/2014 7:08 AM
41	Use brownfield No as it stands but if development were to be on existing brownfield sites within the towns and villages this could be a useful option.	7/30/2014 6:50 AM
42	Partially-see attached	7/30/2014 6:10 AM
43	Use brownfield Only support if housing is needed. Need more information. Seems to be fairest option to disperse small numbers in areas (brown field) around the district. Then no one part is overpowered by a large urban area.	7/30/2014 6:01 AM

How can we meet our future housing needs?

44	Employment Infrastructure Limit expansion/scale Small scale (2 or 3 houses) in each village is sufficient to meet rural need. development on a greater scale runs the risk of damaging the social cohesion or villages. The infrastructure of villages is already stretched. There are no local jobs and the villages are primarily commuter villages- without public transport facilities.	7/30/2014 4:40 AM
45	Impact village/character Consider this would be death knell of all villages concerned. (on the scale suggested).	7/30/2014 4:17 AM
46	Impact AONB/countryside Impact village/character The negative impact on the character and history of the villages in this AONB- damage would be irreversible.	7/30/2014 4:04 AM
47	Affordable housing Some lower cost houses can be built in all villages.	7/30/2014 3:58 AM
48	In keeping Need more information. Most of the disadvantages can be overcome by imaginative development under strict control and supervision, retaining and enhancing green spaces.	7/30/2014 3:41 AM
49	This is not in itself a bad proposal, were no better option available, but I think one is available as I outline later.	7/29/2014 4:57 PM
50	Impact village/character Would be detriment to the landscape of the Lune Valley. Negatively impacts the characteristics of the villages. Higher land values reduce development quality and the houses built would not be inkeeping with existing villages. Need to protect the uniqueness of the villages in the Lune Valley.	7/29/2014 2:23 PM
51	Impact AONB/countryside Impact village/character The proposals indicate the rural villages taking more than their fair share of housing, i.e. making room for 25% to 35% of housing, when the rural villages do not currently make up 25% of the housing or population in the district. The areas in question are in or are adjacent to the AONBs and sites of scientific/environmental interest. The Lune Valley and adjacent areas are an asset to the district and to the wider country. They are generators of income through tourism and places for people from the district and wider area to use for leisure and for a peaceful escape from the pressure/ stress of modern life. The proposal of each village taking "substantial" extra homes would impact in a major negative way to all of the above. Not to mention the impact on the individual communities. What would people in the wider County think of our District if we allow this to go ahead in whole or part.	7/29/2014 1:54 PM
52	Impact village/character Infrastructure The huge increase in housing proposed for Wray would be catastrophic for the village. The village school is close to capacity with no land available for expansion, and would not be able to cope if the village expanded to the extent proposed. If the school closed there could well be demand to dispose of the school field which provides the site for 'Wray Fair', sports days and cricket matches, and is a vital part of village life.	7/29/2014 1:50 PM
53	Employment not as a single solution but in combination with others it may be a possibility with people being able to work more and more from home there may be the possibility of people living and working in villages this however would not be foreseeable and could only be a small supplement to the housing need by enabling individuals rather than developers to build if they have a case for working locally - this could contribute a bit and encourage more local businesses	7/29/2014 1:32 PM
54	Limit expansion/scale Agree with some development in villages and effective use of opportunities in main towns. Risks of disproportionate impact on villages of development not in scale	7/29/2014 8:28 AM
55	Need more info Need more information	7/29/2014 8:07 AM
56	Infrastructure Limit expansion/scale A possibility, but with no more than 20 houses per village. Infrastructure!	7/29/2014 7:41 AM
57	Need more info Need more information	7/29/2014 6:54 AM
58	Impact village/character This could destroy rural North Lancashire as we know it. It is not the answer to the problem.	7/29/2014 6:36 AM
59	Impact AONB/countryside Impact village/character Such development in small villages would ruin them and the surrounding countryside. Higher land prices would mean poorer quality building	7/29/2014 6:09 AM
60	Impact AONB/countryside Traffic Greatly increased traffic-there is too much already. What about conservation areas and areas of outstanding natural beauty?	7/29/2014 6:00 AM
61	Impact village/character Would spoil village life and small town life and their community spirit.	7/29/2014 5:52 AM
62	Limit expansion/scale Limited development spread throughout	7/29/2014 5:05 AM
63	Limit expansion/scale Would support nominal- say up to 50 houses- throughout the districts, town and villages- to support local people on the housing ladder	7/29/2014 4:49 AM
64	Impact AONB/countryside There is already development which is not enhancing our village. I wonder how much credence AONB holds.	7/29/2014 3:44 AM
65	Impact village/character Developments would have to be done sympathetically and should enhance not spoil existing villages.	7/29/2014 3:38 AM
66	Impact AONB/countryside The Lune Valley and surrounds is known for its beauty and could be a very good tourist attraction. A large house building programme would potentially spoil this.	7/29/2014 3:23 AM
67	Infrastructure Infrastructure especially public transport would need to be improved across the district and other services improved piecemeal - could be more costly	7/29/2014 1:28 AM
68	This option in my opinion is not a real option and consider it to be an illusion.	7/28/2014 1:39 PM
69	Impact village/character New housing would completely alter the character of the out lying villages. the people who live in them do so for peace and quiet and have often either lived there all their lives or have paid high prices to enjoy the advantages of rural life. New development would devalue properties and devalue the quality of life.	7/28/2014 9:49 AM
70	Impact AONB/countryside This option would change the nature of our countryside. The Lune Valley is a haven for wildlife and is a place that everyone can enjoy. If it was built on it would take away a lot of its natural beauty	7/28/2014 8:57 AM
71	Infrastructure The appraisal's comment that it might lead to better rural broadband is misled. I live nr Hornby with the world's fastest 1Gbps community broadband from B4RN. This is only possible because we are a rural community of small villages with strong cohesion an not heavily developed. It is the smallest villages <500 people that have shown the greatest community spirit in the B4RN project.	7/28/2014 6:06 AM

How can we meet our future housing needs?

72	Infrastructure Whist on initial sight this may seem the 'fairest and simplest' – This and option 4 are the worst options as there is no element of sustainability You are in breach of most of the policy's set out in in your Local plan for Lancaster District 2011 – 2026 There is no element of sustainability • Goes Against DM5 – No help for evening and night time economy • Goes Against DM7 – Primarily housing little diversity and there are alternative options • Goes Against DM9 - Primarily Housing – Little Economic Diversity Also in breach of DM9 clause i./ii./iii./iv/v. • Goes Against DM15 - No Easy access to employment • Goes Against DM20 - No sustainable travel patterns possible. • Goes Against DM20 - Doesn't maximise existing transport and highway network • Goes Against DM25 – Loss of green assets • Goes Against DM35 – As these are primarily small villages, in most cases you are going against DM35 Clauses i./ ii./ iv./ v./ vi./ xii./ xiii./ xiv/ xv./ xxii./ xxv./ xxvi. • Don't forget that most of these villages have insufficient public transport for commuting to work and back so they will all need to drive. Your commercial buildings policy stipulates that you can only build with very limited car parking space – so all these residents will have to pay for parking so will be discriminated against in comparison to local people.	7/27/2014 7:16 AM
73	Impact village/character This would destroy the community feel of small villages. These proposals would increase some of the villages populations by 300% this is crazy.	7/24/2014 8:48 AM
74	Impact village/character This is not a logical approach - it could threaten and damage small communities, resulting in loss of schools etc. There would be a negative impact on the characteristics of some villages and where at the moment there is some tourism due to the nature of the villages, this could just be taken away by big developments.	7/23/2014 11:15 AM
75	Employment Impact AONB/countryside Infrastructure The Forest of Bowland is a national asset, an Area of Outstanding Natural Beauty that truly deserves the name and proper protection. It would be devastating to the landscape to allow development of this type to go ahead. The village where I live, Wray, would be devastated. I regularly see Wray championed as one of the tourist attractions of the district. That would be finished. A community that has taken generations to build would be lost very quickly. The same applies to many other small communities. It is a pity that such a poorly worked out 'plan' should ever have got this far. It is an illusion. The sites are not available everywhere. It is non-strategic, continuing the approach of the SHLAA. Also it undermines urban concentration and sustainability, going against national planning requirements. There is no link with jobs, poor infrastructure, unsustainable transport patterns. There are uninformed assumptions made about sustaining rural services, and I can particularly point here to Wray School, where I have previously been a governor, and where my children went to school. The higher land value would tend to lead to poorer quality homes. This would be desperately sad.	7/22/2014 12:31 PM
76	Fair/spread This would seem to be a fairer option but should be concentrated on towns/villages which have a good chance of sustaining development of the size required.	7/22/2014 12:25 PM
77	Impact AONB/countryside Impact village/character You would spoil the entire region, instead of just one limited area.	7/22/2014 7:30 AM
78	Infrastructure This idea would give greater security of educational and health provision where current numbers are falling.	7/20/2014 8:26 AM
79	Impact village/character These towns and villages will no longer be able to exist with such a massive extension and will probably merge into a conglomerate, and will eventually become part of Lancaster.	7/20/2014 3:40 AM
80	Impact village/character Limit expansion/scale Dolphinholme is a village of 200 houses so a build of 10% more is acceptable but not 300% more. It would kill the community. Also the proposed sites are on the edge of the village not in the middle, which would be better - if had to be.	7/19/2014 4:27 AM
81	Employment Infrastructure Piecemeal This appears to have been an Option made through desperation - what a haphazard approach? The cost of spreading the required additional 5,000 houses throughout the District would be immense. In many instances the creation of additional housing would utterly change/destroy the ethos of villages. Infrastructure would not cope, it may well overload schools causing their closure with the problems that would bring re travelling further afield to another school, interruption of working parents day as they had to provide transport to/from school. It really does seem the most idiotic of all the Options put forward & i would like to speak directly with whomever put this view forward - I would question their contribution to their Employer	7/16/2014 8:23 AM
82	Impact AONB/countryside There should not be plans that encroach upon the green belt between villages.	7/16/2014 4:29 AM
83	Employment Impact village/character Infrastructure Because of the limited number of villages involved (due to planning restrictions) the proposed developments would be very significant for each village concerned with the potential to utterly transform the character of the communities. This option seems very undemocratic with existing residents of the villages having the character of their communities being changed profoundly without their consent. Anyone already living in these villages lives in them for reasons associated with their relative isolation - outdoor amenities, scenic quality etc. They certainly don't live there because of the quality of service provision! By imposing very significant developments of the kind proposed the council would be destroying the communities that already exist there. Additionally, by located homes away from large employers and the developed transport infrastructure traffic problems would be created throughout the rural parts of Lancaster with much increased GHG emissions (and frustration!) being the result.	7/16/2014 1:16 AM
84	Impact AONB/countryside Simply a way to destroy the rural area of the LCC area. If this is such a good idea, why was it not carried out 30+ years ago? Maybe because the planners were not permitted to allow such actions regardless of housing needs?	7/15/2014 2:51 AM
85	Impact village/character If the villages become "suburbs" their attraction will be lost and the tourist income will decrease for the area as a whole.	7/14/2014 12:54 PM
86	None No	7/14/2014 11:37 AM
87	Impact village/character The 7,000 housing sites already identified will be increasing the sizes of some villages by over 50%, so this is an unfair burden on the rural communities.	7/14/2014 11:33 AM
88	None No	7/14/2014 10:25 AM
89	Employment Traffic where would people work/? would probably need to run two cars - traffic problems?	7/14/2014 9:55 AM
90	Limit expansion/scale Some development across the district is sensible. Depends on the scale.	7/14/2014 1:59 AM
91	Impact AONB/countryside Impact village/character The uninformed assumptions about the ability to sustain rural services are shockingly inaccurate (e.g. Wray School). It would result in an expansion of 300% of Wray village - blighting one of the strongest tourist attractions of the area (Scarecrow Fair and Lune valley). This area is an AREA OF OUTSTANDING NATURAL BEAUTY. It is scandalous that it should even appear as an option. I STRONGLY oppose this option.	7/13/2014 7:02 AM
92	Infrastructure Would need to ensure there is sufficient expansion of local services: roads, schools, public transport, convenience stores, broadband etc. Not just say we'll do it then allow developers to back out later.	7/13/2014 3:17 AM
93	Impact AONB/countryside Impact village/character Infrastructure Expensive in terms of new support services and infrastructure needed. Longer travelling distances. Risk of destroying Lancaster's beautiful countryside and historic villages.	7/12/2014 3:43 AM

How can we meet our future housing needs?

94	Impact AONB/countryside This seems the closest option to using small pockets of available land, and might therefore have less overall impact on the green belt.	7/12/2014 3:30 AM
95	Infrastructure There would have to be considerable extension in provision of facilities: schools, shops, libraries, Post Office, transport links. At the moment our village has no shops, a library van for an hour every three weeks, a Post Office on its last legs, a good primary school which would need expanding, and limited transport	7/10/2014 1:35 AM
96	Impact village/character Infrastructure Limit expansion/scale Rural services must be there to support the increased population. eg bus services to Lancaster, Post Offices and Doctors Surgeries. Any development should not be a block of several hundred houses built on one green field site. There must be sensitive smaller grouping within the community in order to facilitate integration and prevent incomer ghettos. The character of existing villages should be maintained re - building design. Avoid Wimpey /Redrow style developments.A complete mix of hosing types is essential including the provision of gardens.	7/8/2014 12:07 PM
97	Employment Infrastructure Piecemeal 1. This option flies in the face of the urban concentration strategy that has long underpinned local and strategic planning across Lancaster district.(and also national planning policy) 2.There must be significant questions over the sustainability credentials of such an option, since it would require a sound local balance between employment and residential elements within each of the district's towns and villages, to prevent increased car dependency. 3. This is a scattergun approach that would also provide problems over services and infrastructure provision. 4.How would you seriously apportion new housing fairly across the whole district? 5.This approach could well undermine existing planning policy and lead to the decline of much that has already been undertaken through current planning policies.	7/7/2014 3:00 AM
98	Given the extent of housing need, while incremental development in villages continuing from last planning allocations is still working through, it is difficult to see wher and how additional village sites could be found that could cope with the extent of the projected housing needs.	7/6/2014 9:35 PM
99	We are already doing this and it is enough!	7/6/2014 5:40 AM
100	Use brownfield Please infill with houses on the brown-belt, for example the former K Shoes factory site on Bulk Road and at Nightingale Hall Farm. Affordable homes could mean workers might not need to use private transport. A spur road from Quemmore Road east of the M6 to join the Northern Link road could alleviate traffic through the city centre and take vehicles from the Storey Homes site and from the Lancaster Moor Hospital development.	7/6/2014 5:10 AM
101	Infrastructure Lancaster has already had more than it's fair share of new homes. Hundreds of new town centre flats. Hoses by the river, moor hospital area etc. Lancaster has had it's share of hoses and the roads cannot take any more cars	7/6/2014 3:21 AM
102	Better than option 2	7/5/2014 1:23 AM
103	Infrastructure more use of rail infrstucte line to Heysham/ Camforth/Bentham line/ Camfoth mainline platform with better bus service links	7/4/2014 8:19 AM
104	Limit expansion/scale Focussing on the 'advantage' of "fairer distribution of growth," there is the risk that fairness will result in sharing out houses and not grasping the developmental and economic benefits that can ensue from an increased population if strategy and planning is effective. Thoughtful planning, not just 5,000 homes erected by developers who want to build estates of 100 to 200 houses at a time can add to the areas. Option 3 should not be considered in isolation but with options 1 and 2.	7/3/2014 3:28 PM
105	Fair/spread Infrastructure New houses throughout the district adds value to existing communities giving uplift to all areas of the districts towns and villages. Has the impact of improving services for all.	7/3/2014 9:19 AM
106	This would allow growth of around 1000 housing units, 20% of the new build needed over and above development of sites already earmarked for development. If Planning Committee allowed farmers to redevelop their farm buildings to reflect modern farming practices of larger farm land units, older steadings could be converted to dwellings quite easily. It needs an INTEGRATED approach, not just one for building new homes in isolation from other other long-term considerations.	7/3/2014 1:46 AM
107	Limit expansion/scale Traffic I would support some limited development for locally employed persons but not wholesale expansion which would only increase commuting.	7/2/2014 12:40 PM
108	Fair/spread Option 3 is the fairest way to spread the load of new housing across the area. There are benefits if services are also improved along with the new homes.	7/1/2014 11:41 AM
109	Fair/spread Infrastructure The advantages outlined in the public consultation document seem to be compelling. This option is not only the fairest way to distribute new housing so that no one single area would have to bear the impact of massive development, but it would improve access to housing in the rural areas and would enable local services in the smaller villages to survive.	7/1/2014 9:09 AM
110	Impact village/character If this option is to be pursued further, customised plans for each community would need to be thoroughly worked through, taking into account the needs and characteristics of each place, and in consultation with the current residents.	7/1/2014 3:10 AM
111	Infrastructure open up the rail ways to short stops/journeys as not enough transport system to support this	7/1/2014 2:09 AM
112	Impact village/character Limit expansion/scale Cramping a lot of houses of a similar type onto one plot spoils the look of a village. Individual small scale developments are better,	7/1/2014 1:56 AM
113	The whole exercise is invalid as the projection figures used are invalid	6/30/2014 9:22 AM
114	Infrastructure Not sure would be able to provide enough housing. Long term provision would be needed for bus services to villages (already being cut). Would like to extend cycle network	6/30/2014 9:19 AM
115	Impact village/character Changes the character of our local rural areas too much.	6/30/2014 9:19 AM
116	Impact AONB/countryside There are already too many applications going through within the districts town that are using green field land.	6/30/2014 9:06 AM
117	Limit expansion/scale I would say there is a case for small scale development in villages to deal with local affordable demand.	6/30/2014 7:30 AM
118	Affordable housing Take a leaf from local rural district councils of the 1950's and provide affordable in villages where there is a NEED.	6/30/2014 7:27 AM
119	Infrastructure Yes but with reservations. Would put a strain on local services in villages, perhaps without making enough difference to justify more schools/doctors etc.	6/30/2014 7:08 AM
120	But only in addition to new village.	6/30/2014 6:20 AM
121	Options 2 and 3 seems very similar in outcome.	6/30/2014 5:17 AM

How can we meet our future housing needs?

122	Infrastructure This has to be done in conjunction with the travel options. At the moment bus services are being cut and so building more houses would be bad.	6/30/2014 4:48 AM
123	Fair/spread everywhere taking some new housing is the fairest option	6/26/2014 11:22 AM
124	unable to download and read the Housing needs consultation document	6/25/2014 3:57 AM
125	Affordable housing What does 'sustainable villages mean exactly ?If the houses wer small and included one bed flats it would be beneficial for rural reas- however, the developers always want bigger houses 3, 4, or 5 bedromms- bigger profits.	6/24/2014 12:03 PM
126	Sort of support this option. I don't agree with this in the overall number but this is the approach I would go with for he number we end up with.	6/24/2014 4:40 AM
127	Local resistance.	6/24/2014 4:33 AM
128	Fair/spread This seems the most democratic solution. Why should the city suffer, which the rich migrate to the villages.	6/24/2014 4:06 AM
129	Probably sustainable.	6/24/2014 3:51 AM
130	Infrastructure Limit expansion/scale Small scale expansion of villages along with building south of M6 link would increase both urban and rural homes.	6/24/2014 3:48 AM
131	Affordable housing Need affordable housing in all areas of the geographical area.	6/24/2014 3:39 AM
132	This option can only be a viable option in conjunction with any of the other options, ideally option 1 and the total increase of houses per village should not exceed 10% of the existing housing stock including the sites already identified for development to ensure that new houses can be absorbed into the village communities.	6/23/2014 12:32 PM
133	Impact AONB/countryside I don't agree that this sort of development needs to be on green field sites as all areas tend to have pockets of brownfield sites, e.g. Bargh's old site in Caton. What is a "sustainable village"? Also need for a good proportion to be affordable housing spread throughout the district.	6/22/2014 12:59 PM
134	Use brownfield I would only agree with this if it was on brown field sites	6/20/2014 3:48 AM
135	it is important that the houses are to be built are should meet up to the standards that they are now.	6/19/2014 8:26 AM
136	Depends what 'substantial' means but this is possibly the least bad option	6/18/2014 8:55 AM
137	Need more info Yes but need more information. Most favoured option.	6/18/2014 3:47 AM
138	Infrastructure Limit expansion/scale Would depend on the size of any proposed development and the suitability of it to the existing village structure and facilities.	6/18/2014 3:27 AM
139	Best of a bad choice.	6/18/2014 3:15 AM
140	Need more info Would like more information. This could only work if numbers were kept to a small % of existing houses.	6/18/2014 2:17 AM
141	Consultation must be considered carefully.	6/18/2014 2:11 AM
142	The quality of the architecture is important - as in all options.	6/18/2014 2:03 AM
143	Infrastructure The roads and infrastructure, public transport aren't set up to cope.	6/17/2014 7:50 AM
144	Hybrid Could be done alongside one of the other options to further increase capacity	6/15/2014 10:52 AM
145	If option could be expanded.	6/13/2014 2:34 AM
146	Small developments.	6/13/2014 2:04 AM
147	This would only provide a short term solution	6/12/2014 8:46 AM
148	Fair/spread This option would appear to be the fair option as no one area or village will suffer disproportionately.	6/12/2014 8:30 AM
149	Infrastructure Implications of increased private transport could be met by investing in improvement of the current public transport network.	6/12/2014 3:48 AM
150	People in Galgate are particularly worried about the threat of joining Galgate onto Lancaster/University. There should be no development to the north of existing extent of the village.	6/12/2014 2:59 AM
151	Fair/spread This is the fairest option and should have the least impact on any one area.	6/11/2014 9:48 AM
152	It all depends on the current status of the villages to be expanded. Also, we need to plan for the future, after the short term 20year plan? It is likely that there will be the need for a radical change, but which? more/less houses? other hazards? welfare of local communities (and safety?)	6/11/2014 2:39 AM
153	Would depend on where development took place.	6/10/2014 10:58 AM
154	Impact AONB/countryside Just because a field does not have a rare snail or orchid in it does not mean that it has no value to the natural world. Many of both plant and animal populations are declining in England, partly because of the decrease in space that they require to maintain themselves. To use for planning the percentage of land unoccupied by human habitation is to make a serious mistake for the sustainability (if this word mean anything) of all of us.	6/10/2014 6:40 AM
155	In addition to land availability the main questions for all options are 'Where do people want to live?' and 'Where would developers want to build?'	6/8/2014 11:18 AM
156	Impact village/character I feel this could stretch resources given the large area of the plan. This was a bad idea if these small places lost their identify and came almost one super town.	6/6/2014 2:38 AM
157	Impact AONB/countryside Completely oppose building on green belt	6/5/2014 9:29 AM
158	Employment Infrastructure Housing should be permitted across the district, but this isn't a good way to deliver 5,000 houses quickly and close to employment/infrastructure/services.	6/5/2014 5:31 AM
159	Affordable housing We need smaller homes in Silverdale.	6/5/2014 4:51 AM
160	Infrastructure Smaller villages could expand rather than the larger ones. This would help smaller villages to retain/regain amenities eg schools.	6/5/2014 4:26 AM

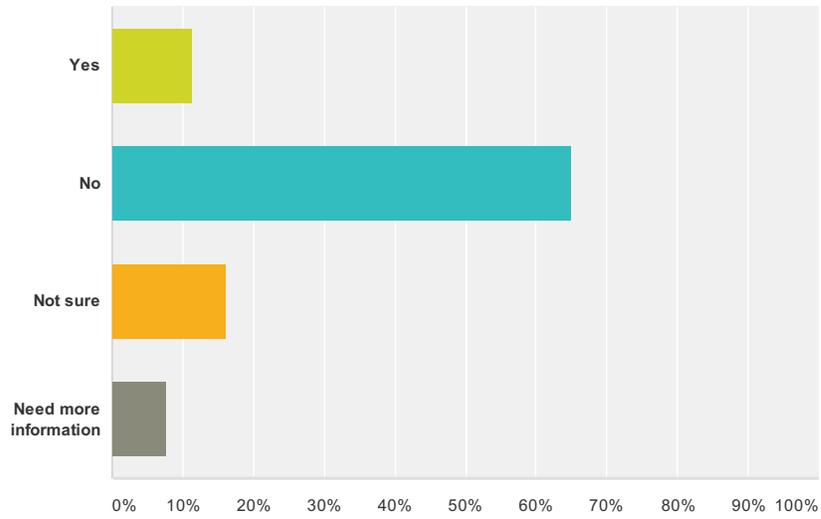
How can we meet our future housing needs?

161	Enough urban development.	6/5/2014 4:20 AM
162	Impact AONB/countryside Development must be affordable housing. Not suitable for greenbelt sites.	6/5/2014 3:44 AM
163	Personally the least likely cause of lack of space but I think the best accommodate needs.	6/4/2014 2:36 AM
164	Impact village/character We need to keep rural communities as a real alternative to urban living. Give people a choice!	6/4/2014 1:56 AM

How can we meet our future housing needs?

Q14 Do you support Option 4?

Answered: 388 Skipped: 38



Answer Choices	Responses	
Yes	11.34%	44
No	64.95%	252
Not sure	15.98%	62
Need more information	7.73%	30
Total		388

How can we meet our future housing needs?

Q15 Would you like to add anything to the advantages and disadvantages of Option 4?

Answered: 168 Skipped: 258

Answer Choices	Responses
Advantages	47.02% 79
Disadvantages	90.48% 152

#	Advantages	Date
1	Infrastructure All local services would need to be upgraded by the at the same time. Eg all major roadsto these large villages, schools,, shops, doctors etc in a coordinated way and not just housing with none of the infratructure	8/7/2014 9:42 AM
2	Employment/commuting Infrastructure access to M6 and jobs and services in Lancaster not too bad.	8/7/2014 9:21 AM
3	Easier for the developers!	8/7/2014 9:12 AM
4	None None	8/7/2014 9:09 AM
5	Infrastructure Easier to expand facilities.	8/5/2014 4:20 AM
6	None None as far as I can see	8/1/2014 8:31 AM
7	None None	8/1/2014 8:13 AM
8	None None!	8/1/2014 8:07 AM
9	Possibly	8/1/2014 7:47 AM
10	Infrastructure Certainly the development plans of the housing needs in the south of the district and fairly good access to the M6- perhaps with improvements to entry/exits.	8/1/2014 7:25 AM
11	Infrastructure Focussed growth may attract all relevant support servcies to make settlements viable and sustainable.	7/31/2014 1:30 PM
12	Eco town Infrastructure eco town potential, economies of scale for new infrastructure	7/31/2014 10:44 AM
13	Spreads the pain	7/31/2014 10:40 AM
14	Focuses effort	7/31/2014 9:44 AM
15	Infrastructure would be possible to increase social infrastructure to meet increased requirements.	7/31/2014 9:00 AM
16	Infrastructure Could be better for road and rail links	7/31/2014 8:41 AM
17	None None	7/31/2014 6:39 AM
18	Infrastructure Gives oppertunity for local services to be developed as 2 villages are expanded.	7/31/2014 6:30 AM
19	as you give	7/31/2014 4:04 AM
20	Infrastructure Like Option 1, in two smaller bites. Critical mass could make for proper settlements, with new schools, shops, amenities.	7/31/2014 3:41 AM
21	Cost ?	7/31/2014 12:29 AM
22	None None	7/30/2014 10:53 AM
23	None None	7/30/2014 7:09 AM
24	Eco town Infrastructure new infracture possibly of eco town potential	7/30/2014 4:50 AM
25	Infrastructure Create some thriving larger villages	7/29/2014 4:57 PM
26	None None	7/29/2014 1:59 PM
27	Depends on village Success would depend on choice of village(s) compromise between option 3 and option 5 and 1	7/29/2014 7:59 AM
28	None None- keep the towns in the towns.	7/29/2014 6:00 AM
29	None None	7/28/2014 1:43 PM
30	Infrastructure close to motorway, good transport links	7/28/2014 6:11 AM
31	None None	7/27/2014 8:46 AM
32	None None!	7/27/2014 7:18 AM
33	Infrastructure The proximity to the city and the motorways would be appropriate and concentrated development would require planning for schools, shops, pubs and other local amentiies appropriate to the population size.	7/27/2014 6:30 AM
34	Infrastructure Could improve core transport roytes into Lancaster for workers, allowing people to take advantage of 'park and ride' situations	7/23/2014 1:20 AM
35	Few - not a good plan	7/22/2014 12:31 PM
36	Impact village/character Again, there are none. A village is a village is a village, and should expand only organically and in response to existing needs within its own community.	7/22/2014 7:30 AM
37	None none	7/19/2014 4:30 AM

How can we meet our future housing needs?

38	Employment/commuting Infrastructure Concentrating development in two areas reasonably close to good transport infrastructure and employment opportunities would provide the sort of housing that people need in the locations where they want it.	7/16/2014 1:16 AM
39	Infrastructure This would probably have to be the Kelleths. Apart from easy M6 access I can see little benefit,.	7/14/2014 11:41 AM
40	Eco town It has the advantages of being able to provide a potential "ecoe town/towns". It provides economy of scale since it would mean one or two large deveeopments	7/13/2014 7:04 AM
41	Infrastructure Villages cannot sustain the infrastructure needed for all the extra houses.	7/13/2014 6:19 AM
42	Infrastructure The two existing settlements mentioned at the june consultation drop in session are stable villages that have good access to motorway links on both north and south lancaster sites. The development areas that have been put forward appear to blend well with existing properties within the villages.	7/9/2014 6:31 AM
43	Infrastructure This would focus the extension of housing stock, while allowing infrastructural (social & material) to be clearly beneficial to two villages	7/6/2014 9:39 PM
44	Infrastructure Would avoid further congestion in the city centre and would enable commuters to utilise both north and south M6 junctions.	7/6/2014 6:00 AM
45	Infrastructure It might spread the load. Avoid driving to city centre by residents using M6 Junction 33 and Northern Link road avoiding further congestion.	7/6/2014 5:10 AM
46	Infrastructure Improvement of existing community resources.	7/3/2014 9:22 AM
47	Infrastructure The two designated villages are both near to motorway junctions and have reasonable road links to the city centre, with the new "Park and Ride" facility close to Halton. The new Heysham link road would also give good access to Morecambe and Heysham from Halton	7/1/2014 9:09 AM
48	Infrastructure Definitely makes the two places viable and eligible for increased service provision.	7/1/2014 3:13 AM
49	has some good points, but	7/1/2014 2:24 AM
50	In keeping If tastefully designed with trees planted in strategic places it would be considerably camouflaged from the road.	6/30/2014 2:22 PM
51	For the same reasons stated earlier	6/30/2014 1:43 PM
52	The easy way out.	6/30/2014 9:19 AM
53	Infrastructure Some infrasture might actually be in place?	6/30/2014 9:01 AM
54	Infrastructure Close to existing amenities.	6/30/2014 8:49 AM
55	Depends on village It could be a good plan but it is difficult to say more till more is know as to which villages.	6/30/2014 8:41 AM
56	Impact village/character I would like the characteristics of the North Lancaster villages to remain the same.	6/30/2014 8:21 AM
57	Fulfil hosing needs?	6/30/2014 7:42 AM
58	Employment/commuting thriving bustling villages, good for businesses & shops, bringing new businesses meaning job prospects for residents	6/30/2014 1:19 AM
59	None None	6/26/2014 2:18 PM
60	In keeping I think this option would result in a better opportunity to ensure that the housing is designed to blend in with the rural surroundings. Also in the case of Dolphinholme the land being considered is on the boundary of the village and so the new properties will not conflict with the design and character of existing older ones in the centre. Additionally as the land extends back from the road the impact of the new housing would be minimal. Traffic going into could use a few good different routes instead of travelling along the A6 and so the effect on congestion would be minimal.	6/25/2014 9:16 AM
61	Employment/commuting Infrastructure targetted schools and shops, and hopefully parks, roads etc in good locations with a need for an expanded workforce	6/24/2014 12:07 PM
62	Infrastructure Provided there are good transport services and sustainability in Doctors surgeries and chemists.	6/24/2014 3:34 AM
63	Infrastructure Already infrastructure in place eg school, doctors.	6/24/2014 3:27 AM
64	Infrastructure New homes would have some existing infrastructure	6/24/2014 12:14 AM
65	Employment/commuting The areas around Camforth and from Lancaster to Galgate look like they are 'natural' boundaries. The University has encroached already in this area. We need employment locally and many residents work there.	6/18/2014 12:54 PM
66	Infrastructure Some of the advantages of option 1 and if well planned, an existing village centre could thrive - rather as Garstang has as a result of all the new housing there.	6/18/2014 2:04 AM
67	None None	6/18/2014 12:43 AM
68	None None	6/17/2014 7:51 AM
69	Impact concentrated in more localised area.	6/17/2014 4:08 AM
70	Infrastructure Improvement to infrastructure.	6/13/2014 2:53 AM
71	Little impact on residents.	6/13/2014 2:27 AM
72	Infrastructure Keep primary schools and village shops and pubs open.	6/13/2014 2:23 AM
73	Infrastructure Infrastructure in place	6/12/2014 8:47 AM
74	Infrastructure would allow for a significant improvement of local services, already in need (health/social care, police, postoffice, education, public transport etc)	6/11/2014 2:43 AM
75	Employment/commuting Infrastructure If this is done well and has appropriate infrastructure and employment, this could be acceptable if the population projections hold up.	6/10/2014 6:46 AM
76	Infrastructure Close to existing settlements, supports services	6/5/2014 5:32 AM

How can we meet our future housing needs?

77	In keeping A good mix of older buildings and environment.	6/5/2014 3:15 AM
78	Infrastructure Opportunity for these villages to expand/retain their schools, post offices etc.	6/4/2014 3:52 AM
79	Infrastructure Services already in place	6/4/2014 2:07 AM
#	Disadvantages	Date
1	Impact village/character Infrastructure High cost of new infrastructures, negative impact on existing small communities	8/13/2014 6:22 AM
2	Employment/commuting The two villages are in areas where there are few jobs and the distance from Lancaster will increase the amount of traffic on already busy rural roads.	8/7/2014 10:05 AM
3	Impact village/character Significantly negatively impact on rural life and the preservation of our heritage and countryside	8/7/2014 9:53 AM
4	Impact village/character Caton with Littledale lies within the Forest of Bowland AONB. This option, if applied to this area, disregards statutory protection of AONB, equivalent to National Parks. Communities can only absorb small changes if these are not to be disruptive to health, social and cultural well being.	8/7/2014 9:52 AM
5	Employment/commuting Impact village/character Infrastructure Massive use of greenfield sites and agricultural land which would impact on rural communities. Poor infrastructure and transport links. No new jobs in these areas. Other neighbouring districts plans ignored.	8/7/2014 9:45 AM
6	Impact village/character Infrastructure Loss of rural communities and agricultural land, insufficient regard to districts, infrastructure costs high, insufficient consideration of landscape quality.	8/7/2014 9:44 AM
7	Employment/commuting Use of Green land,, traffic congestion lack of local employment.	8/7/2014 9:42 AM
8	this would be substantial overdevelopment	8/7/2014 9:37 AM
9	This seems to be based on the least number of people who can voice objections, very unfair	8/7/2014 9:31 AM
10	Infrastructure Social Cohesion issues. large amount of Infrastructure required. Increased car dependency. Areas of local flood risk. Loss of green belt land.	8/7/2014 9:21 AM
11	Impact village/character villages become small towns. Agricultural land lost	8/7/2014 9:19 AM
12	Impact village/character You would destroy the character of the two villages in creating two new towns.	8/7/2014 9:12 AM
13	Impact village/character It is unfair on those who have made their homes in the villages to ruin their environment with large-scale, cheap, ugly building	8/7/2014 9:09 AM
14	Impact village/character It would destroy the history and heritage of the villages. It would also impact on visitor numbers to the villages and spoil the beauty of our countryside.	8/7/2014 9:04 AM
15	See Option 1.	8/7/2014 8:58 AM
16	as set out in Option 3	8/7/2014 8:54 AM
17	Only suitable for small towns.	8/5/2014 4:20 AM
18	Impact village/character Again as above. You cannot expand villages without delay and great resentment. Any expansion in Caton will be fought, groups are already organising.	8/5/2014 4:12 AM
19	Impact village/character Infrastructure 2,000 new homes! The village ceases to be a village. Expanding the southern village solves the housing needs of Preston/Blackpool/Manchester etc - as it will become a commuter town/small town for these areas and not solve Lancaster's housing needs. Sewerage/water run off/schools/roads/jobs.	8/4/2014 5:15 AM
20	Impact village/character Infrastructure It will spoil their character. Small is good - large spells trouble. And who will provide the extra educational, medical and other services which larger communities will inevitably need?	8/4/2014 4:40 AM
21	Impact village/character Infrastructure This would completely change the character of the villages, destroying social structures that may have taken generations to develop. It would require great infrastructure investment.	8/4/2014 4:07 AM
22	Impact village/character They would no longer be the villages they are now. It would change the character, environment of these places. We need to preserve our villages	8/1/2014 8:38 AM
23	Impact village/character Utter and complete disruption of communities and villages when there is ample brown field sites in and around the city which is in need of development.	8/1/2014 8:31 AM
24	As per literature	8/1/2014 8:13 AM
25	See disadvantages in 'Your Views' +	8/1/2014 8:07 AM
26	The NIMBYS wont like it!!	8/1/2014 7:47 AM
27	Impact village/character No longer a village	8/1/2014 7:37 AM
28	Impact village/character It would ruin the localities	8/1/2014 7:32 AM
29	Impact village/character Infrastructure The 'opposite' disadvantages to option 1. Lack of facilities + ruining wonderful landscape and villages.	8/1/2014 5:58 AM
30	Infrastructure Relies heavily on inclusive/comprehensive development of all types - housing, shops, schools, GPs, transport etc.	7/31/2014 1:30 PM
31	Employment/commuting Infrastructure No infrastructure including transport, drainage, employment etc. to support new settlements, and the expense of creating this infrastructure would be too large, particularly as there is no employment to support new occupants.	7/31/2014 11:23 AM
32	Impact village/character Infrastructure loss of rural community, infrastructure costs high	7/31/2014 10:44 AM
33	Impact village/character Will still tend to destroy local communities and fail to respond to local needs	7/31/2014 10:40 AM
34	Infrastructure Would need major investment in road links	7/31/2014 9:44 AM
35	Impact village/character would totally lose the existing settlements as they are	7/31/2014 9:00 AM
36	Impact village/character This would destroy a village.	7/31/2014 7:55 AM

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37	This Option is unsustainable and appears to contravene your Local Plan for Lancaster District 2011-2026 under; DM5, DM7, DM9, DM15, DM20, DM21, DM23, DM25, DM27, DM28, DM35, DM41.	7/31/2014 6:39 AM
38	There is no obvious rationale for this option as a potential solution to meeting Lancaster's objectively assessed housing needs. To apportion growth of between 2,000 and 2,500 new homes to two (as yet) unidentified villages in the north and south of the district requires host villages of a minimum threshold size, scale and function to provide the necessary anchor and context for sustainable growth. The largest northern villages are ruled out by the AONB and Green Belt, leaving the Kellets and Homby (with populations of between 600 and 1,200 people), whilst southern options are limited to Galgate or Cockerham (of between 600 to 1,600 people). It is unclear whether Halton, Caton and Brookhouse form part of the option as they lie centrally in the district. This option also fails to meet objectively assessed needs where they arise and none of the prospective host villages are suitable and appropriate in terms of their size, location and very limited sustainability to accommodate highly disproportionate major strategic growth. Growth of this scale will undoubtedly be highly unpopular and resisted among the host villages and it is unlikely to have a high prospect of delivery. It therefore has no merit as a solution to meeting objectively assessed needs.	7/31/2014 6:23 AM
39	as you give	7/31/2014 4:04 AM
40	Impact village/character Less efficient than Option 1. Could ruin two areas.	7/31/2014 3:41 AM
41	Employment/commuting Infrastructure No employment creation is included. No guarantee that service centres would be created as capital not identified.	7/31/2014 3:23 AM
42	Infrastructure This would concentrate development in areas ill equipped to support it.	7/31/2014 3:19 AM
43	Employment/commuting Infrastructure Availability of jobs and infrastructure, neat to AONB	7/31/2014 12:29 AM
44	Impact AONB/countryside Impact village/character loss of rural life and greenfield sites	7/30/2014 12:38 PM
45	Impact village/character destruction of village community, greenfield and agricultural land	7/30/2014 12:28 PM
46	Impact village/character Destroy two beautiful villages and is unsustainable	7/30/2014 10:53 AM
47	As above on option 3	7/30/2014 7:35 AM
48	E.G. Garstang is not a pretty sight (on site)	7/30/2014 7:09 AM
49	Why large-scale expansion - rather than small-scale expansion	7/30/2014 5:44 AM
50	Impact village/character loss of rural communities, consideration of landscape	7/30/2014 4:50 AM
51	Impact village/character Focusing development on two villages ignores desirable and essential redevelopment/ development in other areas. Expansion on such a scale can damage the concept of 'village'.	7/30/2014 3:45 AM
52	Impact village/character These are 'villages'. Not mini 'towns'.	7/30/2014 3:25 AM
53	Depends on village Which villages? Could affect response. There are a lot of constraints just through geography- sea (flooding), river, railway, canal, landscape.	7/30/2014 2:55 AM
54	Impact village/character Generally speaking, people don't want their villages to become larger	7/29/2014 4:57 PM
55	Employment/commuting Impact village/character Similar comments as for Option 3 - destruction of the character of rural landscape and villages and lack of employment opportunities.	7/29/2014 1:59 PM
56	Impact village/character Infrastructure If increases pressure on existing amenities and tends to urbanise them, thus destroying the rural aspect on existing residents.	7/29/2014 8:08 AM
57	Possibility for bad choices (for obscure reasons) badly executed.	7/29/2014 7:59 AM
58	Impact village/character this would destroy the villages concerned and create two new towns requiring huge investment. it would not bring any of the benefits to Lancaster highlighted in Option 1.	7/29/2014 6:38 AM
59	Employment/commuting Impact village/character Infrastructure Loss of rural communities and countryside. No thought given to transportation and jobs.	7/29/2014 6:10 AM
60	Infrastructure Good communities could be built with services	7/29/2014 4:42 AM
61	Impact village/character Opposition to such development by local villages	7/29/2014 4:36 AM
62	Impact village/character car depending, traffic pollution, "village" is a village, not a small town.	7/29/2014 4:26 AM
63	Impact village/character See comments in option 3. The two villages suggested, would be completely spoiled and probably it would negatively affect the economies of Camforth and Kirby Lonsdale in the long-term.	7/29/2014 3:27 AM
64	Infrastructure This would mean the significant use of greenfield and agricultural land and would result in a loss of rural communities. Infrastructure costs would be extremely high not even sure that they could be put in place.	7/28/2014 1:43 PM
65	Impact village/character Villages are part of English heritage and should remain small.	7/28/2014 9:50 AM
66	Impact AONB/countryside Encroaches on the green belt	7/28/2014 8:58 AM
67	Impact AONB/countryside loss of countryside	7/28/2014 6:11 AM
68	Impact village/character It could be overwhelming for the villages - seeing that some small towns in the area have populations less than 2,000 - and with 2,000 new homes, they would be more than one person per house...	7/28/2014 5:18 AM
69	Impact village/character Infrastructure Destroy two local communities and build on rural/farming land thus. Again unsustainable as A6 would become overloaded and no-one would be able to get through Galgate to get to Lancaster Station (Dolphinholme Option).	7/27/2014 8:46 AM
70	Where is the sustainability?	7/27/2014 7:18 AM
71	Impact village/character The loss of pleasant green land and the local character of existing rural villages.	7/27/2014 6:30 AM
72	Impact village/character Infrastructure infrastructure costs would be high, loss of rural communities, insufficient consideration of the landscape quality	7/23/2014 11:17 AM
73	Infrastructure Not really supported so too much infrastructure required - expensive and risky	7/23/2014 4:53 AM

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74	Employment/commuting Impact village/character loss of village communities based on agriculture and rural pursuits. Creation of commuter villages which have no community and do not use local services. Not potential but definite impact on the character and heritage of villages. Limited impact for Lancaster if Dolphinholme area used as on the border with Wyre B Council, living in Lancaster council working elsewhere?	7/23/2014 2:12 AM
75	Impact AONB/countryside removal of green space for all	7/23/2014 1:20 AM
76	Same problem as option 3	7/22/2014 1:39 PM
77	Impact village/character Infrastructure Uninformed assumptions about access to services; loss of rural communities; significant use of greenfield and agricultural land; high infrastructure costs; insufficient consideration of landscape quality	7/22/2014 12:31 PM
78	Impact village/character You would be converting a village into a town against the wishes of the entire population of the said village, and laying waste to tracts of currently productive farmland.	7/22/2014 7:30 AM
79	This scale of housing is not needed	7/21/2014 8:56 AM
80	Impact village/character May be too challenging for existing communities to accept.	7/20/2014 8:26 AM
81	Impact village/character When is a village not a village? WHEN IT'S A TOWN!!!!	7/20/2014 6:39 AM
82	Impact village/character These two villages will be destroyed by such an enormous extension.	7/20/2014 3:41 AM
83	Infrastructure Ludicrous, You would need all the infrastructure which they don't have. Dolphinholme is a place where people don't want to live but want to visit on holiday or in spare time so we get many horse riders, cyclists, walkers, rambles on the road, enjoying the peaceful fields and the wonderful views.	7/19/2014 4:30 AM
84	Impact village/character villages will be destroyed if you allow developments to take up the green belt	7/16/2014 4:33 AM
85	Infrastructure Huge costs for service provision - water, sewerage and roads.	7/14/2014 12:57 PM
86	Impact village/character Infrastructure Would not encourage investment, travel to work, schools, hospitals would be lengthy. Would just spoil two very pleasant rural villages.	7/14/2014 11:41 AM
87	Impact village/character expansion on this scale would completely swamp existing villages	7/14/2014 9:57 AM
88	Impact village/character Self contained villages should not be swamped by development unless they are already compromised by being adjacent to existing urban areas	7/14/2014 8:22 AM
89	Impact village/character Infrastructure Significant loss of rural communities, significant use of greenfield and agricultural land, the infrastructure costs will be extremely high and may not be affordable at all.	7/13/2014 7:04 AM
90	Impact village/character Too concentrated a solution and would change the character of the villages irretrievably.	7/12/2014 3:30 AM
91	Impact village/character The development of dormitory type settlements that swamp the original villages. The new housing would be like a carbuncle bolted on to but not part of the older village.	7/8/2014 12:09 PM
92	Impact village/character Totally changes the nature of these villages.	7/8/2014 2:47 AM
93	Undermines current planning policy and would alter the whole dynamic of the district quite considerably.	7/7/2014 3:18 AM
94	Depends on village Getting two villages to agree to the considerable extension required might be difficult, and choice of village would need to reflect geography	7/6/2014 9:39 PM
95	Employment/commuting Would encourage commuters to central Lancashire and vastly increasing car journeys.	7/6/2014 6:00 AM
96	Infrastructure Loss of green-belt. No infrastructure. Very expensive for developers to implement.	7/6/2014 5:10 AM
97	Communities in the district may feel left out of a program that delivers improved services.	7/3/2014 9:22 AM
98	Employment/commuting Infrastructure Extends the urban sprawl; new infrastructure needs creating; assumes all home dwellers will be working and need to travel to work - what about retired people whose needs are different?	7/3/2014 1:53 AM
99	stop urban expansion and simply creating a larger Lancaster by joining with Halton	7/2/2014 1:39 PM
100	Impact village/character Unfair to place the burden of the whole county on two locations.	7/1/2014 11:43 AM
101	Infrastructure The need to develop the infrastructure of the designated villages would be paramount.	7/1/2014 9:09 AM
102	Impact village/character Could have a deleterious effect on the neighbouring communities, and will inevitably have major visual impacts.	7/1/2014 3:13 AM
103	Employment/commuting travel to & from work in city area could be serious problem.	7/1/2014 2:24 AM
104	Impact village/character The existing villages would be destroyed	7/1/2014 1:58 AM
105	Employment/commuting Reliance on cars increasing congestion on the roads. Everybody would need to travel away from those villages for work	6/30/2014 10:42 AM
106	You can see the damage already done to Halton with the dreadful 3 bed town houses on what was once a green area. It was designated a brownfield site merely because in the Victorian era there were a few factories there.	6/30/2014 9:19 AM
107	Depends on numbers involved - disruptive? expensive?	6/30/2014 9:01 AM
108	Impact village/character Loss of farm land. Loss of character.	6/30/2014 7:47 AM
109	Impact village/character Loss of village status and character.	6/30/2014 7:42 AM
110	Impact village/character I think this could be considered by the character of the villages would change completely and could well be detrimental to the area.	6/30/2014 7:35 AM
111	Impact village/character Creates more traffic. Villages in Nether Kellat and Over Kellat are conservation areas and mentioned in Domesday Book and would lose their identity and should be conserved.	6/30/2014 7:23 AM
112	Impact village/character Too much impact on two settlements, especially if a big estate is added to two existing villages.	6/30/2014 5:21 AM
113	Impact village/character Loss of identity.	6/30/2014 5:12 AM
114	Infrastructure too busy	6/30/2014 1:19 AM

How can we meet our future housing needs?

115	Impact village/character Not so good for the designated villages...any development would be substantial and have an adverse effect on the villages.	6/27/2014 12:16 AM
116	Impact village/character Villages are lived in by people who choose to live in smaller areas, who pay more council tax for the privilege	6/26/2014 2:18 PM
117	Impact AONB/countryside It means probably building on greenfield sites, at best- greenbelt signs at worst.	6/24/2014 12:07 PM
118	Impact village/character unfair on these villages	6/24/2014 4:18 AM
119	Would make use of land further away from Lancaster than necessary.	6/24/2014 3:59 AM
120	Impact AONB/countryside Swallowing the Green Belt.	6/24/2014 3:34 AM
121	Impact village/character Infrastructure Transport links maybe insufficient. Increase density of attractive villages and towns and impact on character and heritage.	6/24/2014 3:27 AM
122	Impact village/character Thin edge of the wedge towards urbanisation	6/24/2014 12:14 AM
123	Impact village/character Destroys existing villages and will have a significant negative impact on those who already live in these places	6/23/2014 12:34 PM
124	Impact village/character Unfair for the existing residents of the chosen villages	6/20/2014 2:38 PM
125	Impact village/character This option is to disrupting to the total are of Lancaster.	6/20/2014 6:35 AM
126	Do not believe developments should spread to the east of the Motorway. That should be retain as a boundary.	6/18/2014 12:54 PM
127	Impact village/character Infrastructure Would totally change the character of the communities by doubling their current capacities - one has no shop or any other facilities than a small, village school not able to expand and cope with double the number of current intake.	6/18/2014 3:49 AM
128	Infrastructure Splitting the development over two sites would make the provision of additional amenities less viable.	6/18/2014 2:57 AM
129	Impact village/character Infrastructure Scale too large for just two villages to cope with (even at half the number of new homes proposed). Infrastructure problems. Reduced choice for house buyers. Ruin character of villages. I live in one of the two earmarked villages.	6/18/2014 2:27 AM
130	Infrastructure Loss of agricultural land and amenity. No facilities. Services not adequate.	6/18/2014 2:12 AM
131	Impact village/character The character of the two chosen villages would be drastically changed.	6/18/2014 2:04 AM
132	Impact village/character Infrastructure Expansion of the 2 villages would destroy the 'rural' nature of the villages. There is insufficient, if any, local transport to the areas and any major development would result in heavier traffic on rural roads. The provision of doctors/shops is currently limited and would need to be addressed. The area is restricted on the sewage situation with some small estates on Septic tanks instead of mains sewerage and this could cause a major spend if all new homes are to be attached to mains drainage.	6/18/2014 12:43 AM
133	Impact village/character Infrastructure Change the character of the villages affected - negative. No infrastructure to support - no public transport, shops, facilities.	6/17/2014 7:51 AM
134	Impact village/character Change of culture and impact on village communities.	6/17/2014 4:08 AM
135	Infrastructure Transport to work. Infrastructure. Sewage etc. Health and Social Services for elderly.	6/13/2014 2:23 AM
136	Impact village/character Local communities would be overwhelmed and would lose their identity.	6/12/2014 8:47 AM
137	Infrastructure Much of the community infrastructure (schools, post offices etc) has already been destroyed - difficult to reinstate once its gone.	6/12/2014 3:48 AM
138	Infrastructure Extra traffic problems possibly.	6/12/2014 3:37 AM
139	Depends on village it depends where the expansion would take place exactly	6/11/2014 2:43 AM
140	Infrastructure Lack of public transport links	6/10/2014 10:59 AM
141	Impact AONB/countryside Impact village/character More expansion into the rural environment	6/10/2014 6:46 AM
142	Infrastructure Both villages are too far away from Lancaster or Morecambe amenities.	6/6/2014 2:30 AM
143	Infrastructure Development out of scale with existing settlements, places burdens on infrastructure	6/5/2014 5:32 AM
144	Employment/commuting Impact village/character It would make a large urban sprawl and destroy the character of the villages. Again no jobs to support all the people, they would have to travel.	6/5/2014 4:40 AM
145	Increase populations.	6/5/2014 4:15 AM
146	Infrastructure Infrastructures not good enough. Need a tram system for commuting.	6/5/2014 3:35 AM
147	Employment/commuting Other villages wouldn't benefit from additional housing for children to move into. Travel.	6/5/2014 3:21 AM
148	Impact village/character May not be advantage to older people who may have lived there most of their lives.	6/5/2014 3:15 AM
149	Impact village/character Large impact on two areas, concentrating the load perhaps unfairly.	6/4/2014 3:52 AM
150	Not needed	6/4/2014 2:29 AM
151	Worst of all worlds	6/4/2014 2:14 AM
152	Impact village/character Would destroy the peaceful village life that the people who live there chose for themselves.	6/4/2014 1:57 AM

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Q16 Would you like to make any other comments on Option 4?

Answered: 129 Skipped: 297

#	Responses	Date
1	Depends on villages It is not clear which villages would be involve but I think their residents should have the biggest say .	8/13/2014 4:02 AM
2	In appropriate size Infrastructure Don't support this option as it stands. Development inappropriate for size of village (Dolphinholme). Current infrastructure won't support development on this scale. Proposal does not represent sustainable growth.	8/7/2014 9:56 AM
3	Employment/commuting Impact village/character Without the necessary employment to support such development, the plan would be illogical from a demand/value for money (cost benefit analysis) perspective and would also significantly negatively impact on rural life and the preservation of our heritage and countryside	8/7/2014 9:53 AM
4	Impact AONB/countryside Caton with Littledale is one such village. If villages lie within the Forest of Bowland AONB, they have 'the highest status of protection in relation to landscape and scenic beauty' whereby 'great weight should be given to conserving landscape and scenic beauty', where 'the great weight test is one of the most stringent legal tests that can be applied under planning law'. (Forest of Bowland AONB Management plan). The track record of planning permissions , eg for Moor Platt, suggests a total disregard, not to say contempt, for the statutory obligation for 'all development is expected to conform to a very high standard of design, to be in keeping with local distinctiveness and should seek to conserve and enhance the AONB's natural beauty' (Forest of Bowland AONB Management plan 2014). Option 4 is not compatible with AONB statutory protection.	8/7/2014 9:52 AM
5	Employment/commuting Another really poor option. The 2 existing communities would be totally swamped by the scale of the new development. Where would the employment come from to support such expansion?	8/7/2014 9:38 AM
6	I don't have sufficient local information but suspect the SHLAA has already proposed a more than realistic expansion to these two communities	8/7/2014 9:28 AM
7	See Disadvantages	8/7/2014 9:21 AM
8	Traffic More houses outside the city would cause more traffic congestion with cars going in to hte city each day	8/7/2014 9:13 AM
9	Infrastructure Traffic Roads and parking are a huge problem as everyone has to use their cars as the bus/rail services would not be as good as in Lancaster, Morecambe or Camforth.	8/7/2014 9:12 AM
10	REJECT IT	8/7/2014 9:11 AM
11	Impact AONB/countryside Impact village/character We should absolutely be protecting our green belt land around Lancaster and its surrounding villages. It is so important to preserve the character and heritage of each village. Large new build schemes will destroy the cham and character of the villages.	8/7/2014 9:04 AM
12	Impact village/character Extending villages means loosing vital parks and sports facilities, how can this be good for a community? Village should have a community feel not be a "concrete jungle".	8/7/2014 8:59 AM
13	Impact village/character If the expansion was of a village such as Halton which is already large and spawls into the existing urban area and thus the further expansion could benefit Lancaster City Centre and not really change the character of the village.	8/7/2014 8:54 AM
14	Depends on villages Not clear which villages could be expanded sensibly	8/7/2014 8:51 AM
15	Need more information.	8/5/2014 4:20 AM
16	There is a danger of social unrest, in particular the planning officers and councillors being held financially responsible.	8/5/2014 4:12 AM
17	Impact village/character The village would become a small town.	8/4/2014 5:15 AM
18	Depends on villages Which ones?	8/4/2014 5:02 AM
19	See comment for option 3.	8/4/2014 4:40 AM
20	Impact AONB/countryside Infrastructure This option still likley to compromise greenbelt and some protected/designated landscapes. Need more detail about all development/infrastructure and envinmental impacts to be able to support such a proposal.	7/31/2014 1:30 PM
21	Obviously, the accommodation should not be created for incomers who do not work in the area.	7/31/2014 10:40 AM
22	This should be discussed with neighbouring councils - how about working with South Lakeland on a development around Junction 36 of the M6, or between Lancaster and Galgate with Wyre? I understand each council has to be responsible for its own situation, but I am sure that does not mean you cannot work with neighbours to create something better for both.	7/31/2014 9:44 AM
23	Infrastructure How large is "large scale expansion? You are looking to locate another 5000 housing units I understand. That would mean 2500 for each village and would, I venture to suggest, result in the villages basically becoming towns. Do they have the infrastructure and facilities to support such development anyway? Would additional facilities and infrastructure be built BEFORE the housing? What about the impact on existing facilities eg, schools which by their very nature tend to be small. One of the villages earmarked appears to be Nether Kellet - a settlement whose pub and shop facilities have an uncertain future, regardless of any future village development.	7/31/2014 8:39 AM
24	Impact village/character Too much impact on villages - need to develop urban areas	7/31/2014 8:31 AM
25	Employment/commuting Impact village/character Traffic It is commonly being talked of this referring to Dolphinholme as the southern village that could be subject to expansion. As a resident of Dolphinholme I find this prospect appalling. To increase a village of approximately 200 houses firstly by an additional 200 homes (as per SHLAA 2014) and then to expand it by a further 2000 would change it beyond all recognition, and would totally destroy its existing character and community. The new small town would provide a very nice semi-rural community for commuters who work to the south of Lancaster. At the same time, it would be an unattractive place to live for people working in Lancaster as the traffic problems along the A6 would become immensely worse.	7/31/2014 7:55 AM
26	Impact village/character Could destroy character of existing villages again it ignores LCCMSA	7/31/2014 6:52 AM

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27	Impact AONB/countryside Impact village/character This Option is unsustainable and appears to contravene your Local Plan for Lancaster District 2011-2026 under; DM5, DM7, DM9, DM15, DM20, DM21, DM23, DM25, DM27, DM28, DM35, DM41. It would fundamentally destroy two strong thriving local communities by build on rural/farming land. Again unsustainable as A6 would become overloaded and no-one would be able to get through Galgate to get to Lancaster Station (Dolphinholme Option).	7/31/2014 6:39 AM
28	Infrastructure Would not support such development at Dolphinholme which is completely inappropriate. May be some scope to consider some development around the Kelleys which are much better connected to major transport networks. See Alternative Options.	7/31/2014 5:53 AM
29	Impact AONB/countryside Impact village/character Involves significant use of green-field land, and loss of agricultural land. It would completely disfigure the existing communities.	7/31/2014 5:49 AM
30	only people who live in those villages could really comment	7/31/2014 4:04 AM
31	Good to see flood risk is at the forefront of planners' thinking.	7/31/2014 3:41 AM
32	Impact village/character Infrastructure Villages are no longer villages if extended by 2000 homes, they are reduced to "estates" without a soul. No identification of who will invest in extended infrastructure.	7/31/2014 3:23 AM
33	Impact village/character Infrastructure The location of 2,500 new homes in the south of the district around Dolphinholme, given the quality of its land/landscape, history and scale seems an act of wanton vandalism. I do not believe its connectivity to the rest of the district warrants contemplation of this as an option. I do not know if there are specific, logical sites at the Kelleys that the communities there would feel could or should be developed (with a particular emphasis on diversifying the current housing offer and improving its overall quality). If so there may be a case for considering some expansion here, given its key rail and road connectivity. However regard should be had to the significant amount of development already ear-marked for Camforth, and the need to avoid creation of merger of these settlements with the town and the creation of a large area of essentially urban sprawl. Best quality land should be avoided, care taken to improve biodiversity and greenspace linkages through development, and key views North towards the Lakes and West towards Morecambe Bay should be preserved.	7/31/2014 2:55 AM
34	None No	7/30/2014 10:53 AM
35	Employment/commuting This may be an interesting option but again depends on the amount of investment that would be available for providing services in the 2 areas, and also depends on where the jobs are that people will need to travel to.	7/30/2014 7:21 AM
36	Impact AONB/countryside Again development of greenfield land renders this objectionable and the other disadvantages follow.	7/30/2014 6:51 AM
37	Impact AONB/countryside Infrastructure The two villages are surrounded by fields, etc. Infrastructure such as water, sewage, pavements, street lighting, bus services, schools, jobs, are already over stretched and must be 'resized' to cope with any further development.	7/30/2014 6:03 AM
38	Impact AONB/countryside Impact village/character Loss of countryside surrounding villages would destroy their 'raison d'etre' and damage their character irretrievably especially villages which have conservation areas and contain heritage assets.	7/30/2014 4:42 AM
39	Do these 2 villages go into option 3, If this option is rejected. If so does that mean less houses will be built in the villages in op.3.	7/30/2014 4:18 AM
40	Impact village/character I do not want large scale development in the villages.	7/30/2014 3:59 AM
41	Impact AONB/countryside Infrastructure Need more information. Developments of this size will impact greatly on the road network and the rural landscape and encourage further green field development towards Lancaster.	7/30/2014 3:45 AM
42	Impact village/character I had little time for this option originally, simply because it is hard to think of any village in the district that would welcome being doubled or tripled in size - or worse - but I now think there may be one village for which enlargement - under the right conditions - could be an attractive quid pro quo for benefits that could be yielded by certain aspects of Option 1 - see my hybrid suggestion later.	7/29/2014 4:57 PM
43	Impact village/character I dispute the need for an extra 12000 homes but what ever happens we have to maintain the character and individuality of our local villages and maintain them as just that, Villages. Doubling the size of a village and turning it into a town in virtually one go can't really be a option .	7/29/2014 2:11 PM
44	Depends on villages Infrastructure generally not although it may depend on the village selected - Halton e.g. would not be suitable for several reasons. it may be favourable if it is near a trainline with in existing station or the option of putting a station in to get traffic off the road and if the mentioned advantages outweigh the disadvantages	7/29/2014 1:36 PM
45	Impact AONB/countryside Infrastructure No infrastructure in place - public transport and concerns of highway safety on rural roads. Too close to Trough of Bowland AONB	7/29/2014 12:53 PM
46	Impact village/character This would effectively produce two new towns completely swamping the existing settlements.	7/29/2014 12:51 PM
47	Depends on villages Without knowing the two settlements proposed it is not possible to comment in detail. However, this option would not carry the sustainability credentials identified under Option 1.	7/29/2014 8:35 AM
48	Some expansion probably applicable, but not on scale option 4 advocates	7/29/2014 8:29 AM
49	Employment/commuting Infrastructure Only if it has the right infrastructure in place and easy access to employment.	7/29/2014 7:42 AM
50	Impact village/character Large expansion of 2 villages would fundamentally change the nature of these villages- I don't think this is fair unless a vast majority of residents want it to happen.	7/29/2014 7:17 AM
51	Need more information	7/29/2014 6:54 AM
52	Impact village/character It would be very unfair on the residents of the two villages selected.	7/29/2014 6:38 AM
53	Impact village/character Would alienate village communities and destroy them	7/29/2014 5:52 AM
54	Infrastructure Rural villages selected have limited access on narrow roads. Sewage, drainage, schools all limited would take massive infrastructure development.	7/29/2014 5:06 AM
55	Impact AONB/countryside Use up a lot of good agricultural land that we need if we want to develop local food production.	7/29/2014 3:27 AM
56	Employment/commuting Infrastructure Better than option 3 but houses in rural areas are not likely to be popular with low income groups because of travel costs and the need to travel more to shops and other facilities	7/29/2014 1:30 AM
57	Impact AONB/countryside This option affords no consideration of landscape quality	7/28/2014 1:43 PM
58	Depends on villages Which two villages would be affected?	7/28/2014 5:18 AM

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59	<p>Employment/commuting Impact AONB/countryside Infrastructure As mentioned on the previous answer, this and option 3 are the worst options as there is no element of sustainability You are in breach of most of the policy's set out in in your Local plan for Lancaster District 2011 – 2026 There is no element of sustainability • Goes Against DM5 – No help for evening and night time economy • Goes Against DM7 – Primarily housing little diversity and there are alternative options • Goes Against DM9 - Primarily Housing – Little Economic Diversity Also in breach of DM9 clause i./ii./iii./iv/v. • Goes Against DM15 - No Easy access to employment • Goes Against DM20 - No sustainable travel patterns possible. • Goes Against DM20 - Doesn't maximise existing transport and highway network • Goes Against DM25 – Loss of green assets • Goes Against DM35 – As these are primarily small villages, in most cases you are going against DM35 Clauses I./ II./ IV./ V./ VI./ XII./ XIII./ XIV/ XV./ XXII./ XXV./ XXVI. • Don't forget that most of these villages have insufficient public transport for commuting to work and back so they will all need to drive. Your commercial buildings policy stipulates that you can only build with very limited car parking space – so all these residents will have to pay for parking so will be discriminated against in comparison to local people.</p>	7/27/2014 7:18 AM
60	<p>Traffic Although Lancaster is already a long narrow city, this is because of its particular geography. Extending it in north and south directions will emphasise this shape and will put increasing pressure on the traffic flow in the city. But it would encourage the park and ride scheme Lancaster needs, along with proper parking provision on the outskirts that will promote the development of the city centre.</p>	7/27/2014 6:30 AM
61	<p>Depends on villages very much depends upon which villages were chosen</p>	7/25/2014 7:34 AM
62	<p>Impact village/character This is not expansion, it is destruction. Villages would be overwhelmed, they are not designed to deal with this many people.</p>	7/24/2014 8:49 AM
63	<p>Employment/commuting Impact AONB/countryside Impact village/character Traffic Many of the rural villages identified are exactly that 'RURAL' and Area of Outstanding Natural Beauty. They have limited access roads which are used by large agricultural vehicles and would not sustain the greater traffic volumes imposed with new homes. Accidents would increase for pedestrians using the unpaved roads, cyclist who visit the areas in their thousands and motor vehicles commuting to work (as there are no employment opportunities). The services they would have to be put in would then be forced to increase prices as the commuters would find services in urban work places to use. People have chosen to live in these rural areas for that reason, rural; often at the justified expense of services. To increase the size of these rural villages is to change the whole fabric of the agricultural population and encourage further migration of people of the urban areas that desperately need to encourage people to stay to improve them. There is a visible danger of Lancaster and Morecambe becoming a student only or low income household urban area with limited mix of community leading to further urban decline. Millions of tax payers money has been spent on linkroads in the area, would it not make sense to use them and take this opportunity to improve the decaying urban areas in Lancaster and Morecambe.</p>	7/23/2014 2:12 AM
64	<p>Infrastructure Unnecessary and too expensive in the infrastructure costs.</p>	7/22/2014 12:26 PM
65	<p>Infrastructure Roads, waste water,shops etc are all lacking in dolphinholme. No one wants to live here so why build here. Plenty of empty properties now, so no point.</p>	7/19/2014 4:30 AM
66	<p>Infrastructure Re the North - it would appear s though an area "in or around" Cowan Bridge was being considered? You only have to travel 4m East to Ingleton or 3m West to Kirkby Lonsdale to be met with significant proposals of increased housing - any more would saturate the area and, again, put insurmountable pressure on infrastructure. The Houses NEED to be built (at a much lower number than being muted) as per Option 1.</p>	7/16/2014 8:26 AM
67	<p>Infrastructure By all means build in Lancaster and Morecambe, they already have the services; consider the area to the south west between Morecambe and Middleton but don't destroy the individuality of Bolton le Sands, Slyne ,Hest bank, the Kelleets.</p>	7/16/2014 4:33 AM
68	<p>Infrastructure Unlike option 3 this proposal would seem to place housing in areas where people actually want it resulting in functional communities where people want to live. It is possible to imagine these communities attracting a wide range of people - provided that the housing stock was sufficiently diverse. While some improvement of existing infrastructure and services would be required the scale of this would be far less than for say option 5.</p>	7/16/2014 1:16 AM
69	<p>Employment/commuting Such development should be on the west side of the M6, nearer to where employment would be located. Why does the map show the 2no. locations as being on the east side of the M6? There is no employment on the east side of the M6.</p>	7/15/2014 2:53 AM
70	<p>England should concentrate on being more self-sufficient and not reliant on foreign imports.People are being encouraged to "Buy British" even if it means paying slightly more.</p>	7/14/2014 12:57 PM
71	<p>None No</p>	7/14/2014 10:26 AM
72	<p>I oppose this option, but not as strongly as I oppose option 3</p>	7/13/2014 7:04 AM
73	<p>Infrastructure Would need to ensure there is sufficient expansion of local services: roads, schools, public transport, convenience stores, broadband etc. Not just say we'll do it then allow developers to back out later.</p>	7/13/2014 3:17 AM
74	<p>Same as for option 3</p>	7/12/2014 3:44 AM
75	<p>Employment/commuting Infrastructure 1. The economic, social and environmental implications on the other towns and villages across the district are difficult to assess using this option, but there will be a number of them. The current settlement network will be changed. 2. The problems will be similar to those of option 3, but with a concentration in two key areas to the north and south of Lancaster. Are we looking astride the A6? 3. This would undermine the urban concentration strategy and create significant services and infrastructure issues. 4. What about the employment implications of providing so many houses in two local villages? Does sufficient employment currently exist without encouraging commuting and car dependency?</p>	7/7/2014 3:18 AM
76	<p>Depends on villages Infrastructure This option (again) requires sympathetic design & major infrastructural works - overall might be good option as focusses the development work (including dealing with communities) but the choice of village(s) would be crucial to success and would require major community involvement to make a success</p>	7/6/2014 9:39 PM
77	<p>In line with option 3</p>	7/5/2014 1:23 AM
78	<p>Infrastructure this would have to link into public transport issue and other service as suggested</p>	7/4/2014 8:21 AM
79	<p>Employment/commuting Infrastructure This is the worst option, as it requires the development of two urban environments diluting economic development in the area. Development at Dolphinhole would require major infrastructure development prior to residents moving into the new homes. The same is probably true of the northern village which is too far from Camforth to support use of its schools, health facilities, employment opportunities, culture, leisure and shopping resources. Job creation would be necessary in Dolphinhole. The other possible village adjoins the M6, Camforth, the railway and could effectively be an urban development of Camforth supporting the current town, (option 2).</p>	7/3/2014 3:28 PM

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80	Too easy a solution without considering the social implications. Where is the balance/considered thought/regional development issues set out for this. Too simple a concept and option in isolation.	7/3/2014 1:53 AM
81	could you merge option 3 with the expansion of ONE village (to the north)?	7/3/2014 12:16 AM
82	I doubt that this option could be successfully achieved.	7/2/2014 12:41 PM
83	Employment/commuting Infrastructure This would produce two new, under-serviced commuter ghettos.	7/2/2014 2:33 AM
84	Is there the housing need in these locations to require this many new homes? Risk of new housing not been used	7/1/2014 11:43 AM
85	We particularly need more information about this option, and in particular whether with reduced numbers in the planning figures, one rather than two communities might be targeted.	7/1/2014 3:13 AM
86	use brown field sites to expand, instead of companies building student accommodation everywhere tell them to build for the general population..	7/1/2014 2:10 AM
87	None No	6/30/2014 1:43 PM
88	The whole exercise is invalid as the projection figures used are invalid	6/30/2014 9:23 AM
89	Depends on villages Depends which villages	6/30/2014 9:20 AM
90	Depends on villages No indication of which villages were provided making it difficult to consider. Very few villages have the ability to expand, probably with the exception of Nether Kellet to the west.	6/30/2014 9:20 AM
91	Infrastructure Would allow infrastructure to be developed in villages (key service centres) to support new housing - but don't think parish council and residents would support.	6/30/2014 7:09 AM
92	Not as just one new settlement as single solution but new village in addition to option 3.	6/30/2014 6:20 AM
93	Infrastructure Villages couldn't cope with demand.	6/30/2014 4:54 AM
94	Infrastructure Again this needs provision of good transport links, schools, shops etc.	6/30/2014 4:49 AM
95	Depends on villages Infrastructure Traffic It would depend on which villages and whether they could cope with volume of traffic, extra students in school classes	6/30/2014 1:19 AM
96	Impact village/character Homes often built as 'affordable' in villages are not, then these are filled with people who sponge from the state, do not want to work and bring drug problems to the communities. Villagers have little say in any of this. Villages need to remain.	6/26/2014 2:18 PM
97	unable to download and read the Housing needs consultation document PDF been round for a long time	6/25/2014 3:58 AM
98	This is just blue sky thinking, it means little with out some proposed sites on the table	6/24/2014 12:07 PM
99	Infrastructure Seems better than options 1 and 2 - but better if only one village and preferably not Galgate unless a new M6 access road is built at Bailrigg.	6/24/2014 4:07 AM
100	Depends on villages Not clear which villages would be involved.	6/24/2014 3:51 AM
101	Impact village/character The recommended increase will destroy any character the proposed villages may have which is not only a shame for those who live in these places but also for the character and recreational areas of the district as a whole.	6/23/2014 12:34 PM
102	Depends on villages It is totally unclear which 2 settlements you mean, therefore I cannot comment	6/22/2014 1:00 PM
103	Infrastructure There are some advantages to small village development to maintain schools etc but the funding has to be available to allow these schools to build if necessary	6/18/2014 8:56 AM
104	Equal least favoured option.	6/18/2014 3:49 AM
105	Infrastructure Again any proposed developments would have to be considered in areas suitable for such expansion - areas where facilities, such as health centres, schools, transport routes, highway suitability as well as services etc; are in situ.	6/18/2014 3:28 AM
106	Impact village/character Villages are small for a reason. People like living small. Why alter so drastically.	6/18/2014 2:18 AM
107	Depends on villages Would need to know name of two villages.	6/18/2014 2:12 AM
108	Impact village/character Villages should remain villages.	6/17/2014 7:32 AM
109	Providing option 5 is a 'no go'.	6/13/2014 2:09 AM
110	Only a short term solution	6/12/2014 8:47 AM
111	Infrastructure Traffic The large scale development of a small village such as Dolphinholme will double the size overnight. Having no services (Bus or Shop) potential occupants of the new dwellings would most likely commute to larger cities such as Preston, Manchester or Liverpool and so turning the area into a 'Dormitory Village'. The large scale development would increase heavy traffic on already busy roads and have to pass a primary school, Church and Chappel	6/12/2014 8:37 AM
112	Infrastructure Traffic Implications of increased private transport could be met by investing in improvement of the current public transport network	6/12/2014 3:48 AM
113	Need extra bridge across Lune	6/12/2014 3:33 AM
114	Depends on villages It may be a good idea but it would depend on which village.	6/12/2014 2:57 AM
115	Impact village/character 2000 new houses in any village would completely alter the dynamics and overload the system. I suppose that if a village actually volunteered then it could be feasible (but not in Galgate please ! - NIMBY!!)	6/11/2014 9:51 AM
116	Infrastructure Local services (cf advantages above) are already in need of an urgent improvement, in order for the area to provide a "sustainable living environment"	6/11/2014 2:43 AM
117	This would have to be a late development when the numbers of people are much clearer.	6/10/2014 6:46 AM
118	In addition to land availability the main questions for all options are 'Where do people want to live?' and 'Where would developers want to build?'	6/8/2014 11:18 AM
119	Impact village/character Who would decide on the villages? Would the villages have the option of declining the offer?	6/6/2014 2:39 AM

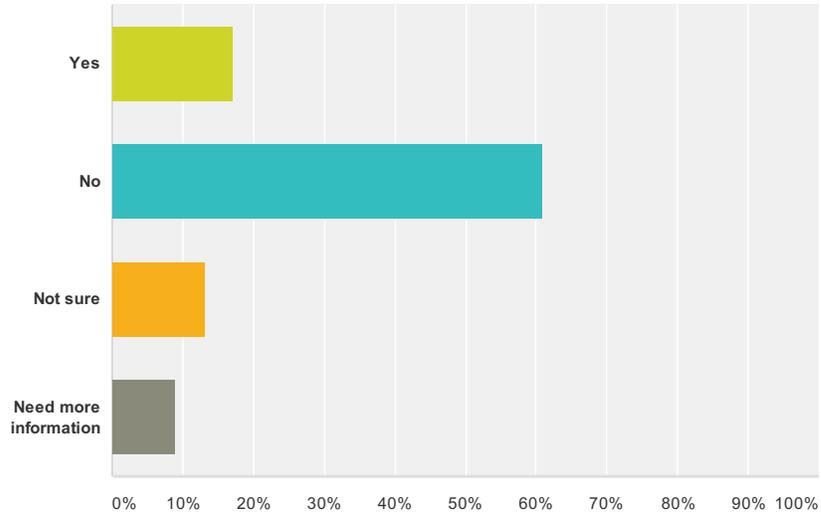
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120	Impact village/character Will contracts construct a village or simply big estates? I'm unsure if they have any control on proper planning.	6/6/2014 2:25 AM
121	Employment/commuting Traffic These enlarged villages would lead to a dramatic rise in the number of car journeys to work - presumably in the city. Also an increase in the number of journeys along small country lanes could result in an increase in accidents.	6/5/2014 11:15 AM
122	Impact village/character Infrastructure People currently living in these villages do so because they are small, quiet villages. For example, they have small schools, which would have to be expanded to accommodate the extra houses. This changes the whole dynamic of the village.	6/5/2014 9:32 AM
123	Impact village/character Given the proportional size of the changes envisaged here, I feel the proposed development would take the unique spatial 'feel' and character of the affected areas of the district irrevocably over and beyond an environmental tipping point. Far better I think to 'share the load' amongst the many urban, semi-rural and rural developments and enclaves within the district.	6/5/2014 7:41 AM
124	Not supported.	6/5/2014 5:32 AM
125	In appropriate size Too large if increase over 100%.	6/5/2014 4:33 AM
126	Traffic More distribution of housing could mean less traffic problems.	6/5/2014 4:26 AM
127	Impact village/character Villages are historically precious and must not be spoiled by expansion.	6/5/2014 3:45 AM
128	Too near to where I live.	6/5/2014 3:26 AM
129	Another good option to accommodate needs through maybe a tad restrictive.	6/4/2014 2:36 AM

How can we meet our future housing needs?

Q17 Do you support Option 5?

Answered: 381 Skipped: 45



Answer Choices	Responses	
Yes	17.06%	65
No	60.89%	232
Not sure	13.12%	50
Need more information	8.92%	34
Total		381

How can we meet our future housing needs?

Q18 Would you like to add anything to the advantages and disadvantages of Option 5?

Answered: 190 Skipped: 236

Answer Choices	Responses
Advantages	52.11% 99
Disadvantages	83.68% 159

#	Advantages	Date
1	Eco town Potential to build an ecologically sound development.	8/7/2014 9:44 AM
2	Employment/commuting Infrastructure The New settlement, would be designed from the start with the correct ratio of services and infrastructure to provide a major source of new home and employment with out putting any more strain on Lancaster and the surrounding villages	8/7/2014 9:42 AM
3	None None	8/7/2014 9:12 AM
4	Could work if it is well out of sight	8/7/2014 9:09 AM
5	Employment/commuting Infrastructure A new settlement would inevitable need the provision of job opportunities and local services.	8/4/2014 4:40 AM
6	None None	8/1/2014 8:32 AM
7	Employment/commuting Location seems distant from existing amenities or therefore increased travel to employment areas.	8/1/2014 7:26 AM
8	Eco town Potential to provide exemplar eco-friendly sustainable village settlement.	7/31/2014 1:41 PM
9	Eco town eco town potential,	7/31/2014 10:45 AM
10	Less impact on others Clean and less disruptive of local communities	7/31/2014 10:41 AM
11	None None	7/31/2014 8:33 AM
12	None None	7/31/2014 6:39 AM
13	None. This is by far the least logical suggestion. The illegitimate offspring of local political affairs?	7/31/2014 4:20 AM
14	Infrastructure not adding to transport, school, medical services, shopping issues of other options	7/31/2014 4:08 AM
15	Employment/commuting Opportunity to create local employment parallel to housing development.- Milton Keynes concept.	7/31/2014 3:26 AM
16	None None	7/31/2014 12:33 AM
17	Eco town eco town opportunity	7/30/2014 12:39 PM
18	Eco town eco town possibility	7/30/2014 12:28 PM
19	None None	7/30/2014 10:53 AM
20	None None	7/30/2014 7:09 AM
21	Infrastructure I did hear that special grants available to help develop new settlements. Would be very expensive but at least road/access would start from scratch.	7/30/2014 2:58 AM
22	Less impact on others Would let everyone else off the hook	7/29/2014 4:57 PM
23	None none	7/29/2014 2:04 PM
24	Depends on location This would depend very much on where it was situated.	7/29/2014 8:09 AM
25	The development could be conceived in its ultimate form. Please see my comments for option (1)	7/29/2014 8:03 AM
26	The advantages of developing Lancaster far outweigh the advantages of a new settlement.	7/29/2014 3:29 AM
27	Infrastructure could be really well planned with all supporting services and good transport links	7/29/2014 1:31 AM
28	Impact AONB/agricultural This would be a good idea as it would build a new community and not spoil the natural beauty of our countryside	7/28/2014 8:59 AM
29	None NONE	7/27/2014 8:46 AM
30	Exiting for a planning Dept	7/27/2014 7:20 AM
31	Employment/commuting By planning a new town, all the requirements for a population could be included - especially employment opportunities.	7/27/2014 6:36 AM
32	Purpose built Start from scratch opportunity	7/27/2014 5:14 AM
33	Infrastructure An eco town could be developed, possible economies of scale for new infrastructure	7/23/2014 11:18 AM
34	Infrastructure Hopefully this would be well thought out allowing for a thriving town with good transport links to be created for the future	7/23/2014 1:22 AM
35	Infrastructure There is the potential of an eco-town; economies of scale for new infrastructure	7/22/2014 12:31 PM
36	None There are none. .	7/22/2014 7:36 AM
37	Purpose built new community could develop their own individual identity.	7/20/2014 8:26 AM

How can we meet our future housing needs?

38	Purpose built Purpose built town would be great so long as the plans are well thought out. It could be designed for younger people and made attractive to them.	7/19/2014 4:33 AM
39	Purpose built Easier for developers with a clean site to start from scratch but at a huge cost to the area.	7/14/2014 1:03 PM
40	None NONE. Cowan Bridge (IF YOU REALLY MEAN IT) is an insane idea	7/14/2014 11:43 AM
41	None are there any?	7/14/2014 10:00 AM
42	Eco town economy of scale,potential to provide an eco town	7/13/2014 7:06 AM
43	too large a development	7/13/2014 6:20 AM
44	Less impact on others Causes least disruption. Affects fewer people. The town could be built to modern standards	7/11/2014 11:20 PM
45	None None	7/8/2014 12:16 PM
46	Infrastructure Allows block provision of adequate services and utilities	7/8/2014 2:48 AM
47	Less impact on others Depending on site would avoid disruption to existing communities	7/6/2014 9:41 PM
48	Infrastructure Avoids Lancaster City Centre and allows access via Northern Link Road & M6 junction.	7/6/2014 6:01 AM
49	Infrastructure Would avoid the city centre. Would need access to the M6 via northern/eastern junctions and Northern Link road.	7/6/2014 5:10 AM
50	Less impact on others Does not impact on Existing towns and villages. Town would be built to modern planning and design standards	7/5/2014 11:56 PM
51	Building an attractive environment which would draw the most successful people out of Lancaster and Morecambe to live somewhere more comfortable.	7/3/2014 3:32 PM
52	Purpose built Lowest cost to establish a completely new integrated new build settlement. New technology footprint could be very attractive to new residents.	7/3/2014 9:28 AM
53	None None.	7/1/2014 11:48 AM
54	Eco town The concept of an "eco-town" is very exciting, provided that the developers kept to this brief.	7/1/2014 9:09 AM
55	Infrastructure Removes the onus of the development from all the other options, whose residents can then relax, and demands a level of investment that will guarantee good service provision, including transport, education, schools, etc.	7/1/2014 3:18 AM
56	Less impact on others all the houses in one place instead of spoiling lots of other villages.	7/1/2014 2:12 AM
57	Purpose built Something very special could be created.	7/1/2014 2:02 AM
58	Purpose built one site would mean cheap development costs and cheaper houses.	7/1/2014 12:55 AM
59	Less impact on others Purpose built A new settlement could fulfil present day needs, and would not be compromised by what is no longer relevant from the past.	6/30/2014 1:17 PM
60	Infrastructure New start means that roads etc can be planned	6/30/2014 9:49 AM
61	It would be like Runcom New town built for Liverpool residents.	6/30/2014 9:22 AM
62	Employment/commuting Infrastructure Can incorporate heat saving etc. New business opportunities. New infrastructure provided.	6/30/2014 8:55 AM
63	Easier to fulfil for the planning.	6/30/2014 8:42 AM
64	Planning numbers.	6/30/2014 7:42 AM
65	Purpose built A chance to have innovative purpose built community.	6/30/2014 6:59 AM
66	Less impact on others Purpose built Efficient. One spot. No disruption to existing residents. Mixed housing options.	6/30/2014 5:13 AM
67	Employment/commuting new community! new jobs	6/30/2014 1:25 AM
68	Employment/commuting north-east of the district is a long way from existing employment opportunities so car travel on narrow roads would increase significantly.	6/30/2014 12:10 AM
69	Infrastructure Not so good for people who live in Cowan Bridge + A65 already very busy.	6/27/2014 12:17 AM
70	Infrastructure All infrastructure would be new and supportive of the new housing needs	6/25/2014 3:30 AM
71	Infrastructure it would be properly planned with transport, and services all logically worked out	6/24/2014 12:10 PM
72	Infrastructure The availability of good rail and road networks is a positive for this site. Would need both domestic and commercial provision to make a sustainable 'small town'.	6/24/2014 3:52 AM
73	Infrastructure Good planning with well built houses and even areas of trees. Must have good transport facilities.	6/24/2014 3:35 AM
74	Probably cheap to build	6/24/2014 12:19 AM
75	Less impact on others No negative effect on any existing settlements	6/23/2014 12:39 PM
76	Impact AONB/agricultural Less impact on others Might as well spoil only one area of existing countryside	6/20/2014 2:39 PM
77	Employment/commuting If Jobs are available in this area or could be made for that area it could be a good option	6/20/2014 6:41 AM
78	Infrastructure Least impact on all current communities. Can plan in local facilities - new shop, pub etc.	6/18/2014 3:50 AM
79	Infrastructure Infrastructure built in at same time as housing (hopefully).	6/18/2014 2:49 AM
80	Less impact on others It would address all the problems in one hit. Peoples objections would be localised.	6/18/2014 2:18 AM
81	Depends on location Good if suitable site can be found.	6/18/2014 2:12 AM
82	None None	6/17/2014 4:08 AM
83	Infrastructure A truly clean sheet infrastructure could be put in place for a genuinely sustainable and connected community	6/16/2014 11:03 AM
84	Less impact on others Not intrusive to other existing properties. Could be made very attractive.	6/13/2014 2:48 AM

How can we meet our future housing needs?

85	Infrastructure Self contained and new facilities created.	6/13/2014 2:27 AM
86	Less impact on others One new development seems the easiest solution and would upset the least number of residents.	6/13/2014 2:14 AM
87	Less impact on others Target achieved and would enable. No need of agreements at other potential sites from a residents point of view (Green Belt objections).	6/13/2014 2:09 AM
88	Would provide the opportunity for further development in the future	6/12/2014 8:51 AM
89	Eco town Possibility of green housing.	6/12/2014 3:37 AM
90	The simplest solution.	6/12/2014 2:57 AM
91	Eco town This is a massive opportunity to build a new 'Garden City' type settlement. Let's be bold and do it!	6/8/2014 11:20 AM
92	Purpose built Clean slate.	6/5/2014 5:33 AM
93	Eco town The opportunity to build a 'garden city'.	6/5/2014 4:40 AM
94	Infrastructure A more compact solution with all facilities built in.	6/5/2014 3:46 AM
95	Infrastructure New of almost everything, houses, shops etc.	6/5/2014 3:15 AM
96	Employment/commuting Infrastructure The infrastructure would be designed to suit rather than burdening existing routes/resources. Creation of jobs, raising the profile of the district.	6/4/2014 5:03 AM
97	Eco town Could be a fantastic opportunity for an 'eco-town' with plenty of affordable housing.	6/4/2014 3:54 AM
98	None None	6/4/2014 3:43 AM
99	Purpose built Clean state	6/4/2014 2:15 AM
#	Disadvantages	Date
1	Cost Infrastructure High cost of new infrastructures	8/13/2014 6:22 AM
2	Impact AONB/agricultural Destruction of more countryside	8/13/2014 4:02 AM
3	See previous comment	8/7/2014 10:05 AM
4	Impact AONB/agricultural Impact on rural community Significantly negatively impact on rural life and the preservation of our heritage and countryside	8/7/2014 9:53 AM
5	Impact AONB/agricultural Depending on the location, whether in or near the Forest of Bowland AONB, option 5 could flout the statutory protection of AONB status. A new settlement of 5000 would be likely to have a negative impact on the economic prosperity, and well being of village communities in the area.	8/7/2014 9:52 AM
6	Impact AONB/agricultural Massive impact on AONB forever.	8/7/2014 9:46 AM
7	Infrastructure Uninformed assumptions about access to services. Insufficient consideration of landscape quality.	8/7/2014 9:45 AM
8	Impact AONB/agricultural Infrastructure Significant use of greenfield and agricultural land, uninformed assumptions about access to services with little regard to other close districts.	8/7/2014 9:44 AM
9	Employment/commuting Infrastructure No public transport - No employment - No hospitals - Bad and dangerous roads - Flood area - Will ruin the countryside	8/7/2014 9:39 AM
10	Impact AONB/agricultural an environmental disaster in its proposed location. I cannot see why anyone would wish to destroy this area by developing it, especially given that it is nowhere near Lancaster	8/7/2014 9:37 AM
11	Cost Seems to me to be a very expensive option	8/7/2014 9:31 AM
12	Impact AONB/agricultural Losing green belt land as in option 4	8/7/2014 9:22 AM
13	Cost Impact on rural community Infrastructure Traffic The high cost of infrastructure, much of which would need to be in place as the first houses were occupied. The complete loss of any rural character of the area. Traffic pressure on the surrounding roads (Public transport links poor) Pollution. Possible flooding risk as this development is near the River Lune. Pollution of the River Lune.	8/7/2014 9:21 AM
14	Impact AONB/agricultural A green field site would have to be used thereby removing valuable agricultural land for ever.	8/7/2014 9:12 AM
15	Traffic It would be a dormitory town and create traffic problems	8/7/2014 9:09 AM
16	See Option 1.	8/7/2014 8:58 AM
17	Cumbria/Yorkshire Dales Lune Valley would have poor links with Lancaster. More fitting for Cumbria or Yorkshire Dales	8/7/2014 8:51 AM
18	Employment/commuting Infrastructure Effectively a new town with NO local employment. Transport links up and down the Lune Valley are unsustainable.	8/4/2014 5:16 AM
19	Impact AONB/agricultural A blot on the landscape.	8/4/2014 4:40 AM
20	Employment/commuting Infrastructure This would seem to be the most unacceptable of all the proposals. The suggested number of new houses would completely outweigh all the nearby communities put together utterly destroying existing social structures and community relationships. It would require massive infrastructure investment, would make roads much more hazardous, increasing daily commuting etc. There are few employment opportunities within this area, it would increase the risk of flooding and would also utilise good farmland. There is very little public transport available and this would need to be added. Also the existing road is dangerous.	8/4/2014 4:11 AM
21	Employment/commuting Impact on rural community Again the heart and soul of villages, where are these 5000 homes going to be built and indeed where are the 10 to 15000 jobs going to come from?	8/1/2014 8:32 AM
22	Absolute Madness!	8/1/2014 7:33 AM
23	Impact on rural community Having previously lived in a village we know after new settlements are built what disadvantages they bring, many which is why we moved to Ireby 28 years ago and read it is happening again and no we are not posh, do not have lots of money, just a working class couple.	8/1/2014 5:59 AM

How can we meet our future housing needs?

24	Infrastructure Environmental impacts too great. All associated infrastructure - roads, services have negative impact environment.	7/31/2014 1:41 PM
25	Employment/commuting Infrastructure No infrastructure including transport, drainage, employment etc. to support new settlements, and the expense of creating this infrastructure would be too large, particularly as there is no employment to support new occupants.	7/31/2014 11:24 AM
26	Infrastructure uninformed assumptions on access to services	7/31/2014 10:45 AM
27	Not responsive to local requirements	7/31/2014 10:41 AM
28	Employment/commuting Infrastructure There is no employment or transport. the planned location of Cowan Bridge is actually an existing settlement, so building here would ruin this area of natural beauty.	7/31/2014 9:05 AM
29	Employment/commuting Infrastructure The proposed site is a wonderful area for nature and biodiversity and landscape beauty. There are no jobs in the area and transport links to other places are poor. Local facilities are poor and would need lots of money to improve.	7/31/2014 8:44 AM
30	Employment/commuting Infrastructure Totally unsuitable area for development. No jobs, no infrastructure, beautiful scenery, limited transport links	7/31/2014 8:33 AM
31	Employment/commuting Infrastructure Poor road links. Spoiling landscape & wildlife habitats. No employment. Poor transport infrastructure. Very expensive option	7/31/2014 8:31 AM
32	Employment/commuting Infrastructure No jobs in area, Lack of roads to motorway or other connections. Very beautiful area	7/31/2014 8:31 AM
33	Completely unsustainable in every way and again appears to contravene your Local Plan for Lancaster District 2011-2026 under; DM5, DM7, DM9, DM15, DM20, DM21, DM23, DM25, DM27, DM28, DM35, DM41.	7/31/2014 6:39 AM
34	Infrastructure The creation of a freestanding new settlement cannot be justified as the most appropriate option to accommodate strategic housing growth compared to the reasonable alternatives. Whilst a location is not identified, it is likely that due to the physical and land-use policy constraints affecting large parts of the district, an area of search would be focused in the north east towards Kirkby Lonsdale. In this location, at considerable distance from Lancaster and Morecambe, a new settlement would meet a greater part of the needs arising in adjacent boroughs than Lancaster's own objectively assessed need. This would render a new settlement highly-unsustainable in terms of its relatively inaccessible location and connectivity to the western part of the district, and the time-scale, resources and infrastructure needed for a new settlement to grow and develop into a self-contained and intrinsically sustainable community will be prohibitive. A new settlement of the proposed scale of circa 5,000 houses and its requisite infrastructure and non-residential development, will take many years to procure, not least in terms of site identification and land assembly. Assuming favourable circumstances, it would be at least 2020 before the first development was delivered meaning that 5,000 houses would need to be delivered in the remaining 11 years (to 2031) to meet identified needs. This is a delivery rate of 454 dwellings per year which is wholly unrealistic and could not be achieved. A new settlement on this basis alone, poses a major risk in terms of certainty and deliverability within the plan period. This option is therefore not the most suitable and sustainable means of accommodating the scale of housing development needed.	7/31/2014 6:25 AM
35	Infrastructure Too many to list. To help LANCASTER, why build on the A65 between Kendal and Settle? Roads to Lancaster are inadequate.	7/31/2014 4:20 AM
36	Impact AONB/agricultural Traffic but use of green field, green belt land, overall traffic,	7/31/2014 4:08 AM
37	Employment/commuting Infrastructure Traffic Congestion on the A65. Farming community. Sewerage problems. No possible work	7/31/2014 3:24 AM
38	Infrastructure This would require whole scale changes to the area and new roads, schools etc etc.	7/31/2014 3:20 AM
39	Employment/commuting Infrastructure Sink estate risk, no jobs, no infrastructure, effect on tourism and environment close to national park and AONB	7/31/2014 12:33 AM
40	Impact AONB/agricultural loss of greenfield and agricultural land	7/30/2014 12:39 PM
41	Impact AONB/agricultural Loss of rural communities, greenvelt destruction	7/30/2014 12:28 PM
42	Completely unsustainable for all of the disadvantages set out your booklet 'Your Views' and the destruction of a beautiful rural community	7/30/2014 10:53 AM
43	As 3+4	7/30/2014 7:35 AM
44	Cumbria/Yorkshire Dales Would serve people living in Cumbria as much as Lancaster. Defeats the object.	7/30/2014 5:45 AM
45	Employment/commuting Impact AONB/agricultural Infrastructure Lack of infrastructure and employment opportunities make this a nonsense. The suggested area though not designated AONB has exceptional landscape and habitat features and is not suitable for development.	7/30/2014 5:22 AM
46	Impact AONB/agricultural The loss of green land in an area of natural beauty cannot be over estimated.	7/30/2014 3:48 AM
47	Employment/commuting Would employment be there or again increase travel, even out of the district.	7/30/2014 2:58 AM
48	Not really necessary or worth the scale of investment when that investment could benefit other places	7/29/2014 4:57 PM
49	Impact on rural community Infrastructure Destruction of existing rural community and excessive infrastructure costs to make such an option viable	7/29/2014 2:04 PM
50	See comments box below for disadvantages	7/29/2014 8:36 AM
51	Impact AONB/agricultural Impact on rural community Impact	7/29/2014 8:30 AM
52	None None if done properly.	7/29/2014 8:03 AM
53	Cumbria/Yorkshire Dales This area is surrounded by Yorkshire and Cumbria and is squeezed in by soon to be Yorkshire National Park why concrete over this lovely part of Lancs and the Lune Valley?	7/29/2014 7:32 AM
54	Impact on rural community The total change from a rural area to a town would shock those whose identity is bound up with where they choose to live and their occupations. The change would be totally inappropriate.	7/29/2014 7:20 AM
55	Cost It is going to cost an awful lot of money and we know where that is coming from	7/29/2014 6:55 AM

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56	Employment/commuting Infrastructure It is too far from the main locations for employment, too far from the main road and rail links. It would be completely unsuitable without massive investment. In landscape and environmental terms this is one of the worst locations within the administrative area. It is documented as being worthy of National Park designation. It conflicts with our duty of care for rural heritage.	7/29/2014 6:45 AM
57	Employment/commuting Impact AONB/agricultural Infrastructure Ruin green field land and destroy tourism. No infrastructure at all. No routes to M6, rail or major shopping areas. As option 3, would make A683 a "motorway". No adequate internet coverage. No jobs	7/29/2014 6:24 AM
58	Employment/commuting Impact AONB/agricultural Infrastructure Loss of rural communities and countryside. No thought given to transportation and employment	7/29/2014 6:11 AM
59	Employment/commuting But- who will buy all the extra properties and where will the new owners find employment?	7/29/2014 5:00 AM
60	Impact AONB/agricultural This is similar to option 1 that would likely be built in the countryside, loss of Green Belt land	7/29/2014 4:37 AM
61	Impact AONB/agricultural Take a lot of good agricultural land.	7/29/2014 3:29 AM
62	Depends on location finding a suitable and acceptable location could be difficult	7/29/2014 1:31 AM
63	Infrastructure Again as with option 4 this could result in the loss of rural communities and gives no consideration to the infrastructure required to make this a viable option	7/28/2014 1:45 PM
64	Employment/commuting Impact AONB/agricultural Impact on rural community Infrastructure Traffic too much commuter traffic pressure on Lune Valley roads to Lancaster. Loss of countryside. Damaging to character of village. Damaging to existing small community and school. Increase of traffic on already busy A65.	7/28/2014 6:12 AM
65	Cumbria/Yorkshire Dales It would dwarf neighbouring towns and villages like Kirkby Lonsdale, High Bentham, Ingleton and completely change the rural area	7/28/2014 5:23 AM
66	Employment/commuting Infrastructure Ridiculous suggestion and most importantly contravenes the Local Plan Policy as completely unsustainable. Appalling road links. Lets assume 2 people per household which would in turn could be 10,000 cars on already overloaded roads A65 and A683, weak local bus service, no jobs in area, creation of jobs local jobs would be minimal - no local station. Taking land away from farming and existing local jobs. A Milton Keynes on the edge of the National Park which would blight the approach to the National Park	7/27/2014 8:46 AM
67	Employment/commuting Doesn't help develop Lancaster economically - Where are the jobs? -	7/27/2014 7:20 AM
68	Impact AONB/agricultural Impact on rural community A new town would inevitably interfere with the existing rural atmosphere of the area surrounding Lancaster.	7/27/2014 6:36 AM
69	Cost Higher cost?	7/27/2014 5:14 AM
70	Employment/commuting a 'new town' in the north east of the district seems inappropriate - a long commute to work as no work in this area	7/23/2014 11:22 AM
71	Cost Expensive and risky	7/23/2014 4:54 AM
72	Impact AONB/agricultural Loss of green spaces	7/23/2014 1:22 AM
73	It is in a very strange place. I can't see how that is going to work for anyone.	7/22/2014 1:40 PM
74	Impact AONB/agricultural Infrastructure Uninformed assumptions about access to services; loss of rural communities; significant use of greenfield and agricultural land; high infrastructure costs; insufficient consideration of landscape quality	7/22/2014 12:31 PM
75	This would be a totally artificial construct, instead of a measured response to a gradual need for increased levels of housing which can well be accommodated within the current urban areas	7/22/2014 7:36 AM
76	Impact AONB/agricultural Impact on rural community A development this size would change the character of the area for ever. As with other developments, the houses are mainly bought by landlords and therefore do not help local people to get on housing ladder. Many of these houses are likely to be bought by investors from abroad and may even remain empty, not paying council tax or contributing to the local community	7/21/2014 12:57 PM
77	This scale of housing is not needed	7/21/2014 8:56 AM
78	Infrastructure provision for health, education and community facilities needs to be built along with housing to ensure that services are accessible locally not just in Lancaster or existing larger villages/towns.	7/20/2014 8:26 AM
79	Impact AONB/agricultural in addition to the disadvantages already listed I would add that the land around Cowan Bridge is good quality agricultural land that is well looked after by local farmers. In terms of future food security and biodiversity the proposed development, were it to occur in the NE of the Lancaster area, would be disastrous.	7/16/2014 1:49 AM
80	Cumbria/Yorkshire Dales The location indicated is most isolated from Lancaster, and basically obtains most input from Cumbria and some from West Yorkshire. Surely there has to be some extremely good reason why what is proposed as a new town should be built in an isolated rural area at all when other options are available.	7/15/2014 3:00 AM
81	Impact AONB/agricultural It would be an artificial new town with no sense of community. It is again using prime land, important for tourism and agriculture when there is plenty of less valuable space for housing elsewhere in the region.	7/14/2014 1:03 PM
82	Cumbria/Yorkshire Dales Traffic A65 already overloaded and bad accident route, A683 long and tortuous to Lancaster. Practically in Yorkshire and Cumbria!	7/14/2014 11:43 AM
83	Cumbria/Yorkshire Dales Would impact badly on the tourism from Ingleton to Kirkby Lonsdale.	7/14/2014 11:37 AM
84	Infrastructure complete new infrastructure required, roads inadequate for that amount of extra traffic	7/14/2014 10:00 AM
85	Infrastructure Huge infrastructure problems	7/14/2014 8:22 AM
86	Cost Impact AONB/agricultural Infrastructure infrastructure costs high, loss of greenfield and agricultural sites	7/13/2014 7:06 AM
87	Infrastructure Would concentrate increased need for transport links and have too great an impact in one place, and land that is already suitable for development on a smaller scale would not be used.	7/12/2014 3:31 AM
88	Impact AONB/agricultural Infrastructure The destruction of an area of natural beauty. The creation of a housing zone with no services, jobs or facilities.	7/8/2014 12:16 PM

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89	Inappropriate at present outside the heavy growth areas of London and the South East.	7/7/2014 3:29 AM
90	Infrastructure depending on site may cause unforeseen knock-on effects more widely (traffic, social infrastructural demands)	7/6/2014 9:41 PM
91	Infrastructure Massive new infrastructure and services required. Large increase in car journeys.	7/6/2014 6:01 AM
92	Affordability by home owners would be questionable.	7/6/2014 5:10 AM
93	None None	7/5/2014 11:56 PM
94	Employment/commuting Infrastructure The new settlement would have to be planned and infrastructure constructed before any residents moved in. Employment opportunities would also have to be constructed. Financing.	7/3/2014 3:32 PM
95	Members of the wider community may feel left out of improvements related to new housing developments.	7/3/2014 9:28 AM
96	Infrastructure No current public transport; roads full of potholes; no secondary schools nearby with spare capacity; no infrastructure such as water treatment/sewerage/ telephone exchange; by a busy main road A65 that will add to transport chaos throughout the District; nearby town has few facilities to cope with trebling population; where will residents go for recreation - Lancaster/Kendal - the larger towns/city and will cause extra pressure on travel facilities	7/3/2014 2:10 AM
97	Employment/commuting Infrastructure No major transport links in the proposed area - motorways, train stations. Far from any major employment opportunities. Far from any existing major population areas.	7/1/2014 11:48 AM
98	As the numbers are adjusted throughout the planning period, this option has the least potential for flexing the figures. in addition, it is potentially an enclosed community that houses only off-comers and that is built all new, with little regard for the surrounding landscape or neighbouring communities.	7/1/2014 3:18 AM
99	Employment/commuting Too isolated for work, except small amount perhaps locally?	7/1/2014 2:27 AM
100	Infrastructure transport systems inadequate everywhere.	7/1/2014 2:12 AM
101	large impact for existing residents of that area	7/1/2014 12:55 AM
102	Impact AONB/agricultural It would involve the loss of greenbelt land	6/30/2014 1:45 PM
103	Employment/commuting The houses would be too dear for normal people to buy and they'd have to have their own vehicle to travel to work	6/30/2014 10:43 AM
104	Where would it be built? My guess is not south of the river where there is wealth, influence and the Lancaster Golf club.	6/30/2014 9:22 AM
105	Employment/commuting Infrastructure Too far away from jobs and main transport links.	6/30/2014 9:20 AM
106	Infrastructure Virtually no infrastructure of any sort creating increased cost.	6/30/2014 9:18 AM
107	Employment/commuting Infrastructure Might be developed in a 'new area' with huge implications regarding employment, transport, road system, schools etc. Would there be enough support low-cost (but needed) housing?	6/30/2014 9:15 AM
108	Employment/commuting Infrastructure No services, employment, very limited transport links poor, damage to existing services.	6/30/2014 8:52 AM
109	Impact on rural community Poorly impacting on rural villages nearby and historic character of these communities.	6/30/2014 8:42 AM
110	Infrastructure It depends on the type of housing built in such a large quantity to form a new settlement. Traffic, schools, shops all needed.	6/30/2014 7:48 AM
111	Infrastructure News settlement with all its problems for the whole area employment, facilities, traffic and identity.	6/30/2014 7:42 AM
112	I believe this would be the worst possible option for the area.	6/30/2014 7:35 AM
113	Employment/commuting Infrastructure Where would these people go for shopping, work, recreation - Lancaster?	6/30/2014 7:23 AM
114	Infrastructure Again think that a large settlement in this area would destroy the rural environment as new roads would be needed or the extra traffic created.	6/30/2014 7:19 AM
115	Employment/commuting Infrastructure If in isolated position?, employment, transport.	6/30/2014 6:59 AM
116	Infrastructure Totally inadequate infrastructure.	6/30/2014 4:54 AM
117	Infrastructure No mention of doctor, schools, bus service, play areas for children up to 16 years	6/30/2014 4:37 AM
118	Infrastructure Extra traffic, noise, would the local schools be able to cope?	6/30/2014 1:25 AM
119	Employment/commuting Infrastructure I have seen these communities in other countries, and they seem very insular, no jobs, or local shops, but large 'chain' store supermarkets.	6/26/2014 2:18 PM
120	They can be soulless	6/24/2014 12:10 PM
121	Impact AONB/agricultural we all need some wild spaces to visit	6/24/2014 4:18 AM
122	Impact AONB/agricultural Infrastructure Traffic and infrastructure problems. Impact on environment.	6/24/2014 3:59 AM
123	Impact AONB/agricultural Use of Green Belt.	6/24/2014 3:35 AM
124	Impact AONB/agricultural Infrastructure Development in open, pristine countryside. More transport links required, more cars etc.	6/24/2014 3:27 AM
125	Impact AONB/agricultural A whole new settlement would be featureless and probably use up Green Field land which I am against.	6/24/2014 3:19 AM
126	Employment/commuting No jobs, unsustainable travel, will create cultureless sink developments and social problems, near national park etc	6/24/2014 12:19 AM
127	who wants to live in the middle of nowhere; no character; hidden costs through management charges etc; artificial settlements can be viewed negatively by local residents which can create new areas of deprivation	6/23/2014 12:39 PM
128	Infrastructure All new infrastructure would have to be created with good links to all amenities.	6/20/2014 6:41 AM
129	Less easy to fine tune.	6/18/2014 3:50 AM
130	Would ruin Lancaster!	6/18/2014 3:15 AM

How can we meet our future housing needs?

131	Impact AONB/agricultural Reduced choice. Isolation. Development/further housing might fill in gap between developments with consequent loss of green land, potentially.	6/18/2014 2:49 AM
132	Infrastructure Not at Cowan Bridge - too far from M6 and City.	6/18/2014 2:12 AM
133	This seems to be a non-starter. I think it would produce a character less dormitory zone.	6/18/2014 2:05 AM
134	Too far out of Lancaster and the resultant traffic would only impact negatively on Homby and Caton. Are we building for Lancaster or Cumbria.	6/18/2014 12:44 AM
135	What a ghastly idea - an artificial Pundbury type job.	6/17/2014 4:08 AM
136	Infrastructure Too many implications on having to introduce new infrastructure.	6/13/2014 3:52 AM
137	Employment/commuting Travel issues.	6/13/2014 2:53 AM
138	Infrastructure Not very close to Lancaster. Need shops, schools.	6/13/2014 2:48 AM
139	Could be so big as to be soulless.	6/13/2014 2:35 AM
140	Infrastructure Roads to get them to and from work.	6/13/2014 2:23 AM
141	Cost Probably the most expensive option	6/12/2014 11:57 AM
142	Infrastructure Need new infrastructure, high initial cost.	6/12/2014 8:51 AM
143	Infrastructure Much of the community infrastructure (schools, post offices etc) has already been destroyed - difficult to reinstate once its gone.	6/12/2014 3:49 AM
144	Cost It would cost a lot.	6/12/2014 3:37 AM
145	Infrastructure The area may not have the infrastructure to support 5,000 houses.	6/12/2014 2:57 AM
146	Employment/commuting Proposed site is too far away from employment areas.	6/10/2014 11:00 AM
147	Cost Expensive. Important farming area around Leck and Ireby.	6/10/2014 6:48 AM
148	Cost Infrastructure I think a complete new settlement would be the most expensive - leading to comers cut, roads not being completed, schools not built to the correct spec etc.	6/6/2014 2:40 AM
149	Infrastructure Too much/costly infrastructure would be required.	6/6/2014 2:31 AM
150	Employment/commuting Infrastructure Unrealistic, costly, requires new infrastructure, distant from jobs and services.	6/5/2014 5:33 AM
151	Cost Depends on location Cost and where it would be sited.	6/5/2014 4:40 AM
152	Employment/commuting Infrastructure No practical use - not near roads, jobs etc.	6/5/2014 4:33 AM
153	More land for houses.	6/5/2014 4:16 AM
154	May suit younger or 'out of town' people rather than local retired.	6/5/2014 3:15 AM
155	Impact AONB/agricultural Could impact on the National Park - although would be lovely to live near this.	6/4/2014 3:54 AM
156	Infrastructure Would need schools, doctors surgeries etc	6/4/2014 3:43 AM
157	Not needed, middle of nowhere	6/4/2014 2:29 AM
158	Infrastructure Costs and service availability	6/4/2014 2:08 AM
159	Infrastructure Would require a huge infrastructure of schools, hospital, homes, shops etc.	6/4/2014 1:58 AM

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Q19 Would you like to make any other comments on Option 5?

Answered: 139 Skipped: 287

#	Responses	Date
1	Cost/funding This seems a very unlikely option . Can't imagine that the funding would be available .	8/13/2014 4:02 AM
2	Need more info Don't believe that this will work, although would need more information.	8/7/2014 9:56 AM
3	Employment Impact AONB/NP Infrastructure This option 5 is the most unfavourable and would set a terrible precedent for the future, as follows: Environment perspective: this area is designated an Area of Outstanding Natural Beauty (AONB) with a rich array of protected wildlife which rely on this land and natural habitat to survive as well as forming part of the Yorkshire Dales National Park (within its revised boundary), also at the confluence of the Lake District national Park and the Lune Valley another AONM; additionally there are huge health and wellbeing benefits to the local community of such an important 'Green space' being accessible, these benefits must be protected not just now, but in future for our Children and Grandchildren. Heritage perspective: the very ancient Farms, Bams, villages & rural communities which form important landmark are historically significant and part of our heritage, and must not be the subject of such encroachment and development; furthermore their presence and preservation in the surrounding lands designated National Parks and Areas of Outstanding Natural Beauty (AONB) must be retained as an important part of our national & local history; allowing all existing & future generations to learn and visualise what rural life looked like in the past. This has an important educational, health and sustainability benefits to all generations young and old; this right must be preserved in the existing landscape and with the same natural environment. Community Benefit: there is NO benefit to the community from this Option 5; in actual fact, should this proposed plan succeed it could potentially pave the way for more homes (i.e. setting an unwanted precedent) on this Nationally important area, designated an Area of Outstanding Natural Beauty (AONB); putting an intolerable pressure on already significantly overstretched public services and amenities including Medical practices & Schools. Whilst it is nationally recognised that there is a shortage of housing stock, without a coherent infrastructure master plan which addresses all the road and schooling infrastructure locally required to support any such development amongst many other such considerations in local rural communities will only suffer and an already demanding Public Service Obligation (PSO) and commitment to Public Service Level standards from local Councils will be heavily undermined; creating yet more budgetary impacts on the Council in response to such services falling down and significantly increased 'Health & Safety Impacts & Risks'. Employment perspective: Without the necessary employment to support such development, the plan would be illogical from a demand/value for money (cost benefit analysis) perspective and would also significantly negatively impact on rural life and the preservation of our heritage and countryside. Also having a huge negative impact on Tourism by changing the nature of the natural environment to one which is spoilt by such unnecessary and unsuitable development.	8/7/2014 9:53 AM
4	Impact AONB/NP Many of the villages lie within the Forest of Bowland AONB, which has 'the highest status of protection in relation to landscape and scenic beauty' whereby 'great weight should be given to conserving landscape and scenic beauty', where 'the great weight test is one of the most stringent legal tests that can be applied under planning law'. (Forest of Bowland AONB Management plan 2014). Areas adjacent to the AONB are also protected. In the case of the Lune Valley, this beautiful area is visually integral to the AONB from the northern and wild slopes of the fells, and to the attraction for walkers, cyclists horse riders and other visitors and tourists as well as contributing to the well being of village residents and communities. Option 5 should not be considered at all in relation to this area.	8/7/2014 9:52 AM
5	Against Why would you want to deposit over 10,000 people in the middle of nowhere?	8/7/2014 9:39 AM
6	Cumbria/Yorkshire Dales Employment Makes no sense to consider a new settlement in the north east of the district remote from services and employment opportunities and wedged between expanding settlements at Kirkby Lonsdale and Ingleton. Perhaps it has been put forward simply to be knocked out.	8/7/2014 9:38 AM
7	This seems a daft idea put in just to say all options were appraised.	8/7/2014 9:37 AM
8	Impact AONB/NP It is a totally obscene suggestion to build a new town encroaching on a National Park. Why do we designate areas as National Parks and AONBs if we then go and build in them? The whole of the Lune Valley area is such beautiful quintessentially english countryside that the idea of plonking a new town there is so outlandish as to be barely conceivable. I strongly oppose this option and request its eradication forthwith.	8/7/2014 9:35 AM
9	Impact AONB/NP Impact on community Locating a new small town between Kirkby Lonsdale and Ingleton without considering the impact on these communities seems very perverse. Has a new development south of Oxcliffe Road been considered? The level could be raised by excavating material to create wild-life wetland areas, thus using poor grade land presently prevented by the flood plain.	8/7/2014 9:28 AM
10	Employment Failure to provide jobs prior to people moving to houses built in the Cowan Bridge area risks the new town becoming Lancaster's overspill area, with many of the social problems that this implies. Where is the industry or industrial developments in this area?	8/7/2014 9:21 AM
11	Query the need for this number of new houses	8/7/2014 9:13 AM
12	Employment Where are the jobs for this increase in population?	8/7/2014 9:12 AM
13	Against REJECT IT	8/7/2014 9:11 AM
14	Impact AONB/NP Awful. We need to be protecting our green belt land!	8/7/2014 9:04 AM
15	This option is probably better for all existing local communities, as long as this is far enough away from them.	8/7/2014 8:59 AM
16	Against Stupid suggestion.	8/4/2014 5:02 AM
17	Depends on location Would like more information as to the location of this proposed development.	8/4/2014 4:40 AM
18	Depends on location Just where through	8/1/2014 7:48 AM

How can we meet our future housing needs?

19	Impact AONB/NP Infrastructure I couldn't find the location of the proposed development in the leaflet. That location should have been made clear so that people could make an informed judgement. There is evidence to suggest that the site is Cowan Bridge. Development in that location is in my view absolutely unacceptable. It is an unspoilt rural location amidst outstanding scenery. It is effectively in a national park, even if technically just over the boundary. It is close enough to at least one SSSI of national importance (the Easegill cave system) to be of concern. I also do not think that any proposal should be entertained that provides for a large number of new homes in an area not in close proximity to a railway station. This proposal falls foul on this front and would seem to encourage the use of cars.	7/31/2014 2:31 PM
20	Impact AONB/NP Infrastructure Use of brownfield sites has to be first choice. Infilling between Lancaster and Morecambe and Heysham should be the approach. Improving transport links, utilising new road from M6 to Heysham and extending existing schools, health care facilities should increase and encourage people to work/live in close proximity. This also allows our rural sites and environmental assets to remain special as their protected/designated status implies. And will be unspoilt yet very accessible for locals and visitors.	7/31/2014 1:41 PM
21	As with 18 - this should not be driven by accommodation for incomers not working locally	7/31/2014 10:41 AM
22	Infrastructure I don't support this because I simply do not think it would ever come to fruition. Too much local opposition (wherever it were proposed) and the investment in infrastructure to build a town the size of the University from scratch is almost certainly unviable.	7/31/2014 9:46 AM
23	Infrastructure I cannot see any merit in this at all. It is too far away from services, facilities and job opportunities. Kirkby Lonsdale would appear to be the closest existing settlement from your map - a very expensive place for housing - who would be able to afford to live there? This plan completely ignores the current areas of demand for housing (urban areas) and instead risks creating a ghost town or holiday village for the more affluent.	7/31/2014 8:44 AM
24	Cowan Bridge is not at all an option.	7/31/2014 8:42 AM
25	This has possibilities.	7/31/2014 7:57 AM
26	Depends on location Siting would be critical. Again no mention of LCCMSA	7/31/2014 6:54 AM
27	Infrastructure Completely unsustainable in every way and again appears to contravene your Local Plan for Lancaster District 2011-2026 under; DM5, DM7, DM9, DM15, DM20, DM21, DM23, DM25, DM27, DM28, DM35, DM41. Appalling road links and lets assume 2 people per household which would in turn could be 10,000 cars on already overloaded roads A65 and A683, there is a weak local bus service, no local station to support this new development no jobs in area, creation of jobs local jobs would be minimal. Again destroying local farming communities by taking land away from farming and existing local jobs. A Milton Keynes on the edge of the National Park which would blight the approach to the National Park which again is in breach of I believe the North Yorkshire National Park Policies and your own Policies. I was extremely surprised that several of the Local Plan team were not familiar with the area and road infrastructure and who also were surprised at the narrowness of local lanes from A680 to Cowan Bridge Village Hall and those who I spoke to were not familiar with the A680 from Cowan Bridge to Lancaster and the A65 heading to either the M6 (Kendal Junction) and Settle areas. Surely these things should be investigated and evaluated prior to Options being presented as real and sustainable options??????	7/31/2014 6:39 AM
28	Impact AONB/NP We understand that this is likely to be absorbed in an extension to Yorkshire Dales National Park	7/31/2014 6:31 AM
29	Cumbria/Yorkshire Dales This proposal bears no relationship to the pattern of the District's housing need. Presumably in bringing this forward the Council will have discussed in detail the need/implications with South Lakeland and Craven District Councils?	7/31/2014 5:56 AM
30	Employment Infrastructure The proposed location is far from jobs and existing infrastructure. Completely unsustainable.	7/31/2014 5:50 AM
31	Infrastructure Wholly unsuitable. We are told a lot of the housing need is for OAPs, social housing, and young entrants to the job market. So plant them all as far as is possible away from the schools, hospitals and jobs??? Madness.	7/31/2014 4:20 AM
32	Eco town Employment Infrastructure I still don't see the need given the need given the development on the quay, moor hospital etc, etc. and NO JOBS & recently CLOSED SCHOOLS and OVER STRETCHED HOSPITAL. should this go ahead houses should be modern and highly eco/sustainable - not like the boring old fashioned homes in the areas I've just mentioned. homes for the future, a showcase.	7/31/2014 4:08 AM
33	Impact AONB/NP Traffic This option is clearly not feasible or deliverable with very high infrastructure costs etc. It makes no sense to be considering this at the same time as the boundary of the Yorkshire Dales National Park is being extended to include land/landscape here - ie an implicit recognition of high value and key recreational/tourism uses. Without putting it in context of other council's development plans at Kirkby Lonsdale and Ingleton it does not make sense, and the emptying of so many new cars onto a key and already very congested national route would surely not be allowed. Would the local residents be individually compensated, not only for the loss of value in their homes etc, but also for the loss of their community?	7/31/2014 3:00 AM
34	Cumbria/Yorkshire Dales What would effect be on neighbouring councils, districts, towns and villages?!	7/31/2014 12:33 AM
35	None No	7/30/2014 10:53 AM
36	Employment Traffic It's difficult to tell from your map where the proposed site is, but it needs to be within range of a lot of jobs for residents and in the Kirkby Lonsdale area (is that's where it is) I don't think there would be enough work, resulting in lots of extra miles travelled on small roads.	7/30/2014 7:23 AM
37	Impact AONB/NP The unbelievable destruction of green field land that this represents renders it a non-starter.	7/30/2014 6:52 AM
38	Impact AONB/NP Infrastructure, green belt etc, ect. See answers to previous questions	7/30/2014 6:03 AM
39	Depends on location Not sure of location.	7/30/2014 5:45 AM
40	Cost/funding Cumbria/Yorkshire Dales Infrastructure This would be a very expensive and not cost effective solution. Scope for further development beyond 2031 would require extension outside the district into Cumbria and N.Yorks. Improved access to services not required as Kirkby Lonsdale provides good service provision locally.	7/30/2014 5:22 AM
41	Cumbria/Yorkshire Dales Infrastructure Too far away from A6 (Too near Kirkby Lonsdale and Ingleton)	7/30/2014 4:19 AM
42	Impact AONB/NP Impact on community Unacceptable damage to an important rural community.	7/30/2014 4:05 AM
43	Against I do not see the need for a new settlement.	7/30/2014 3:59 AM
44	Cumbria/Yorkshire Dales Would impact negatively on other areas in respect of redevelopment/development and as this is unlikely to happen, the need for option 5 diminishes to an extent that makes it unviable.	7/30/2014 3:48 AM
45	Infrastructure Not sure. There are advantages in development and services would be in one area but there are plenty of small areas in the vicinity of current development, i.e (M6/Heysham road) that are already having services installed (Road access etc.)	7/30/2014 3:28 AM

How can we meet our future housing needs?

46	I can envisage circumstances in which Option 5 would be an attractive option but I don't think those circumstances prevail currently. Maybe when you do the next Land Allocation Plan	7/29/2014 4:57 PM
47	Cumbria/Yorkshire Dales Impact AONB/NP I don't think much needs to be said. How this proposal was even considered for inclusion in the proposals makes me concerned about the quality of the officials. If the Council saw the need for "the required" odd number of options, i.e. 5, because 3 was deemed to small. Surely there must have been another proposal that was not chosen. What that was we can only wonder because it must have been more ridiculous than this. To site a 5000 house town near to Kirkby Lonsdale, Devils Bridge, Ruskins View all important tourist sites in an area proposed to be an extension to the Yorkshire Dales National Park. Words fail me.	7/29/2014 2:11 PM
48	Cumbria/Yorkshire Dales Employment Impact AONB/NP Infrastructure Disadvantages: This Option does not apply sustainable spatial planning considerations. Whilst in some situations new settlements bring a number of advantages, such an approach is not appropriate in the context of Lancaster generally and certainly not in the broad location proposed. • A number of advantages were identified under Option 1. Option 5 does not have any of them. In short this Option is: i) Located as far away as possible from the main locations for employment; ii) Located as far away as possible from the main road infrastructure i.e. the M6; and iii) Located as far away as possible from the rail infrastructure i.e. the West Coast Main Line. • For a settlement of this proposed size in this proposed location it will need a substantial employment base otherwise it will be completely unsustainable. In effect it would operate as a dormitory town. Attracting new businesses is difficult enough in locations that are close to existing companies and expertise and are close to transportation infrastructure. It will not happen in the required scale in this location. It will therefore be unsustainable. • In landscape and environmental terms this is one of the worst locations for new development within the administrative area. The proposed extension to the Yorkshire Dales National Park is in very close proximity or may even include the area of the proposed new settlement. Option 5 would be incompatible a new National Park designation. • It is also important to stress that even in the event of the new National Park not being designated, the impacts would still be just as significant. When the Yorkshire National Park was being first considered for designation, the landscape in North Lancashire including Leck, Ireby and Cowan Bridge was assessed as part of the process. It was concluded that the landscape was of such high quality that it should be designated as National Park. However, for administrative simplicity the decision was made not to include parts of Lancashire within the Yorkshire Dales National Park. In other words, the landscape we are talking about is well documented as being worthy of National Park designation, irrespective of whether the designation is ever formalised. Option 5 is incompatible with these facts. • In population terms Option 5 would deliver a 'shock' to the area and surrounding areas. If a UK average is assumed and 2.3 people live in each of the proposed 5,000 houses this would equate to a population of circa 11,500 people. This compares to a population of circa 1,700 in Kirkby Lonsdale and circa 2,000 in Ingleton. Both Craven Council / National Park Authority and South Lakeland run restraint policies to reflect the rural areas and landscape designations. Option 5 would completely change the nature of these settlements and the rural hinterland that they serve. Option 5 would therefore not sit comfortably with this status quo and nor with the duty to cooperate.	7/29/2014 8:36 AM
49	Depends on location The blue hexagon on map is centred on Cowan Bridge, why is this? The individual houses, particularly the 'affordables' could be designed so that future extensions could be carried out without spoiling the overall aesthetics.	7/29/2014 8:03 AM
50	See attached letter	7/29/2014 7:42 AM
51	Employment Infrastructure No infrastructure, little prospect of employment. More car Use. It will be larger than Kirkby Lonsdale. Twice the size of Ingleton. It is not a settlement but a town.	7/29/2014 7:32 AM
52	Impact on community This option would fundamentally change the nature of villages in the area. This would come as a real shock to residents and should only happen if a vast majority of residents want it to happen.	7/29/2014 7:20 AM
53	Impact AONB/NP Do not spoil the National Park save something for our children.	7/29/2014 6:55 AM
54	Impact AONB/NP To near a designated National Park	7/29/2014 6:51 AM
55	Against This option should never have been suggested. In population terms it would deliver a shock to the whole area, equating to a population of circa 11,500 compared to the circa 2000 populations of Kirkby Lonsdale and Ingleton. These figures must be looked at again. They are highly dubious!	7/29/2014 6:45 AM
56	I feel that there is sufficient space around Lancaster and Morecambe and these places may even benefit.	7/29/2014 6:01 AM
57	In a new town people would create their own communities	7/29/2014 5:53 AM
58	Eco town A complete new ecological start on a blank canvas. A mix of houses and services.	7/29/2014 5:00 AM
59	Support Best option	7/29/2014 3:49 AM
60	Better option than 3 or 4.	7/29/2014 3:29 AM
61	Depends on location It would depend on where the new settlement was proposed.	7/28/2014 9:51 AM
62	Cannot see it to be viable.	7/28/2014 6:13 AM
63	Infrastructure Once the settlement was built, it would encourage further building in the future and potentially you would have a merging of towns and villages, like with Camforth and Bolton-le-Sands etc further to the west. Whilst other towns, villages might enjoy more customers - it could cause real problems for transport and parking, in places that currently have problems as it is - without having an extra 5,000 households to cater for, even if services do come with the new settlement.	7/28/2014 5:23 AM
64	Employment Infrastructure You are in breach of most of the policy's set out in in your Local plan for Lancaster District 2011 – 2026 There is no element of sustainability • Goes Against DM5 – No help for evening and night time economy • Goes Against DM7 – Primarily housing little diversity and there are alternative options • Goes Against DM9 - Primarily Housing – Little Economic Diversity Also in breach of DM9 clause i./ii./iii./iv/v. • Goes Against DM15 - No Easy access to employment • Goes Against DM20 - No sustainable travel patterns possible. • Goes Against DM20 - Doesn't maximise existing transport and highway network • Goes Against DM25 – Loss of green assets • Goes Against DM35 – As these are primarily small villages, in most cases you are going against DM35 Clauses I./ II./ IV./ V./ VI./ XII./ XIII./ XIV/ XV./ XXII./ XXV./ XXXVI. • Don't forget that most of these villages have insufficient public transport for commuting to work and back so they will all need to drive. Your commercial buildings policy stipulates that you can only build with very limited car parking space – so all these residents will have to pay for parking so will be discriminated against in comparison to local people.	7/27/2014 7:20 AM
65	Impact AONB/NP It is important to protect the Lune valley and the hills on either side but around small towns like Bentham in the Greta valley there is undistinguished land that could be developed to the advantage of the area.	7/27/2014 6:36 AM
66	Infrastructure unlikely that there is a suitable site for this. The north east of the district is unlikely to have good enough public transport links.	7/25/2014 7:35 AM
67	Support This is the only viable option.	7/24/2014 8:49 AM

How can we meet our future housing needs?

68	Employment This would depend on the siting of the new settlement - would it be near to potential jobs?	7/23/2014 11:18 AM
69	Employment What employment opportunities are there in the area identified?	7/23/2014 2:12 AM
70	Cumbria/Yorkshire Dales Unnecessary and too costly in terms of damage to existing nearby settlements i.e. Kirkby Lonsdale, Ingleton	7/22/2014 12:27 PM
71	Against Other than that it is utterly bonkers, it's hard to know what to say. The most worrying aspect is perhaps that there is a person (or persons) in the planning department who has been crazy enough to come up with this potentially dystopian nightmare.	7/22/2014 7:36 AM
72	Cumbria/Yorkshire Dales Such a large amount of building in this area will cause problems with the two neighbouring counties (ie Cumbria & North Yorkshire, and it is unlikely that sufficient people will want to live there anyway. The resources for such a Town will be probably be at least double (if not considerably more)for any other option	7/20/2014 3:45 AM
73	Infrastructure People dont want to live in the north west as facilities are lacking so not sure the figures are correct re housing needs but if they are then a purpose built village would/ could be fantastic.	7/19/2014 4:33 AM
74	Depends on location This would get my vote , after Option 1, due to the incredible amount of houses that are, apparently, needed. The location would need to be close to Option 1 though - for the very reasons I have already highlighted against that Option	7/16/2014 8:28 AM
75	Cumbria/Yorkshire Dales Employment Impact AONB/NP Infrastructure This option seems the least sustainable or otherwise justifiable in every way. The area suggested is far from major regional employers, does not have anything like the transport infrastructure capable of getting people to their work efficiently and has few social, health or other services. Why would people want to live in this area in the numbers envisaged? People want to be living near where they work. It is simply impossible to believe that either sufficient public or private money could be found to upgrade the area's infrastructure and employment opportunities to the extent required for this development to be self sustaining. What developer would think that it made sense to risk money building houses in the number envisaged in this area? What you would be left with is a (probably unfinished) dormitory town with low social cohesion. People from all over the region, not just Lancaster, value the area as it is for its rural character and outdoor amenities, whether it be caving on Leckfell, walking or simply enjoying the peace of the area. What already exists is an area with a fabulous unbuilt landscape, good social cohesion and population which takes its environmental stewardship responsibilities seriously. All of this would potentially be lost. Placing a development in this area would also profoundly affect the neighbouring areas of South Lakes and North Craven. Kirkby Lonsdale and Ingleton economies are reliant to a significant extent on tourism - would people still come to the area if a new town, completely out of character with the area, was built? This would be especially a concern during what would inevitably be an enormously disruptive and extended development period. This would of course have a profound impact on the viability of existing local businesses. The area should be viewed as one that functions well as it is, causes relatively little draw on council expenditure and is a much valued amenity within easy day trip reach of major population centres. The major focus for development by the council should be Morecambe and adjacent areas. How does building a new town in the NE of the region help with the problems of unemployment, low social mobility and inappropriate housing stock help people in Morecambe? While it is possible to see how option 1 could be sensibly integrated with plans for regeneration of Morecambe it is very hard to do so for option 5. If anything a significant development in this area would further suck the life out of those areas most in need by drawing a proportion of those people with the most social and economic wherewithal out of the city and into the countryside which they would then use as a dormitory.	7/16/2014 1:49 AM
76	Cumbria/Yorkshire Dales Employment Infrastructure This is the worst of the 5 Options. To build a new town of 5,000 homes near the A65 in a rural area, consisting of 40% + subsidised housing? with no employment in the area and most lines of communication running through adjoining counties - the LLC planners should be ashamed of proposing such an Option. Has anyone asked Cumbria and West Yorkshire what they think on this subject, as the infrastructure costs would be the largest of all Options - who will pay for them, including upgrading the A65 and possibly a new / upgraded route down the Lune valley to Lancaster?	7/15/2014 3:00 AM
77	Impact AONB/NP How can you possibly consider building a new town that would encroach into a National Park? What is the point in designating National Parks and AONBs if we are going to build new towns in them/encroaching into them?	7/15/2014 2:48 AM
78	Employment Would create an imbalance in the region when there is no need for large workforce as there is no employer in need of one.	7/14/2014 1:03 PM
79	Against A TOTAL NON STARTER.	7/14/2014 11:43 AM
80	None No	7/14/2014 10:26 AM
81	Employment Infrastructure would people be able to afford to live so far away from jobs, railway, major roads?	7/14/2014 10:00 AM
82	I neither oppose nor support this option, as I can see advantages and disadvantages to it.	7/13/2014 7:06 AM
83	Infrastructure Would need to ensure there is sufficient expansion of local services: roads, schools, public transport, convenience stores, broadband etc. Not just say we'll do it then allow developers to back out later.	7/13/2014 3:17 AM
84	Impact AONB/NP Too far from Lancaster and destructive of beautiful Lune Valley. Same comments as 3	7/12/2014 3:47 AM
85	Cumbria/Yorkshire Dales Lancaster should liaise with South Lakes and Craven. Kirkby Lonsdale and Ingleton are ideal for sensitive development. They both contain existing services which could be expanded. Think beyond county boundaries and avoid the creation of a soulless new community.	7/8/2014 12:16 PM
86	Cumbria/Yorkshire Dales Employment 1. This option would raise similar issues to those of option 4, but concentrated into a single 'small market town' .Is North Lancashire really ready for this? 2.Are we looking at a 'garden city' type development that would be heavily self-reliant with a good balance of jobs and homes? 3.The impact on existing planning policies would be quite profound. 4.This option ought perhaps to be considered together with South Lakeland under the Duty to Cooperate.Milnthorpe might well fit the bill quite nicely, given its excellent location, current development policies, services provision and option to reopen its railway station on the West Coast Main Line?	7/7/2014 3:29 AM
87	For this to work, there would need to be very clear planning and strategic consultation & would need to be clearly planned with neighbouring communities in mind	7/6/2014 9:41 PM
88	Support Would be the best solution. Cause least disruption. Best idea in the long term and for the future	7/6/2014 3:22 AM
89	Support The best option in my opinion.	7/5/2014 11:56 PM
90	Against Not good at all.	7/5/2014 1:24 AM

How can we meet our future housing needs?

91	Cumbria/Yorkshire Dales Employment Infrastructure Any failure to provide adequate good jobs prior to people moving into the houses risks the new town becoming Lancaster's overspill to which it exports all its social problems, an urban disaster, as happened in many 60s/70s council developments on the edge of cities. There has to be something special to attract large enough businesses to be the "seed" to which other companies will aggregate. The report by Turley associates identifies such attractions, but they are in urban areas (providing local evidence for the concept of agglomeration economies). They include potential of the new road to Heysham, a third nuclear power station, high-tech industry associated with the University, education associated with both universities. A new town in the northern part of the city area would further the economy of the South Lakes (providing housing for that area) and undermine economic development of Lancaster. The building of new schools, health resources, entertainment, cultural, social and retail facilities, could reduce investment in these resources within the current urban areas, all three of which are relatively small.	7/3/2014 3:32 PM
92	Support One would consider that a complete new build settlement would take maximum advantage of new build and architectural technologies to deliver highest quality "least cost" solutions that are sustainable as examples of first class quality building, community and services provisions. Such an opportunity should not be missed so always part of a comprehensive housing requirement plan.	7/3/2014 9:28 AM
93	Employment Infrastructure Where will employment come from? How will elderly people survive within National requirement for their support and integration of these services within the NHS which is city-centred. Why not re-site the dysfunctional Lancaster Hospital to serve the entire area better instead of building a new town miles from a service provider and further compounding issues of sustainable rural living which Lancaster City Council have ignored totally over the years. GET A JOINED-UP PLAN, NOT A DECISION TAKEN IN ISOLATION TO SOLVE JUST ONE PROBLEM. THINK FOR A CHANGE!.	7/3/2014 2:10 AM
94	This option seems very constrained by existing designations, boundaries etc and would probably be unworkable.	7/2/2014 12:42 PM
95	Employment Infrastructure This would rely on there being sufficient employment and income generating activities existing to support a whole new physical and social infrastructure.	7/2/2014 2:34 AM
96	The only reason I can see that this option is been considered is that local opposition will be much lower than for other options due to the remote nature of the location proposed. The chance to offload some service provision to neighbouring councils cannot have escaped the proposals committee.	7/1/2014 11:48 AM
97	Depends on location Where would it be? How would it be designed?	7/1/2014 9:09 AM
98	This option in particular raises the question of national style housing being provided in the north Lancashire landscape. Although Poundbury has its detractors, discussion should take place about the extent to which such a community might in, say, half a century be capable of blending into the valuable and valued heritage and landscape of the area.	7/1/2014 3:18 AM
99	None No	6/30/2014 1:45 PM
100	The whole exercise is invalid as the projection figures used are invalid	6/30/2014 9:23 AM
101	Expensive property area.	6/30/2014 9:18 AM
102	Depends on location This would depend on where it was located.. Other towns and villages are already under too much pressure to provide extra housing and this is resulting in inappropriate land being used including land that has been identified as undeliverable !	6/30/2014 9:08 AM
103	Against Definitely not - I would say any other option is preferable.	6/30/2014 7:31 AM
104	Would need to be mixed development with cross section of economic status of occupants - not a 'gated community'.	6/30/2014 7:09 AM
105	Depends on location Not necessary. The proposed site is far too far out in North East part of the district. Lots of community needed for people who live there. New towns have very mixed success.	6/30/2014 5:23 AM
106	Depends on location The map does not make it clear where it is.	6/30/2014 4:49 AM
107	Depends on location There doesn't seem to be anything on the map to say exactly where this would be.	6/30/2014 4:43 AM
108	Infrastructure Building a whole new large village would be a nice thing as long as it was carefully planned but one of the problems with the North East of the district (according to Kirby Lonsdale newsletter Cowan Bridge area?) the pedestrian walkways along the A65 are virtually non-existent especially along the part between KL and Cowan bridge this would seriously need looking at also the small leak school/KL St Marys would be able to cope with volume of extra children? currently a good sized school in Burton in Lonsdale is earmarked for closure (is that in Lancashire?) perhaps it needs looking into whether this should be kept open if this option was considered the right one? or would new school have to be built?	6/30/2014 1:25 AM
109	unable to download and read the Housing needs consultation document	6/25/2014 3:59 AM
110	Is this really necessary- a whole new town in Lancashire... ? I don't get it at all.	6/24/2014 12:10 PM
111	Employment Some new towns in the 70s worked - but industry/jobs/etc need to accompany the houses.	6/24/2014 4:07 AM
112	Employment Infrastructure Problems this would give include new provision for school, shopping, employment, healthcare.	6/24/2014 3:48 AM
113	Infrastructure Access to hospital and A&E is difficult - new M6 junction around J33 would help - otherwise ambulances have to get thru central Lancaster or the Galgate bottleneck	6/24/2014 12:19 AM
114	Infrastructure Again from the maps the location of this settlement is not clear. Maybe this was intentional so neighbours in the surrounding area do not complain. In theory an interesting idea but entirely depends on where it is?!? But if you were planning on a new settlement, maybe nearer to the motorway network would make greater sense.	6/22/2014 1:04 PM
115	Employment The housing demands can be met nearer to Lancaster, where many jobs are.	6/18/2014 12:56 PM
116	It takes years for a new settlement to gain a true identity. don't think people would want to move to this.	6/18/2014 8:58 AM
117	Need more info Need more information.	6/18/2014 3:50 AM
118	Infrastructure 12,000 plus houses would need to be near motorway network to start with and Cowan Bridge does not fit this requirement.	6/18/2014 3:29 AM
119	Support End of all problems.	6/13/2014 2:09 AM
120	Eco town Impact AONB/NP Infrastructure this would mean the loss of a greenfield site, but so would all the others. It would provide an ideal opportunity for eco development and the correct development of a road network, thought should also be given to a M6 link.	6/12/2014 8:51 AM

How can we meet our future housing needs?

121	Infrastructure Implications of increased private transport could be met by investing in improvement of the current public transport network.	6/12/2014 3:49 AM
122	Support A totally new area might be a good option if an area can support an additional 5,000 homes.	6/12/2014 2:57 AM
123	This could solve the housing problem, but what type of people would want to move to a NewTown?	6/11/2014 9:53 AM
124	Depends on location cf option 4 - very similar coment and advantages. In addition, it all depends on the how/where this would be carried out.	6/11/2014 2:44 AM
125	Depends on location Would depend on location.	6/10/2014 11:00 AM
126	In addition to land availability the main questions for all options are 'Where do people want to live?' and 'Where would developers want to build?'	6/8/2014 11:20 AM
127	Will contracts construct a village or simply big estates? I'm unsure if they have any control on proper planning.	6/6/2014 2:25 AM
128	Cost/funding Infrastructure This development would require complete development from services, roads, infrastructure etc - all at huge cost.	6/5/2014 11:17 AM
129	Potentially a rational and sensible decision, but would need more information before supporting.	6/5/2014 7:42 AM
130	Seems unrealistic.	6/5/2014 5:33 AM
131	A fair distribution between urban/rural area.	6/5/2014 4:33 AM
132	Infrastructure Better to tag onto what is already there - for infrastructure reasons.	6/5/2014 4:27 AM
133	Enough urban development. Re-use what already exists.	6/5/2014 4:20 AM
134	Should re-use existing stock.	6/5/2014 4:16 AM
135	Employment Must be in easy reach of nearest town for employment.	6/5/2014 3:46 AM
136	Depends on location Depends on where this would be located.	6/5/2014 3:40 AM
137	For south of the city.	6/5/2014 3:26 AM
138	Impact AONB/NP As with the other options, I have huge concerns about the environmental impact. No areas should be left without green spaces.	6/4/2014 3:54 AM
139	Employment Infrastructure Would be in the middle of nowhere with no easy links to major towns and areas of employment. Unattractive proposition to a lot of people.	6/4/2014 1:58 AM

How can we meet our future housing needs?

Q20 Do you have any other ideas or alternative options?

Answered: 211 Skipped: 215

#	Responses	Date
1	Affordable housing Older people A lot of family housing is taken up by buy to let student housing . Whole areas are neglected and no longer communities . More purpose built student housing would free up affordable houses in Lancaster . New developments may look good initially but they are often shoddily built and soon look tatty . New developments in this area are unimaginative boxes . It would be good if more housing could be built to the high standards of the co housing in Halton . I am retired and live in a large terrace . I would like to downsize a bit but the options available are grim . I don't want to live in a shoe box with no garden and my street has a good sense of community . I know other people of my age who are in the same position .	8/13/2014 4:02 AM
2	Infrastructure A bridge across the Lune near Salt Ayre would link the old Lune Mills industrial area with the new by-pass and would with turbines generate electricity and provide flood protection for the quay area of Lancaster. This body of water could be developed into a City marina which could help increase Lancaster's profile and economy	8/7/2014 10:06 AM
3	Expanding rural villages will give a better diversity to the county	8/7/2014 10:00 AM
4	Hybrid approach Limit scale Option 1 Option 2 Option 3 Development through districts towns and villages (option 3) could work if scaled down significantly, taking account of realistic local needs and with community involvement. Would like to think this is considered in parallel with options 1 and 2.	8/7/2014 9:57 AM
5	Option 1 South Lancaster between the University and Galgate	8/7/2014 9:53 AM
6	Review evidence The most important objective criteria for forecasts is the probability of significant error. Recent research suggests that depending on the status of the forecaster, this varies between 'more likely than not' to almost 100%. So the most important consideration should be to be able to withdraw or substantially amend plans accordingly. But this does not seem to have been taken into account by the documents prepared for the plans. Should plans to increase supply of housing prove irreversible, but demand fall short of forecasts, excess supply is likely to cause house prices to fall. Since the recession began the North West has suffered relatively severe house price decline / meagre house price recovery. Such changes are not without economic effects, eg wealth effects on spending and local economic prosperity. Consideration of the 'bigger picture' will not prevent unintended outcomes, but may help to contain some. Where, if at all, have these been factored in?	8/7/2014 9:52 AM
7	Employment Support current urban areas by connecting communities with good quality housing in areas where businesses have shown an interest in providing new jobs and employment opportunities.	8/7/2014 9:45 AM
8	In Fill Option 2 Infill south of the city and join the Heysham, Bolton-le-Sands, Morecambe communities whilst maintaining individuality.	8/7/2014 9:44 AM
9	Option 5 New town or very large developments that are self contained and not overloading any other services and roads in the area.	8/7/2014 9:42 AM
10	Employment Infrastructure Need to look again at areas close to Lancaster, Morecambe and Heysham to ensure that all potential sites have been fully evaluated and not just those put forward by landowners. Mitigation against flooding from the sea can be provided by raising land levels without the need for equal compensation. Essential that new homes are provided where there are existing services and employment opportunities to support them - must be close to the existing urban core and not spread around the countryside. Need to combine this approach with Options 1 and 2 to maximise growth in the existing urban area so that the vast majority of new homes, not just the '5000', can be accommodated without adverse impact on the protected landscapes which are the jewels in the district's attractiveness.	8/7/2014 9:38 AM
11	Infrastructure Use brownfield/empty prop It would seem sensible to retain as much flexibility as possible given the ever changing planning context. This implies not putting all the eggs in one basket. As stated above, some combinations of whole options or parts of options seems the way forward rather than reliance on any one alone. Transport seems the really big issue that is not really addressed in the documentation provided. Looking to the future we must give priority to finding locations for housing with access to good public transport, cycling and walking links to jobs and services. I would strongly suggest an approach that starts out with a broad vision of an enhanced local transport scheme and then appraises options for housing locations within that context. If not I fear we may end up with more unsustainability, more pollution, more traffic jams, and a poorer quality of life for everyone. I understand from the consultation that brownfield sites have already been considered and there is little scope for development via this option. I would urge redoubling efforts however as this would seem highly preferable - for example the areas of Lancaster close to the river that are presently in process of being developed. I understand also that unoccupied property is actively reviewed. However I suspect this process not as effective as it could be. There are innumerable shops in the centre of Lancaster with unused space on higher floors that could presumably be converted into flats given suitable incentives.	8/7/2014 9:37 AM
12	Use brownfield/empty prop Have we genuinely exhausted all brown-field site alternatives?	8/7/2014 9:35 AM
13	Hybrid approach Option 1 Option 2 No. My favourite would be to put most in options one and two.	8/7/2014 9:31 AM
14	Option 5 see comments on option 5 - needs considerable work to establish viability but initial land values should be relatively low	8/7/2014 9:28 AM
15	None No and I wish I had a magic wand, sadly there is no easy solution.	8/7/2014 9:22 AM
16	Hybrid approach Option 1 Option 2 The Turley Report does not provide answers to the need for housing for older, disabled people or low cost housing (except to say it is needed) Options 4, 5 and some aspects of 3, do not appear to be flexible enough to respond to these needs. To address the emigration of graduates from Lancaster, rural developments are no answer. Increased economic, business and postgraduate opportunities within Lancaster, will attract more people to this area, and this will be attractive to developers. So my alternative option is partly Option 1 with some of Option 2.	8/7/2014 9:21 AM
17	build fewer houses - higher apartments	8/7/2014 9:19 AM
18	Infrastructure Use brownfield/empty prop Develop brown field sites in Lancaster, Morecambe and Camforth where the infrastructure is in place and efficient. Camforth, particularly, could do with a makeover and has buses, rail links is close to the M6 and has schools, medical facilities and excellent shopping. It has plenty of brown field sites. All that waste land between Lancaster, Morecambe and Middleton could be used for housing.	8/7/2014 9:12 AM
19	Control immigration, this is a small country, it cannot sustain uncontrolled population growth	8/7/2014 9:11 AM

How can we meet our future housing needs?

20	Use brownfield/empty prop Morecambe has vast expanses of unused car parks and derelict but beautiful buildings. I have not heard brownfield sites mentioned at all, possibly because short-sighted and lazy developers can't be bothered, but this is a way of housing people in a sustainable way, regenerating a town and not wrecking our environment.	8/7/2014 9:09 AM
21	Use brownfield/empty prop We should be housing more people on brown field sites, as well as in currently unused buildings. City centre living should also be considered for families, couples etc, rather than just students. Why not build more apartment complexes for families and couples, rather than just student blocks. Lancaster University should not be monopolising new housing for their students. The quay is also a great area for development of houses. We should also look at building on sparsely used business parks (such as where the closed down gym is on Caton Road.) Development on land around Caton Road would allow good access to the motorway.	8/7/2014 9:05 AM
22	None No	8/7/2014 9:02 AM
23	Protect AONB/greenfield Traffic Expand further out in Lancashire, leave Lancaster and surrounding villages as they are. There is already so much congestion. Why have designated areas of outstanding beauty if they are going to be decimated?	8/7/2014 8:59 AM
24	In Fill Infrastructure Traffic I live in Galgate and would offer the following conditions for further development: (1) No opposition in principle as long as the development enhances the town. (More people = greater support for shops, pubs, cafes etc.) (2) Development should be based around infill of particular areas so that it remains unobtrusive. (3) Galgate should retain a separate identity and not become part of a general sprawl. (4) NO monolithic, sterile, pseudo-executive developments (e.g. Standen Park). (5) Development should be mixed and variegated to include social housing, shops (larger Spar?), play areas, planting in communal areas/ gardens etc. (6) NO loss of existing facilities, i.e. no building on allotments, common green areas etc. (7) New J33 to avoid bringing traffic through the centre of town.	8/7/2014 8:58 AM
25	In Fill Expansion in the White Lund area also Heysham, close to the new road, Halton Army Camp.	8/5/2014 4:13 AM
26	Hybrid approach Yes - a hybrid solution as suggested in the strategic options report of June 2014. Small (max 10) developments in villages and require all the land that has received planning permission to be built on first - before considering new areas (apart from the small number of new builds in each village).	8/4/2014 5:17 AM
27	Limit scale No village or town should increase by more than 10%.	8/4/2014 5:02 AM
28	Protect AONB/greenfield Protect village/character Use brownfield/empty prop Before ruining the character of small rural communities by large, often unsightly, housing developments, do a survey of ALL the properties in the WHOLE area which are empty, have been allowed to fall into disrepair. Make it possible for these to be improved first and foremost, so that families can enjoy them. There are too many undervalued properties although going to rack and ruin, in Lancaster and Morecambe and in villages, many houses have been for sale for a very long time. Some owners have bought to let new homes which in not quite the same as having houses affordable for all families. Eyesore areas should be developed/improved before any more greenfield is ripped up in a bit to satisfy government targets. The greenfield sites are homes already = to unique wildlife - plants and animals. Improve areas that have already been spoilt before spoiling anymore.	8/4/2014 4:45 AM
29	Use brownfield/empty prop Only as mentioned re use of existing housing stock, also by encouraging barn conversions wherever possible throughout the county - there must be hundreds of unused barns and the impact of such development is minimal in terms of their effect upon existing communities and infrastructure and would alleviate some of the housing shortage.	8/4/2014 4:13 AM
30	Use brownfield/empty prop Making use of derelict properties such as offices, houses, any properties that are not in use and waste lands, shops etc. Also encourage people not to have second homes or houses let out for holiday use or used by themselves for holidays we have 3 properties in Ireby which are holiday accommodation	8/1/2014 8:42 AM
31	Use brownfield/empty prop There are hundreds of empty buildings!! Use brown field sites- Morecambe in particular is crying out for regeneration.	8/1/2014 8:33 AM
32	Employment I am struggling to understand where there will be growth in the job market to the tune of 20,000- 25,000. Yes, there will be some in the service industry but this is not a high wage industry. Retail is under pressure with E-commerce, while banking jobs will not increase with the presence of internet banking. There are comparatively few opportunities in the manufacturing industry. Many in Lancaster area will still have to commute to jobs outside of the District.	8/1/2014 8:24 AM
33	Who is going to buy or rent these houses. I also do not think the council is competent to undertake this task, re 'Bobby' The Market etc.	8/1/2014 7:50 AM
34	Deport all illegal immigrants + criminals	8/1/2014 7:33 AM
35	Review evidence Re-examine the projected figures	8/1/2014 7:28 AM
36	Option 2 Build near to Lancaster and the new road to Heysham.	8/1/2014 5:59 AM
37	Limit scale Protect AONB/greenfield Protect village/character Use brownfield/empty prop See comments in earlier comment boxes. Key suggestions greater use of brownfield sites only across district. Infill between Lancaster/Morecambe/Heysham. Only use undeveloped sites within village settlements where proven housing need, and of a scale that is in-keeping to rural villages. certainly do not build on green filed sites on edge of rural villages as this compromises environment, spoils visitor offer and deminishes potential of agricultural outputs.	7/31/2014 1:47 PM
38	Use brownfield/empty prop Wait until you establish genuine excess need. There are many flats and and other buildings with no/low occupancy at present. New builds have a short lead time, there is no justification for pre-deciding permission to build many years in advance.	7/31/2014 10:43 AM
39	Whatever is done, the more that can be done to make it (them) appealing and aspirational, the more likely it is to succeed - the recommended solution should NOT come across as the least-worst but as something with its own appeal and positive impact(s) on the City area	7/31/2014 9:47 AM
40	Use brownfield/empty prop I think that a thorough review of all brownfield sites in the area should be undertaken, not least because they tend to be in the urban settlements and are therefore close to all services and amenities. I notice many highly suitable sites - such as at the end of St George's Quay, Skerton High School and Kingsway area (on the A683) - have unhelpfully been designated as "undeliverable" despite being the most promising areas for new affordable flats in Lancaster. Perhaps the old mill building next to "The Sugarhouse" could be redeveloped. Pressure should be placed on the owner if necessary! Certainly the area needs more flat and apartment accommodation or even terraced property as opposed to estates of detached and semi-detached housing.	7/31/2014 9:06 AM
41	None No	7/31/2014 8:32 AM

How can we meet our future housing needs?

42	Protect AONB/greenfield Review evidence Use brownfield/empty prop Due to the 100% over-estimate made by Turley Associates regarding the number of new homes required I do not think that any of these options is necessary. The SHLAA 2014 has identified 8000 possible locations and indicates that it is expected that 7000 of these can be achieved. If this is correct then the actual requirement is more than catered for. Further, it should be an imperative that brown field sites are redeveloped in advance of major expansion onto green field sites.	7/31/2014 8:00 AM
43	Infrastructure Use brownfield/empty prop Has the extensive brownfield site between Heysham and Middleton been evaluated? It has an existing rail link and will have a motorway link soon.	7/31/2014 6:56 AM
44	Hybrid approach in Fill Option 1 Option 2 I feel the obvious area to develop as a sustainable area is either side of the new link road. This does not seem to have been mentioned. Could this not be worked in with Option 1 to dilute south of Lancaster but offer similar sustainability?	7/31/2014 6:39 AM
45	None No	7/31/2014 6:26 AM
46	Different location Option 1 1) Large-scale expansion of the area to the south of Galgate towards Bay Horse and Forton, taking account of its proximity to the motorway junction and the ability to by-pass Galgate and access Lancaster/Heysham from J34. 2) No significant development is proposed for the Morecambe and Heysham areas - key generators of need/demand. To secure this it appears there would need to be a full assessment of the ability to develop in the Heaton with Oxcliffe area. Raising the ground level above flood level, possibly by the co-creation of large scale wetlands/lakes and using the spoil for that process. This could create an attractive and environmentally valuable neighbourhood.	7/31/2014 6:02 AM
47	Protect AONB/greenfield Use brownfield/empty prop We should redouble and prioritise our efforts into reclaiming, developing and improving existing brown-field and in-fill sites in Lancaster and Morecambe. Only when this has been exhausted should we consider taking the easy option of extending into green-field sites in the adjacent area.	7/31/2014 5:50 AM
48	Infrastructure Review evidence Use brownfield/empty prop Please check the NUMBER of units needed; and be sure of the BREAKDOWN between families, retired people etc etc. This matters, as some households need to be closer to the developed urban area. Brownfield is better. The transport network is poor in the district east of the M6. Good luck Thank you for this opportunity.	7/31/2014 4:23 AM
49	Employment Infrastructure Review evidence we just don't need this many. sort out the lack of jobs first, then transport horrors that the new road wont solve. I couldn't come to the exhibitions because I wasn't free too, not on long enough & not well enough advertised.	7/31/2014 4:10 AM
50	Employment Infrastructure Protect AONB/greenfield Traffic We do not agree a new development in our area. (Option 5). 1. It is a very productive farming area 2. It will be on the main A65 which is a very busy road, we have problems now during the summer months to enter from the by roads. 3. The well established businesses have to re allocate somewhere else, with great expense. 4. There are no jobs around here so they will have to travel to work to Lancaster and Kendal and so the roads to the towns will especially Lancaster, will have to be altered to cope with the volume of traffic. 5. Sewerage would be a problem	7/31/2014 3:28 AM
51	Different location I don't think enough thought has been given to flooding constraints, or differentiation between them. River flooding is particularly difficult any development requires compensatory upstream mitigation which is very expensive and often ineffective and/or impractical. Coastal flood treatment is much more straightforward. Effective sea defences are in place (flood risk maps only show what might happen if they should fail), could be strengthened further, and there is a long history around Morecambe of successful development on 'raised' land. Thinking about the district, the one major area that would positively benefit from redevelopment (both in terms of biodiversity/habitat creation and an uplift in the mixed and poor quality of much of the existing ribbon development) is the land around Heaton with Oxcliffe. The possibility of raising the land using (in main) soil from the creation of a large lake, to create a waterside setting and expand moss habitats near to the Bay, allowing creation of a high quality and ecologically sensitive new community should be explored.	7/31/2014 3:08 AM
52	Review evidence I think any building needs to be reviewed in Wray as the current housing market is quite stagnant and a number of properties have been on the market for some considerable time	7/30/2014 12:45 PM
53	None No	7/30/2014 12:28 PM
54	in Fill Option 2 Development around the new link road to be installed as construction is already underway.	7/30/2014 10:53 AM
55	Hybrid approach Option 1 Option 3 Option 4 What about a combination of option 1 (but only if it is in the South of Lancaster and to the west of the M6) and option 3 and half of option 4 9 i.e. just expand the northern village near Camforth). That way there would be a sharing of the expansion :- to the south of Lancaster, and near Camforth, and in the rural villages.	7/30/2014 7:26 AM
56	Use brownfield/empty prop Give derelict sites no local groups- allow for co-housing + other community share options. Possibilities should have come ground up NOT Bureaucrat down.	7/30/2014 7:11 AM
57	Use brownfield/empty prop Extensive development of existing brownfield sites. Refurbish most of existing properties, change use of some properties. If the explosion of use of property in Lancaster Centre for uncounted student accommodation in the commercial interests of developers is so populated why can't it be directed to creation of dwellings to meet housing needs?	7/30/2014 6:58 AM

How can we meet our future housing needs?

58	<p>In Fill Infrastructure Option 2 Protect AONB/greenfield Review evidence Traffic Use brownfield/empty prop Consideration should be given to the area around the new Heysham link road- Beaumont/ Torrisholme? Future Housing Needs: Although consultants may have recognised statistical analyses to arrive at a figure of 12000 houses in the district in the next 20 years, such projections, (based on 2011 figures?), will be subject to considerable fluctuations particularly as regards local economic circumstances and we remained unconvinced that numbers of new houses will be required. Although current Government is strongly promoting large nationwide house building schemes and basic economic recovery largely on these, we remain sceptical about the statistics, and the impartiality of the main participants. The general election is due in less than a year and priorities may then change. Option 2. Reviewing the green belt should be the last possibility- should development be allowed on these areas, it drives a wedge into existing policy safeguarding such areas, making future opposition desperately difficult. Option 4. Turning 2 villages into small towns is an awful prospect and the disadvantages listed outweigh the 'advantages'. This also applies to Option 5- another development enormously disruptive to its surrounding area and, given the constriction of the area between Morecambe Bay and the Bowland Fells, very difficult to site. In this regard, the plans of adjoining authorities in Cumbria and Wyre (e.g. Kirby Lonsdale, Kendal, Garstang) are of particular relevance. Partial Option 1+ partial Option 3 would seem to be the least worst scenario. In any event, we would strongly urge the consideration and development of brownfield sites as a top priority. The potential site based on the derelict barn in Over Kellet may be considered but; it is listed and any surrounding development would need special planning permission; the access onto the most dangerous section of the road in the village (The Narrows) is impossible and was the reason a planning application was refused 30-odd years ago. Development could only be considered if new access was obtained across adjoining fields to join the road to Camforth further along. Probably a non-starter. Site SHLAA 303 Over Kellet. We would second the responses given by our Parish Council on this potential site. The prospect of up to 83 new houses, within 5 years is an awful prospect on what is a comparatively small village. We already have problems with traffic and road safety- have the approaches from Camforth and the M6 Junction 35 (two blind bends, one vehicle wide at the 'Narrows' with 5 exits serving 9 dwellings) and from Capemwray/Bowrick, (two blind double bends either end of a narrow road with 9 exits serving approx. 18 dwellings) been really considered? Considerable traffic is generated from the M6 to the Diving Centre at Capemwray in addition to the multitude of caravan sites in the area which seem to expand with little regard. Plus large necessary agricultural vehicles during the year and recently a seeming increase in HGVs through the village (being investigated). Although quarry traffic does not travel directly through Over Kellet, this does affect nearby roads. Also there are long-standing and ongoing drainage problems. The proposed site is on a prominent slope and the impact on the landscape and visual aspect of development would be very significant and detrimental to the area looming over the village, as no doubt two and three storey houses would be allowed! There is a bling corner on the road approach from KL where development access would be and traffic does not slow down. The village school is very good and very popular and has already expanded twice. Any further proposed increase in numbers would possibly be curtailed by the difficult car success, through a residential estate and up a short, one-vehicle road. Over Kellet is based originally on a medieval plan, never designed to accommodate the 21st century in its layout or situation and unsuitable for such proposed developments.</p>	7/30/2014 6:43 AM
59	<p>Use brownfield/empty prop Have all present planning applications for housing been implemented/ started? How many developers/builders have permission to build but have not started. How many houses would that be?</p>	7/30/2014 6:05 AM
60	<p>Different location Why is Whaleyfield Lancaster p.o.s. Has never been used to my knowledge in last 50 years. Is there land to rear of Moorside School (not Barton Rd playing fields) for development</p>	7/30/2014 5:48 AM
61	<p>Affordable housing More social housing for rent at reasonable rents. The main challenge is that house prices are too high. Builders will only build + sell when prices are rising and houses selling quickly. High house prices which continue to rise are underpinned by debt. The country has too much debt and wages are too low for people to be able to afford the new expensive houses that will be built. Therefore those who have got money will buy them and rent them out at eye watering rents. The only solution is to build some social housing and rent them out at affordable levels, thereby stabilising the entire housing situation. More affordable rents would reduce pressure, leading to a fall in all rents, release rented houses for sale + cause house prices to stabilise off.</p>	7/30/2014 4:58 AM
62	<p>Review evidence I do not accept the need for so many new homes.</p>	7/30/2014 4:42 AM
63	<p>Limit scale Protect AONB/greenfield Use brownfield/empty prop Could areas in Lancaster City Centre be used for housing instead of proposed shopping centres etc. With regard to Wray (which I can only comment on) the scale of the proposed potential building is absolutely astounding and would be totally insensitive to our predominantly agricultural area. We live in an AONB (Forest of Bowland) and a conservation area as well. Any new houses need to be built on a very small scale and in keeping with the stone built nature of the vast majority of houses in the village. I understand that another ANOB (i.e. Silverdale area) is not included in the overall plans. Perhaps you could clarify this point, as the area does have school/pub/shops etc. Also Wray fair is promoted by the council as a tourist attraction. With the advent of this proposed scale of building the event would cease to exist.</p>	7/30/2014 4:29 AM
64	<p>Use brownfield/empty prop Are all brownfield sites allocated? How many empty houses in area that could be brought back into use? Is this new housing going to be truly affordable? Will it get young people out of renting and into the property ladder? I suspect not. 60% of new housing will be unaffordable, bought by private landlords and let to tenants. The status quo is maintained, the problems in the property market will not have been addressed and vast areas of the countryside blighted- for the financial gain of developers.</p>	7/30/2014 4:10 AM
65	<p>Use brownfield/empty prop Brownfield sites empty and underused buildings and redevelopment areas should be fully exploited. Land space should be maximised- green roofs, walls, walkways and leisure spaces maximised. Green spaces need to be allocated for amenities and woodlands to preserve them.</p>	7/30/2014 3:50 AM
66	<p>Option 3 Review evidence Traffic Spread the housing across the whole district according to need. Need more council houses and revise or bring into existing stock. It is difficult to plan for 20yrs as employment and other requirements may change rapidly in this time due to internet, medical and industrial developments. Possibly plan formally for 5 years and more flexibly and in outline beyond that. It should follow, mainly employment growth and the infrastructure needed. The effect should be spread throughout the district. Growth/change should be flexible and gradual and give people time to adapt or move on if necessary. There seems to be a 'push' by authorities/ government to develop Lancaster and district to a large urban area or even a large city. But this is a special area which affects mental health and well being and why a great many of us live here instead of living in a big city. This needs to be respected and developers do not understand this particularly coming in from outside areas. Re Lancaster itself. There is a major problem- a medieval road system trying to support 21st Century traffic. We need to ease that and not add to it or the bottlenecks at Galgate and Camforth. It remains to be seen if the new bypass does indeed relieve pressure on local traffic and the effect of the new university development on Galgate. And please more university and locally relevant architecture- not the same as the rest of the Country. The consultation exercise booklets really did not provide enough detail. Maps were bland with blank coloured areas. There was a great need for names of towns/villages so we could work out flood plains terrain etc in relation to suggested options. There was no information as to where student housing/social housing/empty housing fit in. Over and above 12000? Included in it? Where are the rest of the 7000 going? These are huge figures for an area with a small scattered population and would change the area markedly and not necessarily for the better for future generations.</p>	7/30/2014 3:17 AM

How can we meet our future housing needs?

67	<p>Infrastructure Option 1 Protect village/character Traffic Yes I am implacably opposed to the idea of Lancaster swallowing up Galgate. For all its shortcomings and adverse conditions, Galgate has a strong identity and community spirit and these are growing. Abolishing Galgate as a separate settlement would be highly destructive and would be resented for generations. And yet, there is a logic in Option 1 which is undeniably attractive - the idea that urban expansion south of Lancaster could attract the resources to relieve Galgate's traffic problems cannot be dismissed out of hand, but we should not throw the baby out with the bathwater. Whilst there is now talk of moving J33 or building an extra junction, there has been no talk as far as I can see about what would be the single most effective way of reducing traffic through Galgate, with or without a new motorway junction - namely, the re-routing of the A6 around Galgate, following the line of the J33 access road, the motorway itself, and the new section of Hazelrigg lane. In this vision, the roundabout at J33 is replaced by a sweeping bend in the A6, with a smaller road (the current A6) leading into Galgate, and something similar happens at what is currently the T-Junction of Hazelrigg lane, probably clipping a corner of University land to avoid the bend being too sharp. Again, the old A6 would now appear as a minor road leading into Galgate. Getting in and out of Galgate would thus be very easy (so businesses would not be harmed). Driving through it, however, would be essentially pointless. Galgate would now be in the fortunate position of finding itself on one side of the A6, and as such, could develop in ways which would help to meet the housing need, and could even come to be seen as a very desirable large village in Lancaster's immediate orbit. I call this a hybrid of Option 1 and Option 4 because unlike Option 1 I do not agree that the urban expansion from Lancaster should envelop Galgate. But as this would leave you short of the numbers, you could probably make up the difference by expanding Galgate itself - Option 4 but on a smaller scale. The basic premises are that 1) even if places get closer to each other, there must be an unmistakable and immutable separation between them and 2) In return for much quieter roads, Galgate would be inclined to see enlargement as a positive thing, or, at least, as a price worth paying. Here are my views on some aspects of how this hybrid Option should be implemented. To maintain the sense of physical separation, The Green Corridor on the A6 must be maintained, albeit in shorter form, and reinforced by the transformation of the old A6 into a local access road. I would suggest a total building embargo on the A6 north of Galgate up to whatever point Lancaster is to be allowed to extend southwards to - let us say most probably the University main entrance? The absolutely key thing is that the stretch of A6 (which would no longer be the A6) if you turned left opposite Leech House Farm having come down to the A6 from Hazelrigg Lane - that this stretch of road have no new building whatsoever - so Galgate would start where it does now to a person travelling south along the A6, and they would be 'on the road to Galgate' (rather than the road to Preston) even before that. What happens on the side of the railway not visible from the A6 could be a different story of course. It is already quite unapparent to anyone on the aforementioned section of A6 that much of Galgate is immediately to their left (or right), obscured only by the railway embankment. There is a question as to how far, if at all, Galgate should be allowed to develop north along Highland Brow and how far Lancaster south - the really important point, though is that there must be a good expanse of green field or forested land in between. Pacifying Galgate in terms of through traffic would mean that new housing development elsewhere in the village would become less problematic. The consequence of this is that as a quid pro quo for NOT extending Lancaster all the way south to Galgate, Galgate itself could be extended south along a now much quieter 'old A6'. This could also be good for the village - the crossroads would now be more accurately at the centre of the village, and with lower traffic levels could actually function more like the central square or crossroads in a village is supposed to. I am sure that this would make the area much more conducive to the creation of viable businesses and outlets in the centre of the village. I do not underestimate the challenging nature of this proposal - particularly the construction of the bit of the re-routed A6 that would have to drop down from the motorway to Hazelrigg Lane, but the potential benefits of this vision are so appealing, in my view, that it is worth seeking a solution. I also recognize that interfacing this re-routed A6 with the M6 could also be tricky, but I hope a solution can be found. I do not know whether the proposed site for the new motorway junction is Hazelrigg Lane or elsewhere, but I do strongly believe that the key to transforming Galgate's lot (and in the process bringing benefits to the district as a whole) lies as much with the A6 as with the M6. I am happy to discuss this further at any time.</p>	7/29/2014 6:08 PM
68	<p>Protect village/character Review evidence I dispute the need for an extra 12000 homes but what ever happens we have to maintain the character and individuality of our local villages and maintain them as just that, Villages. Although it may be sad to see Lancaster and Morecambe expand. I believe because they currently contain the majority of the housing and population in the district and because they have been "spoilt" already they should bear the largest if not all the requirements. Any proposals need to be discussed in detail with the community and not foisted on them in a take it or leave it attitude. The communities belong to the residents who pay for the officials and elect the councillors. Numbers and requirements need to be checked and challenged. The numbers should not be put forward due to the aspirations of the council. I believe once things are allocated they have a tendency to be self fulfilling and therefore happen. So sites for 12000 homes are allocated and next thing we have 12000 soulless boxes whether we like it or not. The Council needs to think very carefully and speak to Central Government because people will not accept the Governments idea that development needs to be allowed at all cost to stimulate the economy. We need an environ Although it may be sad to see Lancaster and Morecambe expand. I believe because they currently contain the majority of the housing and population in the district and because they have been "spoilt" already they should bear the largest if not all the requirements. Any proposals need to be discussed in detail with the communities and not foisted on them in a take it or leave it attitude. The communities belong to the residents who pay for the officials and elect the councillors. Numbers and requirements need to be checked and challenged. The numbers should not be put forward due to the aspirations of the council. I believe once things are allocated they have a tendency to be self fulfilling, and therefore happen. So sites for 12000 homes are allocated and next thing we have 12000 soulless boxes, whether we like it or not. The Council needs to think very carefully and speak to Central Government, because people will not accept the Governments idea that development needs to be allowed at all cost to stimulate the economy. We need an environment in this area to make people want to go on living here. It's North Lancashire not Merseyside.</p>	7/29/2014 2:28 PM
69	<p>Employment Review evidence Reassess the actual requirement for housing in the area and take account of neighbouring council developments and actual employment opportunities.</p>	7/29/2014 2:23 PM
70	<p>None No.</p>	7/29/2014 2:07 PM
71	<p>Hybrid approach I do not think that a single option is the way forward but a combination potentially of 1, 3 and 4</p>	7/29/2014 1:39 PM
72	<p>Different location Use brownfield/empty prop has the large area of brownfield land between Heysham and Middleton been considered? It already has a rail link and direct motorway access is currently been built.</p>	7/29/2014 12:59 PM
73	<p>Different location Use brownfield/empty prop Large scale redevelopment of Morecambe West End but having lived in the Lancaster area for the last 55 years this has been beyond the abilities of the Council.</p>	7/29/2014 11:27 AM
74	<p>Review evidence Revisit needs assessment/ what can be achieved by more effective use of existing stock/property/maximising sustainable density, ensuring needs properly assessed and planned for. See before</p>	7/29/2014 8:32 AM
75	<p>Build high rise apartments on existing towns.</p>	7/29/2014 8:09 AM
76	<p>None No serious suggestions. (one super-shard?)</p>	7/29/2014 8:04 AM
77	<p>Employment Review evidence Use brownfield/empty prop Why do you need an extra 5000 properties in this area? Employment is limited. Why not use empty warehouses/ mills and factories make 1+2+3 bed dwellings</p>	7/29/2014 7:44 AM

How can we meet our future housing needs?

78	Option 1 Option 1 is the obvious choice, viewed from the M6 towards Lancaster housing and the University in view just extend further does not spoil open countryside needlessly.	7/29/2014 7:34 AM
79	Review evidence Revise downwards the estimates of what will be recommended.	7/29/2014 5:00 AM
80	Infrastructure Get on with expanding health care and building schools before more houses. The schools are overcrowded NOW.	7/29/2014 4:43 AM
81	Option 3 Use brownfield/empty prop Further examination of housing needs in the area. Option 3: development throughout the district's towns and villages' on brownfield sites, would be option 1.	7/29/2014 4:39 AM
82	It is vital that we have another river crossing	7/29/2014 4:03 AM
83	Review evidence Use brownfield/empty prop We do NOT need all these houses. Turley Associates are wrong. Turley associates are wrong on housing needed, renovate all empty properties First. Build houses on the empty industrial land on Warton Road Camforth, the back of the Winter Gardens, the spare land on Money Close Lane, Heysham near Ocean Edge currently Power Station land and similar local Brown field sites. Build high rise flats not houses.	7/29/2014 3:53 AM
84	Use brownfield/empty prop There are some areas of Lancaster with large older houses (many currently used as student accommodation) which could be redeveloped as low cost housing	7/29/2014 1:33 AM
85	Option 1 A whole new development south of Lancaster near the university seems like the best option,	7/28/2014 9:54 AM
86	In Fill Option 2 with the new Heysham bypass providing excellent connection to the M6 I'd suggest extend around the bypass between Morecambe and Heysham.	7/28/2014 6:14 AM
87	Use brownfield/empty prop Could not inner city areas be regenerated. You see empty housing/buildings that could be redeveloped - rather than spreading out into greenfield areas. I also wonder how many new houses are needed in cases of divorce/family break up - rather than just building more houses, would it be better to look at ways of supporting families to be healthy and stronger?	7/28/2014 5:26 AM
88	In Fill Option 2 build the new homes near the junctions of the M6 or the new by pass so it is easy to travel to Preston,Lancaster other surrounding towns for work.	7/27/2014 12:15 PM
89	In Fill Infrastructure Option 2 I feel the obvious area to develop as a sustainable area is either side of the new link road. This does not seem to have been mentioned and seems to be a no-brainer - good transport links and moreover a sustainable option.	7/27/2014 8:46 AM
90	In Fill Option 2 Develop along the new link road	7/27/2014 7:20 AM
91	Review evidence I am pleased to see that this consultation on the local plan is taking place but am concerned that the process is driven by national policy rather apparent local needs.	7/27/2014 6:38 AM
92	Use brownfield/empty prop Get empty homes back into use. Use the masses of brownfield sites and empty buildings for this.	7/24/2014 8:53 AM
93	Use brownfield/empty prop use all 'brown field' sites	7/23/2014 11:25 AM
94	Review evidence Challenge the number of houses to be built. Take a more strategic approach to where any houses need to be built	7/23/2014 11:19 AM
95	Use brownfield/empty prop Brown field and empty homes action must be prioritized ahead of these plans but they will all be required to differing degrees. Are the upper floors in the town's commercial properties being utilized well?	7/23/2014 4:56 AM
96	Different location Infrastructure regeneration of Lancaster and Morecambe, Camforth and further expansion to Hestbank/Bolton le Sands. The services exist, motorway access is available (new link road access form A6). Lancaster and Morecambe desperately need boost of middle income home owners to drive up standards of employment, schools, services and community living. Vast areas of Morecambe are crying out for redevelopment. Morecambe could be the commuter town to feed Lancaster's employment market, especially when linked to greater service of trains, buses and cycle ways. Also needs greater thought to where these extra people will work and attracting business opportunities to the area which will use the university graduates. Greater links of industry to the University to keep the graduate workforce in the area.	7/23/2014 2:20 AM
97	Use brownfield/empty prop Make a lot better use of all the derelict buildings I see on a daily basis in Lancaster. Engage in genuine local consultation instead of imposing top-down solutions and only bringing in comment at such a late stage it is very difficult to have any confidence in the process whatsoever.	7/22/2014 1:44 PM
98	Protect AONB/greenfield Protect village/character Challenge the projections about housing need. Challenge central government's approach. If looking to consult local people, and talking about localism, act as you say. Very few people would support the environmental vandalism that some of these plans would bring to Wray.	7/22/2014 12:37 PM
99	Different location I think Lancaster, Morecambe and Camforth should take more development	7/22/2014 12:28 PM
100	Affordable housing Use brownfield/empty prop There are a number of brownfield sites in the locality. Building on these should be a priority before any consideration of green fields. Another priority should be social housing and affordable housing - nothing is mentioned about this issue. Exec housing is not needed in Lancaster	7/22/2014 9:26 AM
101	Protect AONB/greenfield Build more blocks of flats (not 1970s style monstrosities - nice ones!) in Lancaster, Morecambe and Camforth and save the greenbelt and the rural areas - nobody will want to live here anyway if you carry on digging up all the greenfield sites!	7/22/2014 7:52 AM
102	Protect AONB/greenfield Use brownfield/empty prop There should be no need to dig up one blade of grass until every brown field site in the LCC area has been developed to its full potential.	7/22/2014 7:37 AM
103	Review evidence Use brownfield/empty prop Yes, please use the revised figures from the ONS which will clearly then show that we don't need much more housing at all in this area - we have thousands of new homes coming onstream at Moor Hospital, Nightingale Farm and Luneside East. We also have much more specific student accommodation now which frees up houses in the city. If we really need to build a few more houses, they must be absolutely necessary and they must be built on brownfield sites and be affordable homes - nevermind what the developers want, what about what we the people of the city need?	7/21/2014 8:59 AM
104	Hybrid approach Option 3 Option 4 a possible combination of no. 3 with aspects of 4	7/20/2014 8:27 AM
105	None There are no more crackpot ideas available since Lancaster City Council already have stated them all	7/20/2014 3:46 AM
106	Please consult dolphinholme as a whole. I live in dolphinholme but didnt know about these plans as I live in wyre parish. The ellel council is concerned about galgate and dont tell us anything or support us so get in touch with the village residents association please.	7/19/2014 4:34 AM

How can we meet our future housing needs?

107	Different location Infrastructure Protect AONB/greenfield Review evidence Challenge the Consultants projections Please, Please, Please keep the rural backwater villages free from any significant number of additional houses & by significant I mean max 10 houses, otherwise the countryside we love will become urban sprawl with the social problems that go hand in hand with such areas. Why are areas designated as "AONB"s - then the Council choose to completely ignore the protection that such status was designed to provide? Bonkers!!!! As an option - what about redeveloping Morecambe? There appears to be a significant part of Morecambe that would benefit from investment/redevelopment & the infrastructure is already there. What's more - with the creation of the M6 By-Pass route any residents would be within easy access of the M'way	7/16/2014 8:34 AM
108	Affordable housing Employment Limit scale Option 1 Option 3 Whilst I strongly believe that option 1 is the most suitable for meeting Lancaster's future housing needs - it places homes where they are needed in the most sustainable way - I also believe that the rural areas of the region can also play their part. It is in the interests of rural communities for homes to be provided for young people who are growing up in the area and for people who chose to work here. There also needs to be expansion of housing stock to enable a sustainable development of rural businesses. However, this sort of development should be in proportion to the existing size of the community in order to not destroy the character of the community. It might be the case that a 5% expansion of housing stock might be permitted every 20 years if the demand warrants this.	7/16/2014 1:55 AM
109	Employment Infrastructure Review evidence Lower the planned job total, stop planning without giving some %age on-cost for each Option relative to infrastructure component. Indicate where the money will be obtained for overall infrastructure / social facilities for each Option. Improve on the "potential Jobs" data used in the Tursley report before allocating housing requirements, as no jobs or no jobs of reasonable value means no houses being purchased or empty built houses. LCC to get a grip on their current and future social housing needs/availability rather than expecting the private sector to sort is out through new development planning agreements.	7/15/2014 3:06 AM
110	None Not at the moment.	7/14/2014 1:03 PM
111	Hybrid approach Option 1 Option 2 NO Option 1 with a bit of 2 ARE THE ONLY REALISTIC OPTIONS.	7/14/2014 11:44 AM
112	None No	7/14/2014 10:26 AM
113	Infrastructure Protect AONB/greenfield Use brownfield/empty prop surely there are still brownfield sites which could be developed; even though it would be more expensive these would be nearer employment,shops,road and rail links etc. and would not take away any farmland - after all, more people means more food needed.	7/14/2014 10:02 AM
114	Option 3 Enlarge the Lancaster/Morecambe footprint by contiguous development with small scale developments in all villages with shops, pubs, churches, village halls.	7/14/2014 8:24 AM
115	Option 3 Review evidence Use brownfield/empty prop Maximum use should be made of brown field sites within all urban areas across the district, together with limited building in key villages. Total needed is likely to be very much less than the 12,000 homes predicted in the Turley Report.	7/14/2014 2:01 AM
116	Protect AONB/greenfield The Area of Outstanding Natural Beauty (Forest of Bowland) should be protected at all costs - this means that Wray and Dolphinholme should NOT be developed. The resulting loss would be catastrophic.	7/13/2014 7:07 AM
117	Not at the moment... the council should make sure they view the villages before going ahead with large developements.	7/13/2014 6:21 AM
118	Review evidence Use brownfield/empty prop Challenge the consultants' figures which just don't make sense and are clearly too high. Prioritise the development of brown-field sites. Build housing on the "Centros" site instead of shops which we don't need and will only undermine the existing city centre.	7/13/2014 3:20 AM
119	Challenge Central Government on immigration policies which have created the mess we are in.	7/8/2014 12:18 PM
120	Affordable housing Housing must be affordable.	7/8/2014 2:48 AM
121	Use brownfield/empty prop Build first on brown field sites.	7/7/2014 12:05 PM
122	Review evidence Use brownfield/empty prop 1. It is important to reduce the 12,000 quoted housing figures to more realistic totals that reflect better the balance between housing and employment across Lancaster district, in line with the framework of the NPPF and the more realistic needs of Lancaster over the next few years. 2. The empty homes drawer, amounting to almost 2,700 homes, should be reduced to enable the number of new homes quoted by the city council to be reduced. 3. The city council should continue to identify its future spatial vision for the district so as to be in a good position if and when future homes are required. The urban extension option would seem to meet this requirement most favourably and offer a more sustainable option. It is longer term and if planned properly can accommodate, through a series of phases, the real growth that is needed in the district over any one period. 4. It would be worth exploring options with South Lakeland for possible expansion around Milnthorpe and/or with Wyre over a similar option around Garstang. Under the Duty to Cooperate, this would be a more preferable approach than trying to accommodate everything within the current Lancaster local authority boundary.	7/7/2014 3:59 AM
123	Employment While building housing is all very well unless this is linked up with a string economic development plan for the area it is far from clear that there is a real demand for these houses as there may not be the jobs for new residents to take up - thus, I would want to see a real push to support economic development as a way of ensuring there is a demand for these houses - otherwise ensuring full occupation of the current housing stock would likely be the best intermediate option for the locality.	7/6/2014 9:44 PM
124	Review evidence Given that the Turley report is now seriously in doubt, do not blight whole areas with planning proposals which may never come to fruition. Given the amount of housing already under construction, wait 3/5 years and re-assess the reality rather than what may be fiction.	7/6/2014 6:03 AM
125	Review evidence Use brownfield/empty prop In view of the revised population figures casting doubt on the accuracy of this report, is any of this necessary? We must be sure before we take action on the scale proposed. Reconsider population growth in 5 years' time. Build on all brownfield sites first.	7/6/2014 5:17 AM
126	Infrastructure Option 1 Option 2 Option 4 I note that the Sustainability Assessment suggests consideration be given to combining options. This seems sensible to me and I would suggest that development, at least mainly, in 3 or 4 locations would be best. I consider that key issues are to ensure 'critical mass' both for the urban areas and for each of the newly developed locations, so that new service provisions are justified and these, together with existing services (not least retail services in the urban centres), can achieve and maintain healthy levels of support. I suspect that there are some smaller villages (as per option 3) which could benefit from limited development to ensure continued viability of existing services alongside more substantial developments as ,per options 1,2 and 4	7/6/2014 4:48 AM
127	Infrastructure Option 5 Traffic Lancasters roads are completely overloaded. Do not build anymore houses in Lancaster. Build them all in a new town with direct motorway access.	7/5/2014 11:59 PM
128	None No	7/5/2014 1:24 AM

How can we meet our future housing needs?

129	Affordable housing Review evidence The Turley report produced a wide variation on the number of possible houses required, and new population statistics suggest less houses may be required. The report fails to provide answers to the need for low-cost housing, housing for disabled and older people. Given this lack of housing information, in contrast to discussion around economic planning etc., it would be mindless to build houses on the basis of a grand plan. Options four, five, (and some aspects of three) do not allow flexibility to respond to the rapidly changing environment of the next 20 years. Action must be taken to reduce the emigration of graduates from Lancaster: this is a major economic loss to the area. Rural development does not normally attract such people age 20-25. Land should be identified for housing, where it will support the economic development of Lancaster. Increasing economic prosperity will attract people to the area because of its unique position and beauty. Increasing financial prosperity is the proposed solution to the shortage of affordable housing in the Turley Report.	7/3/2014 3:34 PM
130	None No. Options clearly set out but lack regional cohesion.	7/3/2014 2:10 AM
131	Different location Protect AONB/greenfield There are so many parts of Lancaster and Morecambe which are crying out to be developed and we could contain urban expansion and protect our surrounding countryside which makes living here such a pleasure.	7/2/2014 1:42 PM
132	Hybrid approach Option 1 Option 2 Review evidence In general the right answer is probably going to be a combination of Options 1 & 2 but I still have reservations about the figures you are working with.	7/2/2014 12:43 PM
133	Option 3 Spreading the housing need across the county is the only fair option considering the likely amount of opposition any one proposed location will probably receive.	7/1/2014 11:50 AM
134	Hybrid approach Option 1 Option 4 Review evidence There are no easy options for north Lancashire to accommodate 5000 houses in addition to the ones already planned, and it is to be sincerely wished for that the figure falls to, say, 2500. Whatever the outcome, the best approach is to work on options 1 to 4 in combination and, in cooperation with the developers and the landowners, to engage their interest and commitment to a long-term view of this area and to their responsibility not just to clear their funding requirements and pay their shareholders, but to contribute long-term to the qualities that make north Lancashire and the Lancaster district so special,	7/1/2014 3:21 AM
135	Use brownfield/empty prop there are areas in lancaster earmarked for shops ie behind Grand theatre/Dukes playhouse huge area could bring homes into the city centre, transport systems would not be under pressure.there are enough empty shops in lancaster , why build more ??? BUILD HOMES NOT SHOPS	7/1/2014 2:18 AM
136	None No	6/30/2014 2:22 PM
137	None Regrettably, none	6/30/2014 1:46 PM
138	Use brownfield/empty prop look afresh at properties in Morecambe .many unfit for modern purpose,size,situation,green space etc.	6/30/2014 12:28 PM
139	Different location Put a block of flats up where the Megazone was. Put a whole new estate in where Focus was on Westgate, Morecambe. Mellishaw Lane area near Oxcliffe.	6/30/2014 10:50 AM
140	None No	6/30/2014 9:49 AM
141	Employment Traffic Unless there are firm plans to encourage the arrival of industry and commerce that generate new jobs the area runs the grave risk of becoming a congested, over populated area lacking in character and become concrete jungle.	6/30/2014 9:25 AM
142	Review evidence Sort out credible projection figures and consider the number of households currently estimated to be living in fuel poverty.	6/30/2014 9:24 AM
143	Infrastructure Any housing plans must be tied into infrastructure considerations. A new transport route parallel to the M6 would allow some further development to the East of Lancaster. Additionally the presence of the new link road should open some capacity to the North of the City around Skerton / Beaumont.	6/30/2014 9:23 AM
144	Hybrid approach Option 1 Option 2 A combination of options 1 and 2.	6/30/2014 9:18 AM
145	Protect village/character Review evidence Check the numbers of houses needed especially in villages because too much building will totally change identity plan for now not 20 years away.	6/30/2014 7:43 AM
146	Limit scale Option 3 Small 10 houses throughout the whole area spreads the load.	6/30/2014 7:24 AM
147	Use brownfield/empty prop If option 3 - have you thoroughly got a handle on all available brownfield sites/back garden sites etc.	6/30/2014 7:10 AM
148	Use brownfield/empty prop Brownfield sites.	6/30/2014 5:25 AM
149	Find somewhere else.	6/30/2014 5:09 AM
150	Listen to the electorate as they employ you!	6/30/2014 5:07 AM
151	Protect village/character Absolutely no development on village sports field (Caton).	6/30/2014 4:55 AM
152	No viable options offered.	6/30/2014 4:45 AM
153	Affordable housing You will never be able to keep everyone happy, at the end of the day people need homes, there is a housing crisis, many can't afford to buy new homes and so rely heavily on social housing in order to have a roof over our head like our family.	6/30/2014 1:27 AM
154	None No	6/27/2014 12:17 AM
155	We need to have less immigration; it not fair of those of us who work hard, pay taxes and get no say in what happens.	6/26/2014 2:20 PM
156	Protect AONB/greenfield Use brownfield/empty prop I would push as hard as possible to use this extra requirement for housing to develop as many brownfield sites as possible throughout the north lancashire area, as is happening to the city of Lancaster right now. Lancaster is the gateway to the lake district, so we should try incredibly hard to keep the beauty in and around the city as undisturbed as possible; a preview to the lake district if you like. It's easy to bash a place, but lets be honest, Lancaster is a pleasant little city. Let's not let that slowly be eroded over the years with bad decisions. There's a town just across the river as a perfect example of what happens when bad decisions are made through the years.	6/26/2014 11:30 AM
157	None No	6/25/2014 9:20 AM
158	this is like asking the condemned man how he would like to die noose firing squad poison chemical	6/25/2014 4:02 AM

How can we meet our future housing needs?

159	Affordable housing Employment Older people Protect AONB/greenfield Use brownfield/empty prop There are plenty of large substantial houses in the Lancashire villages, and many for sale, what is lacking is one bedroomed flats, and studio apartments in rural villages- which is leading to young people being forced to leave, and move to towns. All villages need a good range of property sizes- currently the villages are full of wealthy people, disproportionately so. There is employment for low paid workers in villages- care workers, gardeners etc- but these people need somewhere to live. Since Council houses have been sold off, this has got a lot worse; in my village vets, and bank workers live in former council houses. This debate is not just about numbers of houses, it is about the social fabric and the balance of our society, in towns and rural areas. You need to define your terms- what does a 'sustainable village' mean. You do not give an option for the large expansion of smaller villages. As I have already said- all villages need flats, for single people, and those who are low paid. Have there been any consideration to elderly people- whose numbers are set to rise ? How many homes are projected to have requirements for disability, or impaired mobility ? Do any of these housing projects have the main focus on the aging population, or are they all just 'Houses' which are packed into a small area to make housing companies very rich. Until all brown field sites have been built on- and Lancaster is littered with them- green field sites should not be considered. Where did the magic 12,000 homes come from. Is this 12,000 1 bed homes - or 12,000 4 bed homes ?	6/24/2014 12:24 PM
160	Employment Use brownfield/empty prop attracting a major employer to Morecambe and encouraging replacing empty/not fit for purpose retail units there with residential development (as is occurring in Lancaster town centre)	6/24/2014 4:21 AM
161	Limit scale Scale down to match money/need provided.	6/24/2014 4:07 AM
162	Use brownfield/empty prop Increase the number of empty homes being refurbished. This would not solve the issue, but would help.	6/24/2014 3:49 AM
163	Use brownfield/empty prop Use existing housing eg empty homes, houses for sale, limit second homes and commuter belt to Manchester.	6/24/2014 3:41 AM
164	Use brownfield/empty prop To renovate empty/old houses in the area and use Brown Sites.	6/24/2014 3:20 AM
165	None No	6/23/2014 2:19 PM
166	Different location Option 2 Redevelopment of Morecambe and Skerton areas. Why does Morecambe hardly figure in this plan? With some inward investment and some confidence from the Council, Morecambe (which has the best view in the UK) could be a thriving town. Please stop ignoring it! (And I live in Lancaster!) Also why has there been so little house building in the Camforth area in the last 10years?	6/22/2014 1:08 PM
167	Use brownfield/empty prop Yes, convert disused factories, mills and identify brown field sites	6/20/2014 2:40 PM
168	In Fill There are numerous areas around the A6 that could accommodate small numbers of ten to fifty new houses both South and North of Lancaster, these could be very easily be interlock with houses which already exist	6/20/2014 6:52 AM
169	Use brownfield/empty prop Build on brownfield sites drive through Lancaster and within 30 min you can easily identify loads of areas in need of development	6/20/2014 3:49 AM
170	Different location In Fill Option 2 There appears to be a lot of potential land available between Oxcliffe Road B5273 to the North and the Lancaster to Morecambe By-Pass A683	6/20/2014 2:02 AM
171	Hybrid approach Option 3 Option 4 Option 6 - a mix of Option 3 and 4. N to Camforth, South to Galgate plus villages. Essential to spread the load. Wealthier villages must not prevent expansion nor prevent low cost housing.	6/18/2014 12:58 PM
172	Affordable housing Use brownfield/empty prop All brownfield, previously developed sites as obvious first choices. Consultation with individual villages to see what locals there really want. As students are provided with more purpose built accommodation surely this should free up some of our more affordable houses currently rented by students.	6/18/2014 9:00 AM
173	Review evidence In the property section of the Lancaster Guardian published on 12.6.14 there were 540 properties for sale or to rent - this will be only a small proportion in the area that are on the market. In addition, new developments were also being advertised with 'help to buy' option or 'swap old for new' exchange. Rethink the number of properties we MAY need.	6/18/2014 3:32 AM
174	Limit scale Fewer new homes.	6/18/2014 3:15 AM
175	Review evidence Use brownfield/empty prop Development of brownfield sites. Reduce figures in line with ONS statistics.	6/18/2014 2:59 AM
176	In Fill Option 2 Expand along motorway corridors. This would minimise damage to pristine areas. A motorway is a ruined space anyway.	6/18/2014 2:19 AM
177	Different location Develop/Build off Caton Road - handy for city and motorway.	6/18/2014 2:13 AM
178	Need to know more detail before making any ranking.	6/18/2014 1:50 AM
179	Review evidence We don't need the number of homes suggested.	6/17/2014 7:51 AM
180	In Fill Option 2 One new village close to new link road.	6/17/2014 7:35 AM
181	Employment In Fill Option 2 One new village close to the new link road. All jobs, supermarkets are in Morecambe.	6/17/2014 7:33 AM
182	Just to come back to my initial comment, a very important criterion for choosing the best path would be how much room it leaves for major adjustments to planning objectives (especially reductions) years down the road. I can't judge this for myself but I see no mention of it elsewhere. We simply cannot act as if the predictions underlying the plan were a certainty, leaving little room to manoeuvre if the economy crashes again in 10 or 20 years' time, and with it people's migration patterns and their ability to afford to move home.	6/14/2014 4:46 AM
183	Review evidence A major overhaul of the underlying assumptions on population growth.	6/13/2014 7:50 AM
184	Use brownfield/empty prop Use more brownfield sites in town.	6/13/2014 3:41 AM
185	Any of these options are preferable to massive extra housing in South Lancaster/Newlands Road Area.	6/13/2014 2:49 AM
186	Affordable housing Move students out of HMOs into accommodation at University.	6/13/2014 2:27 AM
187	Different location Mellishaw and Oxcliffe Road. Make Morecambe and Lancaster one town.	6/13/2014 2:23 AM
188	Use brownfield/empty prop Should be through review of existing empty homes including living over shops and other commercial properties. A combination of 1 and 2 might be preferable. A cap on commercial student accommodation, which limits the options for single renters or couples.	6/12/2014 3:58 AM
189	None Sorry I can't help.	6/12/2014 3:37 AM

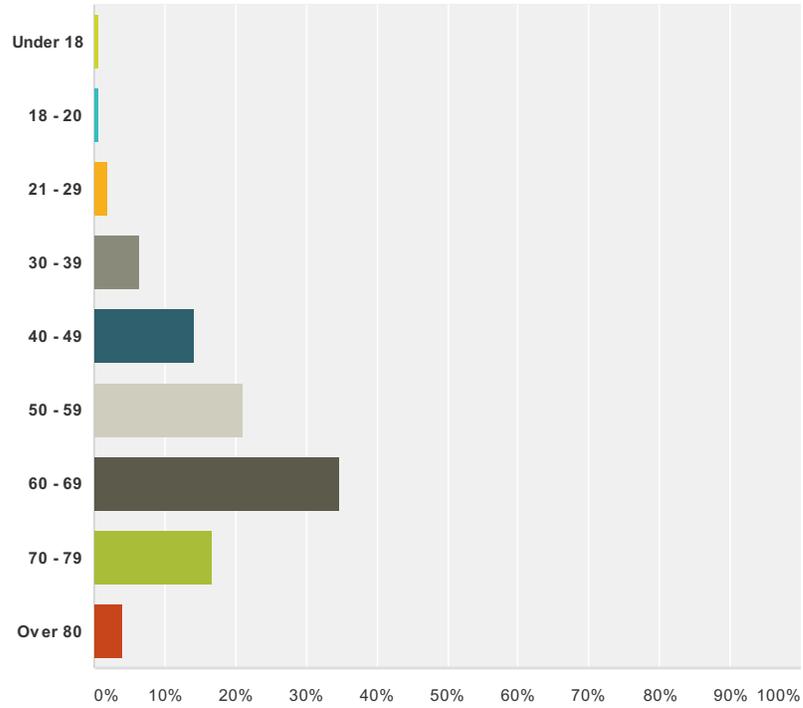
How can we meet our future housing needs?

190	Affordable housing Use brownfield/empty prop Don't build, except on brown field or infill sites. Build local authority housing to meet needs of the less well off. Make better use of existing housing stock. Stop second home ownership	6/11/2014 4:02 PM
191	Protect village/character Use brownfield/empty prop I strongly object to the suggestion that the playing fields in Caton be used for housing. This is a major part of the village and under no circumstances should it be used for housing. There are other sites such as moor plat which is currently being built on, the possibility of the barges brown field site and the recently agreed land at Sycamore road. This is enough in a small village. Please leave us our playing fields	6/11/2014 2:02 PM
192	Review evidence ask for another estimate of housing needs, possibly more realistic than the one suggested for the next 20 years, and by another consultant firm. (Ask first for 3 quotes at least, so that we can have a better feel for what should be done and how)	6/11/2014 2:46 AM
193	Different location Employment Protect village/character Would like to see character of district's villages protected. Essential that housing is close to employment sites in Morecambe and Lancaster.	6/10/2014 11:01 AM
194	Different location Removal of flood risk in area between Lancaster and Heysham and possibly to the south-west of Lancaster.	6/10/2014 6:54 AM
195	Review evidence People aren't convinced by the Turley figures. More communications/publicity is needed to counter the Green Party's negative messages.	6/8/2014 11:22 AM
196	Different location Older people Facilitate the sale of Middleton Towers Retirement Village Land to provide much needed 'retirement' housing.	6/6/2014 2:32 AM
197	Affordable housing Extensions and additions to urban housing Lancaster. We could match demand from young and low waged.	6/6/2014 2:26 AM
198	Review evidence I question the need for all these houses. Who will buy or rent these houses. The proposed increase in housing needs is relevant to the SE of England, not in North Lancashire.	6/5/2014 11:19 AM
199	Different location Employment Hybrid approach Infrastructure Option 1 Option 2 Preferred option is a hybrid of 1 and 2. Secures economies of scale on readily developable land, close to services, infrastructure and jobs. Would be good to see some investment into the Morecambe side of the river rather than just South Lancaster.	6/5/2014 5:36 AM
200	Different location A new development on a manmade island in the Bay.	6/5/2014 4:55 AM
201	Option 3 A fair distribution between urban/rural area.	6/5/2014 4:34 AM
202	In Fill Option 2 New by-pass means that areas around may be able to be developed.	6/5/2014 4:28 AM
203	Protect AONB/greenfield Review evidence Yes - reduce population growth. Less people = less housing need = more countryside.	6/5/2014 4:21 AM
204	Review evidence Reduce population growth!	6/5/2014 4:16 AM
205	Use brownfield/empty prop Re-furbish the many empty properties and regenerate run down areas.	6/5/2014 3:46 AM
206	Option 1 No more building in Camforth area. Support new settlement option - south of Lancaster as motorway links there.	6/5/2014 3:27 AM
207	Affordable housing Build apartment blocks rather than individual houses. More affordable for lower incomes with rising property prices.	6/4/2014 5:05 AM
208	Protect AONB/greenfield Use brownfield/empty prop Only to be absolutely committed to using brownfield sites and renovating existing housing first - before any green field or green belt is considered.	6/4/2014 3:54 AM
209	Use brownfield/empty prop Yes. Compulsory purchase empty shops, run down houses. Help young people on property ladder for future of Morecambe.	6/4/2014 3:44 AM
210	Different location Build up Morecambe	6/4/2014 2:29 AM
211	Use brownfield/empty prop There are many derelict areas in Morecambe that could be used including retail units. Put compulsory orders (CPOs) on and development develop these. Too many car parks - use these.	6/4/2014 2:00 AM

How can we meet our future housing needs?

Q25 What is your age range?

Answered: 381 Skipped: 45

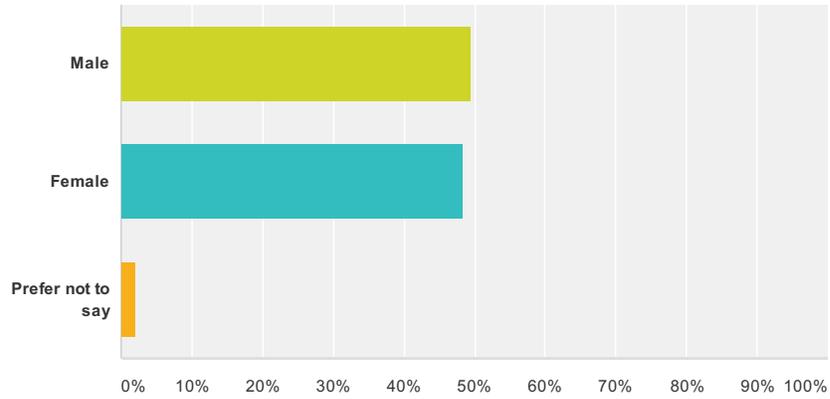


Answer Choices	Responses
Under 18	0.52% 2
18 - 20	0.52% 2
21 - 29	1.84% 7
30 - 39	6.56% 25
40 - 49	14.17% 54
50 - 59	21.00% 80
60 - 69	34.65% 132
70 - 79	16.80% 64
Over 80	3.94% 15
Total	381

How can we meet our future housing needs?

Q26 What is your sex?

Answered: 382 Skipped: 44

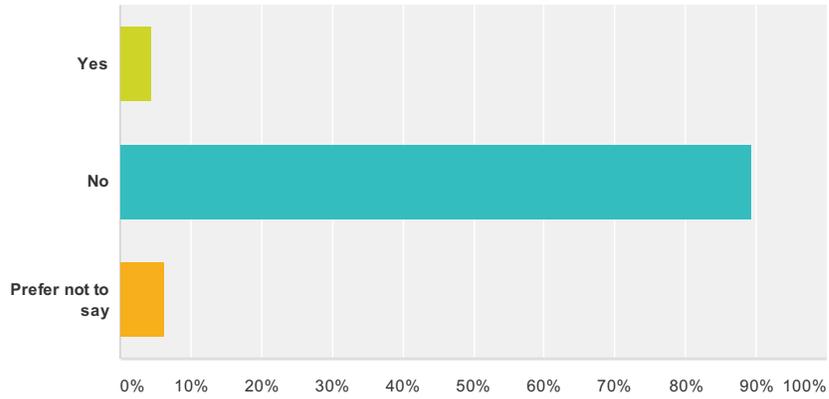


Answer Choices	Responses
Male	49.48% 189
Female	48.43% 185
Prefer not to say	2.09% 8
Total	382

How can we meet our future housing needs?

Q27 Are you a Deaf person or 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 this or her ability to carry out normal day-to day activities).

Answered: 365 Skipped: 61

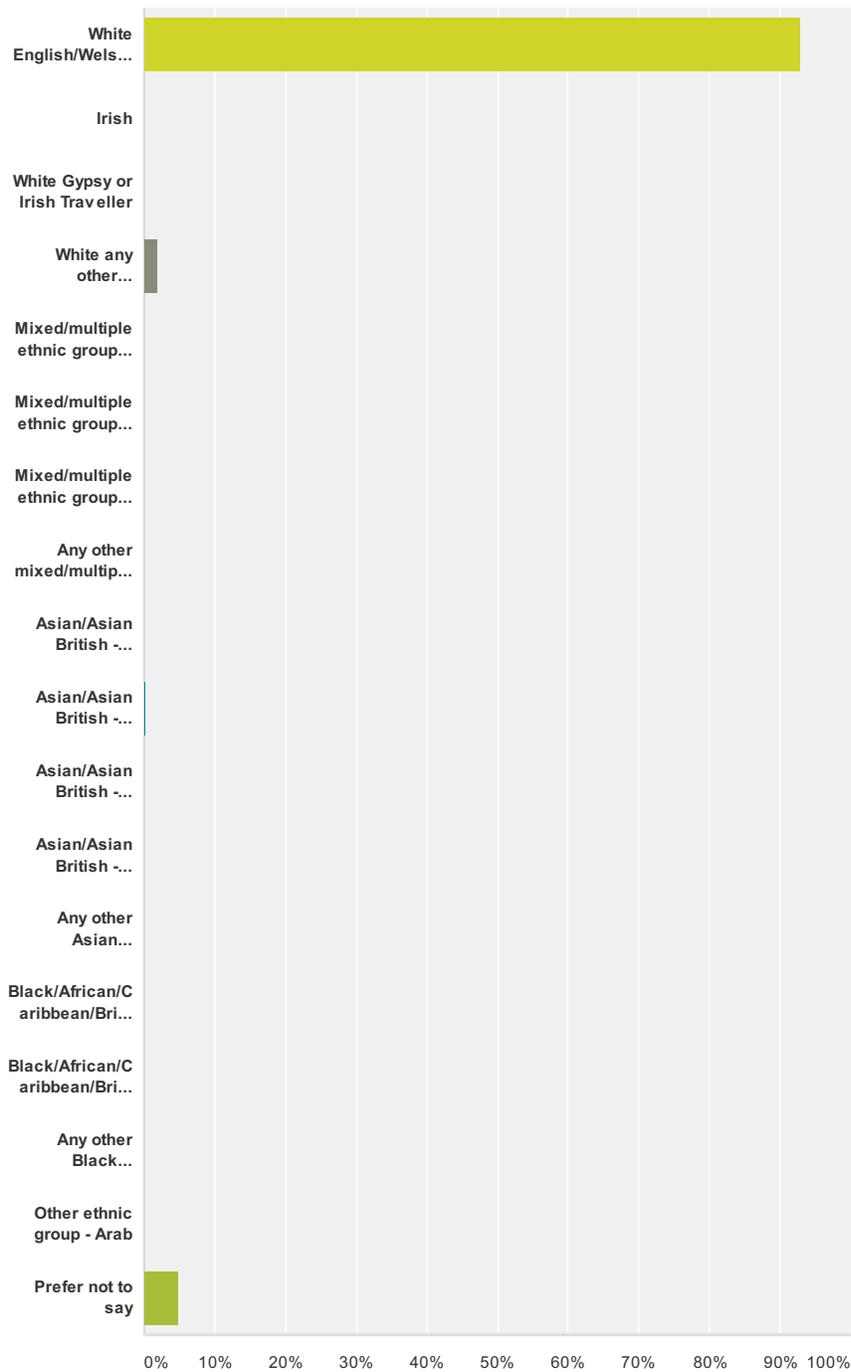


Answer Choices	Responses
Yes	4.38% 16
No	89.32% 326
Prefer not to say	6.30% 23
Total	365

How can we meet our future housing needs?

Q28 Which best describes your ethnic background?

Answered: 367 Skipped: 59



Answer Choices	Responses	Count
White English/Welsh/Scottish/Northern Irish/British	92.92%	341
Irish	0.00%	0
White Gypsy or Irish Traveller	0.00%	0
White any other background	1.91%	7
Mixed/multiple ethnic group - White and Black Caribbean	0.00%	0
Mixed/multiple ethnic group - White and Black African	0.00%	0
Mixed/multiple ethnic group - White and Asian	0.00%	0

How can we meet our future housing needs?

Any other mixed/multiple ethnic background	0.00%	0
Asian/Asian British - Indian	0.00%	0
Asian/Asian British - Pakistani	0.27%	1
Asian/Asian British - Bangladeshi	0.00%	0
Asian/Asian British - Chinese	0.00%	0
Any other Asian background	0.00%	0
Black/African/Caribbean/British - Black African	0.00%	0
Black/African/Caribbean/British - Black Caribbean	0.00%	0
Any other Black background	0.00%	0
Other ethnic group - Arab	0.00%	0
Prefer not to say	4.90%	18
Total		367

#	Other (please specify)	Date
1	not relevant	7/21/2014 9:00 AM
2	Human	7/3/2014 9:34 AM