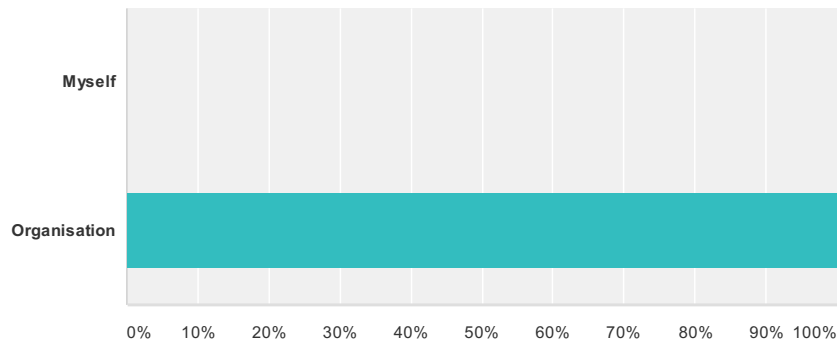


How can we meet our future housing needs?

Q1 Are you responding on behalf of yourself or an organisation?

Answered: 25 Skipped: 0



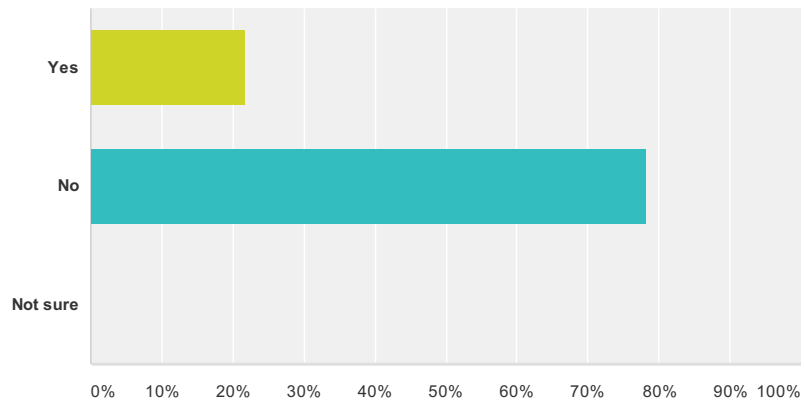
Answer Choices	Responses
Myself	0.00% 0
Organisation	100.00% 25
Total	25

#	Please specify	Date
1	National Trust	8/14/2014 7:49 AM
2	Wray Parish Council	8/7/2014 9:58 AM
3	Cassidy + Ashton	8/7/2014 9:48 AM
4	Overton ward	8/7/2014 9:17 AM
5	Oakmere Homes (North Wes) Limited	8/7/2014 1:47 AM
6	The Glory Hole LTD (GHL)	8/4/2014 7:32 AM
7	Gressingham Parish Council	8/1/2014 4:02 AM
8	McCarthy and Stone Retirement Lifestyles Ltd	7/31/2014 2:31 AM
9	CPRE Lancashire	7/30/2014 2:24 PM
10	Bailrigg Farmland Trustees	7/29/2014 8:36 AM
11	Royal Mail Group	7/29/2014 5:33 AM
12	Persimmon Homes Lancashire	7/29/2014 4:12 AM
13	Barratt Manchester	7/23/2014 5:49 AM
14	Oglethorpe Sturton Gillibrand for Trustees of Clark Estate	7/17/2014 5:59 AM
15	Bentham Town Council	7/17/2014 1:28 AM
16	South Lakeland District Council	7/11/2014 2:04 AM
17	The Property Trust and Satnam Investments Ltd.	7/11/2014 1:09 AM
18	Architects	7/10/2014 7:42 AM
19	South Ribble Borough Council	7/9/2014 5:23 AM
20	Yealand Conyers Parish Council	7/4/2014 5:35 AM
21	Wainhomes North West Limited	7/2/2014 3:36 AM
22	Persimmon Homes	6/25/2014 2:07 AM

How can we meet our future housing needs?

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

Answered: 23 Skipped: 2

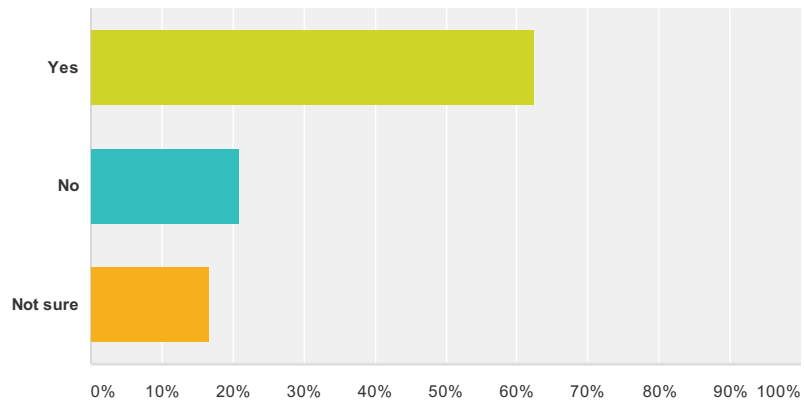


Answer Choices	Responses
Yes	21.74% 5
No	78.26% 18
Not sure	0.00% 0
Total	23

How can we meet our future housing needs?

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

Answered: 24 Skipped: 1



Answer Choices	Responses	
Yes	62.50%	15
No	20.83%	5
Not sure	16.67%	4
Total		24

How can we meet our future housing needs?

Q4 If no, please explain your reasons for this?

Answered: 11 Skipped: 14

#	Responses	Date
1	Figure/evidence issue Support ensuring that proper housing needs are met, especially given the potential consequences of not doing so. However, given the outcome of Turley's work it is suggested that this needs robust assessment and/or peer review to ensure that 12000 homes by 2031 is the correct target.	8/14/2014 7:49 AM
2	Figure/evidence issue • Turley Associates themselves state that the figures are uncertain, and do not give a definitive answer but rather contextual data for policy choices. We are concerned that their figures have not been taken/utilised in this way. • This is not an objective assessment but rather a scenario-driven exercise. Figures are strongly predicated on aspirations for economic growth. No information is provided on actual, verified jobs being created, and worryingly there is no sensitivity testing of projections. • The extremely wide range of figures produced does not engender confidence: with for example estimated annual migration rates varying from 147-1022 people a year, and the 2015-31 dwelling requirement shown as between 3,456 – 8,960 dwellings. • Projections are provided over 20 years (2011-31) when National Planning Guidance only requires a 10 year figure (a 5 year 'concrete' target for supply, and an indicative 10 year target) and, more importantly, forecasting is generally held to be (decreasingly) robust over this time-frame. • The projections are themselves rooted in a single point in time projection by other consultants (Experian). The run of projections from Experian are very volatile, and there is no justification provided for using their 'high-point' May 2013 projection (which completely reverses their 2012 projection), with its major knock-on consequences. • The feed-in from other local research into housing needs and affordability (DCA) is unquestioned, despite strong methodological flaws with this assessment and its significant inflation of base projections. • The issue of double-counting is not clearly addressed – either in the overall housing numbers or the affordable housing numbers. This is despite the fact that Turleys themselves say that making allowance for backlog with an already optimistic, employment-driven approach would over-estimate modelled need. • The projections were not informed by the most up-to-date national data and, contrary to National Planning Policy Guidance, this assessment made to inform housing provision was not undertaken in conjunction with more detailed work to assess/inform economic land provision. Additionally it did not follow the NPPG recommended approach of taking natural population change, moderated by a clear understanding of local migration – informed by annual reviews and 5-yearly comprehensive refreshes so that numbers/provision can be regularly adjusted. • It is not apparent how the Duty of Co-operation with neighbouring authorities has informed this work – although Turleys do say that this is an area for future development/refinement. This is vital because ensuring compatibility of economic strategies/aspirations will minimise any double-counting or double-provisioning for population (with, for example households in Wyre expected both to be staying there and relocating to Lancaster to work in newly created jobs). As it stands this critical issue is unaddressed. • The relationships between data are not always clear. Household derivations from population projections appear high given the Census average district household size of 2.3; projected dwelling numbers consistently exceed projected household numbers, with no explanation; and it is not clear that anticipated job losses are built into additional job projections, while there is also no clear breakdown of full/part-time ratios or anticipated salary levels – critical information for the consideration of housing demand and supply. • Supporting an indirect rather than linear role for housing provision, Turleys state that any decline in job levels would relate not to the level of housing provision made, but to the inevitable impact (under any scenario and in line with national patterns) of an ageing population. This implications of this fact are not then clearly carried forward into the report's conclusions. • An unquestioned assertion is made that recent reductions in inward migration are due to lower housing provision. This is highly unlikely: the national recession has impacted far more than provision on housing market behaviours, and locally significant factors, such as the end of a major expansion period for the University, are not considered (despite the acknowledgement elsewhere that migration in and out of the district is overwhelmingly accounted for by movement of the student population). • Finally, not only is the realism of the Turley figures questionable, it is not clear that councillors have made an informed recorded choice to 'go for growth' in this way - ie choosing this level of increase in development, with all its contingent impacts, as a price worth paying for this level of economic aspiration - and where the detail of this debate and these decisions is recorded.	8/7/2014 9:58 AM
3	Figure/evidence issue The figure has since been revised	8/7/2014 9:17 AM
4	Figure/evidence issue It is noted that the Council is seeking to deliver a further 5,000 dwellings through its choice of strategic options identified within the consultation document. It is understood that this is required to further supplement the 7,000 dwelling capacity identified in the SHLAA. This will assist the Council in achieving its proposed plan requirement of 12,000 dwellings. DPP generally support the re-assessment of the housing requirements and welcome the increase in housing numbers.	8/4/2014 7:32 AM
5	Figure/evidence issue 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 it's 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.	8/1/2014 4:03 AM
6	Figure/evidence issue We note that objectively identified need has risen sharply, at 150% of the previous figure. The Strategic Housing Market Assessment, October 2013 includes a range of figures between the lowest 178 dpa and highest 655dpa needed from 2011 up to 2031. Even adding backlog (against the North West Regional Spatial Strategy target) and the additional buffer, the 600 dpa figure proposed is arguably high. We suggest a reduced annual requirement is more realistic, given the announcement (after this consultaion commenced) by the Office of National Statistics that downgraded population growth estimates, which may cause a reduction in predicted housing numbers.	7/30/2014 2:26 PM
7	Figure/evidence issue the evidence is inconclusive regarding growth and resulting demand	7/29/2014 3:22 AM
8	Figure/evidence issue I have read documentation that indicates that the figures are over inflated and inaccurate. In addition to that, where are the occupants of these 12000 new homes going to come from? The local economy will not support that many people.	7/24/2014 5:10 AM
9	Figure/evidence issue Statistics seem uncertain at present. Understand Turley's have been asked to review.	7/17/2014 6:00 AM
10	Infrastructure Without significant improvements in infrastructure, whichever option is chosen, the area cannot accommodate such widescale development	7/17/2014 1:29 AM

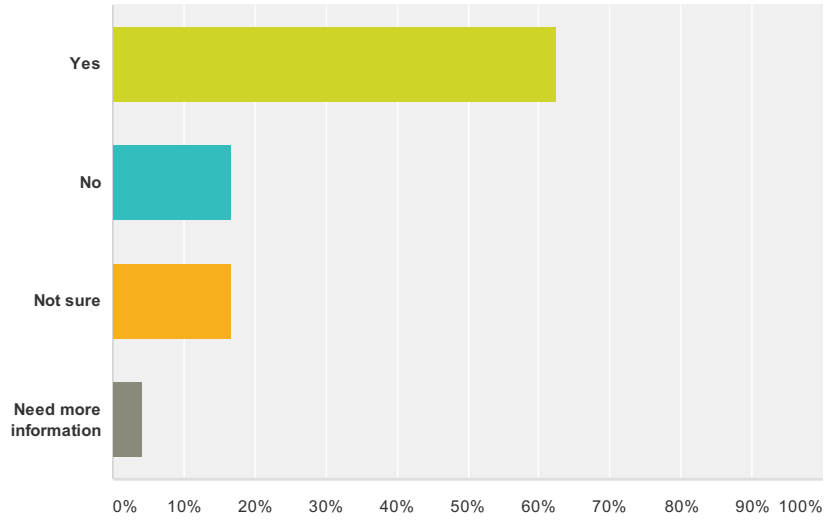
How can we meet our future housing needs?

11	<p>South Lakeland's position in relation to the growth of Lancaster District overall is as follows; • SLDC supports housing, population and employment growth in Lancaster District and sees such growth as complementing and reinforcing its own growth aspirations: • SLDC sees the level of growth proposed as supporting improvements to national and regional road, rail and telecommunications connectivity as well as offering the potential to enhance sub-regional assets such as higher education and hospital provision: • In general terms, SLDC sees the distribution of development within Lancaster District as a matter for Lancaster City Council.</p> <p>Lancaster and South Lakeland are different, and relatively independent, housing market and travel to work areas although there is some commuting between the two in both directions: • There are local spatial linkages close to the border. For settlements close to the border such as Amside and Burton in Kendal, Camforth complements Milnthorpe's role as a key service centre. Conversely Kirkby Lonsdale is important as a service centre for adjoining parts of Lancaster District such as Whittington and Cowan Bridge.</p> <p>Development Needs and Development Strategy in South Lakeland South Lakeland has and adopted Core Strategy and recently adopted Land Allocations DPD which together make up most of an up to date Local Plan. South Lakeland's development needs in the areas adjoining Lancaster District are the following; • the delivery of 6,756 new homes between 2013 and 2025 and land is allocated for 5,277. In the rural areas around Kendal, 1,666 dwellings are required and land allocated for 933. The remainder will be met from existing permissions, windfall sites and allocations within neighbourhood plans and the Amside-Silverdale Local Plan: • South Lakeland's most recent Strategic Housing Market Assessment shows a need for 186 new affordable dwellings in the Kendal rural area in the 2014-2019 period and a further 26 in the Sedbergh/Dent area: • The South Lakeland Local Plan allocates 21.85 ha of land for new employment development in the Kendal rural area. A 1 ha employment allocation is proposed as part of a mixed-use allocation at Kendal Road, Kirkby Lonsdale. A 0.75 ha allocation is proposed as part of a mixed use allocation at Green Dragon Farm, Burton in Lonsdale. South Lakeland's Local Development Scheme proposes the preparation of a replacement single local plan to combine Core Strategy, Land Allocations and Development Management policies in a single document. Preparation will commence in 2017 and the replacement plan will cover the period 2021-2035.</p>	7/11/2014 2:08 AM
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How can we meet our future housing needs?

Q5 Do you support Option 1?

Answered: 24 Skipped: 1



Answer Choices	Responses	
Yes	62.50%	15
No	16.67%	4
Not sure	16.67%	4
Need more information	4.17%	1
Total		24

How can we meet our future housing needs?

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

Answered: 16 Skipped: 9

Answer Choices	Responses
Advantages	68.75% 11
Disadvantages	75.00% 12

#	Advantages	Date
1	There are advantages in bringing forward land to the east of the M6 - suggested site (approximately 71 hectare) in this location. The site could form part of a first phase of the urban extension, and is deliverable and in a sustainable location. There are no known constraints, and it is in the control of 2 landowners, both of whom are positively promoting their landholdings for residential development. The proposed development location benefits from a direct vehicular access point from the A683, which through a 7 metre wide highway spine, allows the whole of the site to be opened up and serviced. This is considered a significant advantage to many of the Strategic Options being presented in the Council's Consultation document. This site would release unconstrained capacity in an area which is already aligned with infrastructure investment. Further details of the site characteristics are included within our supporting correspondence to the Council.	8/14/2014 7:55 AM
2	Consider that there is a distinct advantage in avoiding Lancaster's highest qualities landscapes and their settings - including views to and from places such as the AONBs and potential National Park extension.	8/14/2014 7:49 AM
3	Infrastructure • Consolidating the city means that the primary National Planning Policy directives around sustainable development – ie accommodating growth/demand where/close to where it is generated – will be met. In doing this, it not only provides excellent connectivity to existing services/infrastructure, but also to existing social networks – vital for enhancing social sustainability and fostering community cohesion.	8/7/2014 9:58 AM
4	Infrastructure Most sustainable alternative as it would consolidate the built up area and create the opportunity for a more sustainable transport system.	8/7/2014 9:48 AM
5	Infrastructure Allows access to Motorway without clogging up one-way system	8/7/2014 9:17 AM
6	Links to employment The campus university is located to the south of Lancaster and there are potential job opportunities.	7/30/2014 2:31 PM
7	See comment box 7. below for advantages	7/29/2014 8:40 AM
8	Infrastructure Sustainable option which will allow improvements to the existing infrastructure and reduce development pressure in unsustainable locations.	7/29/2014 4:34 AM
9	Infrastructure Links to employment employment opportunities are more easily available, i.e. the new science park; transport links are already in place; utilities more easily upgraded; travel-to-work is at a minimum; more housing might improve commercial activity in the city; and agricultural and high landscape-value land need not be sacrificed	7/29/2014 3:47 AM
10	Infrastructure Merger/urban sprawl Single site solution minimising disruption to communities, infrastructure and transport links already in place to support this option	7/24/2014 5:16 AM
11	Infrastructure Existing infrastructure available.	7/10/2014 7:44 AM
#	Disadvantages	Date
1	There are disadvantages in bringing forward sites to the south of Lancaster given that there are highway constraints in terms of capacity of the A6, and that siting development in this location will effectively merge together the settlements of Lancaster and Galgate. As such there are benefits in bringing forward land to the east of the M6 as outlined above.	8/14/2014 7:55 AM
2	An extension to the south of the city would result in amalgamation with the University and ultimately towards Galgate. There is no natural containment and the city could sprawl in an unacceptable manner.	8/7/2014 9:48 AM
3	The present coalition would probably ban any major supermarket, so we'll still be in a traffic jam	8/7/2014 9:17 AM
4	The scale and complexity of the site has implications in terms of the speed of delivery. Experience suggests that such large scale urban extensions have a long lead in time in terms of planning. Delivery on this site may be limited in the initial five years of the plan period.	8/7/2014 1:48 AM
5	DPP One Ltd is concerned that this approach will limit the flexibility within the new local plan as there will be little or no headroom should any of the SHLAA or strategic options fail to deliver the quantum or pace of delivery required. The Council should consider providing a buffer of sites which would provide sufficient flexibility within the local plan to deal with changing circumstances such as need for a greater housing requirement.	8/4/2014 7:35 AM
6	Infrastructure The option would cause ribbon development along the A6, significant loss of countryside, resultant traffic congestion (at Galgate) and potential ecological impact to Morecombe Bay SAC. There is also flood risk at the identified location. The farmland here is best and most versatile.	7/30/2014 2:31 PM
7	None None	7/29/2014 8:40 AM
8	Inability for this option to fully meet the objectively assessed needs.	7/29/2014 4:34 AM
9	None none	7/29/2014 3:47 AM
10	housing delivery is dependant on a single site coming forward.	7/11/2014 1:20 AM
11	Affordable/special needs housing should be provided more locally instead of in 1 place	7/9/2014 5:29 AM
12	The proposal would not provide the choice of location for the District's growing population in accordance with national planning policy.	7/2/2014 3:38 AM

How can we meet our future housing needs?

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

Answered: 21 Skipped: 4

#	Responses	Date
1	No further comments to add.	8/14/2014 7:55 AM
2	Consider that this is a potential option that should remain on the table at this stage.	8/14/2014 7:49 AM
3	<ul style="list-style-type: none"> This option would need to be taken forward on a phased basis: firstly so that it can move forward quickly, and not end up being back-loaded into the Local Plan period leading to reliance on non-strategic, opportunistic SHLAA sites to 'fill' the gap; and secondly so that smaller local firms are able to compete successfully for available contracts and/or deliver them in partnership with national firms. This in turn means that the current lack of any phasing or sequential development policy base in the Development Management DPD should be reviewed as a matter of urgency. The Parish Council would like it to be noted that the 'ranking' of this option, as its most preferred option, is based upon the results of a recent survey of villagers and so represents a community and not just a Parish Council preference. This is the case with all of the rankings provided. 	8/7/2014 9:58 AM
4	A better alternative for an urban extension lies within the built up area on the land north of the Prison and Cuckoo Farm. This land has recently come to the market having previously been unavailable as it was owned by HM Prison Service. Although some of this land is constrained by landscape character there is a large area that could accommodate new development in a sustainable location. This should be the preferred option for an urban extension.	8/7/2014 9:48 AM
5	The forward planning group needs to represent the whole community, not just Labour/Green. My ward and group have been excluded from the planning by the Chair, who is also Deputy Leader, because I criticised policy. Dictatorship?	8/7/2014 9:17 AM
6	Hybrid approach In conjunction with other options - resulting in a composite/hybrid approach	8/7/2014 1:48 AM
7	The Council also needs to consider spatial distribution of housing allocations. The borough has a number of different and distinct housing market areas. Each of these distinct areas will have their own requirement for housing and this should be reflected in the spatial distribution of housing supply within the Local Plan. This decision should be based on the findings of the evidence base and should not be a politically driven spatial strategy to put a disproportionate amount of housing in areas where people don't want to (and will not) live. If the spatial distribution does not reflect need/demand as shown by the relevant evidence base, then the housing will not be delivered and the Plan will not be implemented.	8/4/2014 7:35 AM
8	Employment Infrastructure It's where the jobs (and 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).	8/1/2014 4:03 AM
9	Further research is needed on traffic and the impact on European Sites. There would need for strict master-planning.	7/30/2014 2:31 PM
10	Employment Infrastructure Most appropriate option Advantages: <ul style="list-style-type: none"> 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 housing 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 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 is 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 options' 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. 	7/29/2014 8:40 AM
11	Infrastructure The Royal Mail is likely to have to invest in a new Delivery Office to service 5,000 new homes in a concentrated location. In this instance the Council will need to carefully consider the required infrastructure to support such a development, including allocating appropriate land to accommodate a new Royal Mail delivery office in any final preferred location. Due to the proposed scale of development and suggested locations to either South Lancaster or east of the M6, Royal Mail will not be able to service this development without substantial investment in new premises, in new locations.	7/29/2014 5:34 AM
12	Hybrid approach Infrastructure Most appropriate option A single large urban extension will see Lancaster City Council meet the majority of the objectively assessed needs. This is the most sustainable option as it will develop most of the housing within or near the settlement boundary of Lancaster. This allows existing infrastructure and service upgrades to help serve the development sites. Although the development here will impact on the highway network, especially the A6 leading into Lancaster, the city expansion gives an opportunity to improve these links which will ultimately be beneficial to the rest of Lancaster. However, the ability for this area to absorb all 5,000 houses is limited, and therefore multiple avenues of development will be necessary.	7/29/2014 4:34 AM
13	Infrastructure facilities, leisure provision, work, transport and educational provision are all already in place and if option 1 is adopted could be upgraded without major disruption, and increase in travel	7/29/2014 3:47 AM

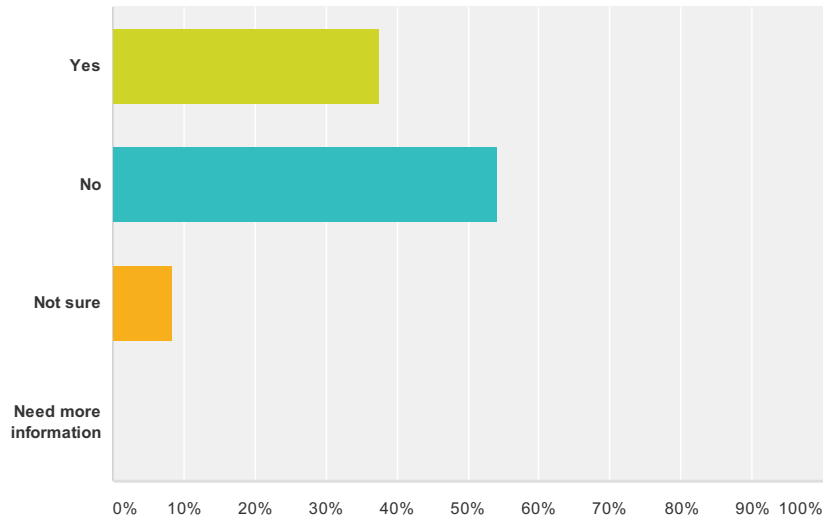
How can we meet our future housing needs?

14	Most appropriate option I strongly support this option as the most viable of the 5. It makes the most common sense but we all know local government appears incapable of taking a common sense approach!	7/24/2014 5:16 AM
15	Infrastructure Lancaster is the main settlement so it makes sense to have new housing development centred around the city. Existing infrastructure could be utilised which would mean that costs associated with major new infrastructure from a new stand alone settlement would be avoided. This option is also close to the existing motorway network which is extremely important for sustainable development.	7/23/2014 7:36 AM
16	Problems experienced with this option in last Local Plan. Unlikely to be easier this time.	7/17/2014 6:01 AM
17	Employment Infrastructure This makes the most sense with close links to employment areas and ease of travel etc. This would appear to be the most sustainable option	7/17/2014 1:31 AM
18	• In general terms, SLDC sees the distribution of development within Lancaster District as a matter for Lancaster City Council. Lancaster and South Lakeland are different, and relatively independent, housing market and travel to work areas although there is some commuting between the two in both directions	7/11/2014 2:08 AM
19	Hybrid approach this should form part of a mixed approach to housing provision, with other sites also allocated to provide multiple outlets and flexibility to deal with interruptions and delays on one site.	7/11/2014 1:20 AM
20	The motorway should serve as a boundary.	7/10/2014 7:44 AM
21	Infrastructure infrastructure ,roads ,schools etc would need expansion	7/4/2014 5:37 AM

How can we meet our future housing needs?

Q8 Do you support Option 2?

Answered: 24 Skipped: 1



Answer Choices	Responses
Yes	37.50% 9
No	54.17% 13
Not sure	8.33% 2
Need more information	0.00% 0
Total	24

How can we meet our future housing needs?

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

Answered: 12 Skipped: 13

Answer Choices	Responses
Advantages	83.33% 10
Disadvantages	83.33% 10

#	Advantages	Date
1	None to add	8/14/2014 7:56 AM
2	• Although this requires a policy review, the greenbelt was established in 1991 and it is good practice to reconsider it periodically in the light of changing legislation etc. As it stands it is also so 'thin' in places that it is hard to see that it is actually meaningful or more importantly defensible as greenbelt land there.	8/7/2014 9:58 AM
3	The greatest need is to the South of Lancaster	8/7/2014 9:17 AM
4	Infrastructure There is opportunity for public transport links and sustainable modes, and accessibility to services in Lancaster is good. The area is large enough to be master-planned to ensure high quality urban design. This Option avoids the AONB.	7/30/2014 2:31 PM
5	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 8:42 AM
6	Settlement boundary review to include sustainable sites that are currently protected by the greenbelt.	7/29/2014 4:34 AM
7	Employment access Infrastructure short travel distances to work, education, leisure, and medical provision ; the new link road would create opportunities here	7/29/2014 3:58 AM
8	Already designated	7/24/2014 5:17 AM
9	None none	7/11/2014 1:22 AM
10	Providing any development does not link settlements then land which is of poor quality or brown field stature could be considered. We fee that should these sites be developed then the proposed developer should include for landscaped areas on existing urban areas which are deemed to be too expensive for development.	7/10/2014 7:47 AM

#	Disadvantages	Date
1	There are alternative more sustainable opportunities with exist in close proximity to the Lancaster urban area and existing main settlements, with excellent accessibility (including vehicular, public transport, cycle and pedestrian links) and infrastructure. In this context the suggested site provides for an alternative opportunity which the Council should consider. The allocation of this site would support Government's objectives within the NPPF of preserving the Green Belt (Paragraph 79, NPPF), and acknowledges that the review of Green Belt boundaries should consider the need to promote sustainable patterns of development (Paragraph 84, NPPF).	8/14/2014 7:56 AM
2	It's like our M6 connection....great,except that it goes North when everyone, except people with strange ideas about sheep, wants to go South.,	8/7/2014 9:17 AM
3	From a review of the document it is clear that the Council need to consider all sustainable and viable brownfield sites in the first instance.	8/4/2014 7:39 AM
4	Env damage/protect green The main weaknesses are that a big chunk of countryside protected by Green Belt to maintain openness and separation of settlements is lost for housing and this option would do little to provide for rural housing need. There is an identified air quality issue for Camforth and known floodrisk. This option involves the loss of a large area of greenfield land with resultant impact on ecology, with proximity to Morecambe bay SAC. There may be heritage settings to consider at this location.	7/30/2014 2:31 PM
5	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 8:42 AM
6	Infrastructure Danger of some settlement coalescence; increased infrastructure requirement.	7/29/2014 4:34 AM
7	already a mainly urban environment, it is hard to think of a disadvantage	7/29/2014 3:58 AM
8	Env damage/protect green undermines the permanence of the Green Belt.	7/11/2014 1:22 AM
9	Infrastructure Potential for increased traffic and lack of infrastructure.	7/10/2014 7:47 AM
10	Env damage/protect green Greenbelt and AONB	7/9/2014 5:30 AM

How can we meet our future housing needs?

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

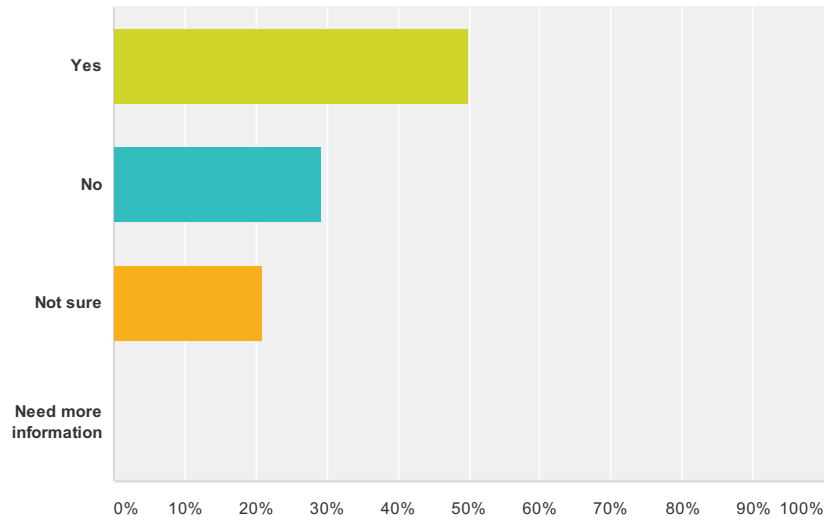
Answered: 16 Skipped: 9

#	Responses	Date
1	The suggested site is Greenfield but is not within the Green Belt boundary. As such there is an existing deliverable site which can be brought forward without requiring the Council to review its' existing Green Belt boundary.	8/14/2014 7:56 AM
2	Consider that a review of greenfield sites outside the Green Belt is a more realistic approach given i) the intention that such areas should normally be 'permanent' and ii) the level of detail and resource required to undertake a proper review of the whole green belt.	8/14/2014 7:49 AM
3	Hybrid approach • This option should logically be pursued together with option 1, since they will be mutually supportive/enhancing as part of an economic strategy to promote realistic economic growth and improved prosperity for the district. • The Parish Council would like it to be noted that the 'ranking' of this option, as its second most preferred option, is based upon the results of a recent survey of villagers and so represents a community and not just a Parish Council view. This is the case with all of the rankings provided.	8/7/2014 9:58 AM
4	Hybrid approach In conjunction with other options - producing a composite/hybrid approach	8/7/2014 1:48 AM
5	Support review Disadvantages: It is therefore recommended that the Council undertake a full review of its Green Belt taking account of the likely need for development beyond the plan period and the purposes of Green Belt set down within Paragraph 80 of the NPPF. This review need not be undertaken regionally but should be considered now in coordination with other neighbouring authorities in compliance with the duty to co-operate. The review should include safeguarded land which could be released should the current Local Plan fail to deliver against its development needs.	8/4/2014 7:39 AM
6	Protect GreenBelt Use brownfield sites 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.	8/1/2014 4:04 AM
7	Further research on traffic is needed, and the SA workshop favoured options at Lancaster rather than at Camforth due to amount of growth already proposed. Further habitat research is needed. Strict master-planning would be required at this location.	7/30/2014 2:31 PM
8	None No	7/29/2014 8:42 AM
9	Infrastructure The current document indicates the potential for three separate sites to north Lancaster, Morecambe and South of Camforth. Whilst the Royal Mail has delivery offices in all three of these locations, Royal Mail would need to plan for appropriate upgrades (and potential extensions) which could have land use implications for existing sites, as well as the need for potential relocations.	7/29/2014 5:34 AM
10	Support review We would also be supportive of a review of the North Lancashire Green Belt. This designation is over 20 years old, and although the purpose is still relevant (stopping the coalescence of settlements), it is a policy barrier to sustainable development in certain places. Reviewing the boundaries will allow for areas in sustainable locations, including Camforth, Hest Bank and North Lancaster (especially with the construction of the new link road), to be brought forward. Appropriate areas of separation can be drawn so that small settlements can retain an identity without the green belt designation restricting appropriate growth.	7/29/2014 4:34 AM
11	Part review The review of the greenbelt to the north of Lancaster would bring forward land in a sustainable location close to the M6. However, we understand that any review would need to ensure that strategic gaps were maintained between settlements	7/23/2014 7:36 AM
12	Part review Green Belt drawn tightly around existing urban area. Left little room for natural expansion between Lancaster/Morecambe and Camforth	7/17/2014 6:03 AM
13	Concerned about Merger Protect GreenBelt Green belt is important in maintaining the identity of smaller settlements	7/17/2014 1:31 AM
14	• In general terms, SLDC sees the distribution of development within Lancaster District as a matter for Lancaster City Council. Lancaster and South Lakeland are different, and relatively independent, housing market and travel to work areas although there is some commuting between the two in both directions.	7/11/2014 2:08 AM
15	Protect GreenBelt In order to review the Green Belt exceptional circumstances must be proven. As there are other sites available/ other options to investigate, this demonstrates there are alternatives and therefore exception circumstances do not exist to review the green belt.	7/11/2014 1:22 AM
16	The Council should utilise all suitable non-Green Belt land before considering reviewing the Green Belt. To simply remove land from the Green Belt for development when there is suitable non Green Belt land on the edge of Lancaster, such as my clients site at Fenham Carr Lane/Wyresdale Road would be contrary to national planning policy.	7/2/2014 3:41 AM

How can we meet our future housing needs?

Q11 Do you support Option 3?

Answered: 24 Skipped: 1



Answer Choices	Responses	
Yes	50.00%	12
No	29.17%	7
Not sure	20.83%	5
Need more information	0.00%	0
Total		24

How can we meet our future housing needs?

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

Answered: 14 Skipped: 11

Answer Choices	Responses
Advantages	78.57% 11
Disadvantages	78.57% 11

#	Advantages	Date
1	None to add	8/14/2014 7:56 AM
2	Assists local communities.	8/7/2014 9:48 AM
3	It would be a great advantage if we had a bridge going to where we want to go...University and Hospital, where people work	8/7/2014 9:17 AM
4	The key strengths of Option 3 are that it provides better than other options for rural housing need and will support the viability of the settlements, with the potential to encourage rural employment.	7/30/2014 2:36 PM
5	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 8:44 AM
6	None none	7/29/2014 5:02 AM
7	This would allow some growth in areas that have previously had very little; support existing services and satisfy some housing market needs.	7/29/2014 4:34 AM
8	multiple sites gives greater certainty of delivery	7/11/2014 1:24 AM
9	Existing infrastructure. Support local services, e.g. schools, bus services, post offices, etc. Opportunity to provide smaller scale developments which are likely to provide more sensitive and organic growth to settlements.	7/10/2014 7:56 AM
10	would allow for housing to meet local needs	7/9/2014 5:31 AM
11	young people could remain in the area	7/4/2014 5:40 AM
#	Disadvantages	Date
1	None to add	8/14/2014 7:56 AM
2	Appears that the disadvantages in terms of adverse impacts upon landscape character, especially within (and within the settings of) national protected landscapes has been understated.	8/14/2014 7:49 AM
3	• This option continues and amplifies the opportunistic approach of the SHLAA (see other comments) and is therefore the one non-strategic option presented.	8/7/2014 9:58 AM
4	Infrastructure Needs to be balanced against services.	8/7/2014 9:48 AM
5	Impact village/character Infrastructure Key weakness includes travel distance to jobs and services, as a lack of public transport services and rural isolation is evident. Impact on local ecology needs to be known more fully. Rural character could be adversely impacted by residential development if quality is not assured. There would be little opportunity for master-planning.	7/30/2014 2:36 PM
6	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 8:44 AM
7	Infrastructure little infrastructure; no jobs; few leisure facilities; school, doctor, hospital all require travel. In the case of Wray, the school is fully subscribed and cannot be expanded, with the loss of our village field. In the wider context, I was under the impression that national policy favoured grouping work, housing, education and leisure together in order to maximise efficiency and minimise transport issues, How does this scattergun approach to development coincide here?.	7/29/2014 5:02 AM
8	Inability for this option to completely meet the objectively assessed needs; support for sustainable sites in these locations necessary.	7/29/2014 4:34 AM
9	Impact village/character Infrastructure Undermines urban concentration and sustainability contrary to the national planning requirements, no jobs connection, poor infrastructure, unsustainable transport/movement patterns, irreversibly damages and in some cases would destroy existing small communities, negative impacts on character of villages, devaluing existing properties	7/24/2014 5:21 AM
10	sustainability will be key to site selection and location.	7/11/2014 1:24 AM
11	Infrastructure infrastructure implications	7/9/2014 5:31 AM

How can we meet our future housing needs?

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

Answered: 19 Skipped: 6

#	Responses	Date
1	The suggested sites have the capacity and capability of forming part of an extension to the existing settlement at Halton, as they are situated to the south of this settlement, and already benefit from existing pedestrian and cycle links, as well as public transport.	8/14/2014 7:56 AM
2	<ul style="list-style-type: none"> • This option should not have been generated – it breaches the rules governing such exercises as it is known to be illusory and undeliverable. The Council's SHLAA shows that it is not in fact possible for development to be spread evenly throughout the district's settlements – the pattern of sites is predicated upon landowners' own desire to sell for development. We have been told that there is no funding, justification, or appetite for any compulsory purchase of land by the Council – the only theoretical way in which this fundamental issue could be addressed and development directly apportioned to communities by Councillors. It is misleading to the public, and as an option would, knowingly and additionally, also be in breach of National Planning Policy on numerous counts. • This option is rooted in an unhelpful, out-dated and unexamined policy of differentiating between villages on a set of spurious factors, rather than taking account of settlement size and setting. This should not have been rolled forward from the previous Local Plan as can be readily appreciated whenever it is applied – so for example under this option identical amounts of housing would be apportioned to both large settlements with a commuter-relationship to the urban areas, and to very small villages. • The presentation of this option does not properly reflect the extent of concerns noted in the Development Management DPD Sustainability Appraisal that considered it. • The Parish Council would like it to be noted that the 'ranking' of this option, as its least favoured option, is based upon the results of a recent survey of villagers and so represents a community and not just a Parish Council preference. This is the case with all of the rankings provided. 	8/7/2014 9:58 AM
3	Limit expansion/scale This could cater for a small but not significant amount of new housing.	8/7/2014 9:48 AM
4	In conjunction with other options - resulting in a composite/hybrid approach	8/7/2014 1:48 AM
5	Advantages: DPP are generally supportive of the Council's approach to direct development to the districts towns and settlements. Growth should be distributed to key settlements with established facilities, services and infrastructure, this is in accordance with the key theme running through the Framework of promoting sustainable development. However this should not preclude development in lower order sustainable settlements, which could also help to sustain existing facilities and services. The level of growth directed to each settlement should be reviewed in light of meeting a higher housing requirement in and their ability to accommodate sustainable, deliverable development. In this regard the Council should consider distributing growth to a broader range of deliverable sites that still support the Council's strategy but avoid the delays that can often occur when bringing such large sites forward. The Plan should provide sufficient flexibility to address situations where housing does not come forward on sites such as this. It may be necessary to plan for the release of additional housing sites, and earlier in the Plan period, to maintain a five-year housing land supply.	8/4/2014 7:40 AM
6	In keeping We 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, Homby. 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.	8/1/2014 4:04 AM
7	Impact AONB/countryside Impact village/character More ecology research needed to fully understand impacts and to enable adequate mitigation. A design guide to ensure local character is respected and enhanced should be produced to support new housing in rural places.	7/30/2014 2:36 PM
8	None No.	7/29/2014 8:44 AM
9	Infrastructure The Royal Mail will need to review the potential to for modernise existing premises to meet increased demand, depending on site capacity, potential scope for expansion and availability of alternative sites.	7/29/2014 5:34 AM
10	Impact AONB/countryside Scattering development across the district means pockets of urbanisation with few advantages for anyone save landowners. Distinctions between town and countryside are gradually eroded; tourism cannot be enhanced; urban dwellers have fewer and fewer opportunities to enjoy natural environments and in the longer term, good agricultural land is lost, leading to further food insecurity. Much of this area is an A O N B and a tourism area - and promoted as such by the city council. Systematically working through the towns and villages, with a housing estate in every one is not "green", not in the long - term interests of young working families, food producers or the tourist trade. It ignores the cultural, commercial and environmental advantages inherent in option 1 for reasons which are at best unclear.	7/29/2014 5:02 AM
11	Limit expansion/scale This option will allow for some appropriate development in sustainable settlements. Sites would need to be considered in relation to the surrounding settlement. Alongside this, these smaller-scale developments will allow for a greater spread of growth that will satisfy housing need and market conditions. Development around strong accessibility is encouraged, and therefore we support the growth of the settlements with these links including Galgate, Dolphinholme, Caton, Camforth, and Halton. We support the option which combines this approach and the previous two in delivering the housing requirement.	7/29/2014 4:34 AM
12	I strongly oppose this option and can see no benefit other than to developers coffers.	7/24/2014 5:21 AM
13	Infrastructure This option would provide new sites that are close to existing infrastructure. There will be an element of sites coming forward in this option whether it is selected or not but it would require a substantial amount of work to ensure that there were enough sites to realistically provide the required housing numbers.	7/23/2014 7:39 AM
14	Next best option	7/17/2014 6:03 AM
15	Infrastructure It is good to be able to live where you want and the development of all towns and villages would allow that, but public transport, the road network and other facilities would be stretched, with little prospect of improvement as the requirements would be spread over a large area	7/17/2014 1:33 AM
16	• In general terms, SLDC sees the distribution of development within Lancaster District as a matter for Lancaster City Council. Lancaster and South Lakeland are different, and relatively independent, housing market and travel to work areas although there is some commuting between the two in both directions.	7/11/2014 2:08 AM
17	This should include sites in and around Lancaster, such as at Lune, as well as other sites in different settlements and locations.	7/11/2014 1:24 AM
18	Infrastructure Services would need to be improved	7/4/2014 5:40 AM

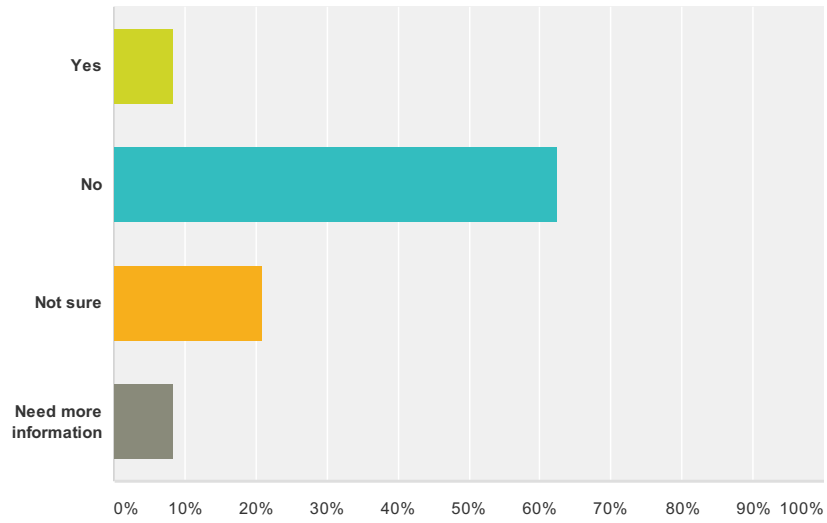
How can we meet our future housing needs?

19	<p>Wianhomes consider that this option, or a modification to the option would be a better fit for the District. They consider that the majority of new housing should be within or on the edge of Lancaster/Morecambe so as to make best use of the employment and community facilities available, but with additional development being located in sustainable towns/villages across the district. In this way the towns/villages would be sustained and the future population would be provided with a choice of location nad ultimately a proper housing mix.</p>	7/2/2014 3:46 AM
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How can we meet our future housing needs?

Q14 Do you support Option 4?

Answered: 24 Skipped: 1



Answer Choices	Responses
Yes	8.33% 2
No	62.50% 15
Not sure	20.83% 5
Need more information	8.33% 2
Total	24

How can we meet our future housing needs?

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

Answered: 9 Skipped: 16

Answer Choices	Responses
Advantages	55.56% 5
Disadvantages	100.00% 9

#	Advantages	Date
1	None to add	8/14/2014 7:56 AM
2	Difficult to comment on/agree these without some clarity about which two villages would be identified	8/14/2014 7:49 AM
3	Employment/communting Infrastructure The Strengths of Option 4 includes access to the strategic road network. Critical mass would enable local services and sustainable transport infrastructure to be provided in the expanded settlements. Relatively good access to jobs and services in the main settlements of Lancaster and Camforth.	7/30/2014 2:37 PM
4	none	7/29/2014 5:09 AM
5	Growth in areas which have had limited development which would meet some housing market needs.	7/29/2014 4:34 AM
#	Disadvantages	Date
1	None to add	8/14/2014 7:56 AM
2	Difficult to comment on/agree these without some clarity about which two villages would be identified	8/14/2014 7:49 AM
3	• This option involves significant loss of greenfield and highest quality agricultural land.	8/7/2014 9:58 AM
4	Same as above...congestion	8/7/2014 9:17 AM
5	Infrastructure Weaknesses include only partial provision of rural housing and some infrastructure deficits are apparent. The transport network can't cope and would need upgrading, such as possible new road building. Unsustainable travel patterns may result with leakage of skills to areas south of the district. Known floodrisk exists. The proposed northern location for focus of housing development is visible from Forest of Bowland Area of Outstanding Natural Beauty. Option 4 is considered to have least ecological impact on the Morecambe Bay SAC.	7/30/2014 2:37 PM
6	option 1 has all the advantages which could be exploited without building 2 towns in the middle of nowhere.	7/29/2014 5:09 AM
7	Infrastructure Inability to meet the objectively assessed needs; infrastructure upgrades could reduce viability of these sites and affect deliverability.	7/29/2014 4:34 AM
8	Impact village/character Infrastructure Loss of rural communities, insufficient infrastructures meaning high costs to improve them	7/24/2014 5:22 AM
9	Impact village/character Infrastructure communities are overwhelmed and settlements change characteristics. Services and facilities would need to be put in place at an early stage meaning viability would be an issue.	7/11/2014 1:27 AM

How can we meet our future housing needs?

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

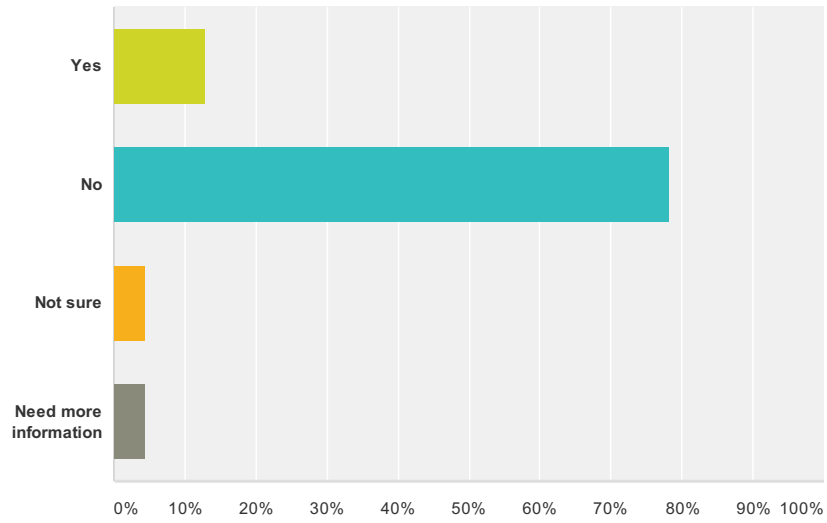
Answered: 16 Skipped: 9

#	Responses	Date
1	The suggested sites have the capacity and capability of forming part of an extension to the existing settlement at Halton, as they are situated to the south of this settlement, and already benefit from existing pedestrian and cycle links, as well as public transport. The Council is also seeking to reinforce linkages between this site and the existing settlement of Halton through the proposed Aspirational Cycle Routes as identified within the Council's Draft Local Plan Policies Map.	8/14/2014 7:56 AM
2	Consider that this option is worthy of further consideration but would need early identification of which existing settlements would be asked to accommodate the housing growth.	8/14/2014 7:49 AM
3	• The Parish Council would like it to be noted that the 'ranking' of this option, as its fourth preference, is based upon the results of a recent survey of villagers and so represents a community and not just a Parish Council preference. This is the case with all of the rankings provided.	8/7/2014 9:58 AM
4	Disadvantages - same as option 3 DPP One Ltd is concerned that this approach will limit the flexibility within the new local plan as there will be little or no headroom should any of the SHLAA or this strategic option fail to deliver the quantum or pace of delivery required. The Council should consider providing a buffer of sites which would provide sufficient flexibility within the local plan to deal with changing circumstances such as need for a greater housing requirement.	8/4/2014 7:40 AM
5	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.	8/1/2014 4:05 AM
6	Traffic Further research on traffic implications and habitat impacts is needed. Strict policy guidance on master-planning would be required.	7/30/2014 2:37 PM
7	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 8:44 AM
8	Infrastructure Royal Mail may be able to meet demand through upgrades and increasing efficiencies at their existing sites to cover the northern village (given the location of Royal Mail's existing landholdings), however there will be a potential need for a new delivery office to cater for the proposed southern village expansion. The Council will therefore need to consider appropriate locations and potential allocations for employment uses. These locations should consider existing and proposed residential amenity, given the hours of Royal Mail's operations.	7/29/2014 5:35 AM
9	Infrastructure Most of the objections which have already been outlined, i. e. transport, jobs, facilities, services etc. apply here. It makes very little sense.	7/29/2014 5:09 AM
10	Infrastructure The expansion of villages would allow for growth in areas which have limited development. There are viability issues with this, including service and infrastructure provision. From a practical point of view, development in larger settlements should be encouraged as a priority, with village expansions seen as an alternative. Further, development of these settlements is unlikely to be of a scale that would meet the requirement.	7/29/2014 4:34 AM
11	Infrastructure The location shown for the two expansions would appear to be sustainable as they are both close to the M6 corridor. They would also offer a variety of housing choice in terms of which side of the city new housing would be available. However, these options would still need major infrastructure investment that the council would need to be confident that issues of viability would not prevent the sites coming forward.	7/23/2014 7:40 AM
12	Infrastructure Infrastructure costs likely to delay implementation and limit Council's ability to meet targets	7/17/2014 6:05 AM
13	How sustainable could this be?	7/17/2014 1:34 AM
14	• In general terms, SLDC sees the distribution of development within Lancaster District as a matter for Lancaster City Council. Lancaster and South Lakeland are different, and relatively independent, housing market and travel to work areas although there is some commuting between the two in both directions:	7/11/2014 2:08 AM
15	Infrastructure Lancaster and Morcombe are substantial settlements and obvious locations for further growth, on sites such as Lune. The services and facilities are in place to support such growth in the short to medium term.	7/11/2014 1:27 AM
16	Infrastructure We consider that the inadequate infrastructure would not be able to support such large scale developments and its provision would seriously prejudice the feasibility of any such proposal.	7/10/2014 7:56 AM

How can we meet our future housing needs?

Q17 Do you support Option 5?

Answered: 23 Skipped: 2



Answer Choices	Responses
Yes	13.04% 3
No	78.26% 18
Not sure	4.35% 1
Need more information	4.35% 1
Total	23

How can we meet our future housing needs?

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

Answered: 12 Skipped: 13

Answer Choices	Responses
Advantages	41.67% 5
Disadvantages	91.67% 11

#	Advantages	Date
1	Employment/commuting Infrastructure The key strengths of Option 5 is the opportunity to create a new settlement at a scale where sustainable development can be achieved. New jobs would be created. New services and infrastructure would be provided. A range of housing could be provided, although not all rural housing need would be catered for in a single location.	7/30/2014 2:38 PM
2	None none	7/29/2014 5:12 AM
3	Develop a town under sustainable development principles from 'scratch'; direct development away from potentially unsustainable locations; open up a new market area.	7/29/2014 4:34 AM
4	Single site solution minimising disruption to other communities	7/24/2014 5:23 AM
5	• There are some benefits for South Lakeland in new residential development of an appropriate scale within the area. This is an area with significant affordable housing needs, both in the Kendal Rural and in the Dales Housing Market Areas. The location might offer an opportunity to meet needs arising from adjacent parts of South Lakeland inside and outside the Yorkshire Dales National Park including affordable housing and employment opportunities. The increase in population would also enhance the viability of bus services along the A65 and support community facilities such as pubs and shops in nearby villages. Existing communities may also benefit from recreation and community facilities provided in any new settlement:	7/11/2014 2:10 AM
#	Disadvantages	Date
1	landscape impacts appear to have been underplayed, especially in terms of the effects on the settings of nationally protected landscapes. It would take some time to put detailed proposals, land assembly, supporting infrastructure and development in place...there is a danger that in the early years of the plan (up to perhaps 10-15 years) the Council would still struggle to demonstrate that it had an adequate and deliverable 5 year housing land supply.	8/14/2014 7:49 AM
2	• This option involves significant loss of greenfield and highest quality agricultural land.	8/7/2014 9:58 AM
3	It's not where people want to be	8/7/2014 9:17 AM
4	Infrastructure The main weaknesses are the generation of more car use putting pressure on the existing transport and service infrastructure, and need for further investment. There are floodrisk issues to the River Lune. There are landscape impacts from the Forest of Bowland Area of Outstanding Natural Beauty and proposed Yorkshire Dales National Park Extension. Some heritage assets may be impacted. There will be increased pressure on ecological sites with potential downstream pollution at the Lune (a Biological Heritage Site) and Morecambe Bay SPA and Ramsar Site. Loss of countryside is not mentioned as a weakness for this option, clearly it is.	7/30/2014 2:38 PM
5	See comment box 7 below for disadvantages	7/29/2014 8:48 AM
6	Infrastructure Loss of rural amenity, further issues re. transport and infrastructure, jobs, and ignoring an already established population centre, Lancaster	7/29/2014 5:12 AM
7	Infrastructure The least sustainable option; infrastructure and service provision could reduce viability when compared with settlement extensions; potential physical constraints.	7/29/2014 4:34 AM
8	Infrastructure • Development on this scale would however have far reaching consequences. When complete, such a settlement would be more than 5 times the size of Kirkby Lonsdale and would be the dominant settlement in the Upper Lune Valley area. This would have far reaching consequences for the character and role of other settlements in the vicinity such as Kirkby Lonsdale and Ingleton. It would fundamentally change the geography of employment, shopping, health and education provision, traffic movements and public transport networks. Although precise effects cannot be predicted, there is a concern that disproportionate development in this area would have a harmful effect on the sustainability of existing service centres:	7/11/2014 2:10 AM
9	housing delivery is too reliant on one option/ site coming forward. lead in times are too long for medium term delivery, leading to housing shortages in the short/ medium terms.	7/11/2014 1:31 AM
10	Employment/commuting Infrastructure It would be difficult to phase such a development to satisfy the requirements of the development plan. The likely location is remote from potential employment sites and would therefore involve improvement of road networks, etc. Lack of infrastructure. Would not accord with the organic growth of the district as a whole and therefore may result in the deterioration of other urban centres due to the lack of investment.	7/10/2014 7:56 AM
11	large housing estates do not give a good mixture of houses for all age groups	7/4/2014 5:41 AM

How can we meet our future housing needs?

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

Answered: 13 Skipped: 12

#	Responses	Date
1	The suggested sites - approximately 71 hectare site to the east of the M6 (south of A683 Caton Road) has the potential to form part of an initial phase to a new settlement within the borough, providing up to 2,000 new homes within a sustainable location, and is deliverable. There are no known constraints, and it is in the control of 2 landowners, both of whom are positively promoting their landholdings for residential development. The site has existing access off the A683 Caton Road and will be served by adoptable highway access of the A683 which will be delivered as part of the Heysham – M6 link road. This site would release unconstrained capacity in an area which is already aligned with infrastructure growth.	8/14/2014 7:57 AM
2	• The Parish Council would like it to be noted that the 'ranking' of this option, as its third preference, is based upon the results of a recent survey of villagers and so represents a community and not just a Parish Council preference. This is the case with all of the rankings provided.	8/7/2014 9:58 AM
3	Disadvantages - same as option 1 and 4 DPP One Ltd is concerned that this approach will limit the flexibility within the new local plan as there will be little or no headroom should any of the SHLAA or this strategic option fails to deliver the quantum or pace of delivery required. The Council should consider providing a buffer of sites which would provide sufficient flexibility within the local plan to deal with changing circumstances such as need for a greater housing requirement.	8/4/2014 7:41 AM
4	Employment Infrastructure The proposed location is far from jobs and existing infrastructure. Completely unsustainable.	8/1/2014 4:05 AM
5	Depends on location There are positives in terms of sustainable development, but where to locate a new settlement is problematic. Significant further research would be required into where to build a new town to optimise benefits whilst minimising the adverse impacts. Further habitat research is required. Strict master-planning policy would be necessary if this option is taken forward. This would be a long term option.	7/30/2014 2:38 PM
6	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 8:48 AM
7	Infrastructure As per option 1, the Royal Mail would need to make provisions in this location for a new delivery office. We would also be concerned that the current infrastructure network in this location is insufficient for the Royal Mail to meet its statutory obligations in delivering a universal service, and meeting Key Performance Indicators. As such, the Council will need to ensure that should Option 5 be selected as the preferred option, that suitable supporting infrastructure and land use allocations are put in place at an early stage to support the proposed new development in this location.	7/29/2014 5:35 AM
8	We acknowledge that many options have to be considered to allow for a greater holistic approach in solving the housing shortage. Developing a new settlement would allow for a 'clean start' under sustainable development principles. However, as we believe the most sustainable options will be to build in existing settlements, this should not be a preferred option. There are viability issues as well as physical constraints that should be accounted for which are unlikely to be an issue when developing at or within existing settlement boundaries.	7/29/2014 4:34 AM
9	Infrastructure The principle of a new settlement is plausible but the location would need to be considered more carefully. The location currently been shown is not close to the main transport corridor. Option 5 would not only require substantial amount of investment in infrastructure and would cause unacceptable delay in delivery.	7/23/2014 7:40 AM
10	Comments as per Option 4	7/17/2014 6:05 AM
11	Employment Infrastructure Too far from employment areas - would become a dormitory town with little chance of developing decent facilities or community. Sustainability would also be questionable with limited road structure and the lack of public transport	7/17/2014 1:36 AM
12	Cumbria/Yorkshire Dales However although a major development on the scale proposed, is, in SLDC's view, excessive, and the location is inappropriate to meet the housing needs of Lancaster and Morecambe, there may be scope as SLDC's next Local Plan is taken forward in future years, to discuss the scope for more limited development in the area at a scale which reflects local needs in the settlements in the upper Lune Valley in Lancaster, South Lakeland, The Yorkshire Dales and Craven Districts.	7/11/2014 2:10 AM
13	A new settlement may be an option, but the investigation and lead in times for such a site to be identified and planning permission obtained is far in the future. Housing delivery thereafter will be slow in the early years and issues of viability to provide for early services and facilities requires major work and consideration.	7/11/2014 1:31 AM

How can we meet our future housing needs?

Q20 Do you have any other ideas or alternative options?

Answered: 18 Skipped: 7

#	Responses	Date
1	No further comments to add	8/14/2014 7:57 AM
2	Hybrid approach A mix of options 1, 3 and 4 may be worth consideration - it is suggested that some work on landscape capacity in respect of each of the affected settlements (including the 'south of Lancaster' area) would be important to underpin and inform the next stage of optioneering.	8/14/2014 7:49 AM
3	Hybrid approach Option 1 Option 2 • While not specifically an alternative option, the Parish Council would like to promote and support the simultaneous pursuit of options 1 and 2 as the most strategic, and sustainable approach to future development (across all three sustainability dimensions – economic, social and environmental) within the district. This would have the additional benefit of reducing reliance upon the SHLAA process/output which by contrast is opportunistic, non-strategic and we contend worryingly flawed.	8/7/2014 9:58 AM
4	Different location As set out regarding Option 1, the better location for an urban extension is the land north of Ridge Lane but south of Caton Road.	8/7/2014 9:49 AM
5	Change our present government and get some people who understand people's needs.	8/7/2014 9:17 AM

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6	<p>Hybrid approach Option 1 Option 2 Option 3 Lancaster District Local Plan 2011-2031 Strategic Options for Land Allocations. 1. These representations are made by Steven Abbott Associates LLP on behalf of Oakmere Homes (North West) Limited. They respond to the consultation leaflet entitled – “How can we meet our future housing needs?” 2. We are aware of the strategic housing market assessment (SHMA) undertaken on behalf of the City Council by Turley Associates in the latter part of 2013. The SHMA confirms an objectively assessed housing requirement of at least 12,000 houses in the District between 2011-2031-at least 600 dwellings per year. In contrast the latest Strategic Housing Land Availability Assessment produced in February 2014 indicates the current potential availability of 107 sites which can be delivered over the next 15 years, with the potential yield of 8153 new dwellings. It is immediately apparent, therefore, that there are insufficient available sites within the currently defined urban areas to meet the objectively assessed requirement for housing. 3. It is also worth pointing out at this juncture that additional areas of land will also be required between 2011-2031 to meet objectively assessed requirements for other forms of development – e. g. economic and employment; leisure, retail and tourism; community facilities; etc. 4. These representations focus on strategic options for housing land allocations. They do so in the context of the national planning policy found in the National Planning Policy Framework. Of particular relevance are those aspects of the National Planning Policy Framework that seek to boost significantly the delivery of new housing. First and foremost local planning authorities are required to objectively assess their housing requirements, and then to plan positively to meet the identified requirements in full. The Council appears to be approaching these responsibilities in a careful and considered manner in terms of assessing objectively the housing requirement. 5. In considering how best to plan for meeting those housing requirements following aspects of the National Planning Policy Framework are particularly relevant: • (paragraph 50) – local planning authorities should aim to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities; • (paragraph 52) – the supply of new homes can sometimes be best achieved through planning for large-scale development, such as new settlements or extensions to existing villages and towns that follow the principles of garden cities; • (paragraph 55) – to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities; • (paragraph 83) – local planning authorities with green belts in their area should establish green belt boundaries in their local plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the local plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period; • (paragraph 84) – when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channeling development towards urban areas inside the Green Belt boundary, towards towns and villages in set within the Green Belt or towards locations beyond the outer Green Belt boundary. 6. Further guidance is provided by the recently published national planning practice guidance notes. This guidance recognises the particular issues facing rural areas in terms of housing supply and affordability, and the role of housing in supporting the broader sustainability of villages and smaller settlements. Guidance recognises the clear link between rural housing which is essential to ensure viable use of local facilities such as schools, shops, cultural venues, public houses and places of worship. The guidance indicates explicitly that all settlements can play a role in delivering sustainable development in rural areas, and that blanket policies restricting housing development in some settlement and preventing other settlements from expanding should be avoided unless there use can be supported by robust evidence. 7. Considering all these strands of National planning policy and guidance it is clear to us that there is no single preferred strategic/spatial option in respect of housing in Lancaster. Rather we would suggest that the preferred approach would represent a hybrid or combination of a number of the options highlighted in the recent consultation paper. In our opinion the preferred approach should be based on a combination of the following options: i. Option 1. The potential for significant sustainable growth to the south of Lancaster has long been recognized. We believe that this remains a sound option for providing part of the future housing requirements for Lancaster district. ii. Option 2. The production of a new local plan is an appropriate process to consider the need for review of historic Green belt boundaries. Recent government statements have confirmed that local plans should consider historic green belt and whether it is appropriate and necessary for those boundaries to be adjusted to meet new development requirements. The physical and land use context of inner parts of the Green Belt immediately to the north of Lancaster will be changed fundamentally as a result of the construction of the new patient bypass, and we believe that there are various opportunities for greenbelt review associated with the new road alignment. The construction of the Heysham by-pass may provide exceptional circumstances required to justify Green Belt boundary review. Furthermore, the overall housing requirement is significant and would, in our opinion, justify consideration of Green Belt boundary reviews around other settlements which are currently inset within the Green Belt. Therefore, in accordance with paragraph 84 of the National Planning Policy Framework the local authority should review the historic boundaries taking account of the need to promote sustainable patterns of development. In particular the Council should consider the positive consequences of channeling development towards urban areas inside the Green Belt boundary, and towards towns and villages inset within the Green Belt. iii. Option 3. This option is consistent with the National planning practice guidance in relation to rural housing. We would encourage the Council to consider the role that all settlements capable of delivering sustainable development in rural areas-in particular we would suggest that policies restricting housing in some settlements and/or preventing rural settlements from expanding should be avoided. 8. It is our view that the three strategic options referred to above should be carried forward as the primary approach to meeting housing needs. It will be necessary for the Council to approach these matters responsibly and objectively to ensure that the full assessed housing requirements are positively planned for. Oakmere Homes (North West) Limited have various land interests across Lancaster District and look forward to engaging positively with the Council through the Local Plan process. The aim of the Council, landowners, developers and local communities must be to move forward positively and objectively to ensure that the delivery of new homes is boosted significantly</p>	8/7/2014 1:48 AM
7	<p>Different location The former Pontins Holiday Camp at Middleton should be considered as alternative strategic option. The enclosed 'Vision Document' sets out how the site could be developed to address the shortfall of market housing within the borough. See comments document for background information.</p>	8/4/2014 7:42 AM
8	<p>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.</p>	8/1/2014 4:06 AM
9	<p>Older people The provision of adequate support and accommodation for the increasingly ageing democratic profile of Lancaster is a significant challenge and, unless properly planned for over the next 20 years, there is likely to be a serious shortfall in specialist accommodation for the older population. This will have a knock on effect in meeting the housing needs of the whole area and wider policy objectives. McCarthy and Stone stress the need to consider addressing the current and future housing needs of older people within Lancaster and for the Council to take this opportunity to positively plan for these forms of housing through both the allocation of sites and creation of a positive policy environment that facilitates the development of windfall sites.</p>	7/31/2014 2:37 AM
10	<p>Protect AONB/greenfield Use brownfield/empty prop Brownfield sites in settlements ought to be prioritised for development in advance of greenfield development. A plan, manage and monitor approach to land use planning in Lancaster District is advocated. We wish the planning team every success with the identification of a five year housing land supply to keep the rural parts of the District best protected from speculative 'off-plan' housing schemes.</p>	7/30/2014 2:41 PM
11	<p>None No further comments</p>	7/29/2014 5:35 AM

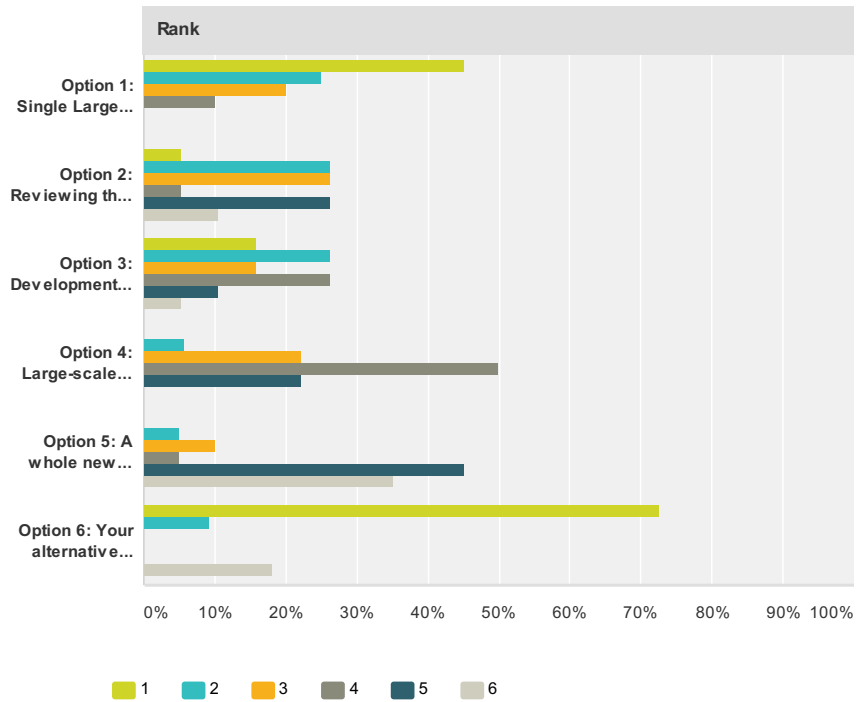
How can we meet our future housing needs?

12	The city council cannot continue to promote itself as being concerned with sustainability and at the same time consider building houses which will necessitate literally hours of daily travel for every one of their future occupiers.	7/29/2014 5:20 AM
13	Hybrid approach Option 1 Option 2 Option 3 The most logical approach would be to have a combination of the options comprising a single urban extension (of approximately 2,000 units on a similar scale to Buckshaw Village in Chorley) to the south of the city. A careful review of the greenbelt to the north of the city in order to bring forward sustainable development that does not close the gap between settlements. Finally, development throughout the district's towns and villages on appropriate sites that can accommodate new housing. This mixture will ensure a variety of land will come forward and if for any reason there is a delay or fundamental problem with one of the options it will not have such a major impact on housing delivery compared to the scenario of only adopting one of the options.	7/23/2014 7:40 AM
14	None No	7/17/2014 6:05 AM
15	Affordable housing Different location Growth at Lancaster and Morcombe, the two most sustainable settlements should be the favoured option. The land at Lune is proven to be available, developable and free of over-riding constraints. It is in a sustainable location and is able to deliver market and affordable housing in the short term.	7/11/2014 1:32 AM
16	Option 3 We consider that the inclusion of limited development in all settlements including the smaller ones which are defined as unsustainable. There must be technical solutions which could overcome any likely difficulties. The spreading of the burden would undoubtedly have a reduce impact on the valuable landscape amenity of the area.	7/10/2014 7:58 AM
17	None No	7/9/2014 5:32 AM
18	Use brownfield/empty prop upgrading of empty ,older council owned houses	7/4/2014 5:42 AM

How can we meet our future housing needs?

Q21 Please rank the suggested options from 1 to 6 (1 being your most preferred option)

Answered: 21 Skipped: 4



Rank	1	2	3	4	5	6	Total
Option 1: Single Large Urban Extension	45.00% 9	25.00% 5	20.00% 4	10.00% 2	0.00% 0	0.00% 0	20
Option 2: Reviewing the Green Belt	5.26% 1	26.32% 5	26.32% 5	5.26% 1	26.32% 5	10.53% 2	19
Option 3: Development throughout the district's towns and villages	15.79% 3	26.32% 5	15.79% 3	26.32% 5	10.53% 2	5.26% 1	19
Option 4: Large-scale expansion of two villages	0.00% 0	5.56% 1	22.22% 4	50.00% 9	22.22% 4	0.00% 0	18
Option 5: A whole new settlement	0.00% 0	5.00% 1	10.00% 2	5.00% 1	45.00% 9	35.00% 7	20
Option 6: Your alternative option	72.73% 8	9.09% 1	0.00% 0	0.00% 0	0.00% 0	18.18% 2	11