

# Heversham and Hincaster



Neighbourhood Plan  
2015 to 2025

*Pre-submission Draft*

Promoting **vibrant community facilities and amenities**

Conserving the **local environment, heritage, topography and character** of the two Parishes

Giving local people a say over **housing and business** development

Supporting local **employment opportunities**

Enhancing the **footpath and cycleway network**

Supporting sustainable **tourism development**

Developing **infrastructure** to meet modern needs





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## A Neighbourhood Plan for Heversham and Hincaster

This is a draft Neighbourhood Plan for Heversham and Hincaster, which is being circulated now for your comments.

The concept of Neighbourhood Plans was introduced by the Localism Act in 2012. They are an opportunity for local people to influence the planning decisions made by the Local Planning Authority for their area. For Heversham and Hincaster the Local Planning Authority is South Lakeland District Council (SLDC).

As part of the process of approval for a Neighbourhood Plan, there must be an opportunity for local residents to comment on the draft that is to be submitted to SLDC. This is that “pre-submission draft”. The six week consultation period is from Monday 2nd November to Sunday 13th December 2015.

A final version will be produced in the light of the comments that are received and will be submitted to SLDC which is required to check that the proper legal process has been followed. SLDC is also responsible for publicising the Neighbourhood Plan and arranging for an independent examiner to check that it meets the basic conditions set out by law.

Once it passes the independent examination, SLDC will arrange for the Plan to be put to a referendum among the residents of the two Parishes. If a majority of those voting in the referendum vote in favour of the Neighbourhood Plan it will become part of Statutory Planning Policy and will have equal weight in planning decisions with the other policies of the District Council for the period up to the end of 2025.

If you wish to make a comment about the draft Plan, please use the response form enclosed with the document or complete the feedback form here: [www.smartsurvey.co.uk/s/h1iy1](http://www.smartsurvey.co.uk/s/h1iy1). Or you could write to the Steering Group at the address shown in the response form.

Electronic copies of this pre-submission draft can be found on the Neighbourhood Plan website [www.hevershamandhincasternp.co.uk](http://www.hevershamandhincasternp.co.uk)

If you wish to discuss any aspect of the draft plan, please feel free to contact any member of the Steering Group. Their telephone numbers are:

Heversham.	Peter Shaw	- 015395 63161
	Peter Clarke	- 015395 65845
	John Owen	- 015395 63595
	Lizzie Fawcett	- 015395 63037
Hincaster.	Heather Johnson	- 015395 62751
	Bob Milloy	- 015395 60773

All written, or electronic, comments received in the consultation period will be made available on the website within two weeks of the conclusion of the consultation period.

**Remember that all comments must be made by Sunday 13th December 2015.**

Adrian Bland - Chair of Heversham Parish Council

Heather Johnson - Chair of Hincaster Parish Meeting

# THE PROCESS

## GETTING STARTED

Secure funding through SLDC.  
Initial survey – likes, improvements, priorities.  
Form Steering Group

## DEVELOPING A VISION

Analysis of initial survey results  
Drawing up vision and aims

## COMMUNITY CONSULTATION

Public consultation on vision and aims at drop-in exhibitions.  
Consult with local partners and landowners.

## BUILDING AN EVIDENCE BASE

Analysis of feedback  
CRHT Housing needs survey  
Consultation with PCs  
Consultation with SLDC

## RESPONDING TO FEEDBACK

Checking consultation feedback and evidence against vision and aims.

## CREATING THE PRE-SUBMISSION DRAFT

Drafting sections of Plan.  
Developing policies.  
Consult with Parish and District Councils

## CONSULTATION

Consultation on pre-submission draft\*  
Refine plan to reflect consultation feedback.

## SUBMISSION OF PLAN

Submit plan to SLDC.  
SLDC publicises\*

## INDEPENDENT EXAMINATION

SLDC appoints examiner.  
Examination takes place.  
Examiner may require amendments.

## REFERENDUM

SLDC Publicises local referendum.\*\*  
Referendum held.

If approved by referendum the Plan becomes part of local planning policy.

\* Minimum time – 6 weeks.    \*\* Minimum notice time 25 working days.

## **1. Introduction**

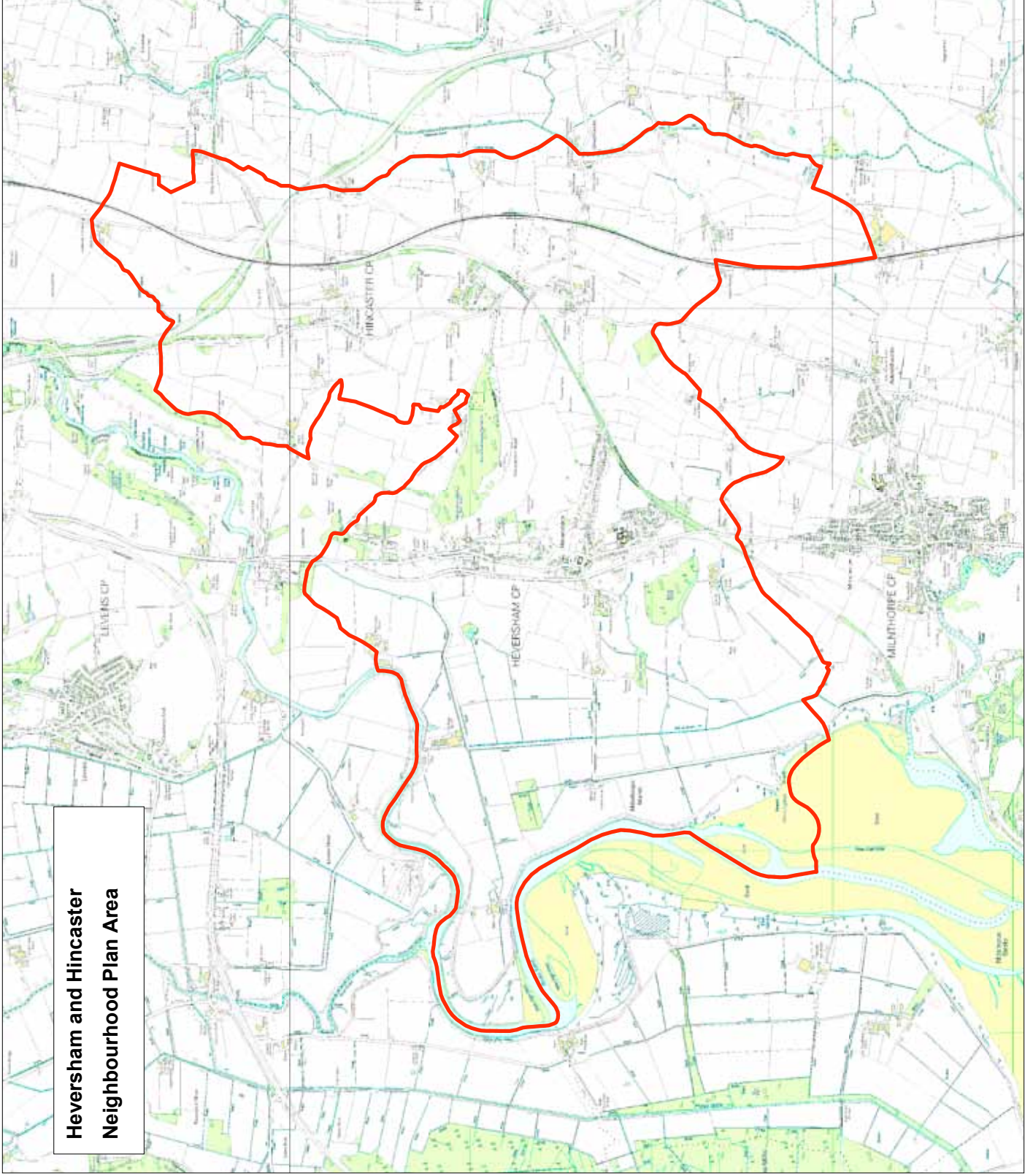
- 1.1** The Localism Act of 2011 introduced new powers to enable people to shape the development of their own communities. One way that it did so was by introducing the concept of a Neighbourhood Plan. Once a Neighbourhood Plan has been approved as meeting national requirements and is endorsed by a local referendum, the policies within the Neighbourhood Plan become a statutory part of the planning process and carry significant weight when planning applications are determined. They provide local fine tuning of the wider development strategy of the District Council.
- 1.2** South Lakeland District Council (SLDC) approved the two civil Parishes of Heversham and Hincaster as a Neighbourhood Area for the purposes of Neighbourhood Planning. The two separate parishes are closely related; they are in a single ecclesiastical parish and share some facilities.
- 1.3** Once finalised, the Heversham and Hincaster Neighbourhood Plan 2015 to 2025 will guide the development of the area from its approval until 31st December 2025 (which is the life of the current SLDC Local Plan), as well as laying a foundation for any future Neighbourhood Plan that may succeed this one after 2025.
- 1.4** In May 2012 Heversham Parish Council and Hincaster Parish Meeting established a joint Steering Group to develop a draft Plan. The Group has undertaken a variety of consultation and communication exercises (see Appendix 1) and this Pre-submission Consultation Draft takes account of the feedback received.
- 1.5** The responses to this current consultation will be considered and the document further adjusted in the light of them. The revised document will then be submitted formally to SLDC, who will publish it for comment and send it for independent examination in order to ensure that it fulfils the statutory requirements. A final document will then be presented to the residents of the two parishes in a referendum.

## **2. Overview of the Parishes of Heversham and Hincaster**

- 2.1** Heversham and Hincaster Parishes are located in Cumbria to the south of the Lake District National Park, east of the Kent estuary, to the north of the Arnside and Silverdale Area of Outstanding Natural Beauty (AONB) and west of the Yorkshire Dales National Park. Their setting is essentially rural and the communities reflect this. To the west, where Heversham borders the River Kent and the head of the estuary, there is an area of former marshland. The underlying limestone, including Heversham Head, and the drumlins which are characteristic of the area to the south of Kendal, form a more varied and undulating landscape with a pattern of smaller fields. All of these add to the biodiversity of the area. The location of the two parishes, south of Kendal, with easy access to main road and rail transport routes and adjacent to two National Parks and an AONB makes them potentially attractive for development.
- 2.2** The origins of Heversham and Hincaster can be traced back over two millennia, although little evidence from those times remains today. Hincaster is thought to have been settled as part of a Roman military route leading north to Watercrock. Some fragments of Samian pottery were discovered during the building of the A590 dual carriageway. Buildings of note include the Grade 2 listed Hincaster Hall, built in the 16th century and the 378 yard-long Canal Tunnel opened in 1819, now dedicated as an ancient monument.



**Heversham and Hincaster  
Neighbourhood Plan Area**



Scale 1:20,000 @ A3



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- 2.3** Heversham developed from early Christian settlements in the area. Parts of St Peter's Church date from the 8th century and are the oldest in the former county of Westmorland. Little from medieval times remains but Heversham Hall grew from a Pele Tower and dates back to the 14th century. Heversham Grammar School was founded in 1613. Many of the buildings located within the designated Conservation Area around the church were built in the 18th century, quite possibly on the site of earlier structures. The Parish has a number of fine 19th century dwellings, including Plumtree Hall (now retirement accommodation), Heversham House (a residential care home) and Eversley House (divided into four separate houses).
- 2.4** The villages are typified by housing, of mixed ages and styles, in a largely linear format. Heversham developed from its original line along the old A6 with further developments along Woodhouse Lane after the first World War, and then with the Dugg Hill development in the 1960s. Over subsequent years both communities have seen some continuing development of houses – either individually or in small groups. Whilst most development in the last 50 years has been within the footprint of the main settlement or through conversion of former farmsteads, a group of houses was built at Haverwood in the 1970s and planning consent has recently been given for a group at Greenside.
- 2.5** There are limited employment opportunities actually within the two Parishes. Milnthorpe is very close and many of those who are employed travel to work using the excellent road and rail links and travelling not only to Kendal, Ulverston and Lancaster, for example, but further afield to Carlisle, Manchester and beyond.
- 2.6** Traditionally, agriculture has been a source of employment within the parishes. However seven out of the nine farmsteads in Hincaster Parish and nine of the fourteen in Heversham are now without their own land. The farm houses and buildings have, in the main, been converted to residential dwellings of between two and six family units. The land is now used by other farmers in the neighbourhood, thus increasing the size of the remaining farms but with mechanised farming, involving few workers. Both Dallam and Levens Hall Estates continue to provide employment opportunities related to land use and tourism.
- 2.7** Heversham also has a long tradition of education related services. St Peter's Primary School and the Heversham campus of Dallam School continue to provide facilities and therefore employment.
- 2.8** Small employment units have been created on the site of the former garage on the Princes Way and 4 businesses operate from these.
- 2.9** In collecting data and information through local consultation it is clear that in general, people are content with the Parishes as they are, and some explicitly express the view that they want very little to change. Particular concern has been expressed about housing developments – not least because of SLDC's previous suggestions of potential large developments in Heversham.
- 2.10** At the same time, the Cumbria Rural Housing Trust Housing Survey carried out in October 2014 (report available to view at <http://www.crht.org.uk>) showed a majority of the 56% who responded indicating the need for additional housing. Comments also identified the potential scope for improvement of the amenities with a shop, post office and pub being suggested as facilities that might add to the attractiveness of the area. As shown in the table below, the population of the two parishes (and particularly Heversham) is significantly weighted towards those over 65 – something that will bring its own challenges and demands in the next ten years.



**Table 1. Population of the Parishes**

	Heversham	Hincaster	England
Population	699	209	n/a
Number of households	307	83	n/a
Under 16 years of age	105 (15%)	47 (22.5%)	18.9%
Working age adults	356 (51%)	118 (56.5%)	64.7%
Over 65	238 (34%)	44 (21%)	16.3%
Density per hectare	0.9	0.7	4.1

Data taken from Office for National Statistics 2011 Census.

There are more statistics about the two Parishes in Appendix 4.

**2.11** The two Parishes as we know them now are the product of development over many centuries. The shape of the settlements, their buildings and the facilities within them all reflect their history, as well as current circumstances. The Parishes are physical locations marked on a map but they are also social communities of people who share the place as they live, work and undertake leisure pursuits.

### **3. Focusing the Plan**

**3.1** Through its consultation and engagement with people in the communities, the Steering Group has heard how local people value the character and form of the Parishes and the links between the settlement areas and the surrounding countryside. It has also heard that people are wary of a creeping urbanization and are keen to retain a sensitivity to the scale of the settlements and the agricultural and rural nature of the wider setting.

**3.2** Many people have also made it clear that they recognize that living communities must change over time and that over the next decade development is both desirable and inevitable if the parishes are to remain sustainable, and viable for individuals and families. It is recognized that both parishes, but particularly Heversham, are likely to become increasingly communities of older people and many feel that the absence of children and younger families may impoverish community life.

**3.3** The location of the area, lying on main routes and between two National Parks and an AONB, means that it is potentially attractive to developers, whether for housing or other forms of development.

**3.4** Local people have spoken of their desire that development should be managed in order that it is sympathetic to the area, its history and its character and that it contributes positively to the sense of place and life of the community for the future. A Neighbourhood Plan provides a mechanism to achieve this.

**3.5** The Group's vision is therefore:

***To retain and enhance the distinctive character of Heversham and Hincaster Parishes as sustainable communities within a valued and conserved landscape, strengthening the sense of community and wellbeing and building an even stronger sense of place for present and future residents of all ages.***

**3.6** The Group had to consider the options for the contents of a Neighbourhood Plan that could assist in delivering this vision.

- 3.7** The Group concluded that the scale, form and location of developments relating to housing, employment, and tourism would all have the potential to make a major impact on the parishes – either supporting and enhancing them or eroding and diminishing them. It was therefore clear that the Plan should address these key planning issues in constructive ways. However, to locate these in the context of the residents’ broader concern for the sense of place, the group concluded that it should also address matters that are not strictly planning matters but which do also impact upon the strength and sustainability of the community. Issues relating to community facilities and organisations, transport and footpaths and bridleways should therefore also be included.
- 3.8** The Group began a process of identifying specific sites that could be considered as ones where planning applications for housing, employment or tourism developments would be supported as being consistent with the aspirations of the vision. A number of site options were explored and feedback from the residents was obtained. It became apparent that, for the plan to have the flexibility to enable it to be sustainable for its ten year life and to be relevant to changing circumstances and opportunities that may emerge in that period, the plan should be framed around policies rather than being site specific.
- 3.9** In order to support the delivery of the vision, this draft Plan therefore sets out a series of planning policies that provide a framework within which any future planning proposals in the two Parishes must be considered, recognising that once it is approved, SLDC will be required to use these policies alongside the wider District and National Planning policies. It also sets out a series of community objectives that the Parish Council in Heversham and Parish Meeting in Hincaster, along with community partners should actively seek to pursue.
- 3.10** The Planning policies include a general conditions policy which must be met by any and all developments, in order to ensure that all developments are of an appropriate scale and form and are sensitive to the setting and character of the community. There are then specific additional policies which will apply to differing types of development.

## 4. Planning Policies

### Planning Policy: General Conditions (HH1)

- 4.1** It is clear from the feedback from the consultation and engagement that local residents wish to see new developments integrated within the existing communities in ways that enhance the communities rather than diminishing what is distinctive about the settlements and their setting, or undermining their established character. This applies whatever the specific form or purpose of any building development. This policy will apply to any and all development proposals.

#### HH1

Each development proposal within the lifetime of the plan will be required to demonstrate that:

- A.** It is of a scale and form that both respects and integrates with the topography; the surrounding landscape; the pattern and characteristics of the existing settlements and heritage assets, and
- B.** It contributes to, and strengthens the sense of place for those who live in, work in or visit the Neighbourhood Plan Area, and
- C.** It enhances and improves the sustainability and connectivity of the settlements and the amenities within them, and
- D.** It ensures the protection of sites designated internationally, nationally or locally for their biodiversity and geodiversity importance.

### Planning Policy: Housing Provision (HH2)

- 4.3** The 2011 census showed a total of 390 households in the two Parishes - 307 in Heversham and 83 in Hincaster. Since 2011 a number of dwellings have been built, and there are a number of planning consents at various stages of approval.
- 4.4** The Cumbria Rural Housing Trust Housing Survey (see section 2.10) indicated that there is a potential need for some additional housing arising within the Parishes. There is also a national, regional and more local recognition that additional housing is likely to be required over the coming decade. If this provision can be part of increasing the number of younger families, either directly or through people downsizing, and thereby vacating family houses, it could bring positive enhancement to the area. However if a large number of new houses were to be constructed, it would significantly change the character of the communities and threaten the delivery of the vision.
- 4.5** This policy will therefore provide a ceiling for the number of additional dwellings in the period of the Plan.



## HH2

- A.** A maximum of 10 completed new dwellings in Heversham and 5 completed new dwellings in Hincaster will be supported in the period from 1st January 2015 to 31st December 2020. A further 10 completed new dwellings in Heversham and 5 completed new dwellings in Hincaster will be supported in the period from the 1st January 2021 to 31st December 2025 unless there is clear and quantifiable evidence of additional housing need in the two Parishes. Any unused balance at 31st December 2020 may be carried forward.
- B.** In relation to any planning application approved, in any form, before 1st January 2015, only increases in the number of dwellings completed as a result of the application being revised after 1st January 2015 will count towards the totals. Completed dwellings from new planning applications after 1st January 2015 will count in full.
- C.** Any additional dwelling created as part of an alteration, or extension, of an existing building will count as a new dwelling for the purposes of this Policy.

### Planning Policy: Housing Delivery (HH3)

- 4.6** Although in the past, some new housing developments have involved a significant number of dwellings, the pattern of the communities is such that, for the new dwellings to enhance the area, it will be necessary for them to integrate into the existing footprint of the settlements, rather than to be in large clusters.
- 4.7** As noted above the sustainability of the community will be aided by developments which enable more young families to live in the parishes. This requires housing which is of a suitable size. It is unusual for a property to be for sale at less than £200,000, which makes it difficult for younger couples to afford to buy. Developments which include affordable housing will therefore be of particular value.
- 4.8** The provisions of this policy are therefore designed to enable housing to be delivered in small developments which integrate well with the existing settlement form, respond positively to the public realm, meet the needs of older people wishing to down-size, and encourage younger families to move to the Parishes wherever possible:

## HH3

- A.** New housing developments will be limited in size to no more than 6 dwellings in any one scheme. Development proposals which would result in cumulative developments within the life of the Neighbourhood Plan will not be supported.
- B.** New housing developments will be subject to a proportionate Landscape and Visual Impact Assessment (LVIA) to ensure that they do not cause any unacceptable impact on the character of the area or the visual amenity of residents.
- C.** All housing proposals will be expected to contribute towards the provision of affordable housing locally in accordance with the National Planning Policy Framework and SLDC Core Strategy.
- D.** Housing that is suitable for older people who wish to downsize, or for younger families will be particularly welcomed. This could take the form of bungalows or housing that

has been designed to be fairly small at first occupation, but with the ability to be extended in the future, under permitted development rules.

- E. Housing that provides space/facilities to support home working will be particularly welcomed.
- F. Housing development proposals which are not within the definition of “infill” or “rounding off”, as defined in SLDC’s Core Strategy, will be supported provided that they fulfil all of the other requirements of Policies HH1, HH2 and HH3.

#### **Planning Policy: Business & Employment Development (HH4)**

- 4.9** Historically, farming and its associated activities have played a key role in employment, industry and business in the area. However, as highlighted in Section 3, changes have occurred that have affected farmland management and the requirement of both land and farm buildings. This has led to a sizeable number of redundant farm buildings throughout the Parishes, some of which have been converted to residential and business use. However many remain unoccupied and, in certain quarters, semi derelict, but these offer opportunities for regeneration for more modern use. Recent changes to national permitted development rights allow changes of use from agricultural use to a variety of commercial uses and (more recently) to residential use. However, there are restrictions on the way these rights can be implemented. For example, they do not apply to listed buildings and have limits on the size of buildings that can change to commercial units.
- 4.10** Another historically significant focus for employment in Heversham has been education. Whilst recent years have seen significant changes, the Heversham site continues as a distinctive part of Dallam School with its boarding houses and other facilities. There is also Heversham St Peter’s Primary School. In the next ten years there may well be changes in the requirements of the schools. It is important that the sites are able to evolve in response to changing educational requirements; however, the significance of the sites in their village settings makes it important that developments not only respond to the requirements of the schools but also take account of their wider visual and physical impact.
- 4.11** Small business enterprises are increasing in number, and more use is made of home based work. This demands premises that are fit for such purpose and are served with modern technology and design. Dwellings with space for home offices are also relevant (see HH3).
- 4.12** This policy is designed to encourage sustainable growth in business and enterprise utilizing the natural and physical resources available. Bringing vacant farm buildings into use, supporting appropriate changes in educational facilities and facilitating home-working will add to its vibrancy and attraction to future residents and benefit the community as a whole. These employment generating opportunities will be encouraged through this policy.

## HH4

### 1. Development of New Buildings for Employment

- A. New buildings for employment will be supported provided that they are consistent with the topography, environment and services, and respect economic, social and environmental sustainability issues.
- B. If the proposals are for buildings of more than 100m<sup>2</sup> of floor space, they will only be supported if the site is close to and accessible from the A6, and is adjacent to existing commercial development.

### 2. Conversion of Farm Buildings

- A. The conversion of existing traditional farm buildings to uses that generate employment will be supported, together with necessary works to facilitate such uses, provided the local road network can accommodate any increase in traffic as a result of the development. In the case of listed buildings, their protected status need not be a barrier to a successful change of use provided that a suitable and sympathetic conversion scheme is proposed that can gain listed building consent.
- B. In the case of former or redundant farm buildings which are not of a traditional character (steel, concrete or pole frame or of a block construction) the change of use to employment will be supported provided the local road network can accommodate any increase in traffic as a result of the development.

### 3. Redevelopment of Farm Buildings and Change of Use for Other Existing Buildings

Redevelopment of farm buildings, and change of use of other existing buildings for employment use will be supported where it does not cause any unacceptable impact on:

- the character of the area or the visual amenity of residents, and
- the road and access network, and
- it is substantially within the same footprint of the existing building, and
- the proposed building is not at odds with the general character of the area.

## Planning Policy: Tourism (HH5)

- 4.13 Tourism is the largest industry in Cumbria and the primary generator of business is the Lake District National Park. Areas close to the Park also benefit from significant business levels from visitor spending. The industry is in growth and spreading away from traditional “honey-pots” as consumers of this vibrant industry seek new experiences, destinations and facilities. There is potential for developments within the parishes.
- 4.14 Existing tourist accommodation within the area includes 3 small touring caravan sites on the marsh, the Blue Bell Hotel, and a small number of bed & breakfast establishments as well as a number of self-catering properties offered as holiday lets. In addition, a short distance to the north & south of the area lie a number of medium sized static caravan parks, 2 Country House Hotels and a Travelodge, as well as a number of bed & breakfast establishments and pub accommodation. It is possible that applications will be received in the future for additional accommodation establishments within the Heversham/Hincaster footprint. Such development will lead to additional traffic and a need for some control on building, highway and landscape design issues.



- 4.15** Proposals might arise which may entail redundant or underused farmland being considered for leisure use and thus create tourism products or sports amenities for residents - such as the upgrade of amenities at Tristram's playing field.
- 4.16** Whilst the Parishes have no tourism related retail outlets, other than the Blue Bell hotel and a small number of farm produce sales points, any additional visitors to the locality may bring forward interest in the provision of shops.
- 4.17** A network of dedicated footpaths links the various settlements and provides access to areas of interest and picturesque appeal. There is scope to enhance the footpath network to allow access between new residential and leisure developments and thus create additional tourism appeal. This is further discussed in the following section.
- 4.18** Heversham & Hincaster could become major strategic points in a future network of leisure pursuits as aspirations gather support for the development of the Lancaster Canal and the Morecambe Bay Cycleway, which will form the local part of the National Coastal Path. The proposed development of the Lancaster Canal will bring visitors to the area and it is likely that some level of commercial amenity will follow. An increase in visitors using the waterborne access will be likely and will need mooring and accommodation facilities. The consequent upgrading of the tow-path will also result in increasing numbers of walkers and cyclists. The proposed Morecambe Bay Cycleway from Glasson to Walney would pass through the marshland area of Heversham Parish. This follows a route from Arnside towards Grange via Sampool but aspirations are for it to cross the Kent Estuary by a new bridging point. This would add to the current cycleways crossing the area such as part of the Cumbria Cycleway network. Both of these proposals are long term plans but, given the right financial support, could begin to develop during the life of this Plan and certainly successor Plans.

## HH5

Tourism developments will be supported provided that they demonstrate that:

- A.** They are of an appropriate scale so as not to have an adverse effect on the character or vistas of the immediate location, and
- B.** The immediate environment and infrastructure can accommodate the visitor impact.
- C.** Developments which improve or extend the current range of visitor accommodation will be particularly supported.

### Planning policy: Renewable Energy (HH6)

**4.20** Initiatives for producing power using wind, solar, tidal, hydro-electric and biomass energy or shale gas extraction may arise within the life of this plan. Solar "farming" is becoming increasingly popular in the UK, particularly in areas where agricultural diversification is an economic necessity.

**4.21** Planning treatment of any such initiatives will be largely governed by local National or District/County guidelines. However, a renewable energy scheme within the parishes could have a very significant impact on the vision on which this plan is based.

## HH6

Renewable energy developments will be supported subject to meeting all of the conditions set out in Policy HH1.

## Planning Policy: Parish Consultation (HH7)

- 4.22** The policies in this plan are set out as means to deliver the vision. Inevitably policies involve definitive limits on numbers or some other attribute. In the lifetime of the Plan, it is possible that proposals will be brought forward which go outside the terms of specific policies but can be seen still to be consistent with the objectives of the Plan and the general conditions of HH1. In such circumstances it may be appropriate for the potential developer to undertake pre-application discussions with the Parish Council/Parish Meeting. If the Council/Meeting agree that the specific proposal does contribute to the objectives of the Plan, the SLDC decision makers should then be informed of their views.

### HH7

Where the Parish Council/Meeting concludes that a development that would otherwise be ruled out by a policy in this plan, meets the general conditions (HH1) and is consistent with the delivery of the vision upon which this plan is based, the comments of the Council/Meeting should be given due consideration by the SLDC decision makers in their consideration of the proposal.

## 5. Complementary Community Objectives

- 5.1** The following paragraphs relate to the series of Community Objectives referred to in paragraph 3.9. They were highlighted in previous consultations, and are seen as important elements of any proposals for future development within the Parishes, complementing the Policies in section 4.

### Community Objective 1: Community Infrastructure Levy

- 5.2** New housing developments now attract a levy to support the development of community infrastructure (The Community Infrastructure Levy or CIL). This is a national provision and the local rate is set by SLDC. If this Plan is approved, Heversham Parish Council will automatically receive 25% of the Levy on any developments within the Parish. This should be used to support developments within the scope of this Plan and in line with its vision.
- 5.3** Because Hincaster does not have a Parish Council, the equivalent 25% of CIL for Hincaster developments will, under the current rules, revert to SLDC. In the spirit and context of this plan, Heversham Parish Council and Hincaster Parish Meeting should encourage SLDC to ensure that it is used by SLDC to support the development of the Hincaster community in line with the Policies set out in this Plan.

### Objective 1

- A.** Development of community facilities and organisations that contribute to the objectives of this plan will be encouraged.
- B.** The use of any of the CIL received by Heversham Parish Council should be used by the Council to support the development of the community in line with the Policies set out in this Plan.
- C.** SLDC should consider using the 25% of the CIL received in respect of developments within Hincaster to support the development of the community in line with the Policies set out in this Plan.

## **Community Objective 2: Pathways and Connections**

- 5.4** Heversham and Hincaster may be two distinct and separate villages; however, they are intrinsically linked through a network of footpaths and bridleways. Local residents value these routes, and there is scope for them to be of benefit to a wider range of people. An objective of the Plan is to enhance the facilities for people to enjoy the countryside and to move around within the settlements, minimising the need for pedestrians, cyclists and riders to use the roads, whilst being sensitive to the natural environment and the character of the area. Wherever possible, footpaths, cycle ways and bridleways should be accessible for those with restricted mobility.
- 5.5** Action will be encouraged to enhance and improve existing footpaths, bridleways and green spaces, with particular reference to signage, stile improvements, renewed drainage and path surfacing (where appropriate). The restoration of seats along the network of paths will be supported wherever possible.
- 5.6** Initiatives that create greater connectivity through potential new routes will be supported, provided that they maintain the essential nature of the area. The Hincaster Trailway is an asset to both villages and there is particular scope for its further development/extension towards the Kent Estuary. Natural England has proposals for a coastal path and should this materialise there will be scope for connections between it and existing paths in the Parish. Similarly the Lancaster canal tow path is an important longer distance route with which additional connections might be developed. More locally there is scope for improved connections with existing routes, such as between Parkhouse Drive and Woodhouse Lane; the village centre and Tristram's; Mabbin Hall Lane and Heversham Head and through the church yard to the north of the church.
- 5.7** A programme of works to develop interpretative display panels would benefit both local residents and visitors. These would provide information points explaining the history and natural life of the area whilst using illustrations and photographs to depict the highlights and show route maps.

### **Objective 2**

The development/improvement of paths and tracks, by both agencies and landowners, will be supported when they enhance the local network, improve accessibility for all and are sensitive to their setting and to increased recreational use of environmentally important areas.

## **Community Objective 3: Community Facilities and Organisations**

- 5.8** Whilst there is no longer a shop and post office in Heversham, and the Mission Hall in Hincaster has closed, the area has many community facilities and organisations for people to enjoy. These rely on vibrant support from local people who value a sense of belonging and wish to see their continuing use and further development.
- 5.9** The Athenaeum in Heversham is an important community hub, providing a high quality location for a wide range of local groups and activities. It is also available to hire for private functions and special events, such as art and craft fairs attracting visitors from a wide area.
- 5.10** St Peter's Church in Heversham is a prominent building of significant historical and architectural interest. It is a spiritual focal point for the Anglicans within the Parishes but also provides a location for some events not of a religious nature such as the Dallam prize giving and musical concerts. It has scope for some further use as a venue.



- 5.11** Some organisations and community groups have their own facilities but many use the Athenaeum or link with Dallam School. Many of these facilities and organisations, along with the Parish Magazine and the Hincaster Hub newsletter, provide a point of connection for local residents but also a means of communication with the wider area – in particular Milnthorpe and Levens.
- 5.12** Dallam School manages Tristram’s Sports Field and there is an intention to increase the use of this asset following the rebuild of the Pavilion. The main site for Dallam School is in Milnthorpe but the sizeable Boarding House in Heversham has scope to further develop links between the boarders and the local community. The Primary School in Leasgill is a natural meeting point for parents of younger children, and the children’s playground is valued for recreation for parents and young children.
- 5.13** Two charitable trusts, The Rhoda Thompson Trust and The Leasgill Quarry Trust play an active role in supporting community development. Otherwise the growth of activities, facilities and organisations relies on fundraising and contributions from participants or on grants from external bodies.

### Objective 3

The increased use of the communities’ assets and resources for the benefit of local people will be supported.

### Community Objective 4: Private Transport

- 5.14** The primary transport mode in the villages is the car. Most homes have at least one vehicle but a significant number have 2 or more (Appendix 4). This means that there must already be more than 650 vehicles “resident” in the villages. Increased residential development will pressurise the road network and parking space within the villages. In addition any visitor development, particularly an increase in caravan movements on the marsh, will affect movement on the single track roads leading to sites and some widening or additional passing places may be required. Also access/egress junctions on the A6 may require re-modelling and speed restrictions along the length of Princes Way may be desirable. Policy CS 10.2 of the SLDC Core Strategy (Transport Impact of New Development) adequately describes the criteria measurement that should be applied in any new development proposal in the area and is supported.

### Objective 4

For any development, particular emphasis is placed upon the provision of, and accommodation for:

- A.** Sufficient and un-obstructive parking spaces which are appropriately designed, safe, permeable, and do not create car domination.
- B.** Road remodelling (passing places, junctions, signage) where necessary, and appropriate, to accommodate additional traffic movements.
- C.** The impact of additional caravan and general traffic movements on minor roads as a consequence of tourism development.

## Community Objective 5: Public Transport

**5.15** The villages are currently served by 3 main service bus routes:

**555 Lancaster – Kendal/Keswick** passing through Heversham, hourly in each direction

**755 Morecambe – Bowness** passing along the A6, 4 per day in each direction

**552 Arnside – Kendal** passing through Hincaster, 3 per day in each direction

**5.16** To many residents these services are “lifelines” enabling access to service centres for commuting, education, healthcare, shopping and leisure outings. Consequently their retention is important as well as the encouragement to use them to ensure that services are retained and also contribute to reducing use of private cars. The routes are adequate for the villages’ needs but any further curtailment, particularly of the 552, would be detrimental to the residents’ needs, and the potential sustainability of the villages. Community Transport is emerging as a substitute for bus services when curtailments occur following commercial decisions by bus operators or withdrawal of subsidy. The age of the population and the fact that facilities and services are largely outside the parishes suggests that there may be a need to develop ways of helping people to sustain maximum mobility and independence. Whilst much may be achieved through informal arrangements between neighbours and friends, the potential added value of more organized community support and transport schemes should be kept under review. Also transport for school pupils must be maintained at an affordable price for parents. In addition better waiting facilities are desirable with shelters provided where possible, particularly on the A6 which has no dedicated stop. The Blue Bell is an alighting point but this is not well known.

**5.17** Access to rail stations at Arnside and Oxenholme usually requires a change of bus with poor connectivity and improvements to this would be desirable.

**5.18** Policy CS 10.1 of the SLDC Core Strategy (Access to Services) adequately describes the needs of the villages to support public transport provision.

### Objective 5

Particular emphasis is placed upon support for:

- A. Retention and improvements of present bus service provision.
- B. Improvements to waiting facilities for passengers
- C. Better services for connection to and from railheads for longer distance travel by train
- D. Emerging Community Transport schemes and initiatives.

## 6. Acknowledgements

Heversham Parish Council, Hincaster Parish Meeting and the Steering Group thank everyone who has responded to the consultations and helped us to produce this Neighbourhood Plan. Residents and other stakeholders have always been willing to discuss ideas with us.

We particularly thank Tom Woof of H & H Land in Carlisle, who has given us planning advice, and Dan Hudson and Lorayne Woodend from SLDC.

## 7. Appendices

### 1. The Main Milestones in the Development of the Plan to Date

Date	Event
Late 2011	Heversham and Hincaster Neighbourhood Plan adopted by SLDC as its “Front Runner” Plan.
February and March 2012	Initial Survey – “What do you like about Heversham and Hincaster? What could be improved?” Over 100 replies. Results fed back to both Parishes at their Annual Meetings in April.
May 2012	Heversham Parish Council appoints Steering Group to develop Plan. Terms of Reference agreed with Heversham Parish Council.
November 2012	First Progress Report published in the Parish Magazine. Included draft objectives which the Plan should achieve, and invited comments. See Appendix 3.
August 2013	South Lakeland District Council agrees the Parishes of Heversham and Hincaster as the Neighbourhood Area to be covered by the Plan.
November and December 2013	Second Report published and roadshows held at four locations in the two Parishes. Over 80 people attended or made written comments.
October 2014	Housing Survey carried out in the two Parishes by Cumbria Rural Housing Trust. 210 households responded – over 56% of the households in the Parishes
November 2015	Consultation on Pre-submission Draft Neighbourhood Plan.

### 2. Representatives who have served on the Steering Group

Peter Clarke	Representing Heversham and Heversham Parish Councillor
Lizzie Fawcett	Representing Heversham
John Owen	Representing Heversham
Peter Shaw	Representing Heversham and Steering Group Leader
Ed Teasdale	Representing Heversham until November 2013
Heather Johnson	Representing Hincaster
Bob Milloy	Representing Hincaster



### 3. Objectives from the Initial Survey

#### **Heritage, Environment and Landscape**

1. The Plan should recognise and conserve the rural and countryside aspects of the area and further enhance the natural environment, maintaining and developing vistas and sightlines from key points, and ensuring that sensitive areas are conserved.
2. The Plan should recognise, record and value the historical and noteworthy features of the area, such as the Canal Tunnel, St Peter's Church, the Athenaeum, and the many listed farmhouses and other dwellings.
3. The Plan should encourage a sense of pride, wellbeing and ownership that will enhance the quality and visual appearance of settlements.

#### **Domestic and Business**

1. The Plan should be sensitive to the agricultural and rural nature of the locality and support development that assists farmers and landowners to thrive economically whilst maintaining the character and visual amenity for the whole community.
2. The Plan should strengthen economic viability of the community by promoting the development of a mix of small-scale businesses, local employment and the area's tourism potential.
3. The Plan should support small-scale housing development within the footprint of the existing settlements where it is deemed to enhance them.

#### **Community and Social**

1. The Plan should encourage better social inclusion and communication of information within the villages and the wider area. Examples could include broadband, websites and newsletters conveying information about events and local organisations.
2. The Plan should encourage and further develop active and inclusive social, educational and cultural opportunities for the community; for instance schooling, community education, special interest groups, University of the Third Age, and distance learning.
3. The Plan should encourage and further develop leisure facilities and greater use of those already existing. For example, provision for teenagers and young people, sporting facilities and community open spaces such as woodland, orchards, gardens and seating.
4. The Plan should support a well maintained foot and cycleway network, both along the main routes and through the countryside as well as identifying new routes and bridle paths that are attractive in their own right but also create useful links in the Parishes and beyond.
5. The Plan should seek enhanced public transport facilities between neighbouring communities, as well as the wider world, and improved traffic control within the area.

#### 4. Information about the Parishes

##### From the Cumbria Rural Housing Trust Housing Survey

56% of households returned data about their current and future housing needs.

44% of these had lived within the Parishes for 30 years or more and 39% for between 6-10 years.

When asked about reasons for family members leaving the area the two main reasons were, 'job elsewhere' and 'marriage/partnership'.

11.35% respondents stated they foresaw a future housing need.

##### From the Office for National Statistics 2011 Census

###### Housing type

	Heversham	Hincaster	England
Detached home	171 (51.5%)	37 (43%)	22.3%
Semi-detached	89 (26.8%)	30 (34.9%)	30.7%
Terrace	46 (13.9%)	15 (17.4%)	24.8%
Purpose built flat	7 (2.1%)	1 (1.2%)	16.7%
Other flat	18 (5.4%)	3 (3.5%)	5.4%
Caravan/mobile home	1 (0.3%)	0	0.4%

###### Household ownership type

	Heversham	Hincaster	England
Owner occupied	251 (81.8%)	66 (79.5%)	64.1%
Social rented (e.g. Local Authority)	13 (4.2%)	1 (1.2%)	17.7%
Private	28 (9.1%)	15 (18.1%)	18.8%
Other rented	15 (4.9%)	1 (1.2%)	2.8%

###### Employment for 16-74 year olds

	Heversham	Hincaster	England
Economically active, including:	319 (66.3%)	100 (68%)	69.9%
Self employed	85 (17.7%)	26 (17.7%)	9.8%
Working from home	52 (10.8%)	17 (11.6%)	3.5%
Economically inactive	162 (33.7%)	47 (32%)	30.1%

All percentages in table above are percentages of all 16-74 year olds in the area at time of census.

## Qualifications

	Heversham	Hincaster	England
Educated to degree level	47.3%	41.4%	27.4

## Cars and vans per household

	Heversham	Hincaster	England
No cars or vans per household	10 (3.3%)	3 (3.6%)	25.8%
1 car or van per household	125 (40.7%)	31 (37.3%)	42.2%
2 cars or vans per household	128 (41.7%)	39 (47%)	24.7%
3 cars or vans per household	31 (10.1%)	7 (8.4%)	5.5%
4+ cars or vans per household	13 (4.2%)	3 (3.6%)	1.9%

## Transport to work

	Heversham	Hincaster	England
Number working from home	90 (28.2%)	22 (22%)	3.5%
Travel less than 2km to work	24 (7.5%)	2 (2%)	20%
Travel more than 40km to work	27 (8.5%)	14 (14%)	6.8%
Use public transport to travel to work	5 (1.6%)	4 (4%)	11%

All percentages in table above are percentages of all economically active 16-74 year olds in the area at time of census.

The number of people in the 2011 Census, who declared themselves working from home when asked about the distance travelled to work, was greater than the number who identified themselves as working from home elsewhere in the Census, presumably because the question was interpreted differently in the different context.



