

**Development Brief Consultation Statement**



November 2016



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## 1. Introduction

- 1.1 This document sets out how the Council has involved the community and relevant organisations in the preparation of a Development Brief for the mixed use allocated site at Land South of Allithwaite Road, Kents Bank. It shows how the Council has complied with **Regulation 12, 13 and 35 of the Town and Country Planning (Local Development) (England) 2012 Regulations**, which relates to public participation in the preparation of Supplementary Planning Documents (SPDs). Only one stage of public consultation is required by the Regulations; however, we have undertaken two stages of consultation in relation to this Development Brief.
- 1.2 In accordance with Regulation 12, this document sets out:
- Who we invited to comment on the SPD (Regulation 12 (a)(i));
  - A summary of the main issues raised by those people (or organisations) (Regulation 12 (a)(ii));
  - How the issues raised have been addressed in the SPD (Regulation 12 (a)(iii));
  - How we:
    - made the relevant documents available at their principal office, on its website and at other suitable locations in the area (Regulation 12 (b));
    - gave people 4 weeks to make representations (Regulation 12 (b)(i));
    - made it clear where to send representations to (Regulation 12 (b)(ii)).
- 1.3 Regulation 13 stipulates that any person may make representations about the SPD and that the representations must be made by the end of the consultation date referred to in Regulation 12. Regulation 12 states that, when seeking representations on an SPD, documents must be made available in accordance with Regulation 35, which requires the Council to make documents available:
- at the principal offices of the Council and other places within the area and;
  - on our website.
- 1.4 In addition to the Regulations, our **Statement of Community Involvement (SCI) 2016** sets out further details of how we should undertake consultations<sup>1</sup> on Local Plan documents. We have exceeded the requirements set out in the SCI relating to early consultation on the preparation of Development Briefs, as set out in Table 1.
- 1.5 Responses made during the first public consultation (Issues and Options) undertaken from Friday 4 December 2015 to Friday 29 January 2016 (subsequently extended to Friday 12 February 2016), are in the public domain and can be viewed via the consultations page of the Council's website at <http://tinyurl.com/kb8c3az>. The same link can be used to view responses made during the second public consultation (Draft Brief), undertaken from Thursday 9 June to Thursday 21 July 2016.

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<sup>1</sup> Statement of Community Involvement 2016



<b>Table 1: SCI requirements vs. Consultation Methods Used</b>		
<b>Consultation Method</b>	<b>SCI requirement for early consultation on SPDs?</b>	<b>Undertaken for early stage Development Briefs consultation?</b>
Making consultation documents available at Council Offices and local libraries	✓	✓
Documents available on the Council's website and electronic consultation response options	✓	✓
Media (local press)	✓	✓
Using existing channels / networks	✓	✓
Key stakeholder groups	✓	✓
Issuing a questionnaire	X	✓
Exhibitions, leaflets and/or posters	X	✓
Focus Groups	X	X
Newsletter – South Lakeland News	X	✓
Meetings with the community	✓	✓
Liaising with schools and colleges	X	X
3-D Computer modelling	X	X

## 2. Who we have engaged with

2.1 Table 2 sets out in broad terms who the Council has engaged with in preparing the Development Brief for Land South of Allithwaite Road, Kents Bank.

<b>Table 2: Who we have engaged with</b>
<b>Specific Consultation Bodies</b>
<ul style="list-style-type: none"> <li>Duty to Cooperate bodies: Neighbouring Local Planning Authorities; Natural England, Environment Agency, Historic England, NHS Cumbria Clinical Commissioning Group, Highways England, Office of Rail Regulation and Network Rail, Homes and Communities Agency, Civil Aviation Authority, Marine Management Organisation, Coal Authority, Cumbria County Council, Lancashire County Council.</li> <li>Other consultation bodies: United Utilities, Electricity Northwest, National Grid, Telecommunication organisations, relevant Town / Parish Councils, Cumbria Constabulary.</li> </ul>
<b>General Consultation Bodies</b>
<ul style="list-style-type: none"> <li>Members of the public</li> <li>Local and County Council Elected Members (Councillors)</li> <li>Groups representing voluntary, racial/ethnic, national, religious, disability and business interests.</li> <li>Specific groups representing certain interests who may cover for example environmental, health, education, transport, leisure, economic development and community needs or equalities issues.</li> </ul>

- 2.2 This included all individuals who, at the time of consultation, were identified on the Local Plan consultee database and had indicated to us that they had an interest in the Land South of Allithwaite Road Development Brief; residents at all addresses within an identified area close to the Land South of Allithwaite Road site and community groups, businesses and other organisations registered on our consultation database. Consultation included the Grange over Sands Neighbourhood Plan Steering Group.

## Equalities

- 2.3 As set out above and below, we directly consulted a range of community groups and organisations by contacting them by letter or email through our consultation database. This included organisations representing particular social groups including faith groups, people from black and minority ethnic backgrounds, people with disabilities and particular age groups, including the young and elderly. A range of engagement techniques were used in order to attract all groups to make their views known.
- 2.4 Methods of engagement used to help broaden the accessibility of the consultation include:
- Translation/other formats available for all documents;
  - Venues for drop-in days are accessible to those with disabilities and open into the evenings (11am until 7pm);
  - Large print versions of the planning maps were made available and officers were on hand to explain;
  - Specific activities aimed at children were part of the drop-in events;
  - Different methods of responding were available including drawing onto maps and using post-it notes as well as response forms and the option to write a letter or email;
  - Ensuring the consultation was advertised through as many means as practicable (see paragraphs 3.7 and 3.8)

## 3. How we have engaged

### Early Engagement

3.1 The Council undertook early, informal consultation with a range of relevant stakeholders and organisations in August 2015 to ensure that the most up-to-date information and guidance available was taken into account on topics such as utilities requirements, biodiversity, heritage and highways, education and health infrastructure and/or to ensure that they were aware of the process. This included:

- landowners
- agents representing landowners/developers
- developers
- relevant parish/town councils
- local elected members (Councillors)
- other key interest groups
- services / infrastructure providers
- duty to co-operate bodies

3.2 On the 8th October 2015, a Placemaking workshop took place at the Abbot Hall Hotel, Kents Bank. The workshop provided an opportunity for invited key stakeholders to share ideas, suggestions and views on the scope of the Development Brief and to identify constraints and opportunities to be taken into account. Prior to the event participants were invited to an optional site visit. A summary of the event and its findings are available on our website at <http://tinyurl.com/h7urx22>. The summary documents identify changes made to the draft constraints and opportunities map and Appendix 3 documents as a result of the feedback from the event. It includes a record of all the comments made at the event.

3.3 The outcome of this early engagement has been used to inform the:

- scope of the Development Brief;
- key issues that need to be considered in the brief;
- identification of key local stakeholders;
- stakeholders' roles in the process;
- nature of the type of future community engagement exercises;
- identification of relevant information particularly infrastructure provision (for example utilities provision).

### Issues and Options and Draft Brief Consultations

3.4 An 8-week Issues and Options public consultation (extended to 10 weeks) on the three Phase 2 Development Briefs (which includes this Brief site), took place from 4 December 2015 to 29 January 2016 (extended to 12 February 2016). The consultation sought to gather communities' and individuals' views, thoughts and ideas on what should be covered in each development brief and the direction/focus each brief should take. Additionally, we wanted to ensure that all relevant stakeholders and communities were clear on:

- the **development briefs**, the **purpose** for them, the **process** of preparing them and how and when they **may affect them**;

- **how and when they can comment on and get involved in preparing the proposals, what they can and can't influence;**
  - how and when their comments will be **taken into account** by the Council and when they can expect feedback;
  - the remaining **stages** in preparing the **development briefs** and further opportunities to comment.
- 3.5 It was also important that the consultation helped local people make full use of the opportunity to express community needs and aspirations and made sure that the needs of 'hard to reach' groups were taken into account.
- 3.6 The **Draft Brief Consultation** ran from Thursday 9<sup>th</sup> June to Thursday 21<sup>st</sup> July 2016. This period of consultation sought communities', organisations' and individuals' views on the draft proposals for the site that had been developed as a result of earlier consultation and further evidence base work.
- 3.7 Prior to the Issues and Options and Draft Brief consultation periods we raised awareness of the upcoming consultations through a number of means. We:
- **Wrote (by email or letter) to individuals** who, at the time, were identified on the Local Plan consultee database and had indicated to us that they had an interest in the Land South of Allithwaite Road Development Brief;
  - **Wrote (by email or letter) to all groups and organisations** listed on the Local Plan consultee database;
  - Placed all relevant documents on the **Council's website**;
  - Made all relevant documents available at **Council Offices and at local libraries**;
  - **Briefed all relevant District Councillors and County Councillors** by email/letter on the proposals and consultation process;
  - **Briefed Town and Parish Councils** by email/letter on the proposals and consultation process;
  - Issued a **press release to the local media**;
  - Placed **press advertisement** in the local Westmorland Gazette and in Grange Now newspapers prior to the start of the consultation;
  - Used **Facebook & Twitter** to promote awareness of the development briefs process.
- 3.8 During the consultations we;
- Placed an **article in South Lakeland News** (Winter 2015 and Summer 2016) a free newspaper that is distributed to all households in the District;
  - **Enabled responses to be submitted online, by email, by post or by hand**;
  - Held **interactive drop-in open day events** for the Development Brief site (events were held from 11am -7pm);
  - Sent **postcards to all addresses within an identified area** close to the Development Brief site informing residents about the drop-in exhibition and participation event held specifically relating to the site;
  - Put up **'site notices' at key locations** around the periphery of the site;
  - Used **Facebook & Twitter** to provide reminders about the drop-in events;
- 3.9 The drop-in events for Land South of Allithwaite Road, Kents Bank were held at the Abbot Hall Hotel on 19<sup>th</sup> January and 17<sup>th</sup> June, 2016. Around 110 people attended the first event and 96 the second event.



- 3.10 At the drop-in event display boards were used to set out background information and maps and aerial photographs showing the site and photographs/sketches illustrating examples of different design and layout, access or green infrastructure features.
- 3.11 Large maps (showing key site features, constraints and opportunities) were laid out on tables, along with a range of other information to help people understand the context of the site and existing information held about the site and what we were asking them to think about.
- 3.12 Using the maps and flip-charts, people could use pens/pencils or post-it notes to record their thoughts. They could also use smaller copies of the maps to draw their ideas on and submit as part of their response if they wished. Response forms and other documentation were available to view and take away.
- 3.13 At the event a 'House of Ideas' activity for children was used, which involved different sections of a house representing different aspects for consideration such as green spaces or design and stickers being used to enable children to select which aspects they felt were most important.

### Recording comments

- 3.14 All comments received online were automatically recorded in the Council's consultation database. All those received by email, letter or on paper copies of the response form were recorded on the database manually. Comments from both the Issues and Options and the Draft Brief Stage consultations are available to view on the Council's website at <http://tinyurl.com/kb8c3az>. Comments from the Issues and Options stage consultation are summarised at Appendix 1 and comments from the Draft Brief stage can be found at Appendix 2.
- 3.15 All anonymous comments, for instance, those received on post-it notes or flip-charts at the drop-in events, were typed up and are recorded in the appendices. In the case of annotated maps where the person's name and address were not given, these were scanned and the ideas they represented considered when drawing up the draft briefs.
- 3.16 Note that references in the following text and appendices, refer to 'Grange over Sands Neighbourhood Plan Steering Group'. The steering group's comments on both the 'Issues and Options' and the 'Draft Brief' stages of the emerging brief, are amended and endorsed by Grange-over-Sands Town Council.
- 3.17 Grange Parish Neighbourhood Plan Steering Group submitted comments (August 2016) on Holbeck Homes Ltd.'s response to the Draft Development Brief. The Steering Group identified several points on which they felt that there is considerable divergence between the response of the Steering Group (endorsed by Grange Town Council) and Holbeck Homes Ltd. The Steering Group's comments on Holbeck's alternative Proposal, (part of Holbeck Home's response on the Draft Brief – referred to as 'Concept Plan 2'), are not included in Appendix 2. The Steering Group's comments on the Holbeck Homes Ltd's response can be viewed on the Council's Draft Stage consultation website, at <http://tinyurl.com/kb8c3az>.

## 4. Summary of the main issues raised and the Council's response

- 4.1 This section provides a summary of the **key** messages from the comments received about the Land South of Allithwaite Road site, in response to the consultations. A summary of all the comments made (categorised by topic) can be found at Appendix 1 and Appendix 2.
- 4.2 Our response to the key messages or main issues raised is set out in a table that is below the text for each topic area. There is a table for each topic. The table is split in to two columns; one listing the issue raised and the other, our response. The response will advise how the main issue raised has been taken into account and if not, why not – for example if the issue is beyond the scope of adopted Local Plan Planning Policy, is not a material planning consideration, or is beyond the scope of the brief itself. The responses that we have taken into account and that have therefore been used to inform the draft development brief are indicated by a **+ive** symbol and those that have not been taken into account in the brief are indicated by a **-ive** symbol. There are other issues which will be considered through the brief but would ultimately be dealt with more comprehensively through the planning application process (these are not highlighted by a colour).

### General Issues – purpose and nature of the Brief, factual corrections, changes to wording:

#### Issues and Options Consultation

- 4.3 A few comments were received relating to the purpose and nature of the Brief, factual changes and changes to wording. One comment related to the nature and purpose of the Brief; that it considers constraints and balances these with an intention to provide 202 dwellings and 1.5 hectares of employment land for B1 and B2 uses. It should set out areas to be developed and areas for open space. There were some general comments about place names.

#### Draft Brief Consultation

- 4.4 A range of issues was included in consultation feedback:
- the Brief should be subject to a further Sustainability Appraisal;
  - the Brief is overly prescriptive;
  - concern about viability/deliverability of 202 dwelling units;
  - recognition and signposting of Grange-over-Sands Neighbourhood Plan Steering Group; and,
  - the Brief should give some clarity on what is an acceptable range or total number of houses for the site.

Table 3: Nature and Purpose of the Brief	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Brief should be a self-contained document that considers site constraints and balances these with an intention to provide close to 200 dwellings and 1.5 ha of B1 and B2 employment land. Should set out where employment and housing is to be located and which areas of site are expected to remain free from built development and woodland to be retained.	<b>+ive</b> The Draft Brief provides an indication of where housing and employment development may best be located set within a green /landscape infrastructure framework. The Land Use Proposals Map in the Draft Brief, indicates areas for open space, housing development and the preferred location for employment development. The Draft Brief also sets out areas of woodland to be retained.
There were some general comments made about using correct place names and referencing the following; that the site in part, is also within Allithwaite Parish Council area, the inclusion of services and facilities that are in Allithwaite and surrounding settlements and community planning for the Lower Allithwaite area. Update – the Post Office/store now closed in Kents Bank.	<p><b>+ive</b> The Draft Brief has been updated as appropriate. The allocated site – that is within the site boundary, is wholly within Grange-over-Sands Parish Council area. The northern part of Kirkhead Road, including the western green gap, which is outwith the allocated site, is within Lower Allithwaite Parish Council area. Parish boundaries are shown on the on Figure 12 – the Constraints and Opportunities Map (indicative).</p> <p><b>+ive</b> Text has been added to Section 2.11 of the Draft Brief on Local Open Space Provision. Additional text refers to existing provision in Allithwaite village. The associated 'working' factual document - Appendix 3 has been updated to refer to the Quarry Lane Playing Fields at Quarry Lane and the play area on Church Road, Allithwaite. Reference is also made to the shop/post office in Allithwaite and the closure of the post office in Kents Bank in March 2016.</p> <p><b>+ive</b> The updated Appendix 3 refers to the Neighbourhood Plan Steering Groups for Grange over Sands and Lower Allithwaite.</p>
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
A further sustainability appraisal (SA) should be undertaken for the site. The SA undertaken for the site as part of the Land Allocations process predates the National Planning Policy Framework (NPPF's) sustainability requirements.	The Council do not agree that another SA should be undertaken for the site. The Council consulted key stakeholders, including e.g. Natural England. The view of these organisations and bodies was that a further SA to inform the Brief was not needed.

<p>Draft Brief is overly prescriptive, introducing unnecessary risk and uncertainty to site delivery. The further the content of the Brief moves away from development plan principles, the less weight it has and the less certainty it provides.</p>	<p>The briefs are guidance only, and not intended to be prescriptive, and the detail of the final layout will be determined at the planning application stage. Other layouts will be considered and their appropriateness determined in terms of the degree to which they accord with Local Plan policy and key principles set out within the brief.</p>
<p>Brief must not preclude the delivery of 202 dwellings or thereabouts. Concern about deliverability of the housing in terms of numbers; the estimated capacity of 202 dwellings and the amount of open space. Concern about viability of the development, especially if the developable area is reduced.</p>	<p>The suggested housing numbers for the site and developable area figures are indicative, are not a fixed target; they are based on broad assumptions about the site's potential capacity. The final Brief does not therefore specify an acceptable range or total number of houses for the site. An assumption has been made that roughly a third of the site should be used for open space / no-developable purposes. The final brief is reflective of this.</p>
<p>Brief must provide clear guidance and be based on the principle of providing 1.5 hectares of employment land and the estimated capacity of 202 dwellings as per adopted policy LA3.2.</p>	<p>See above with respect to housing numbers. The final brief includes an area of land for employment development that equates approximately to 1.5 hectares.</p>
<p>Foreword and several places in the Draft Brief refers to 'local housing needs'. If local housing needs is intended to relate to the affordable element only then alteration to the text is needed.</p>	<p>The reference to local housing needs relates to both affordable housing need and other housing need (including open market housing). The Strategic Housing Market Assessment includes evidence of need for both affordable and open market housing, and will be used to help determine to an extent the type of housing that the Council may seek on the site.</p>
<p>Would like to see recognition, signposting and explanation of the Grange Parish Neighbourhood Plan, its status and relationship to the Development Brief</p>	<p><b>+</b>ive The Brief's 'Introduction' includes a paragraph referring to the Neighbourhood Plan, its status and relationship to the Development Plan and the Brief, and links to both SLDC's and Grange Town Council's Parish Neighbourhood Plan web pages.</p>
<p>The Brief should give some clarity on what is an acceptable range or total number of houses for the site.</p>	<p>The suggested number of dwellings, density and developable area figures, are not a fixed target; they are based on broad assumptions about the site's potential capacity. The final Brief does not therefore specify an acceptable range or total number of houses for the site.</p>

## Vision:

### Issues and Options Consultation

- 4.5 A number of people emphasised the need to ensure the vision is based on a strong understanding of the need to be sensitive to the site's special natural and landscape qualities and semi-rural setting. Other feedback included an emphasis on a

sustainable form of development; one which is accessible, has a green infrastructure network and development that is of a high quality and sympathetic in terms of materials & design. Some feedback referred to the opportunity to create a community heart (community centre / convenience shop etc.) as part of any development.

### Draft Brief Consultation

4.6 Relatively few consultation responses were received concerning the vision for the site. The landowner/likely developer, put forward their own vision for the site - their preferred or alternative wording. Another respondent considered that the vision should be more detailed and site specific. Seventeen points were set out that related to issues / either requirements in the Brief, or, other points that should be included.

Table 4: Vision	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Scheme must be sensitive to the site's special natural and landscape qualities and its wider setting.	<b>+ive</b> The Vision in the Draft Brief seeks a design and layout that responds sensitively to the site's high quality landscape and semi-rural setting and green features.
Emphasise on a sustainable form of development.	<b>+ive</b> The Vision in the Draft Brief seeks the creation of a mixed residential / employment development, integrated well with the community; with green networks accessible to pedestrians and cyclists providing links within the site and to the adjoining existing development . It also seeks to create a development fully integrated and accessible to the neighbouring residential areas.
An opportunity to create a community heart (community centre / convenience shop etc.), as part of any development for Kents Bank.	<b>-ive</b> Although the Draft Brief can identify needs expressed by the community, through consultation, for the provision of on-site community infrastructure, the Draft Brief cannot insist on, or require this. The allocated mixed use housing and employment site, (Local Plan Land Allocations DPD Policy LA3.2), does not require an element of 'Community Development', i.e. - a shop, petrol station, or a community centre etc.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
The draft vision is not resilient and needs to be amended. It needs to be more site specific. Refers to 17 points that are considered should be included.	<b>-ive</b> It is not considered that the vision in the final Brief needs to be amended to be more site specific – so as to include and detail many points that are included in the Brief content.
Alternative 'preferred' wording put forward (landowner/likely developer).	<b>-ive</b> The final Brief has not been changed to reflect the landowner's/likely developer's preferred wording.



## Traffic and Movement:

### Issues and Options Consultation

- 4.7 Lots of people had concerns about highways, traffic and access issues. Issues ranged from; traffic surveys, the impact of development on the local highway network (including Grange-over-Sands town centre and roads in the immediate vicinity – Kirkhead Road etc.), to the merits or otherwise, of locating the main vehicular access on certain roads. The need for accessibility, (safe pedestrian/cycle routes and public transport) was raised. In particular, concerning the need for safe access for pedestrians/cycles from the site along the B5277 and Holme Lane to the primary school in Allithwaite village.
- 4.8 The vast majority of people considered that the main vehicular access to/from the site should be from the B5277 – Allithwaite Road. Some people suggested that two accesses could, potentially, be onto/off the B5277. Other feedback, suggested very little support for a secondary vehicular access on to either Kirkhead Road (one person), Priory Crescent, Greaves Wood Road or, Granby Road. Holbeck Homes Ltd. commented that Granby Road should be considered as an option. Traffic management issues raised in relation to access points included, limiting the speed of traffic on the B5277 and extending the national 30mph speed limit.
- 4.9 Feedback relating to the potential location of secondary vehicular access for emergency vehicles was limited. There was no real consensus. Possibilities mentioned included, Priory Crescent (this would mean crossing the Greaves Wood Bridleway) and Kirkhead Road, (currently the agricultural access to the site, half way up Kirkhead Road).
- 4.10 There was general support for retaining and improving the existing Greaves Wood Bridleway. A few people mentioned the need to be careful at what point any new on site pedestrian route links in with the bridleway, as the wood is protected by a Limestone Pavement Order. Grange-over-Sands Neighbourhood Planning Steering Group support signed foot and cycle ways through the site... including a link to the new footway being developed by Allithwaite Parish Council, to the north of Allithwaite Road. There was some support for pedestrian and cycle access from/to the site from Priory Crescent and onto Kirkhead Road. The other possibility mentioned, was the existing farm access track in-between 36 and 38 Kirkhead Road. There was a general feeling that new pedestrian and cycle paths within the site need to connect with; the existing bridleway, to Kirkhead Road (to access the rail station), to Priory Crescent (via Priory Lane etc. to link in with the existing Cumbria Way footpath/Promenade) and to the north to Allithwaite Road and Allithwaite village beyond. There was support for a pedestrian link / or improved pedestrian link to Grange town centre.
- 4.11 Strong concern was expressed about existing footpaths/pavements; about the need for safe new/improved foot and cycle paths to Allithwaite Primary School. Grange-over-Sands Neighbourhood Planning Steering Group, also felt that safe footpath/cycle path was needed to Grange Primary School and to the secondary school in Cartmel. In parts (e.g. to Allithwaite Primary), there are no pavements on-route. Pavements in the area are narrow and in poor condition (e.g. Risedale Hill, north side of Allithwaite Road). There is no pavement on the southern side of the Allithwaite Road, adjacent the site's northern perimeter. The pavements on Kirkhead Road are not continuous.

- 4.12 Feedback suggested that car parking spaces should be sufficient, with two spaces per dwelling. There was a good quantum of feedback relating to public transport. Generally, people supported and recognised the importance of public transport (train and bus) to the site, both in terms of the accessibility of both existing and future residents of Kents Bank, but also to employment use/businesses on site. Feedback recognised that the current bus and train services needed to be more reliable (bus) and frequent – so that they can be used to travel to work e.g. Grange, Kendal and Ulverston. Some people felt that the bus service needed to ‘go through’ and have ‘stops’ within any new development. Grange-over-Sands Neighbourhood Planning Steering Group felt that a public charging point within the site for electric cars and cycles, as well as domestic provision, would encourage the use of greener vehicles.
- 4.13 Cumbria County Council feedback on bus services, advised about the need for a ‘looped’ main distributor road within the site to ensure the site is permeated by/has the potential to be serviced by a bus.

### Draft Brief Consultation

4.14 Feedback relating to Traffic and Movement covered a range of issues:

- the need to reconsider the site distributor road, so that it works with the site contours;
- whether there is a need to have a foot/cycle path within the site, (near to the northern boundary), if there will be a requirement to widen the northern footpath on Allithwaite Road;
- the site is not sustainable – no continuous foot/cycle path to Grange Town Centre;
- the Brief should be more prescriptive, being clear about what foot path link is required to Grange Town Centre;
- public transport to Kents Bank/the site needs improving;
- improvements are needed to the local highway network;
- there shall only be emergency vehicle access to/from the site to Priory Crescent; and,
- the site/highway layout should provide a layby for mobile services to park.

Table 5: Traffic and Movement	
A. Key Issues raised and the Council’s response – Issues and Options Consultation	
Main issue raised	Council Response
Concern about highway safety and traffic congestion - traffic impact (inc. cumulative) on surrounding local highway network. Need for survey.	The traffic impacts as a result of development will be identified through the Planning Application process, following the outcome of the Transport Assessment in consultation with the Highways Authority.
Location of main vehicular access (es). Strong concern about the use of Kirkhead Road, Priory Crescent, Greaves Wood Road and Granby Road for secondary vehicular access.	<b>+ive</b> The Draft Brief in the ‘Traffic and Movement Framework Requirements’, does <u>not</u> require a main or secondary vehicular access from either; Kirkhead Road, Priory Crescent, Greaves Wood Road and Granby Road. It states an emergency vehicle (together with pedestrian/cycle link) access, should be provided from the site on to Priory Crescent. See

	also the indicative Land Use Proposals Map in the Draft Brief.
Retention of adjacent Greaves Wood bridleway. Need for new cycle and pedestrian links to neighbouring roads.	<p><b>+ive</b> The existing Greaves Wood Bridleway is out-with the site. It is directly adjacent. The Draft Brief recognises the importance of the Wood - it's protected by a Limestone Pavement Order. The Draft Briefs 'Landscape, Open Space and Green Infrastructure Requirements' - sets out a requirement for a green corridor or buffer with no public access, help protect the wood. The requirements for an on-site footpath/cyclepath to link with the bridleway, makes it clear that the new links should connect with the bridleway at a point south of Long Greaves Wood.</p> <p><b>+ive</b> The 'Landscape, Open Space and Green Infrastructure Requirements' and the <u>indicative</u> Land Use Proposals Map, spatially shows new pedestrian/cycle links within the site and how these links connect with the residential neighbourhoods adjoining the allocated site.</p>
Location of emergency access.	<b>+ive</b> The emergency vehicle (together with pedestrian/cycle link) access, should be provided on to Priory Crescent, see the Draft Brief in the 'Traffic and Movement Framework Requirements'. See also the indicative Land Use Proposals Map in the Draft Brief.
Need to provide safe pedestrian / cycle route to Allithwaite Primary School from the site. Safe access route to Grange Primary and Cartmel Secondary School, also raised as an issue.	<p>The Draft Brief does not specifically require improvements to Grange Primary and Cartmel secondary Schools from the site. Any improvements that may be required to nearby roads as a result of development will be identified through the planning application process following the outcome of the Transport Assessment in consultation with the Highways Authority. See also note below.</p> <p>Off-site improvements will need to satisfy 'planning obligation tests' e.g. relevant – directly related to the development, reasonable/fair and necessary to make the development acceptable in planning terms.</p>
Ensure good public transport provision to and within site. (Frequent bus route to / within site and more trains stopping at Kents Bank).	<p><b>+ive</b> The Draft Brief in the 'Traffic and Movement Framework Requirements' section, requires that a 'main distributor road will run through the site and be 'looped', so that permeability can be achieved and to allow public transport (bus service) to permeate the site'.</p> <p>Any site requirements for bus service improvements will be identified in the planning process – for example through the supporting Transport Assessment and Travel Plan.</p>
Improvement to the existing Greaves Wood Bridleway (off – site, but directly adjoining the site).	Any specific off-site improvements, such as the existing Greaves Wood Bridleway, will be identified through the Planning Application process. Off-site improvements will need to satisfy 'planning obligation

	tests' e.g. relevant – directly related to the development, reasonable/fair and necessary to make the development acceptable in planning terms.
Concern that improvements are needed to the off – site public right of way linking Kentsford Road to the Grange Recreation Ground – Memorial Playing Fields and the Promenade.	Any specific off-site improvements, such as to the existing public right of way linking Kentsford Road to the Grange Memorial Playing Fields and the Promenade, will be identified through the Planning Application process. Off–site improvements will need to satisfy 'planning obligation tests' e.g. relevant – directly related to the development, reasonable/fair and necessary to make the development acceptable in planning terms.
Need for good accessibility (pedestrian and cycle links) and permeability through the site and to link in with the nearby existing network off site.	<b>+ive</b> The Draft Brief, in the section 'Landscape, Open Space and Green Infrastructure Framework – Requirements', sets out new on site foot /path links and links to the immediate site surroundings. See also the indicative Land Use Proposals Map in the Draft Brief.
<b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Draft Brief Fig. 13 – Indicative land Use Proposals Map. The extent of the main distributor must necessarily be more limited than shown on Figure 13.	<b>+ive</b> The extent of the looped distributor road in Figure 13 of the Draft Brief has been reviewed and amended in light of on-site gradients. The final Brief (Figure 13 – indicative), shows a smaller / loop road element as part of the main indicative distributor road. The Traffic and Transport Movement Requirements in the final Brief requires an element of a loop formation as part of the site distributor road. This recognises that given the complex topography, a loop road permeating into much of the site area may not be achievable.
The land owners (Holbeck Homes Ltd) consider that their alternative 'Concept plan 2' should replace Figure 13 in the final Brief. It demonstrates how a road layout can be achieved working with site contours etc.	<b>-ive</b> The final Brief has not replaced 'Figure' 13 in the final Brief. The extent of the looped distributor road in Figure 13 of the Draft Brief has been reviewed and amended in light of on-site gradients. The final Brief (Figure 13 – indicative), shows a smaller / loop road element as part of the main indicative distributor road.
Suggest text change. Traffic and Movement Requirements. If a foot/cycle path is to be provided within site along northern boundary, than this should dispense with need to widen footway on the northern side of Allithwaite Road. Text should refer to an either or position.	The final Brief (Figure 13) retain an element of a footpath/cycle route along the northern boundary as part of a green corridor feature with a multi-functional purpose. It is not considered appropriate to dispense of the need to widen the footway on the northern side of Allithwaite Road in this respect; the Highways Authority has stated this is a requirement.
Widening the existing footpath on the northern side of Allithwaite Road is not sufficient. No continuing footway into Grange town centre. Not safe option.	The final Brief reflects the feedback received from the Highways Authority. Any asks of the developer to contribute towards, or directly provide for off-site highways improvements will need to be justified in context of the outcome of any Transport Assessment submitted as part of any planning application and in

	terms of the CIL Regulation 123 tests. All on-site highways requirements necessary to make the development acceptable will be funded by the developer.
Major omission. Site not sustainable until off-site pedestrian links have been identified and recommended in Brief, ref. to LADPD Policy LA3.2. Brief needs to identify alternatives and developer contributions to mitigation.	The final Brief reflects the feedback received from the Highways Authority. Any asks of the developer to contribute towards, or directly provide for off-site highways improvements will need to be justified in context of the outcome of any Transport Assessment submitted as part of any planning application and in terms of the CIL Regulation 123 tests. All on-site highways requirements necessary to make the development acceptable will be funded by the developer.
Grange –over – Sands Town Council assumes that the 'pedestrian link to the town centre' required by Policy LA3.2 would be from the site to Grange town centre. Needs to be spelt out in Brief.	The brief identifies opportunities for pedestrian links from the site to Allithwaite Road and neighbouring residential areas. Any asks of the developer to contribute towards, or directly provide for off-site highways improvements will need to be justified in context of the outcome of any Transport Assessment submitted as part of any planning application and in terms of the CIL Regulation 123 tests. All on-site highways requirements necessary to make the development acceptable will be funded by the developer.
Need for more frequent bus service to Kents Bank and for more trains to stop at the Kents Bank Rail Station.	Any site requirements for bus service improvements will be identified in the planning process – for example through the supporting Transport Assessment and Travel Plan.
Changes needed to Figure 14 (draft Brief) – Proposed Character Areas. Need to amend to reflect Holbeck Homes Ltd's alternative Concept Plan 2 concerning the location of main distributor road.	<b>+ive</b> Figure 14 in the final Brief has been revised in terms of the number of character areas and in view of the site's complex topography. The location of the indicative main site distributor road has also been reviewed and amended.
The final Brief should make clear that any access to or from Priory Crescent is restricted to emergency vehicles only, to remove any options incorporating vehicle access from further consideration.	<b>+ive</b> The final Brief (see Figure 13 – Indicative Land Use Proposals Map), shows restricting access to or from Priory Crescent to emergency vehicles only, in line with Highways Authority advice.
Improvements needed to local roads – given development.	The final Brief reflects the feedback received from the Highways Authority. Any asks of the developer to contribute towards, or directly provide for off-site highways improvements will need to be justified in context of the outcome of any Transport Assessment submitted as part of any planning application and in terms of the CIL Regulation 123 tests. All on-site highways requirements necessary to make the development acceptable will be funded by the developer.



<p>The site road layout and design should include a hardstanding/space for mobile services to park.</p>	<p>The final Brief reflects the feedback received from the Highways Authority. Any site requirements will be identified in the planning process – for example through the supporting Transport Assessment and Travel Plan.</p>
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## Design and Layout Principles:

### Issues and Options Consultation

- 4.15 There were a range of comments on design with people keen to ensure that the site's topography and landscape, including views and vistas, were integral to and informed the layout and design of this sensitive site. The massing, building height(s) and materials needed to be appropriate; respecting the site's setting, topography and the relationship with existing development. Grange-over-Sands Neighbourhood Plan Steering Group, support a holistic approach to whole site design.
- 4.16 Some comments were about the quality of site layout and design. There was support from people suggesting that development should retain and enhance the 'semi-rural feel' and setting of Kents Bank. The use of green open spaces and landscaping within the site, including tree and hedgerow retention, was seen as important, as was the layout of the built form. This, it was felt, would give development – a less suburban feel. Some feedback mentioned that housing should be laid out in 'clusters', rather than the '...usual typical bland build anywhere suburban boxes', or the usual 'grid pattern'. Also, that building should - 'step down the site contours', working with, rather than against the topography.
- 4.17 Some people felt that the site deserves innovative design approaches... the words 'modern architectural principles and 21<sup>st</sup> Century technologies and 'interesting characterful architecture', were used. Conversely, other comments suggested that people thought that design 'sympathetic to local architecture', was appropriate.
- 4.18 Others suggested that the layout and design should aim to minimise the impact on visual amenity, especially from sensitive receptors; (e.g. adjacent houses and long views from Allithwaite Road). It was suggested that this could be ensured by having green open space buffers, for example, along the western site perimeter, (referred to in more detail in the open space section). Other feedback suggested that - any new build development in the southern part of the site needs to take into account the proximity of the Grange-over-Sands Conservation Area boundary. Development needs to be respectful to the setting of the conservation area. There was a comment specifically about a preference to avoid a 'dominant streetscape along the length of Allithwaite Road – which could be too urban and out of character with the adjoining green spaces and landscape'.
- 4.19 Feedback about material suggested; local stone walling for boundaries and not wooden boundary fencing. The use of local lime stone for building, not brick, colour washed render of roughcast and local slate for roofs. Grange-over-Sands Neighbourhood Plan Steering Group, felt that 'building materials should take account of the local vernacular architecture'.
- 4.20 There was a range of comments about the size of housing. Some feedback suggested that there should be one, two and three bed houses rather than large four or five bed roomed executive type dwellings. Others suggested that houses should be designed for whole life – and be adaptable for those with mobility issues.

- 4.21 Another issue raised was about the size of rooms. Some people suggested that elderly people should have sufficient space for carers and family members to stay on a temporary basis. Grange-over-Sands Neighbourhood Plan Steering Group felt that all the homes should have room sizes above the minimum standard, as there are health and wellbeing benefits.
- 4.22 Generally, most feedback suggested that buildings should be kept as low as possible. Development should 'hug the topography' and rooflines should be no higher than two storeys high. Grange-over-Sands Neighbourhood Plan Steering Group felt that 'new houses should be broadly level with the roof lines of the existing housing on Kirkhead Road. The new houses should create a positive relationship with the existing roof heights and masses'.
- 4.23 Some people thought that the employment use element of any development would be best located in the north-eastern end of the site and be well screened. This viewpoint was not exclusive; another view was that it should be in the north western part of the site, next to the green gap.
- 4.24 Other people considered that the green space should include allotments and that the houses, especially family housing, should have a decent sized garden; all properties to have at least a small garden.
- 4.25 Some feedback suggested that sustainable construction techniques incorporating renewable energy (e.g. water efficiency measures), are built into the design and layout. The brief should promote the use of renewable and low carbon energy sources. There was also feedback about the use of permeable surfaces.

### Draft Brief Consultation

4.26 The main issues received in consultation feedback concerned:

- the need to review the number of character areas (so as to reflect better site topography);
- that the Brief should be more prescriptive in the guidance given in relation to character areas. Feedback also supported the opposite – that the Brief should be less prescriptive; and,
- that housing layout and design needs to be realistic – to accept that there will be some standardisation of design/layout.

Table 6 : Design and Layout Principles	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Whole site approach to layout and design. Topography and landscape to be integral to and inform site layout and design.	<b>+</b> ive The Draft Brief has taken a 'whole site' approach to site layout and design. Site topography, landscape/, site surroundings and the local character of the site and the natural features on the site, such as existing hedgerows, limestone walls and trees have been integral to the vision for the site. The Draft Brief, Section 3.7 – Landscape, Open Space and Green Infrastructure Requirements, refers.

<p>Avoid a 'dominant streetscape along the length of Allithwaite Road – which could be too urban and out of character with the adjoining green spaces and landscape'.</p>	<p><b>+ive</b> The Draft Brief has avoided an overly dominant street scene along the length of Allithwaite Road, by; – requiring a green corridor along the northern site perimeter, requiring the retention of the existing hedgerow along the site's frontage with the B5277 (except for access) and requiring a Western Green Corridor, abutting onto the existing Western Green Gap.</p>
<p>Housing should be laid out in 'clusters', possibly around green spaces or courtyards, rather than the '...usual typical bland build anywhere suburban boxes', or the usual 'grid pattern'.</p>	<p><b>-ive</b> The Development Brief is not prescriptive as to the exact layout and form new housing development should take. However, it does set out overarching and general guiding principles in the Section called 'Design and Layout Framework'. Further, more site specific guidance, is also given for each character area.</p>
<p>Any new build development in the southern part of the site, needs to take into account the proximity of the Grange-over-Sands Conservation Area boundary. Development needs to be respectful to the setting of the conservation area.</p>	<p><b>+ive</b> The Draft Brief takes into account the proximity of the Grange over Sands Conservation Area boundary. The southern part of the site, nearest the conservation area boundary, is part of the open space / green infrastructure framework in the Draft Brief. Guidance in relation to Heritage assets is given in Section 3.11 of the Brief.</p>
<p>Building heights to be not more than two storeys. Space for carers.</p>	<p>The Draft Brief is not prescriptive in terms of setting out guidance about the height of dwellings on any part of the site. The form, massing and scale (height/size) of new build development is a material planning consideration and will be considered as part of any reserved matters or full/detailed planning application.</p>
<p>Housing should be adaptable homes – lifetime homes.</p>	<p>'Lifetime Homes' has been superseded by the Government's Housing Standards Review. The Council is currently considering its policy position with the review of its Development Management Planning Policies.</p>
<p>Room sizes – should be above the minimum standard.</p>	<p><b>-ive</b> The Draft Brief is not prescriptive about the sizes of rooms.</p>
<p>Ensure buildings are in keeping with existing neighbouring properties.</p>	<p><b>+ive</b> Draft Brief - Section 3.6 – Design and Layout Framework – General Principles, Key overarching principle for design and layout – is a development that responds positively to its site surroundings and local sensitivities. Development should not be a pastiche of the existing development surrounding the site, but, should reflect and complement local character through the use of local character – design references and materials. New development needs to respond to the site and its context.</p>
<p>Promote variety in the style and design of buildings</p>	<p><b>+ive</b> Draft Brief - Section 3.6 – Design and Layout Framework – General Principles, includes various principles to promote variety in the style and design of buildings ; ' a careful and imaginative response to local character that helps to enhance local distinctiveness....., creative, imaginative and innovative designs and creation of recognisable</p>

	character and a sense of place within a scheme..., creative use of materials which reflect and complement local character, varying density and built form and appearance or style....'.
Retain valued natural (trees - the copse, hedgerows) and built features (stone walls) and incorporate into the layout.	<b>+ive</b> The Draft Brief, in Section 3.7 - Landscape, Open Space and Green Infrastructure Requirements, requires that any development proposal shall retain the existing copse of trees in the southern part of the site. Existing trees, hedgerows and dry stone walls will be retained, wherever possible and appropriate. The requirements sets out specific existing hedgerows to be retained and locations where new hedgerows are required to be planted.
Use slate, stone (limestone) and wood and other local appropriate materials	<b>+ive</b> Section 3.6 of the Draft Brief, Design and Layout Framework, General Principles,
Employment use element of any development would be best located in the north-eastern end of the site and be well screened.	<b>+ive</b> The Draft Brief - Section 3.4, sets out the employment requirements. <b>+ive</b> The 'preferred location' for the employment element of the site allocation, is set out in the Draft Brief's indicative Land Use Proposals Map. This shows the location of employment development in the site's north-eastern corner. New site screening is required with the boundary with Greaves Wood Lodge and the green infrastructure requirements require the retention of the existing hedgerow and existing scrub on the southern edge of the preferred employment location. Allowing for access, the retention of the existing hedgerow along the site's northern boundary is required.
Ensure sustainable construction techniques incorporating renewable energy are built into the design and layout.	<b>+ive</b> Draft Brief - Section 3.6 – Design and Layout Framework – General Principles advises that, 'environmentally sustainable design, seizing on opportunities for passive solar gain through the orientation of properties.
Include allotments in the site layout/design.	<b>-ive</b> The Draft Brief does not include provision for allotments in the site layout/design.
Decent sized gardens. Every house to have at least a small garden – health and wellbeing.	<b>-ive</b> Too prescriptive - beyond the scope of the Draft Brief.
Include permeable surfaces (e.g. for roads, pathways and in public spaces) to help reduce risk from surface water flooding.	<b>+ive</b> The Draft Brief's Traffic and Movement Framework (Section 3.5), includes in its general principles – 'a well-connected and permeable network...'. The brief also advises that ...'opportunities should be taken in terms of the design and materials used to manage surface water disposal as effectively and sustainably as possible. For example the use of permeable paving....'.
<b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Changes needed to Figure 14 (draft Brief) – Proposed Character	<b>+ive</b> Figure 14 in the final Brief has been revised in terms of the number of character areas and in view of

Areas. Need to amend number of Character Areas to reflect Holbeck Homes Ltd's alternative 'Concept Plan 2'.	the site's complex topography. The location of the indicative main site distributor road has also been reviewed and amended.
Draft Brief Figure 13 – Indicative land Use Proposals Map. Need to amend to reflect Holbeck Homes Ltd.'s alternative 'Concept Plan 2'). Amend layout, open space location, landscaping and character areas etc.	The final Brief has been changed to reflect; a reduced number of character areas – based on site topography and site characteristics and the re-alignment of an indicative main distributor road within the site. The final Brief does not totally reflect Holbeck's Concept Plan 2 in terms of the amount and location of open space/green infrastructure.
The final Brief should include a clear definition and description of each character area; a description of the features to be retained and protected throughout the build (including trees, hedges and stone walls) and a requirement for a whole site masterplan at the outset, regardless of any necessary phasing in the construction.	The final Brief includes three housing and one employment character area. Character areas enable future proposals to respond to the different characteristics of the site, taking into account a range of factors including landscape and topography. The green infrastructure framework section of the Brief provides clarity on which existing natural /built features should be retained. This is re-emphasised in the character area descriptions.
Character areas should not be prescriptive.	The Character areas enable proposals to respond the different characteristics of the site. The content of the briefs with respect to the character areas, reflects the traffic and movement framework requirements and principles and the open space and landscape framework requirements and principles.
Layout/ design - standardisation of houses is inevitable for a scheme of 200 houses. Types will be adapted with appropriate elevational treatments and materials to create an interesting scheme. Assuming that every scheme will have a unique set of housing designs is unrealistic.	There is no assumption that every scheme will have a unique set of housing designs. However, a key principle of the briefs is to promote interest and variety within the design and layout of development. Differences in roofscape detail, height and density of housing as well as elevational treatments and materials can add variety and different interest.

## Landscape, Open Space and Green Infrastructure Framework and Biodiversity:

### Issues and Options Consultation

4.27 There was a good degree of feedback relating to open space, landscaping, biodiversity and the location and amount of open space. People felt that it was essential that development of the site is informed by and is sympathetic to, the sites landscape character and its existing built and natural features. Feedback suggests that the site is well-used by local wildlife.

4.28 There was strong support for the site to deliver an integrated multifunctional green infrastructure network<sup>2</sup>, supporting landscape and biodiversity, as well as being

<sup>2</sup> Green Infrastructure is the term given to a network of multi-functional spaces that can support existing and new wildlife habitats and provide recreational benefits for people. It is made up of a range of assets such as



interlinked with the wider area, including integrating with the Greaves Wood bridleway. There was also support for new open space and green corridors within the site. There were various suggestions for locations for green infrastructure, including:

- a soft green edge with a footway around the whole perimeter of the site (giving access to an intended footpath being planned by Allithwaite Parish Council, from Allithwaite through 'the Quarry' to Allithwaite Road);
- a local green space at the southern end of the site - (could include a natural pond and biodiversity area, and the existing copse, also could include the area of land outwith the allocation, which is owned by the same landowner);
- an extensive landscaping/wooded area on the most western portion of the site;
- an extension of the green gap at the western most part of site. (some feedback suggested this should extend/include the land bounding the rear of Kirkhead Road), other feedback also suggests the green gap should extend for at least 300 metres on the southern side of Allithwaite Road;
- a green open space corridor/buffer between new development and the rear of the existing houses on Kirkhead Road. N.B. This suggestion/view is not supported by Holbeck Homes Ltd. They consider that the new development needs to integrate with its surroundings and not be an 'island' separated from existing development);
- an area of open space within the site (near the centre) to make the most of panoramic views; and,
- an area of open space within the site, next to Long Greaves Wood.

4.29 It was felt by some, that allotments should be included within the open space. Green corridors, particularly on the eastern side of the site, needed to be wide enough to accommodate a variety of uses – footpath/cycle path and biodiversity/green space to allow for the movement of existing larger mammals (deer etc) between the site and Kirkhead and Wartbarrow. Another issue raised in feedback, was the need to protect Long Greaves Wood from potentially damaging increased recreational use. There needs to be alternative open space provided within the site for recreational use.

4.30 People generally felt that new good quality ('think wooden Playdale') play area(s) should be created on site. There should also be an area of open space for 'ball games'. In terms of health and wellbeing – some feedback suggested that the on-site multi-functional open space should include walking and leisure space for all ages.

4.31 There was strong support for the retention of existing woodland and trees and also by appropriate new planting (including structural). Some feedback suggested specifically that there should be screening / planting around the area for employment use. Some people suggested planting next to Long Greaves Wood, others, on the northern and southern part of the site. Feedback also recognised the value of the limestone walls in terms of their contribution to local landscape character and biodiversity value.

4.32 There was good support for the need to retain and to enhance, where possible, the biodiversity/habitat of the site. Feedback referred to the diverse existing wildlife that uses/has been seen on the site. Grange Neighbourhood Plan Steering Group's comments included a list of some 43 types of bird, plus various mammals and invertebrates etc that local residents have observed on/near the site. Tree (inc. the Copse), hedgerow and limestone stone wall retention, provide valuable habitat. Many people valued this. Feedback suggested that the Copse should be retained and

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waterways, ponds, open spaces, parks and gardens, play areas, pathways, allotments, woodlands, hedgerows, trees, playing fields, sustainable urban drainage systems and green roofs/walls.

protected by a tree preservation order (TPO).

### Draft Brief Consultation

4.33 There were a number of issues raised in relation to landscaping, open space and green infrastructure. These were:

- support for (community) and non-support for (landowner/likely developer) the open space to the south of the Copse;
- landowner/likely developer – need re-think of the green corridors and the indicative Land Use Proposals Map;
- concern that the Brief should be more prescriptive, particularly, with regard to the area/width of the buffer/green corridor adjoining the western green gap; and,
- the opposing view – that the western green gap buffer should ‘sit’ on the boundary and into the green gap; and,
- the landowners/likely developers concern that early planting was not realistic or, achievable, given that the site would be developed in phases.

Table 7 : Landscape, Open Space and Green Infrastructure and Biodiversity	
A. Key Issues raised and the Council’s response – Issues and Options Consultation	
Main issue raised	Council Response
Essential that development of the site is informed by and is sympathetic to, the sites landscape character and its existing built and natural features.	<b>+ive</b> The Draft Brief responds positively to the site, its surroundings and natural features, that give it local character. The Draft Brief in Section 3.7 – Landscape, Open Space and Green Infrastructure Requirements, requires; a network of green corridors and that, existing trees, hedgerows and dry stone walls will be retained, wherever possible and appropriate. The requirements sets out specific existing hedgerows to be retained and locations where new hedgerows are required to be planted. Section 3.7 also sets out additional new native species ‘copse style’ planting within the green corridors
Provision of green infrastructure (including multi-functional integrated network of green corridors, open spaces, play areas, and footpaths/cycle paths to surrounding areas – local schools in particular, but also Greaves Wood bridleway and the footpath that Allithwaite Parish Council are intended to plan, north of Allithwaite Road.	<b>+ive</b> The Draft Brief requires a comprehensive green infrastructure framework and ‘a new play facility of a large play area standard’. The framework includes a footpath/cycle path network within the site that also connects with immediately surrounding existing residential neighbourhoods. Greaves Wood Bridleway is retained and connects with new on site footpaths. There is also scope for the site’s footpath/cyclepath network to connect with routes to the north of the site. See Draft Brief Figure 13 and The Traffic and Movement Framework – Section 3.5 and Section 3.7 – The Landscape, Open Space and Green Infrastructure Framework.
Also, improvements needed to the shore footpath to the	Any specific off-site improvements, such as to the existing public right of way linking Kentsford Road to the Grange Memorial Playing Fields and the

<p>Memorial Playing Fields and Grange Promenade.</p>	<p>Promenade, will be identified through the Planning Application process. Off-site improvements will need to satisfy 'planning obligation tests' e.g. relevant – directly related to the development, reasonable/fair and necessary to make the development acceptable in planning terms.</p>
<p>Support for new habitat creation in the site (including pond(s) and wildlife corridor(s). Retention of the Copse.</p>	<p><b>+ive</b> The Draft Brief requires the retention of the Copse. Also see the indicative Land Use Proposals Map, Figure 13 The Draft Brief in Section 3.7 – Landscape, Open Space and Green Infrastructure Requirements, requires that existing trees, hedgerows and dry stone walls will be retained, wherever possible and appropriate. The requirements sets out specific existing hedgerows to be retained and locations where new hedgerows are required to be planted. Section 3.7 also sets out additional new native species 'copse style' planting, consisting of a network of multifunctional green corridors and open space. The amenity (non-public use) Eastern Edge Green Corridor, next to Long Greaves Wood will primarily function as a wildlife corridor and buffer for Long Greaves Wood.</p>
<p>Provision of play facilities and allotments.</p>	<p><b>+ive</b> The Draft Brief in Section 3.7 – Landscape, Open Space and Green Infrastructure Requirements, requires, 'a new play facility of a large play area standard'.</p> <p><b>-ive</b> The Draft Brief does not include provision for allotments in the site layout/design.</p>
<p>Need for good landscaping within the site and the retention of limestone walls.</p>	<p><b>+ive</b> The Draft Brief responds positively to the site, its surroundings and natural features, that give it local character. The Draft Brief in Section 3.7 – Landscape, Open Space and Green Infrastructure Requirements, requires; a network of green corridors and that, existing trees, hedgerows and dry stone walls will be retained, wherever possible and appropriate. The requirements sets out specific existing hedgerows to be retained and locations where new hedgerows are required to be planted. Section 3.7 also sets out additional new native species 'copse style' planting within the green corridors.</p>
<p><b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b></p>	
<p><b>Main issue raised</b></p>	<p><b>Council Response</b></p>
<p>Constraints and Opportunities Map final Brief - Need clear guidance about the minimum size of open space on the north western area of the site and for the buffer zone between Allithwaite Road and the northern edge of the development.</p>	<p>It is not the purpose of the Brief's Constraints and Opportunities Map, (Figure 12), to be overly prescriptive and to set out detailed minimum sizes, or distances, relating to the size(s) of open space and green corridors, nor to ascribe those areas within the site considered appropriate for housing, employment and open space, to particular areas. Figure 12 simply portrays constraints and opportunities.</p>

<p>Constraints and Opportunities                  Map final Brief - Western most portion of site, cushion to green gap. Designated green gap plus the protected green space should be at least 500 m along the Allithwaite Road boundary.</p>	
<p>Final Brief Figure 13 – The Indicative Land Use Proposals Map needs clear guidance about the minimum size of open space in the north western area of the site and for the buffer zone between Allithwaite Road and the northern edge of development.</p>	<p>The final Brief is guidance and should not be overly prescriptive. Figure 13 of the Brief does not give a minimum size for the green corridor/buffer in the section on the Green Infrastructure Framework and Requirements. The related text, does however, say that; the north western buffer/corridor should be significant in terms of width and to include a new native hedgerow and additional planting.</p> <p>A green corridor is shown along the north western part of the site – with its frontage with Allithwaite Road. Again, no specific minimum size is given, suffice as to say that it should be significant in width.</p> <p>No buffer is shown on Figure 13 for the area in-between the Allithwaite Road boundary and the area shown as employment land use. The Brief text does say, however, that there is an opportunity to set back development (employment) from the site frontage/hedgerow bounding Allithwaite Road and to provide further landscaping, given the site’s gateway location.</p>
<p>Final Brief Figure 13 – Indicative Land Use Proposals Map. Western most portion of site (cushion to green gap). Designated green gap plus the protected green space should be at least 500 m along the Allithwaite Road boundary.</p>	<p>The Brief is guidance and should not be overly prescriptive. The final Brief, Figure 13, does not give a minimum size for the green corridor/buffer in the Brief’s section on the Green Infrastructure Framework and Requirements. The text in the green infrastructure section and in the text in the requirements section, does however, say that; the north western buffer/corridor should be significant in terms of width and to include a new native hedgerow and additional planting.</p>
<p>Final Brief Figure 13 – Indicative Land Use Proposals Map. Any buffering to adjoining residential areas to be within 1.5 ha employment area.</p>	<p><b>-ive</b> The buffering (green/wildlife) corridor bordering the employment character area (Indicative Figure 13), is shown outwith the site.</p> <p>There is no green corridor shown on the final indicative Map 13 - showing the buffer between Allithwaite Road and the employment land use. However, the Brief does advise that; the existing hedgerow fronting onto Allithwaite Rd. should be retained (except allowing for access) and there is an opportunity to provide new landscaping and to set</p>

	back employment development from the hedge bordering Allithwaite Road.
Needs to be sufficient green corridor alongside Long Greaves Wood and Greaves Wood Bridleway to constitute effective wildlife corridor provision and that the semi-rural character of Greaves Wood Bridleway is retained and enhanced for its full length.	<b>+ive</b> The final Brief's Green Infrastructure Framework Requirements, (see also indicative Figure 13 – Land Use Proposals Map), includes a green/wildlife corridor along the edge of Long Greaves Wood (significant in width) and a wildlife corridor along the site's south eastern edge. The area to the south of the Copse, bordering the bridleway is shown as open space.
There are no existing local open spaces in Kents Bank. Off – site – there is no existing safe pedestrian or cycling route to Allithwaite play area or the playing field. There are no safe cycling or pedestrian routes to the Memorial Playing Fields in Grange.	The final Brief reflects the feedback received from the Highways Authority. Any asks of the developer to contribute towards, or directly provide for off-site highways improvements will need to be justified in context of the outcome of any Transport Assessment submitted as part of any planning application and in terms of the CIL Regulation 123 tests. All on-site highways requirements necessary to make the development acceptable will be funded by the developer.
Whole issue of green corridors needs to be reconsidered in view of the need for an alternative approach to layout – given steepness of parts of site and the route of a main site distributor road.	The final Brief includes a revised layout in terms of the number and location of character areas, a revised main distributor road layout and the re-positioning of the main green corridor within the site. The final Brief still includes as open space – the southern part of the site and the buffer / green corridor to act as a 'cushion' to the western green gap.
The principle of an area of open space to the south of the Copse is not agreed. (planning agent) on behalf of landowner/likely developer. Should be a buffer to the Copse but not open space to south.	<b>-ive</b> The final Brief does still include as open space, the area south of the Copse. It is considered that this area has potential to be used for SUDS and to allow pedestrian/cycle connectivity to Kirkhead Road. The area also provides habitat for wildlife movement (taking into account the potential presence of protected species).
Western green gap buffer - Consider that it would not be inappropriate for the landscape softening of that boundary to site on the boundary and into the green wedge, so long as policy objective of defensible separation was achieved.	<b>-ive</b> The brief reflects policy requirement to include retention of the westernmost portion of the site for open space and landscaping. It is not considered a buffer formed of a landscaped edge on the western boundary would meet the provisions of the policy in this respect.
Not practical to provide early planting of new trees prior to the commencement of construction on individual phases.	Noted.



## Type of development/Density of development:

### Issues and Options Consultation

- 4.34 There was good feedback relating to the type of development that people would like to see on the site. This included where people thought that the employment/commercial element of the allocated land use should be located within the site as well as the type of employment use. Some feedback suggested locating employment in the north western corner of the site, near to the green gap, others considered the north eastern corner more appropriate. There was a general consensus that it would be good to screen/use either new planting or existing hedgerows to screen/separate the employment use from the housing development. Screening/separation was also an issue raised given the adjoining dwelling - Greaves Wood Lodge.
- 4.35 In relation to housing, there was support for a mix of dwelling types, including affordable housing, self-build and custom build properties and homes to meet the needs of older people. The specific need for family homes was also supported.
- 4.36 Kents Bank does not have a post office/shop (April 2016). It does not have a community centre. The inclusion of community uses, including; a petrol filling station, commercial and retail services – a convenience store, a café/bistro, nursery, indoor play area and/or community building were referred to in feedback. Grange Neighbourhood Plan Steering Group, support community facilities for residents within or adjacent to the residential area of the site. One person's feedback suggested creating a community centre on the south eastern part of the site. The site was an opportunity to create a 'community heart' for Kents Bank. The landowner, (Holbeck Homes), suggested that there could be a viability issue locally for small shops aka the recent post office/ shop closure.
- 4.37 There were limited comments specifically relating to density. One person suggested that new development should be less dense. Another person suggested that the proposed density of 35 dwellings per hectare is higher than the historic housing density in Kents Bank. The landowner, (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates), commented that '...35 dwellings per hectare is above the more general density expectations (Core Strategy Policy CS6.6) of 30 dwellings per hectare...'

### Draft Brief Consultation

- 4.38 A range of feedback was received, including Grange-over-Sands Neighbourhood Plan Steering Group, the landowner/likely developer and local residents. The need for community related development to meet local needs, such as a small scale retail convenience shop, was expressed by the community.
- 4.39 The landowner/planning agent considered that affordable housing should not be 'pepper potted', but, distributed throughout the scheme in small clusters. They also reiterated that in order to conform to Local Plan Allocations DPD Policy LA3.2, the indicative Land Use Proposals Map should show 1.5 hectares for local employment use.
- 4.40 The issue of housing density also received some feedback. Grange Neighbourhood Plan Steering Group felt that the density guidance in the Brief should be more prescriptive. The landowner/planning agent considered that the guidance on density

relating to character areas in the draft Brief was inappropriate; it needed amending to reflect the site's differing/range of topography.

4.41 The landowner/planning agent considered that there was no justification for self – build (one person on the register for Grange area). In terms of Starter Homes, they considered that the Brief should be silent on the point, in the absence of clarity on what starter homes are, how they will be managed and how they should sit relative to affordable housing etc. The requirement for starter homes can only be recognised in accordance with secondary legislation once it is published.

4.42 Other issues raised included:

- the type, scale and location of employment uses; and,
- that the site was not suitable (sustainable) for assisted living/extra care housing.

Table 8 : Type of development /density	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Location of employment use within site, type of employment and screening/landscaping provision.	<b>+ive</b> The Draft Brief, Figure 13 – Indicative Land Use Proposals Map, shows the preferred location of the local employment element of the mixed use land allocation, in the north–eastern corner of the site. The type of employment – land use classes B1a (offices), B1 (b) research and development, B1 (c) light industry and B2 – general industrial use, is specified in the allocating site specific policy in the adopted Local Plan – Land Allocations DPD. The Draft Brief gives guidance as to the positioning/ juxtaposition of these use classes within any employment development. Careful consideration needs to be given to layout, given the relationship with adjoining existing housing development (Long Greaves Wood) and new build residential development. The Landscape and Green Infrastructure Requirements sets out the need to retain the scrub and hedgerow that forms the southern boundary to the employment use, and a new hedgerow to form the western boundary. The existing northern hedgerow with Allithwaite Road, is to be retained, (except where to allow for site access).
Support for mix of housing types	<b>+ive</b> The Draft Brief can set out guidance that requires the provision of a mix of housing types and tenures based on local evidence base and viability considerations and subject to further discussions with the District Authority. A range of house types and sizes will be provided to create choice, varied building forms and to help respond to the different character of the different parts of the site and its local context.
Support for affordable housing	<b>+ive</b> The Draft Brief requires that, subject to viability, no less than 35% of the total number of dwellings

	must be affordable and these will be mixed/pepper-potted within the scheme.
Self-build/Custom-build plots provision.	<b>+ive</b> The Council is supportive of self-build projects and will encourage an element of this type of property in the overall mix. Section 3.3 of the Draft Brief refers.
Social care provision / housing for the elderly	<b>+ive</b> The Draft Brief supports the requirement for a range of house types to meet a range of needs including housing for older people – this may in part be met through the provision of houses of different sizes. Section 3.3 of the Draft Brief provides guidance concerning extra care housing. The Council considers that the site’s development could be a suitable location for the provision of extra care housing – delivered in association with the site’s affordable housing contribution.
Inclusion of Community uses	<b>-ive</b> Although the Draft Brief can identify needs expressed by the community, through consultation, for the provision of on-site community infrastructure; the Council cannot insist / require this. The adopted Local Plan Land Allocations Policy for the site – LA3.2, does not require such uses.
Density too high	The indicative site dwelling numbers are set out in the adopted Local Plan – Land Allocations DPD, Policy LA3.2 – indicative 202 dwelling units, based on a density assumption of 35 dwellings per hectare. The Draft Brief, in its guidance – general principles has suggested varying density levels within the site. The housing character areas reflect this, having varying densities.
<b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Community desire for community facilities and local retail offer. The Brief would benefit from acknowledging this point; such uses might appropriately be considered as employment generating.	<b>+ive</b> The final Brief encourages community uses on the site to support local needs. This is, however, not a requirement. Should a scheme come forward that includes community uses on this site, this could complement the employment requirements.  <b>-ive</b> The final Brief does not include reference to the provision for a petrol station as part of the development.
The Brief should clarify whether the relevant use classes for retail and services can be accommodated, and there provision written into the Brief as obligatory mitigation for the total potential traffic expansion.	The final Brief encourages community uses on the site to support local needs. This is, however, not a requirement. Should a scheme come forward that includes community uses on this site, this could complement the employment requirements.
Final Brief Figure 13 – Indicative Land Use Proposals Map. Enlarge employment area so that it reflects the land allocation of 1.5 ha.	<b>+ive</b> The final Brief – Indicative Land Use Proposals Map, Figure 13, shows the employment area reflecting, in terms of size, the amount allocated in the Land Allocations DPD Policy LA3.2 - 1.5 hectares.

<p>Changes needed to Figure 14 (draft Brief) – Proposed Character Areas. Enlarge employment area so that it reflects the land allocation of 1.5 ha.</p>	<p><b>+ive</b> The final Brief Figure 14 – Character Areas, shows the employment area reflecting, in terms of size, the amount allocated in the Land Allocations DPD Policy LA3.2 - 1.5 hectares.</p>
<p>Self-build - no justification to require element of self-build, as at 17 07 16, just one person in the Grange over Sands area on the self – build register.</p>	<p>The text in the draft Brief, at paragraph 3.3.3, is not a requirement. The text actually says ‘The Council is supportive of self-build properties and would welcome an element of this type of property in the area’. No change is proposed in the final Brief.</p>
<p>Starter Homes – The Brief should be silent on the point, in the absence of clarity on what starter homes are, how they will be managed and how they should sit relative to affordable housing etc. The requirement for starter homes can only be recognised in accordance with secondary legislation once it is published.</p>	<p><b>+ive</b> Text in the final Brief has been removed.</p>
<p>Affordable Housing – the reference to the pepper-potting of affordable houses should be deleted. Affordable housing most likely to be delivered in clusters.</p>	<p><b>+ive</b> The text in the final brief has been amended. The reference to pepper potting has been deleted and the text, including the relevant development requirements text, replaced with. ‘...should be distributed throughout the site in small clusters’.</p>
<p>Assisted Living – Seek clarity in the Brief, about the status and requirements of any homes proposed as part of an assisted living project on the commercial site. Do they count towards allocation figures? And what does this mean for density on the residential area of the site?</p>	<p>The site is allocated for employment and housing. There is no specific requirement in the Brief for ‘assisted living’ as part of the housing or employment mix, helping to meet current District-wide needs. There is no fixed target or amount of extra care housing for the Grange area and therefore the Brief will not be specifying a specific amount. Any extra care housing delivered on the site will contribute to the overall housing allocation – each extra care house will contribute.</p>
<p>Employment development – The type of development, scale and height – and its location.</p>	<p>The location of the employment land use in the final Brief is in the north eastern corner of the site. Section 3.4 sets out the requirements of the employment use; the likely uses and the need for the siting of B1 (a) and (b) uses nearer to existing and new housing as opposed to B1 (c) and B2 uses. Site specific advice relating to Character Area 4 employment, is given in the Brief’s Design and Layout Framework. To protect residential amenity, advice is given concerning the need for a landscaping/green/wildlife corridor along the boundary with Long Greaves Wood and Greaves Wood Lodge. Specific guidance is given regarding the height and scale of development in proximity to Greaves Wood Lodge.</p>
<p>The density assumptions for the differing character areas in the</p>	<p><b>+ive</b> The final Brief advises that in steeper parts of the site it may be appropriate to develop at lower</p>

draft Brief are inappropriate. Steeper parts of the site need to be developed at lower densities	density, e.g. within Housing Character Area 2. Density assumptions are included in the guidance on character areas.
Brief should incorporate clarification in Brief about guidance on what density and height is acceptable on parts of the site, including the western plateau.	The final Brief provides commentary regarding appropriate density on the steeper parts of the site. It is not prescriptive in terms of an acceptable density. Brief includes commentary regarding the need to carefully consider the impacts on landscape character, by ensuring the scale, height of development is sympathetic to landscape qualities and local topographical aspects.
Extra care housing – Site is not suitable for extra care housing. SLDC should consider the comparative sustainability of providing extra care/assisted living on the brownfield site at Berner's instead.	The Council has taken into account feedback from Cumbria County Council on this matter, and it is considered the site may be a suitable location for extra care housing, helping to meet evidenced district-wide needs.

### Amenity:

#### Issues and Options Consultation

4.43 There were several concerns specifically about protecting the amenity of existing properties. Locations where strong concern was expressed included; the rear of the existing dwellings on Kirkhead Road – these properties directly adjoin the site and Greaves Wood Lodge, again, this dwelling directly bounds the site. Issues included retaining privacy (including where this relates to new properties being built higher up a slope than neighbouring existing properties), limiting overlooking and avoiding overshadowing. Feedback suggested that open space around the site's perimeter /or the western perimeter is strongly supported. Holbeck Homes Ltd (the landowner), considered that 'buffer areas' were not appropriate, - 'the new development needs to integrate with the existing area...'. Issues of noise pollution during construction and increased air pollution due to increases in traffic were also raised.

#### Draft Brief Consultation

4.44 Feedback was received from a few people relating to the issue of amenity. The main concerns related to the effect of development on their amenity/privacy; specifically existing properties on Kirkhead Road, who back onto the site (new housing), and from the occupiers of Greaves Wood Lodge. The latter expressed very strong concern about the proximity of employment development to their single storey dwelling and the type, height and scale of any proposed employment development.



<b>Table 9 : Amenity / Noise</b>	
<b>A. Key Issues raised and the Council's response - Issues and Options Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Protect amenity of existing housing	<p><b>+ive</b> Amenity (privacy and overlooking) is a 'material' planning consideration which the Draft Brief can address by setting out design principles; re. the layout, design and setting of new development and the potential use of landscaping and screening. See Design and Layout – General Principles.</p> <p><b>+ive</b> The Draft Brief Landscape, Open Space and Green Infrastructure Requirements (Section 3.7), does require new native species planting along the boundary with Greaves Wood Lodge, (in the Northern Edge and the Eastern Edge Green Corridors).</p> <p>The area that does not have a green buffer, is part of the site's western edge, to the rear of existing housing on Kirkhead Road. It is considered that the sensitive use of layout – through the use of spacing/separation distances, orientation, massing and the density of new build housing can ensure privacy and amenity.</p>
Buffer area around site perimeter	<p><b>-ive</b> The Draft Brief's Landscape, Open Space and Green Infrastructure Requirements (Section 3.7), does not require a 'green buffer' around the whole of the allocated site's edge.</p> <p>The area that does not have a green buffer, is part of the site's western edge, to the rear of existing housing on Kirkhead Road. It is considered that the sensitive use of layout – through the use of spacing/separation distances, orientation, massing and the density of new build housing, can ensure privacy and amenity.</p> <p>The Draft Brief's Landscape, Open Space and Green Infrastructure Requirements, does require a network of buffers/green corridors around the remainder of the site's perimeter (and within the site).</p>
Protect views / open aspect	<p><b>-ive</b> The right to a view is not a 'material' planning consideration. This is an established national planning principle.</p> <p>Within certain housing character areas within the site and in the indicative siting of the large play area, the Draft Brief seeks to ensure that the development of the site makes a feature of views out to open countryside and out towards Morecambe Bay.</p>
Noise pollution during construction.	<p><b>+ive</b> Section 4.3 of the Draft Brief – 'Planning Application Requirements', sets out that any planning application will need to be supported by a</p>

	<p>Construction Method Statement/Construction Management Plan.</p> <p>The details of how development will be managed during construction e.g. the control of noise and hours of working etc, will be dealt with as part of any planning application (planning application process).</p>
<p>Air pollution from traffic generated by the site's development.</p>	<p><b>+ive</b> Section 4.3 of the Draft Brief – 'Planning Application Requirements', sets out that any planning application will need to be supported by a Construction Method Statement/Construction Management Plan.</p> <p>The details of how development will be managed during construction e.g. the control of noise and hours of working etc, will be dealt with as part of any planning application (planning application process).</p>
<p><b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b></p>	
<p><b>Main issue raised</b></p>	<p><b>Council Response</b></p>
<p>Concern about effect of new housing on the privacy and amenity of existing housing on Kirkhead Road which back on to the site. The green space between any new development and existing housing on Kirkhead Road, should be sufficient so that there is no overlooking.</p>	<p><b>+ive</b> Amenity (privacy and overlooking) is a 'material' planning consideration which the Brief addresses by setting out design principles; re. the layout, design and setting of new development and the potential use of landscaping and screening. See Design and Layout – General Principles.</p> <p>The area that does not have a green buffer, is part of the site's western edge, to the rear of existing housing on Kirkhead Road. It is considered that the sensitive use of layout – through the use of spacing/separation distances, orientation, massing and the density of new build housing can ensure privacy and amenity.</p>
<p>Strong concern about potential noise emanating from any proposed employment uses and how this is controlled. Noise during construction.</p>	<p><b>+ive</b> Section 4.3 of the Brief – 'Planning Application Requirements', sets out that any planning application will need to be supported by a Construction Method Statement/Construction Management Plan. The details of how development will be managed during construction e.g. the control of noise and hours of working etc, will be dealt with as part of any planning application (planning application process).</p> <p>The type of employment development and matters such as; the hours of operation and noise levels will be considered and managed as part of the planning application process.</p>
<p>Concern about the height and scale of any employment development next to existing housing.</p>	<p><b>+ive</b> The Brief, in Section 3.4 – Employment Requirements, advises that any employment development should be significantly buffered from Long Greaves Wood and the single storey dwelling; Greaves Wood Lodge. Section 3.6 of the Brief – Design and Layout Framework, the Employment Character Area, gives guidance as to the design and appearance and the height, orientation, scale and</p>

	massing of any employment development. The guidance says that; ...'The height of any development that is proposed directly adjacent to Greaves Wood Lodge should be respectful of, and be sympathetic in scale, height, massing and materials, to the existing single storey Greaves Wood Lodge. It is suggested that no more than single storey development would be appropriate in proximity to Greaves Wood Lodge'.
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## Flooding and Surface Water Drainage:

### Issues and Options Consultation

- 4.45 Flooding and surface water flooding was highlighted as a key issue in feedback. A major issue for local residents is how the issues of site drainage and flooding are dealt with by developer.
- 4.46 There was concern expressed in feedback about the need for baseline hydro-geological evidence relating to the site. The site includes steep slopes and underlying limestone geology. Surface water flooding is already a significant issue in Kents Bank. A large part of Kents Bank is downhill from the site; this is where flooding potentially will occur if on site surface water management is not effective in its design, and is not managed and maintained properly. Grange over Sands Neighbourhood Plan Steering Group and a few others, commented that detailed hydrological and geological surveys must be completed before any development is permitted. Site specific issues and potential solutions need to be explored in detail.
- 4.47 There was strong support for a holistic and fit for purpose site wide hydraulic assessment/strategy covering effective surface water site drainage, its management and provisions for its maintenance. The assessment/strategy to consider the implications 'downhill' for surface water, have an allowance for climate change, and be future proofed.
- 4.48 There was support for sustainable Urban Drainage Schemes (SUD's). Some feedback specifically mentioned creating ponds – potential water attenuation areas on the southernmost part of the site. Another person suggested that SUDs design could include open ponds and water channels throughout green spaces within the site. The area of the site near to and south of Long Greaves Wood was suggested as a possible area for SUD's.
- 4.49 Some feedback expressed concern, doubting the efficacy of (SUD's) to deal with surface water in limestone areas. An alternative solution – a dedicated outfall surface water pipe to Morecambe Bay was suggested.
- 4.50 Feedback (including from United Utilities), also supported the use of hard permeable surfacing and the use of soft landscaping (tree and shrub planting) in reducing and managing surface water runoff from any development.

### Draft Brief Consultation

- 4.51 Feedback on the draft Brief related to the following; strong concern about the potential for further surface water flooding in Kents Bank if the site is developed, whether limestone geology is suitable for SUDS, the need to renew the surface water outfall to

Morecambe Bay and that the Brief should identify some provision for surface water run-off management, the estimated hectaraage necessary for it and the likely locations.

<b>Table 10 : Flooding and Surface Water Drainage</b>	
<b>A. Key Issues raised and the Council's response – Issues and Options Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Need for detailed hydro-geological survey to support any submitted planning application.	<b>+ive</b> The Draft Brief in Section 3.10 Flood Risk and Drainage, advises that hydrogeological assessments are recommended (covering the whole site allocation) to guide the development of the required allocation site wide drainage strategy. A surface water drainage and management strategy will be required to support any submitted planning application.
Holistic fit for purpose sustainable approach to surface water drainage and management needed across the whole of the site /measures to ensure that surface water flooding is not exacerbated off site (downslope and on land adjoining the site).	<b>+ive</b> Section 3.10 - Flood Risk and Drainage in the Draft Brief, refers to the use of SUD's for the management of surface water drainage. The Draft Brief also advises about the need for a holistic – whole allocated site wide surface drainage and management strategy. The SUD's scheme will be integrated within the Green Infrastructure Network.
Use of Sustainable Drainage Schemes (SUDs).	<b>+ive</b> Section 3.10 - Flood Risk and Drainage in the Draft Brief, refers to the use of SUD's for the management of surface water drainage. The Draft Brief also advises about the need for a holistic – whole allocated site wide surface drainage and management strategy. The SUD's scheme will be integrated within the Green Infrastructure Network.
Lack of confidence in soakaway systems in limestone areas (due to experience of overflowing SUDS installed in new build properties in Kents Bank over past ten years.	Surveys and reports may be required to be submitted to support any planning application. Text in the Draft Brief (Section 3.14) - says that 'regard needs to be had to the underlying geology/soils and hydrogeology, to ensure that there is no risk of ground instability within the site and that the site can drain adequately. See information on National Geographic Society web pages. The British Geological Society, describe the soil and bedrock as glacial till – mainly boulder clay, which overlays Carboniferous Limestone'. See also Section 4.3 Planning Application Requirements.
Alternative to SUD's suggested – dedicated surface water outfall to the bay.	<b>+ive</b> An alternative approach to SUD's for the management and disposal of surface water has not been suggested in the Draft Brief. United utilities advise that consideration must be given to the disposal of surface water, in line with the surface water hierarchy.
Role of hard permeable surfaces and soft landscaping/tree planting to reduce surface water runoff.	<b>+ive</b> The Draft Brief refers to ...'opportunities should be taken in terms of the design and materials used to manage surface water disposal as effectively and sustainably as possible. For example the use of

	permeable paving and imaginative planting and green roofs/walls.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
Local residents very concerned over the potential for development to cause increased surface water flooding adjacent to the site and in Kents Bank.	<b>+ive</b> The Draft Brief in Section 3.10 Flood Risk and Drainage, advises that hydrogeological assessments are recommended (covering the whole site allocation) to guide the development of the required allocation site wide drainage strategy. A surface water drainage and management strategy will be required to support any submitted planning application.
Renew the surface water outfall from Kents Bank in to Morecambe Bay.	<b>-ive</b> An alternative approach to SUDS for the management and disposal of surface water has not been suggested in the final Brief. United utilities advise that consideration must be given to the disposal of surface water, in line with the surface water hierarchy.
The possibility of the western green gap (in the draft Brief, para. 3.7.9) being used as part of a sustainable urban drainage scheme (SUDS).	The final Brief does not specify detailed design requirements with respect to SUDS provision on site, including the amount of land required. This can only be determined through the planning application stage.
SUDS systems, such as soakaways, are not effective on limestone.	Surveys and reports may be required to be submitted to support any planning application. Text in the final Brief (Section 3.14) - says that 'regard needs to be had to the underlying geology/soils and hydrogeology, to ensure that there is no risk of ground instability within the site and that the site can drain adequately. See information on National Geographic Society web pages. The British Geological Society, describe the soil and bedrock as glacial till – mainly boulder clay, which overlays Carboniferous Limestone'. See also Section 4.3 Planning Application Requirements.
Final Brief should identify some provision for surface water runoff management, the estimated hectarage necessary for it and the likely locations.	The final Brief does not specify detailed design requirements with respect to SUDS provision on site, including the amount of land required. This can only be determined through the planning application stage. The final Brief does include the retention of the southern part of the site (Area G on Figure 13), for open space/SUDS purposes.

### Infrastructure:

### Issues and Options Consultation

4.52 There was some general feedback that related to the existing infrastructure in Kents Bank and concern about its capacity to cope with the demands from additional development. Feedback suggested that the gas pipes in the area were old and potentially needed replacing. Reduced water pressure was also an issue on the northern end of Kirkhead Road.



- 4.53 Other feedback commented that any survey must include an assessment of upgrades needed to the Kents Bank combined foul sewer and clear guidance on measures needed to protect nearby land from additional flooding. One person suggested that a robust drainage plan should include a significant upgrade of the combined sewer system in Kents Bank and that does not rely on soakaways; that it includes an excess surface water drainage pipe under the railway near to Kents Bank Station. Some feedback expressed concern about the capacity of the Kents Bank combined sewer to deal with the surface water runoff from this significantly sized sloping site.
- 4.54 There was some feedback from people concerned about the capacity of local schools to cope with additional school places. Similarly, there was a few responses concerning health, and the capacity and demand on health services; doctors and dentists.
- 4.55 Feedback included strong concern about the impact of the site's development on highway safety and increased traffic congestion on the local highway network; particularly the B5277 and in Grange over Sands town centre. The need for better public transport in Kents Bank; more frequent train stops and an improved bus service were also raised.
- 4.56 A few people, including Grange over Sands Neighbourhood Plan Steering Group, commented that high speed broadband is needed. It helps to create community resilience and neighbourliness.
- 4.57 The inclusion of community uses, including; a petrol filling station, commercial and retail services – a convenience store, a café/bistro, nursery, indoor play area and/or community building were referred to in feedback. Grange Neighbourhood Plan Steering Group, support community facilities for residents within or adjacent to the residential area of the site. One person's feedback suggested creating a community centre on the south eastern part of the site.

### Draft Brief Consultation

- 4.58 A few responses were received. Grange Neighbourhood Plan Steering Group and local residents expressed concern about the capacity of the combined sewer in Kents Bank and also about the sustainability of the site. Community feedback said that Kents Bank/the site, needs improved public transport – both bus and train services. Furthermore, it lacks both recreational and medical facilities and a community hall/meeting place. There is now no local shop/convenience store in Kents Bank. The previous shop closed earlier in the year and is now a dwelling.

Table 11 : Infrastructure	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Capacity of foul drainage infrastructure and water capacity.	<b>+ive</b> Guidance relating to foul drainage and water capacity (United Utilities) is given in the Draft Brief, Section 2.16.
Education – capacity, and the provision of school places.	<b>+ive</b> The Draft Brief can set out the advice from Cumbria County Council as Local Education Authority concerning the yield of children from the

	site (house unit numbers) and additional school places required.
Health – capacity, doctors and dentists.	The capacity for health services/facilitates in the allocating of development land was considered as part of the Land Allocations Process.
Transportation: public transport - need for improved bus and train services to/from Kents Bank.	<b>+ive</b> The Draft Brief in the 'Traffic and Movement Framework Requirements' section, requires that a 'main distributor road will run through the site and be 'looped', so that permeability can be achieved and to allow public transport (bus service) to permeate the site'.  Any site requirements for bus service improvements will be identified in the planning process – for example through the supporting Transport Assessment and Travel Plan.  Any site requirements for train service improvements will be identified in the planning process – for example through the supporting Transport Assessment and Travel Plan.
Local highway network – Cumulative impact and highway safety. Traffic Congestion.	Any improvements that may be required to nearby roads as a result of development will be identified through the planning application process following the outcome of the Transport Assessment in consultation with the Highways Authority.
Communications – need faster broadband.	Acknowledged - the need in the area for high-speed broadband.
Inclusion of community uses - including; a petrol filling station, commercial and retail services – a convenience store, a café/bistro, nursery, indoor play area and/or community building.	<b>-ive</b> Although the draft brief can identify needs expressed by the community, through consultation, for the provision of onsite community infrastructure; the Council cannot insist / require this. The adopted Local Plan Land Allocations Policy for the site – LA3.2 does not require such uses.
<b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
The existing Kents Bank combined sewer needs upgrading. It is at/or over capacity.	<b>-ive</b> United Utilities advise that there is not an issue with the capacity of the existing combined sewer at Kents Bank (Kentsford Road).
Transportation: public transport - need for improved bus and train services to/from Kents Bank.	<b>+ive</b> Any site requirements for bus and, or, train service improvements will be identified in the planning (application) process – for example through the supporting Transport Assessment and Travel Plan. The Brief includes a loop road off Allithwaite Road to enable buses to enter the northern part of the site
Lack of School in Kents Bank	<b>+ive</b> The Brief can set out the advice from Cumbria County Council as Local Education Authority concerning the yield of children from the site (house unit numbers) and additional school places required.

Lack of Medical Centre in Kents Bank	<b>+ive</b> The capacity for health services/facilitates in the allocating of development land was considered as part of the Land Allocations Process.
No leisure/recreational facilities in Kents Bank	<b>+ive</b> The need for leisure / recreational facilities in the allocating of development land was considered as part of the Land Allocations Process.
Need for community facilities – petrol station, convenience shop	<b>-ive</b> Although the Brief can identify needs expressed by the community, through consultation, and encourage the provision of on-site community infrastructure; the Council <u>cannot insist / require this</u> . The adopted Local Plan Land Allocations Policy for the site – LA3.2 does not require such uses. The final Brief encourages community uses on the site to support local needs. This is, however, not a requirement. Should a scheme come forward that includes community uses on this site, this could complement the employment requirements.

#### Ground Conditions/land stability:

#### Issues and Options Consultation

4.59 One person in their feedback made reference to British Geological Society SUDS Summary Map Data for the ‘ground stability layer for Kents Bank’; and the ‘significant potential’ for geo-hazard’ re. SUDS.

#### Draft Brief Consultation

4.60 No issues were raised.

Table 12 : Ground Conditions/land stability	
A. Key Issues raised and the Council’s response – Issues and Options Consultation	
Main issue raised	Council Response
Geological constraints - SUD’s	<b>+ive</b> Surveys and reports may be required to be submitted to support any planning application. Text in the Draft Brief (Section 3.14) - says that ‘regard needs to be had to the underlying geology/soils and hydrogeology, to ensure that there is no risk of ground instability within the site and that the site can drain adequately. See information on National Geographic Society web pages. The British Geological Society, describe the soil and bedrock as glacial till – mainly boulder clay, which overlays Carboniferous Limestone’. See also Section 4.3 Planning Application Requirements.
B. Key Issues raised and the Council’s response – Draft Brief Consultation	
Main issue raised	Council Response
No issues raised.	

## Lighting:

### Issues and Options Consultation

4.61 There was support for keeping light pollution to a minimum ‘village standard lighting rather than urban streets’ – dark skies are valued by local residents and benefits wildlife.

### Draft Brief Consultation

4.62 No issues were raised.

Table 13 : Lighting	
A. Key Issues raised and the Council’s response – Issues and Options Consultation	
Main issue raised	Council Response
Minimise Light pollution.	<b>+ive</b> The Draft Brief includes in Section 3.7 a number of general principles, one of which is to give ‘careful consideration of lighting, to ensure a balance between safety, light pollution, impacts on wildlife and amenity’.
Village standard lighting rather than urban streets.	The issue of external street lighting will be considered as part of the planning application process – (detailed planning application). Saved Local Plan Policy C5 – External Lighting applies).
B. Key Issues raised and the Council’s response – Draft Brief Consultation	
Main issue raised	Council Response
No issues were raised.	

## Heritage / Archaeology:

### Issues and Options Consultation

4.63 There was only one comment about archaeology; ‘that specialist archaeological advice is needed to inform the brief’.

### Draft Brief Consultation

4.64 No issues were raised.

Table 14 : Heritage / Archaeology	
A. Key Issues raised and the Council’s response - Issues and Options Consultation	
Main issue raised	Council Response
Need for specialist archaeological advice to inform the brief.	<b>+ive</b> Text added to the Draft Brief - any forthcoming planning application for the site should include information on the presence/absence of any archaeological assets located at the site and how their significance will be affected by the development

	proposals. This information should be obtained by an archaeological desk-based assessment and evaluation, in this instance a geo-physical survey. An informed judgement can be made as to whether any planning consent will need to include provisions for the recording and, more importantly, the preservation of very significant archaeological assets in situ.
<b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
No issues were raised.	

**Viability:**

**Issues and Options Consultation**

4.65 There was no feedback received specifically relating to development viability.

**Draft Brief Consultation**

4.66 There was limited feedback in terms of the numbers of representations concerning development viability. One local resident thought that the amount of open space in the draft Brief's green infrastructure framework was excellent, but not likely to be realistic in terms of a developer's site viability. The landowner, (their agent), considered that the draft Brief contained too much open space/green infrastructure. As such, the viability of including the amount of open space was at the expense of the housing developable area. The issue of viability on this site and the constraints and abnormal development costs associated with it, were highlighted. The need to achieve the delivery of 202 housing units or thereabouts was reiterated by the landowner/likely developer.

<b>Table 15: Viability</b>	
<b>A. Key Issues raised and the Council's response – Issues and Options Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
No issues raised	No issues raised
<b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Concerns about deliverability of the draft Brief. The site is greenfield but not without complexities associated with topographical issues and associated site re-grading, drainage issues and abnormal	Noted



<p>development costs. Infrastructure provision will be expensive and there is a certain critical mass required to ensure site viability. The further the developable area is reduced, the more site viability issues come into play.</p>	
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### Developer Contributions:

### Issues and Options Consultation

4.67 There was feedback from Grange over Sands Neighbourhood Plan Steering Group and a few other people about developer financial contributions. Issues raised included seeking developer financial contributions:

- for improving access to and the condition of the off-site coastal footpath, including the existing steps, from Kents Bank (Kentsford Road) and near to Guide's Farm, to the Grange over Sands promenade, possibly in conjunction with Network Rail;
- for an 'off-site' access path from the site around the base of Allithwaite Quarry and onward to Allithwaite village. Allithwaite Parish Council are working on this - the final part of the path alongside a field boundary and to the field gate on Allithwaite Road. This would open up an off-road pedestrian route through green space to and from Allithwaite village;
- for school transport anticipated (as no safe access by foot/cycle to Grange and Allithwaite Primary Schools and Cartmel secondary school).
- to provide a footpath on the south side of Allithwaite Road;
- to upgrade the footpath/pavement on Risedale Hill, Allithwaite Road;
- Upgrade and provision of footpaths on Kirkhead Road and a bus shelter;
- play ground provision; and
- Street lighting provided on the southern side of Allithwaite Road and Kirkhead Road.

### Draft Brief Consultation

4.68 Once again, a few responses were received relating to developer financial contributions – in the main from Grange over Sands Neighbourhood Plan Steering Group (endorsed by Grange-over-Sands Town Council) and a few other people. Feedback requested that the final Brief should set out clear guidance on what off-site infrastructure the developer should be liable for and what they will be funded from.

Table 16 : Developer Contributions	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Developer financial contributions	<p><b>+</b>ive Section 4.5 of the Draft Brief sets out guidance concerning infrastructure requirements, including developer contributions re. education. Section 4.6 of the Draft Brief, sets out guidance re. play provision, education, affordable housing and highways – in terms of infrastructure that will be required to enable</p>

	<p>the development of the site to go-ahead. The list in Section 4.6 – Developer Contributions is indicative at this stage and is not exhaustive, (list given in the Draft Brief).</p> <p>Off-site improvements will need to satisfy ‘planning obligation tests’ e.g. relevant – directly related to the development, reasonable/fair and necessary to make the development acceptable in planning terms.</p>
<b>B. Key Issues raised and the Council’s response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Regulation 123 list confirms no S106 payments will be sought in relation to secondary school payments as CIL payments will cover this.	<b>+ive</b> The final Brief, Section 4.6, does indeed confirm that financial contributions to places at Cartmel Secondary School will be from CIL based on the current Regulation 123 list.
Developer contributions should be sought (Grange Town Council) to help provide the cross – parish foot/cycle path linking Allithwaite Road with Quarry Lane, Allithwaite.	It is considered that the consideration of developer contributions should be dealt with as part of the planning application process. The outcome of submitted assessments will be determined by supporting assessments.
Developer contributions to support sustainable travel to work required. For the bus service for at least 5 years from development completion.	It is considered that the consideration of developer contributions should be dealt with as part of the planning application process. The outcome of submitted assessments will be determined by supporting assessments.
Developer contributions should be sought for volunteer hospital transport scheme.	It is considered that the consideration of developer contributions should be dealt with as part of the planning application process. The outcome of submitted assessments will be determined by supporting assessments.
Developer contributions should be sought towards Grange Primary School parking voucher scheme, to allow parents to park cars in Berner’s car park – to reduce congestion.	It is considered that the consideration of developer contributions should be dealt with as part of the planning application process. The outcome of submitted assessments will be determined by supporting assessments.
Developer contributions should be sought to; upgrade The Promenade footpath between Cart Lane and Kents Bank; to provide accessible ramp alongside the existing steps ,or, the NR service track from the station and works to Risedale Hill on the B5277 to make it safe for cyclists etc.	It is considered that the consideration of developer contributions should be dealt with as part of the planning application process. The outcome of submitted assessments will be determined by supporting assessments.
Developer contributions - potential to help contribute to signage to raise awareness of	It is considered that the consideration of developer contributions should be dealt with as part of the planning application process. The outcome of

importance of Morecambe Bay for migrating birds.	submitted assessments will be determined by supporting assessments.
The final Brief should include a commitment to the off-site provision of identified safe walking and cycling route into Grange, Allithwaite and Kents Bank, an indication of which 'pots' they will be funded from, and clear assignment of which parts the developer will be liable for.	The final Brief reflects the feedback received from the Highways Authority. Any asks of the developer to contribute towards, or directly provide for off-site highways improvements will need to be justified in context of the outcome of any Transport Assessment submitted as part of any planning application and in terms of the CIL Regulation 123 tests. All on-site highways requirements necessary to make the development acceptable will be funded by the developer.

### Implementation:

#### Issues and Options Consultation

- 4.69 Feedback concerning implementation covered a range of issues including the need to control and mitigate the impacts on local residents of; noise, air and light pollution, congestion and hours of working etc. during the lifetime of the development's construction. Some feedback suggested the need for a substantial Construction Method Statement to be drawn up as part of the planning application process. Similarly, the Environment Agency recommend that developers' prepare a Construction Management Plan (CMP), primarily, to reduce the risk of a pollution incident.
- 4.70 Other feedback concerned the use of planning conditions (imposed on planning permissions), to manage issues/impacts like retention of trees etc. People suggested that planning conditions be used to prevent holiday lets and second homes on market housing.

#### Draft Brief Consultation

- 4.71 A few comments were received questioning whether certain information/reports were needed to support any planning application. The comments related to noise, contamination and heritage asset assessments.
- 4.72 One comment queried the likely phasing of development across the site given in the draft Brief in Section 4.2 – Phasing.

Table 17 : Implementation	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Construction Method Statement – planning to ensure impact minimised and to put in place any mitigation.	<b>+ive</b> Section 4.3 of the Draft Brief – 'Planning Application Requirements', sets out that any planning application will need to be supported by a Construction Method Statement/Construction Management Plan.
Need for a Construction Management Plan (CMP) to minimise pollution incident risk.	<b>+ive</b> Section 4.3 of the Draft Brief – 'Planning Application Requirements', sets out that any planning application will need to be supported by a

	Construction Method Statement/Construction Management Plan.
Planning conditions to manage development.	It is for the planning application process to decide what planning conditions are to be imposed on any planning consent.
<b>B. Key Issues raised and the Council's response – Draft Brief Consultation</b>	
<b>Main issue raised</b>	<b>Council Response</b>
Not considered appropriate to agree finished floor levels across the whole site as part of an outline planning application.	<b>+ive</b> The planning requirements at Section 4.3 stress that the listed supporting information is likely to be required. The relevant text has been changed to say that, 'for a full or reserved matters application – due to site topography, plans showing existing ground levels, finished floor levels and site cross sections (to cover the whole allocation site)'.
Assessments to support planning application not needed for heritage, land contamination and a noise impact assessment.	<b>-ive</b> it is considered that a noise assessment is likely to be needed due to; the proximity of the site to the busy B5277, the mixed use allocation – which includes B2 – general industrial use and the rail way which runs through Kents Bank. <b>-ive</b> it is considered that a Stage 1 preliminary risk assessment is likely to be required, as the proposed end use – residential use, is considered sensitive to contamination. <b>+ive</b> It is considered that a Heritage assessment is not required, given the likely level of impact and the advice from the Council's Conservation Officer at Section 3.11 – Archaeology and Heritage. A Heritage Impact Assessment does not cover archaeology.
The site owners/likely developers anticipates that the north western part of the site could be the first phase rather than the last (as in draft Brief).	<b>+ive</b> The relevant text in Section 4.2 – Phasing (paragraph 4.2.1), has been amended accordingly.

### Comments about the Constraints and Opportunities Map (Issues and Options Stage) and changes made as a result:

#### Issues and Options Consultation

- 4.73 One comment concerned the curtilage of the dwelling - Greaves Wood Lodge. The Constraints and Opportunities Map has been amended to show that Long Greaves Wood does not extend within the curtilage. The majority of trees shown within the curtilage have been removed from the map. However, the TPO boundary (the purple line), still covers the garden area.
- 4.74 In response to a comment from the occupiers of Greaves Wood Lodge, the eastern boundary with Greaves Wood Lodge (on Allithwaite Road) with the site, has been shown on the map as a 'sensitive receptor' to existing housing or business.
- 4.75 In response to feedback, the map's key of existing features has been amended to say – 'Utility services - wires/poles'. Feedback suggested that the above ground infrastructure did not relate to telephone wires.

- 4.76 Other Officer changes/corrections to the 'Constraints and Opportunities Map' are given on page 210.

#### **Draft Brief Consultation**

- 4.77 For comments about the Constraints and Opportunities Map and the Council's response, please refer to the preceding 'key Issues' topic areas, above.

#### **Principle of Development:**

#### **Issues and Options Consultation**

- 4.78 A few people stated their objection to the principle of using the site for housing and/or employment development. Others stated that significantly less housing and/or no employment use should be developed on the site. The site is allocated in the Local plan for mixed use development - housing (indicative 202 housing units) and for 1.5 hectares of employment development (specifically B1 and B2 land use classes<sup>3</sup>); the principle of allowing development has therefore been established.
- 4.79 The Local Plan (Land Allocations DPD) was approved in December 2013 and was subject to an independent examination process. The Local Plan covers the whole district in response to needs based evidence.

#### **Draft Brief Consultation**

- 4.80 A few people stated their objection to the principle of using the site for housing and/or employment development. Others stated that significantly less housing and/or no employment use should be developed on the site.

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<sup>3</sup> B1 (a) = office (other than use class A2), B1 (b) = Research and Development, B1 (c) = Light Industry, B2 = General Industrial – Source: Town and Country Planning (Use Classes) Order 1987 and subsequent amendments.

# **APPENDIX 1: Responses received during the Issues and Options Consultation on the Development Brief for Land South of Allithwaite Road, Kents Bank**

## **SUMMARY OF RESPONSES**

**THIS APPENDIX PROVIDES A SUMMARY OF THE RESPONSES RECEIVED DURING THE ISSUES AND OPTIONS CONSULTATION ON THE DEVELOPMENT BRIEF FOR LAND SOUTH OF ALLITHWAITE ROAD, KENTS BANK.**

**It is broken down as follows:**

**Category A comments – these are comments received on matters relating to topics covered by the Development Brief. It is split between members of the public and organisations.**

**Category B comments – these are comments received on matters not covered by the Development Brief, for example those that may relate to matters of whether the site in principle is acceptable for the development it is allocated for in the Local Plan.**

**Category C comments – these are comments received about the Proposals document which are general in nature, non-site specific.**

**Category D comments – these are comments received about Appendix 3 Site Information Working Document (general)**

**Category E comments – these are comments received about Appendix 3 Site Information Working Document (site specific)**

**Category F comments - Drop in Event comments – a record of all responses made at the drop in event on the 19 January 2016.**



**Category A comments – comments received on matters relating to topics covered by the Development Brief.**

Topic Area	Member of public comments	Organisation comments
VISION	<ul style="list-style-type: none"> <li>• Ensure development is in keeping with existing surrounding properties using local limestone facing as much as possible, especially the neighbouring properties immediately next to the proposed development and off the main road. For continuity ensure that similar houses are built next to existing ones with gradual increases in height and size. Not just to pack in as many houses or flats as you can with small gardens. Well thought out and aesthetically pleasing houses and bungalows with green spaces and trees. Try to achieve a quaint village feel in keeping with Lake District National Park. (Robert and Krysia Carmichael)</li> <li>• We accept the overall vision from SLDC as adequate and appropriate to this site. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Limit development so that new houses are not fully visible from Allithwaite, Kirkhead and especially, Greaves Wood. Minimise the impact of the development on this green belt land (Mr Spodofora).</li> <li>• The vision should be as the site is now – undeveloped. (Mr and Mrs JB Crowe).</li> <li>• Retain as much of the local wildlife / trees/hedgerows. Have a ‘green buffer’ area on the site’s western boundary with the existing housing that backs on to the site, to lessen impact on Kirkhead Road, (Katherine and Paul Bennett).</li> <li>• Overall vision should be more open fields left as they are, thus far less housing than planned (Mrs LP Langfield)</li> </ul>	<ul style="list-style-type: none"> <li>• Development that responds sympathetically and sensitively to the landscape character of the site as open countryside, taking particular cognisance of the important role the site plays in the context of the wider landscape and as a separating feature between settlements (Friends of the Lake District)</li> <li>• Well connected green infrastructure providing benefits to people and wildlife recognising the high biodiversity value of this site (Friends of the Lake District)</li> <li>• Provide a mix of well-designed and energy efficient homes in line with the identified local need for affordable housing (Friends of the Lake District)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Essentially as outlined, with regard to residential and employment mix. Kents Bank is a young settlement (1860's onwards) and as such, has no centre of trading / employment activity. The majority of the latter takes place in Grange (shopping, meeting halls / rooms and sport and recreation facilities). Some consideration should be given to using this significant increase and diversification in population to create a community heart for the village. One possibility would be the inclusion of a village hall / centre at the south eastern corner of the development, with foot/cycle access from Greaves Wood Lane and vehicle access through the development from Allithwaite Road, as for the rest of the development. (Mr Richard Smith)</li> <li>• A small and unobtrusive site, as much green space as possible, as un-urbanised as possible (Mrs Mary Rossall)</li> <li>• Revise as follows – ‘ A high quality development that provides a wide choice of homes to meet the needs of different housing groups in the wider community and provides the opportunity to meet the employment demand, retaining a sense of separation between Kents Bank and Allithwaite and promoting integration and connectivity with the existing built up area’. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Size of proposed development not in keeping with the area (Jennifer Woodhouse)</li> <li>• Maintain a strong retirement element, provide housing with garaging and parking and garden areas (Joan Holgate)</li> <li>• Homes and employment opportunities to encourage a thriving community (Christina McIntosh)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Minimise impact of the environment and compensate residents for loss of amenity by improving local facilities and access (Andrew Platt)</li> <li>• Support for a scheme like Fir Tree Rise in Kendal (Margaret Gibson)</li> <li>• Need to create a prosperous economy, Kents Bank should thrive with basic amenities (Lynn Henderson)</li> <li>• Houses to have a reasonable size garden and allotments (Beverley White)</li> <li>• Provide a limited amount of affordable housing, possibly with some employment opportunities. Should blend in with existing housing and leave plenty of green space. (Alice Sharp)</li> <li>• Should reflect the demographic of the area, peace and quiet (Dave Wright)</li> <li>• It is not clear that the intention for allocating the site was to meet local housing needs only (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• The Kents Bank and Allithwaite reference is based upon the explanatory text to LA3.2 and makes clear there is not an intention to separate the site from the built up area to the east of the site only. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• The reference to generating wider benefits for the community suggests that there are some undefined other benefits that the scheme should produce. It is not clear what is being referred to here - in the draft vision. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Overall vision to ensure – old combined sewer system is upgraded in this part of Kents Bank before development is allowed. Must be comprehensive robust hydrological and drainage survey and not exacerbate flooding</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>nearby. Site layout and the design of all buildings blends in with local landscape, topography and surrounding architecture, so that does not become another ubiquitous urban housing estate. Retain as much as much of the hedgerows as possible. Use field boundaries as framework for wildlife corridor linking Kirkhead, Greaves Wood and Wartbarrow. Retain the copse. Area to the west of Greaves Wood retain as a public open space to relieve pressure from pedestrians. Use topography to enhance site design. Section of Greaves Wood Bridleway south of site to be protected so that does not become a rat run. (Valerie Kennedy OBO Group of Kents Bank Residents)</p> <ul style="list-style-type: none"> <li>• Clear guidance in the brief that combined sewer is upgraded before development allowed, developer must undertake comprehensive hydrological and drainage survey that will not exacerbate flooding nearby. Retain as important open spaces - land adj. small green gap between Kents Bank &amp; Allithwaite, and land adj. to Greaves Wood. Retain hedgerows except where to facilitate access across the site. Layout, design buildings blend in local landscape. Retain copse, protect southern Greaves Wood Bridleway, vehicle access roads from Allithwaite Road, with provision to extend 30mph zone (extend beyond site access road junctions). Not include in the site, the area of land to the north of Greaves Wood Bridleway junction with Kirkhead Road. It's an important wildlife corridor. (Valerie Kennedy OBO Group of Kents Bank Residents)</li> </ul>	
ACCESSIBILITY AND MOVEMENT		
General	<ul style="list-style-type: none"> <li>• Age and capacity of the local highway network; not suitable for carrying large increase in road traffic, lack of</li> </ul>	<ul style="list-style-type: none"> <li>• Should ensure the promotion of sustainable transport options by encouraging the provision</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>pavements (narrow and poor condition), (Mrs Mary Rossall).</p> <ul style="list-style-type: none"> <li>• It is unlikely that cycling will be popular because it is very hilly and Allithwaite Road is dangerous as well for cyclists. Walkers like the area though. (Mrs LP Langfield)</li> <li>• It is essential that the route to Grange from the Station be developed as a full cycle and pedestrian route as a condition of development. This will reduce motor vehicle use. (Mr Richard Smith)</li> <li>• All of the houses and employment facilities in the development should be equipped with motor charging infrastructure and points as a condition of the development. The infrastructure will have to be retro fitted by residents if it is not fitted initially. Providing it from the start will accelerate the highly desirable change to electric vehicle ownership already targeted at national level (Mr Richard Smith)</li> <li>• Safe access to, from and within the development is a major concern, many changes to roads, pavements and steps are needed to encourage cyclist and pedestrian use (Christina McIntosh)</li> <li>• Perhaps a bio village (Lynn Henderson)</li> <li>• Roads to facilities especially schools do not lend itself to walking and cycling, topography deters people, roads are congested (Patricia Rowland)</li> <li>• The brief should indicate the expected location of vehicular access points on Allithwaite Road, emergency vehicle, pedestrian and cycle access points. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Traffic – Issues in domestic and commercial traffic need to be minimised and channelled to the most appropriate routes in order to reduce the impacts on new and existing residents. This can be assisted by ensuring</li> </ul>	<p>of pedestrian and cycle links through and beyond the site. (Friends of the Lake District)</p> <ul style="list-style-type: none"> <li>• Ensure it is not an isolated limb of the existing settlement and promote provision of easily accessible pedestrian connections (Friends of the Lake District)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>maximum cycle and pedestrian permeability through the site and into surrounding transport networks, enhancing opportunities for residents, public transport , and providing (as a minimum) convenience shopping facilities on site). (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• It should be noted that constraints related to transport and movement to and from the site are prominent. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• We would support the mitigation of vehicle impact be encouraging residents to walk / cycle to Kents Bank Station by providing quiet local routes. Congested parking at the station. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Lack of facilities nr. site means that residents will need to use cars to travel to work, to take children to school, visit the medical centre, to shop etc. The business use of the site, ought to include; a petrol station, a convenience store and post office as priorities, as well as open space with public access. The development brief needs to say the development should include a petrol station, a convenience store and post office, with good access and car parking at the northern end of the site. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• All site roads should be designed to provide safe access for vehicles, cyclists and pedestrians. (Valerie Kennedy OBO Group of Kents Bank Residents)</li> <li>• Insist that traffic surveys are carried out in accordance with industry standards and not allow developer to mislead planners as happened with Russell Armer</li> </ul>	



Topic Area	Member of public comments	Organisation comments
	<p>development at Berry Bank. (1 comment from drop-in event).</p> <ul style="list-style-type: none"> <li>• Traffic survey of vehicles through Grange town is required first to assess impact of 300+ houses on traffic volumes. (1 comment from drop-in event).</li> </ul> <p><u>Street Lighting/Light Pollution:</u></p> <ul style="list-style-type: none"> <li>• Limit light pollution – want village rather than an urbanised lighting approach.(Mrs Mary Rossall)</li> <li>• There is no existing street lighting in places. Street lighting should be required along the south side of Allithwaite Road and on Kirkhead Rd (Mrs G Longfellow)</li> </ul>	
Cars – access	<p><u>Allithwaite Road:</u></p> <ul style="list-style-type: none"> <li>• We would support vehicular access from the B5277 (Allithwaite Rd only). The B5277 is the only through route to facilities in Grange and Allithwaite. School runs to Allithwaite Primary, Grange Primary and Cartmel High have to use the B5277. The extra traffic from the site will be going to Grange or Allithwaite. We would also prefer to remove the possibility of roads through the site being used as a rat run by delivery vehicles – which is a current concern on Greaves Wood Road. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Separate vehicle access into the commercial development would be supported. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Entrances to the site will need to be the middle of the site to give motorists time to slow down from both sides.(Robert and Krysia Carmichael)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Allithwaite Road only access for vehicles (Mr Sporofora, Joan Holgate, G Jones, Margaret Gibson, Janet Eccles, Christie Ashmore, Lynn Henderson, Paul Mallinson, Graham Brown, Ian Munro).</li> <li>• Minimum access e.g. the main (Allithwaite Road) (Mr and Mrs JB Crowe).</li> <li>• Access to the site should be from Allithwaite Road for motor vehicles (Katherine and Paul Bennett)</li> <li>• Vehicular access to serve the development should be from / off Allithwaite Road (Mr Richard Smith)</li> <li>• Access onto Allithwaite Road with a reduction in the speed limit. (Mr Richard Smith)</li> <li>• Access off Allithwaite Road with a 30mph speed limit. (Joyce Lancaster)</li> <li>• Retain hedgerow (as much as possible of this hedgerow) which is on the northern site perimeter with Allithwaite Road (Wildlife / biodiversity benefits) (Mrs Mary Rossall)</li> <li>• There should be two access roads in to the site from Allithwaite Road. One should be a separate access road into the industrial site which could also be used by emergency vehicles to access the residential area.(Mrs Mary Rossall)</li> <li>• Road access into Allithwaite Road / perhaps two access points, possible by mini roundabouts (Linda Brown)</li> <li>• Should be accessed by a loop road between the two points shown on the draft constraints and opportunities map (David and Deborah Simmonds)</li> <li>• Best entrance would be Allithwaite Road (Anne Booker)</li> <li>• Support access from Allithwaite Road, vehicle access points should be confirmed in the brief (Neil and Linda Birkinshaw)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Main access from Allithwaite Road, two entrances (Elaine Byford)</li> <li>• Vehicle access to the site should be mainly from Allithwaite Road ideally with a mini roundabout (Alice Sharp)</li> <li>• Vehicular access should only be permitted from Allithwaite Road (B5277). (Valerie Kennedy OBO Group of Kents Bank Residents)</li> <li>• Brief to include clear guidance; vehicular access will only be permitted from Allithwaite Road and that there need to be two access roads onto the northern end of the site. The two possible development site road access points from Allithwaite Road are the 'least worst' site road access points. Access points need to be designed to take account of the volume and type of traffic that use the B5277. Suggested traffic calming/pedestrian safety measures need to be realistic. Mobile home transporters and large HGV's regularly use the B5277. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• Access on to Allithwaite Road shouldn't go ahead, extremely dangerous will lead to increased congestion and have a knock on effect into neighbouring Allithwaite (Marissa Cockling).</li> </ul> <p><u>Kirkhead Road:</u></p> <ul style="list-style-type: none"> <li>• No safe vehicular access point on to Kirkhead Road. Small area of land to the north of Greaves Wood Road bridleway with a boundary onto Kirkhead Road is not part of the site, it is in the Grange over Sands Conservation Area and it is the main wildlife corridor link to Kirkhead, Greaves Wood and Wartbarrow. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Neither of the site access points onto Kirkhead Road are suitable for vehicles. Greaves Wood Road is a bridleway and the farm vehicle access between 36 and 38 Kirkhead Road is too narrow for vehicular access. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• We would support vehicular access from the B5277 (Allithwaite Rd only). (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Any exit point for vehicles elsewhere on the site would have a negative impact on small local roads, and might require expensive mitigation measures on those roads. It would increase travel mileage, journey times danger to pedestrians, need for extra highway lighting, traffic congestion and vehicle emissions. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• It needs to be confirmed whether or not vehicular access is achievable from Kirkhead Road at the southern end of the site and if it is that appropriate visibility splays can be achieved on land within the ownership of Holbeck Homes or the highway authority. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• No access to the site other than from Allithwaite Road for vehicles (Mr Sporofora, David and Deborah Simmonds, Andrew Platt).</li> <li>• Minimum access e.g. the main (Allithwaite Road) (Mr and Mrs JB Crowe).</li> <li>• Access to the site should be from Allithwaite Road for motor vehicles (Katherine and Paul Bennett)</li> <li>• Not be a potential main point of vehicular access on Kirkhead Road, Greaves Wood Road.(Mrs LP Langfield)</li> <li>• Vehicular access onto Kirkhead Road would create significant hazard to pedestrians who are already</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>negotiating stretches without footway. There is no argument for vehicular access to the railway station by these routes. If people are taking the train, then it is easily walkable. The few having luggage or disability which could prevent their walking can drive or be driven up Allithwaite Road and round. (Mr Richard Smith)</p> <ul style="list-style-type: none"> <li>• Access – no good, vehicles park on the road already (Joyce Lancaster)</li> <li>• No vehicular access road from the site into Kirkhead Road. Access at this point, would enter Kirkhead Road at its steepest, immediately adjacent to the Public Bridleway. The latter is well used by local residents, and above a sharp bend with limited visibility. There is no pavement from this point as far as the station and the road narrows as it passes the Post Office. If an access was put in this location, it would not actually take traffic in any direction other than to Allithwaite Road either via Kirkhead Rd., or Kentsford Road. This part of the site in in a Conservation Area. (Mrs Mary Rossall)</li> <li>• Access from Kirkhead Road unnecessary, meet huge resistance (Neil and Linda Birkinshaw)</li> <li>• Speeding traffic, dangerous point where it meets Greaves Wood Road (Margaret Gibson)</li> <li>• No access by vehicles into Kirkhead Road (Janet Gibson)</li> <li>• On a bend and unsafe (Lynn Henderson)</li> <li>• Should be access to Kirkhead Road at the lowest point but only small and intended only for those cars that need access to that part of Kents Bank (Alice Sharp)</li> <li>• Vehicle access from Kirkhead Rd opposite Kirk Hey not a good idea – on blind hill – no footpath for walkers going down to station – make access for pedestrians only.(1 comment from drop-in event).</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Vehicles access form Kirkhead Road opposite 'Kirk-Hey' definitely not a good idea for access. (1 comment from drop-in event).</li> <li>• Access should only be to Allithwaite Road – No other access as roads cannot cope. (1 comment from drop-in event).</li> <li>• No vehicular access onto Kirkhead Rd. – no footpath down to station + the road already has problems with poor parking, increased traffic when Cross Bay walks are on, etc! (1 comment from drop-in event).</li> </ul> <p><u>Priory Crescent:</u></p> <ul style="list-style-type: none"> <li>• We would support vehicular access from the B5277 (Allithwaite Rd only). (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• No access to the site other than from Allithwaite Road for vehicles (Mr Sporofora, Andrew Platt).</li> <li>• Minimum access e.g. the main (Allithwaite Road) (Mr and Mrs JB Crowe).</li> <li>• Access to the site should be from Allithwaite Road for motor vehicles (Katherine and Paul Bennett)</li> <li>• Priory Crescent access - Where does the traffic go? – Eventually out onto Allithwaite Road, through a residential estate of mainly older people, at an already dangerous junction. (Barbara Lloyd)</li> <li>• Access off Priory Crescent will not work (vehicles park on the road) (Barbara Lloyd)</li> <li>• Roads through Priory Crescent area not built to withstand extra traffic (Anne Booker)</li> <li>• Access from Priory Crescent unnecessary, meet huge resistance (Neil and Linda Birkinshaw)</li> </ul>	



Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Don't permit access to Priory Crescent – road is inadequate (Mr Wright)</li> <li>• No access through existing housing estate (Lynn Henderson)</li> <li>• How would traffic navigate safely and easily through the housing area. Use of the road would be inappropriate, it is impassable (Judith Bridge)</li> <li>• Not designed to take high volume of traffic, safety hazard (Ian Munro)</li> <li>• Needs to be clear guidance in the brief that an additional 'emergency vehicles only' access should be included, across Greaves Wood Road Bridleway onto Priory Crescent. It is illegal to drive vehicles on a public bridleway – the Greaves Wood Road bridleway is unofficially used to link the two sides of Priory crescent. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Vehicles using a site access onto Priory Crescent would need to use the Carter Road Junction with Allithwaite Road to join the B5277. Carter Road was deemed inadequate to accommodate residential traffic generated from the development currently being built on the land north of Carter Road. Road conditions on Carter Road have not changed since that decision was made, therefor inappropriate to increase traffic levels on Carter Road with additional traffic from the site. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Vehicular access onto Priory Crescent pointless – direct access through the new estate onto the grange road would be a less tortuous route. (1 comment from the drop in event).</li> </ul> <p><u>Granby Road:</u></p>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• We would support vehicular access from the B5277 (Allithwaite Rd only). (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• The possibility of access from Granby Road should be considered an option at this stage. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Not an option. Granby Road is not wide enough (Christie Ashmore)</li> </ul> <p><u>Greaves Wood Road:</u></p> <ul style="list-style-type: none"> <li>• We would support vehicular access from the B5277 (Allithwaite Rd only). (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• This is dangerous when leaving the lane to access with a vehicle on to Kirkhead Road, (if driving, walking or cycling). This is due to poor visibility to the right. (Mrs LP Langfield)</li> <li>• There does not appear to be a way of providing vehicular access below Greaves Wood which does not immediately destroy the aim of retaining green space and wildlife corridors. (Mr Richard Smith)</li> <li>• Access on to Greaves Wood Road ; the traffic will go either up Kirkhead and out on to Allithwaite Road, near the corner and junction with Jack Hill or down Kirkhead, up Priory Road or pass Abbott Hall and up Kentsford Road on to Carter Road and out on to Allithwaite Road, again near a corner. Imagine industrial traffic negotiating any of these routes, never mind the ordinary traffic. (Barbara Lloyd)</li> <li>• Access off Greaves Wood Road will not work (vehicles park on the road) (Barbara Lloyd)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• No access to Greaves Wood Road, but cycles acceptable (Jennifer Woodhouse)</li> <li>• No access to Kirkhead Road (Andrew Platt)</li> <li>• This is a bridleway so access seems unsuitable (Elaine Byford)</li> <li>• CCC Highways mention improvements to footways on Greaves Wood Road. There are no footways, it is unmade and un-adopted.(Mrs G Longfellow)</li> </ul> <p><u>Emergency vehicle access:</u></p> <ul style="list-style-type: none"> <li>• Emergency vehicle access only might be achieved through some of the wider pedestrian/cycle access points suggested on the Issues and Options Development Brief Constraints and Opportunities Map. – Possibly half way up Kirkhead Road and at Priory Crescent. Not considered suitable to give access to the site from any point at the lower part of the site and especially not from Kirkhead Road or Priory Crescent /Greaves Wood Road. Response lists the key constraints / reasoning for this. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• There should be two access roads in to the site from Allithwaite Road. One should be a separate access road into the industrial site which could also be used by emergency vehicles to access the residential area.(Mrs Mary Rossall)</li> <li>• Needs to be clear guidance in the brief that an additional ‘emergency vehicles only’ access should be included, across Greaves Wood Road Bridleway onto Priory Crescent. It is illegal to drive vehicles on a public bridleway – the Greaves Wood Road bridleway is</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	unofficially used to link the two sides of Priory crescent. (Valerie Kennedy OBO Group Kents Bank Residents).	
Pedestrian – access	<p><u>General:</u></p> <ul style="list-style-type: none"> <li>• Specific routes should not be indicated, only the points that are expected to connect to provide routes through the site to achieve permeability. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Supported – foot and cycle access to the site and links to rights of way. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul> <p><u>Pedestrian access within and adjoining/ near to site:</u></p> <ul style="list-style-type: none"> <li>• Signed foot and cycle ways through the site which link residents to roads and quiet routes into Kents Bank, Allithwaite and Grange. This should include a link to the new footway being developed by Allithwaite Parish Council to the north of Allithwaite Road.(Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Signed foot and cycle ways through the site. No access from bridleway of Greaves Road (Mr Sporofora)</li> <li>• Pedestrian access from Kirkhead and Allithwaite Road only (Mr Sporofora).</li> <li>• Pedestrian footpath to access Kirkhead Road to provide link to train and bus routes (Katherine and Paul Bennett)</li> <li>• Pedestrian access from Greaves Wood Lane makes sense. Provide access to the current post office, the station and a route to Grange. (Mr Richard Smith)</li> <li>• Pedestrian and cycle access points – there should be one access point on to the public bridleway at the point where the current field gate is located near Priory</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of foot access should ensure safe access routes to existing facilities and services connecting the site to Kents Bank and Allithwaite (Friends of the Lake District)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>Crescent. This is where the bridleway leaves Greaves Wood Road and enters the path through the woods. If there is more than one access point on to the public bridleway, it is difficult to see how this path will remain quiet and tranquil...An access path should not enter the wood itself from the site, as it would result in damage to the limestone which is protected by a Limestone Pavement Order. (Mrs Mary Rossall).</p> <ul style="list-style-type: none"> <li>• Policy LA3.2 - There is only one public footpath which any pedestrian routes could link with and that is the public bridleway along Greaves Wood Road. (Mrs Mary Rossall)</li> <li>• The track and field gate which lies between the houses on Kirkhead Road opposite Kirkhead Cottages could be used as a pedestrian and cycle access. (Mrs Mary Rossall)</li> <li>• Should be major pedestrian access link to Kents Bank Post Office and Kents Bank Station (David and Deborah Simmonds)</li> <li>• Value pedestrian access to the bottom of the village. Provide pedestrian access on all sides of the site, with network of footpaths through the site (Joan Holgate)</li> <li>• Foot access to the bridleway at 2 points only – off Laneside Road cul-de-sac and Priory Crescent, and only at one point on Kirkhead Road (the current farm access gate half way up the road) (Andrew Platt)</li> <li>• No public footpath entrance to Greaves Wood either side of Allithwaite Road – unsafe (Anne Booker)</li> <li>• Links to existing bridleways and footpaths would be very useful (Neil and Linda Birkinshaw)</li> <li>• Make the agricultural access off Kirkhead Road a green access way (Mr Wright)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• No footpath and inadequate street lighting along Kirkhead Road/Priory Lane and Greaves Wood Road (Geoffrey Critchley)</li> <li>• Pedestrian routes at either points on the development (Elaine Byford)</li> <li>• Include pedestrian ways (Beverley White)</li> <li>• Pedestrian access through the site to Kirkhead Road (Paul Mallinson)</li> <li>• Long Greaves Wood for pedestrians only (Linda Brown, Graham Brown)</li> <li>• Improve links to Grange (Linda Brown, Graham Brown)</li> <li>• A well-lit footway from the site to Kents Bank Station should be provided (Alice Sharp)</li> <li>• Encourage pedestrians (Dave Wright)</li> <li>• The farm vehicle access between 36 and 38 Kirkhead Road could be used as a footpath and/or cycle way. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• Vehicle access from Kirkhead Rd opposite Kirk Hey not a good idea – on blind hill – no footpath for walkers going down to station – make access for pedestrians only.(1 comment from drop-in event).</li> <li>• Vehicles access form Kirkhead Road opposite ‘Kirk-Hey’ definitely not a good idea for access. Should be pedestrians + cyclists only. (1 comment from drop-in event).</li> </ul> <p><u>Unlit footpath through green space around the perimeter of the whole site:</u></p> <ul style="list-style-type: none"> <li>• An unlit footpath should pass through the local green space and around the perimeter of the whole site, to include access to/through the green gap at the top of Kirkhead Road, and link to the footpath from Allithwaite Village through the quarry to Allithwaite Road. (Grange</li> </ul>	



Topic Area	Member of public comments	Organisation comments
	<p>over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</p> <p><u>Employment area:</u></p> <ul style="list-style-type: none"> <li>The commercial site should address the provision of cycle and pedestrian access for workers from Grange and Allithwaite and mitigate the potentially high, extra traffic volumes associated with employment uses. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul> <p><u>Pedestrian access link to the town centre:</u></p> <ul style="list-style-type: none"> <li>Policy LA3.2 – the provision of a pedestrian link to the town centre – where exactly will this be sited? I think most people would interpret a pedestrian link as a footpath suitable for all users completely separate from public roads and their traffic? (Mrs Mary Rossall)</li> <li>Supported – the provision of a pedestrian link to the town centre. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul> <p><u>Safe walking/cycle routes to the primary schools at Allithwaite and Grange:</u></p> <ul style="list-style-type: none"> <li>Need safe walking routes to the local primary schools at Allithwaite and Grange. Need pedestrian footpath on the southern side of the B5277. (Mary Rossall)</li> <li>Footpaths are desperately needed for schools for walking + cycling. (1 comment from drop-in event).</li> <li>There is no safe access by foot / cycle to Allithwaite Primary School, Grange Primary School or Cartmel</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>High. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</p> <ul style="list-style-type: none"> <li>• Issues for local residents – the lack of pavements in parts of the suggested walking routes into Grange and Allithwaite, and the width and poor condition of many of the pavements where they do exist. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Developer must ensure that SLDC has identified adequate resources to create safe pedestrian route to Allithwaite Primary School and Grange Primary School. A safe pedestrian route is needed before development is allowed. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul> <p><u>Allithwaite Road (B5277) – Pavements:</u></p> <ul style="list-style-type: none"> <li>• Currently no footpath along the southern site of Allithwaite Road and only a very narrow (one person wide) on the northern side (Mrs Mary Rossall)</li> <li>• Pedestrian pavement on south of Allithwaite Road with path through to Kents Bank Road (G Jones)</li> <li>• Developers should provide a footpath on the southern side of Allithwaite Road. (Valerie Kennedy OBO Group of Kents Bank Residents, Mrs G Longfellow)</li> <li>• Footway on northern side of Allithwaite Rd needs improving (Mrs G Longfellow)</li> <li>• Funding to upgrade the footpath on Risedale Hill, Allithwaite Road is required. (Valerie Kennedy OBO Group of Kents Bank Residents)</li> </ul> <p><u>Kirkhead Road – pavements:</u></p>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Footpaths on Kirkhead Rd are not continuous and there are none at all in certain parts. (Mrs G Longfellow)</li> </ul>	
Public Transport – access	<ul style="list-style-type: none"> <li>• Vehicle impact mitigation will depend on increased use of public transport. Like to see this site make a positive contribution to the viability of the local bus service. Ease of access to public transport should be built into the masterplan, and the provision of bus stops and a shelter on the site is supported. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• The commercial site will also need a sustainable travel plan for its workers. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Local bus service frequency, timing, &amp; accessibility will need to be considered. Currently no buses in the evenings or at weekends and bank holidays. Buses are infrequent and do not run at convenient times for workers. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Better bus service so fewer cars on roads (Mr Sporofora).</li> <li>• The main bus stops should be on Allithwaite Road and not Kirkhead Road (Katherine and Paul Bennett)</li> <li>• Local bus services need to be greatly improved. Currently no buses in the evenings or at weekends and Bank Holidays. Buses are infrequent. Buses do not run at times when people need them to. (Mrs Mary Rossall).</li> <li>• Bus stops on Allithwaite Road (G Jones, Mr Wright)</li> <li>• More public transport needed, better links to bus services at Grange station. (G Jones)</li> <li>• Aim for all people to be able to access key services and facilities within 30 minutes on public transport – this is</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of cycle access should ensure safe access routes to existing facilities and services connecting the site to Kents Bank and Allithwaite (Friends of the Lake District)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>not possible currently and will not be possible without major changes (Christina McIntosh)</p> <ul style="list-style-type: none"> <li>• Relocate bus stop on Kirkhead Road to a position closer to the proposed foot access point (Andrew Platt)</li> <li>• X6 bus service should be extended to the site, build a turning circle (Lynn Henderson)</li> <li>• Buses should go through the site at regular intervals (Linda Brown)</li> <li>• Improve bus services (Graham Brown)</li> <li>• Adhere to Core Strategy Policy CS10.2 – Transport Impact of new development. Public transport - issue is bus services are cut further. Site is significant distance walking from Grange centre and the train station. Buses need to be more frequent and do not run every day. Predict – people will still use their cars rather than other transport modes. (Robert and Krysia Carmichael)</li> <li>• Circular bus service runs between and on weekdays. No evening bus service and buses do not run at weekends. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Bus timetables need to be revised so residents can use the bus to get to work in Kendal, Ulverston – nearest employment centres. Buses are infrequent. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Policy LA3.2 requirement for new bus stops does not mean that a service will be provided. (Mrs G Longfellow)</li> <li>• No point in putting additional bus stops on the site, if the frequency of the bus service is not increased. Current service does not allow bus to travel to and from work etc. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• More stopping trains at Kents Bank. (1 comment from drop in event).</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Get the bus service back. (1 comment from drop-in event).</li> </ul> <p><u>Public charging point for electric cars and cycles:</u></p> <ul style="list-style-type: none"> <li>• A public charging point for electric cars and cycles, as well as domestic provision would encourage the use of greener vehicles. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul>	
Cycle – access	<p><u>General :</u></p> <ul style="list-style-type: none"> <li>• Specific routes should not be indicated, only the points that are expected to connect to provide routes through the site to achieve permeability. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Supported – foot and cycle access to the site and links to rights of way. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Dedicated cycle ways should be included in the site design. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul> <p><u>Specific:</u></p> <ul style="list-style-type: none"> <li>• Footpaths are desperately needed for schools for walking + cycling. (1 comment from drop in event).</li> <li>• Signed foot and cycle ways through the site which link residents to roads and quiet routes into Kents Bank, Allithwaite and Grange. This should include a link to the new footway being developed by Allithwaite Parish Council to the north of Allithwaite Road.(Grange over</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</p> <ul style="list-style-type: none"> <li>• Cycle path access to Kirkhead Road to provide a link to train and bus routes, (Katherine and Paul Bennett)</li> <li>• Cycle path access from Greaves Wood Lane makes sense. Provide access to the current post office, the station and a route to Grange (Mr Richard Smith).</li> <li>• Pedestrian and cycle access points – there should be one access point on to the public bridleway at the point where the current field gate is located near Priory Crescent. This is where the bridleway leaves Greaves Wood Road and enters the path through the woods. If there is more than one access point on to the public bridleway, it is difficult to see how this path will remain quiet and tranquil...An access path should not enter the wood itself from the site, as it would result in damage to the limestone which is protected by a Limestone Pavement Order. (Mrs Mary Rossall).</li> <li>• Should be major cycle access link to Kents Bank Post Office and Kents Bank Station (David and Deborah Simmonds)</li> <li>• Cycle access to Greaves Wood Road acceptable (Jennifer Woodhouse)</li> <li>• Cycling could be given a low priority as the steep gradients in the local area restrict accessibility (Joan Holgate)</li> <li>• Safe cycle ways from housing to Allithwaite (Andrew Platt)</li> <li>• Cycle access to the bridleway at 2 points only – off Laneside Road cul-de-sac and Priory Crescent, and only at one point on Kirkhead Road (the current farm access gate half way up the road) (Andrew Platt)</li> <li>• A safe cycle way route is highly desirable (Geoffrey Critchley)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Cycle routes at either points on the development (Elaine Byford)</li> <li>• Include cycle ways (Beverley White)</li> <li>• Improve cyclist links to Grange (Linda Brown, Graham Brown)</li> <li>• Cycle ways from the site to Grange and Allithwaite should be provided especially for children to go to Grange and Allithwaite primary schools, this should include a footway along the south side of Allithwaite Road (Alice Sharp)</li> <li>• Cycling should not be a priority (Dave Wright)</li> <li>• Safe cycle route between Kents Bank and Grange over Sands is needed. The Risedale Hill B5277 section is particularly hazardous for cyclists. (Valerie Kennedy OBO Kents Bank Residents).</li> <li>• The farm vehicle access between 36 and 38 Kirkhead Road could be used as a footpath and/or cycle way. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• Vehicles access form Kirkhead Road opposite 'Kirk-Hey' definitely not a good idea for access. Should be pedestrians + cyclists only. (1 comment from drop-in event).</li> </ul> <p><u>Employment area:</u></p> <ul style="list-style-type: none"> <li>• The commercial site should address the provision of cycle and pedestrian access for workers from Grange and Allithwaite and mitigate the potentially high, extra traffic volumes associated with employment uses. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul>	



Topic Area	Member of public comments	Organisation comments
Layout of Roads	<ul style="list-style-type: none"> <li>• Vehicular access be kept to a minimum and that the site contains plenty of 'dead ends' to prevent irresponsible driving through the site (Janet Eccles)</li> <li>• Include two slip roads at least three cars long and terminate in a roundabout (David Houghton).</li> </ul>	<ul style="list-style-type: none"> <li>• Access points and through routes must be designed to serve the development and avoid unnecessary permeability, reference to Manual for Streets item 4.6 (Cumbria Constabulary and OBO Police and Crime Commissioner).</li> </ul>
Others – access		
Materials and surfaces roads etc	<ul style="list-style-type: none"> <li>• Permeable paving would be supported - need enough parking spaces to discourage onsite parking, but without creating any more hardstanding areas than necessary to limit runoff. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure use of non-permeable surfaces is minimised in order to retain run-off rates of the current green field site (Friends of the Lake District)</li> <li>• Use of local materials and draw reference from the local vernacular in terms of design and layout of development on this site (Friends of the Lake District)</li> </ul>
Parking arrangements	<ul style="list-style-type: none"> <li>• All properties to have parking and/or garaging for a t least two cars. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• Car parking <u>on site</u> needs to be sufficient. Every family/unit <u>will</u> have at least one car (Katherine and Paul Bennett)</li> <li>• Enough car parking spaces to discourage on street parking, but without creating any more hard standing areas to limit runoff. Rural site occupiers will have more than one car &amp; public transport is limited. (Mrs Mary Rossall)</li> <li>• Each new home will require a minimum of 2 parking spaces (Christina McIntosh)</li> <li>• Two spaces for most properties (Neil and Linda Birkinshaw)</li> <li>• Provide adequate parking (Elaine Byford)</li> <li>• Plenty of car parking space needs to be incorporated (Mrs A Holgate)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Need to provide adequate visitor parking (Marissa Cockling)</li> <li>• 2 parking spaces per house. (2 comments from the drop-in event).</li> </ul>	
Existing rights of way	<p><u>Existing Greaves Wood Public Bridleway:</u></p> <ul style="list-style-type: none"> <li>• The PROW - Greaves Wood Bridleway, forms the site boundary on the eastern and southern sides of the site. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• The Greaves Wood bridleway (used a lot by walkers) is so uneven and rocky – dangerous (Mrs LP Langfield)</li> <li>• The existing footpath from Kentsford Road to Grange could be improved; the steps are a nuisance to cyclists. The metal railings are not very safe in places (Mrs LP Langfield)</li> <li>• Value the existing bridleway through Greaves Wood and along Greaves Wood Road (Mrs LP Langfield)</li> <li>• The Greaves Wood Bridleway, although a bridleway, it can be used by cyclist; the reality is that it is only used by pedestrians. It is a narrow path with limited space for walkers and cyclists to pass, many people who use it are dog walkers. There is also concern that cyclists will damage the limestone pavement and cause the footpath to deteriorate, particularly when it rains. Make more sense to change the designation of this bridleway to a public footpath.(Mrs Mary Rossall)</li> <li>• Keep bridleway (Jennifer Woodhouse)</li> <li>• Ensure any resurfacing is done with appropriate local materials and ensure that vehicular access to the bridleway is prevented (Andrew Platt)</li> </ul>	<ul style="list-style-type: none"> <li>• Existing footpath provision should be improved to allow for better pedestrian access to surrounding amenities (Friends of the Lake District)</li> <li>• Public rights of way and access – seeking opportunities to enhance public rights of way and accessible natural green space. Avoid adverse impacts on National Trains and networks of public rights of way and opportunities should be considered to maintain and enhance networks. (Natural England)</li> </ul>
Managing traffic	<u>Impact on the local highways network:</u>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Adhere to Core Strategy Policy CS10.1 – Accessing Services. Slow down traffic speeds. Impact of extra traffic and car parking in Grange will ‘choke’ Grange. (Robert and Krysia Carmichael).</li> <li>• Issue for local residents – the road system which is not suitable for carrying the large increase in road traffic which all the allocated sites are going to generate. (Grange over Sands Neighbourhood Plan Steering Group - endorsed by Grange Town Council).</li> <li>• Highways Infrastructure – Grange is already overfull with vehicles. Main Street is too narrow and inadequate for more traffic, especially large vehicles. (Mr Sporofora).</li> <li>• Highways Infrastructure – Must ensure that Grange can cope with extra traffic on the B5277 (Mr Spodofora)</li> <li>• Cumulative traffic congestion from 4 developments (?500 homes ?1000 cars) all on same road in Grange-over-Sands which then goes up/down steep main street + deliveries to shops + on street parking. (1 comment from drop in event).</li> <li>• Berners Development + Trickett’s Field + Oversands View + Kents Bank + Jack Hill + Holme Lane (4 houses) – By my estimation 600+ extra cars. Where is the infrastructure to support this volume of traffic down Risedale Hill and Main Street? (1 comment from Drop-in event).</li> <li>• Impact of 200+ additional cars in the local area and potentially increased parking on Kirkhead Road (Katherine and Paul Bennett)</li> <li>• Imagine what the traffic will be like going through Grange, up the Hill to Crown Hill. It is already chaotic. (Barbara Lloyd)</li> <li>• Concern is traffic – of another four to five hundred cars and HGV’s plus on Grange. Roads have a number of</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>pinch points one being by the park (ducks) where two lorries struggle to pass each other (Joyce Lancaster).</p> <ul style="list-style-type: none"> <li>• The pinch points through Grange are terrible, especially in the tourist season (Belinda Heyes).</li> <li>• Traffic surveys /counts should consider all the allocated sites in Grange, including tourist traffic (Mrs Mary Rossall)</li> <li>• Local network inadequate to take additional traffic (David and Deborah Simmonds)</li> <li>• Grange town not going to cope with extra cars (Jennifer Woodhouse)</li> <li>• Impact on town of Grange, traffic flow and transportation need to be taken account (G Jones)</li> <li>• More car parking facilities required (G Jones)</li> <li>• Road up Main Street in Grange is woeful (Janet Eccles)</li> <li>• Parking impact in the town (Geoffrey Critchley)</li> <li>• Need to find solutions to the impending gridlock that will be created (Lynn Henderson)</li> <li>• Is flat, wider than other roads (Elaine Charnock)</li> <li>• Main Street through Grange is a bottleneck (B5277), also narrow roads in other settlements (Alice Sharp)</li> <li>• Local residents have serious concerns about traffic management on the B5277 and development site road access problems – on Kirkhead and Allithwaite Road. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• How are the extra vehicles going to get through Grange i.e. up Main Street in the summer? (1 comment from drop-in event).</li> </ul> <p><u>Impact on the B5277 – Allithwaite Road:</u></p> <ul style="list-style-type: none"> <li>• No A class Road on the Cartmel Peninsula. B5277 is the main route for traffic for events; Holker Garden Festival,</li> </ul>	

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	<p>Cumbria Steam Gathering, Cartmel Races, Cross Bay Walks etc. Increase in traffic from the Grange and Kents Bank allocated development sites will create major issues. There are serious pinch points on Risedale Hill and Main Street which are narrow and steep. Traffic surveys should take account of impact on local roads from all the allocated sites (Mrs Mary Rossall).</p> <ul style="list-style-type: none"> <li>• Need to reassess the traffic on the B5277 – impact of development (Geoffrey Critchley)</li> <li>• Concerns about impact on existing roads i.e. through Allithwaite and Grange and Allithwaite Road in particular (Paul Mallinson)</li> </ul> <p><u>Specific Impact(s) on local roads within Kents Bank:</u></p> <p><u>Kirkhead Road:</u></p> <ul style="list-style-type: none"> <li>• An increase in traffic on to Kirkhead Road would also result in even more access issues for local residents on Cross Bay Walk days when Kirkhead and Kentsford Roads become car parks for the day with limited or no access for buses and emergency vehicles (Mrs Mary Rossall)</li> <li>• Local residents believe that a road junction onto Kirkhead Road will make traffic problems much worse. Currently Kirkhead Road is used by the Cartmel Circular bus four times a day in each direction on weekdays. No bus service in the evenings or weekdays. Buses regularly have to negotiate parking obstructions caused by delivery vehicles etc parked on the side of Kirkhead Road. Kirkhead road carries traffic from over 100 homes on Kirkhead Road as well as traffic from Priory Lane and Kentsford Road. Lack of car parking on Jack Hill (near to the Junction between Kirkhead Rd. and Holme Lane</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>(B5277). (Valerie Kennedy OBO Group of Kents Bank Residents).</p> <ul style="list-style-type: none"> <li>No footpath down to station + the road already has problems with poor parking, increased traffic when Cross Bay walks are on, etc! (1 comment from drop-in event).</li> </ul> <p><u>Kirkhead, Carter and Kentsford Roads:</u></p> <ul style="list-style-type: none"> <li>Highways safety concern - These are not suitable as through roads for a significant increase in traffic. These are residential roads that were never designed to be main roads to industrial units and significant flows of residential traffic. Carter Rd. has recently been narrowed to allow a pavement to be built to accommodate the entrance to the new build on Grange over Sands View. The road where Kentsford Road meets Kirkhead Road is on a blind bend. The road outside Abbott Hall Hotel and the post office, is exceptionally narrow and quite often buses cannot get through. Both Kentsford and Kirkhead Roads are relatively steep, with difficult cambers in places. These roads are never gritted. By the very nature of these three roads joining, all three roads are going to be significantly affected by increased residential and worse still industrial traffic (Belinda Heyes).</li> <li>Need to be a roundabout and lights at the end of Carter Road (Lynne Riddell)</li> <li>Kirkhead Road needs to have speed bumps if any pedestrian access is proposed (Christina McIntosh)</li> <li>Concerned about impacts, extra traffic using Kirkhead Road to access the development at Greaves Wood access point. Safety issues especially at junction of Allithwaite Road and Kirkhead Road (Brian and Debbie Cowperthwaite)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• These routes would become bottlenecks if opened up to more traffic (Judith Bridge)</li> <li>• Would be unsuitable has a sharp bend at the top and there are difficulties associated with turning left onto Kirkhead Road coming from Grange (J Deacon)</li> <li>• Unsuitable for an increase in traffic, these residential areas not designed to be main roads to industrial units or significant flows of residential traffic. Roads are narrow, mostly unsuitable for two way traffic and have blind bends. Steep roads. (Elaine Charnock, David Houghton)</li> </ul> <p><u>Priory Lane:</u></p> <ul style="list-style-type: none"> <li>• ...traffic will start cutting through Priory Lane and through this estate. This is a highways safety concern for the residents and families in our area (Belinda Heyes).</li> </ul> <p><u>Traffic Speed Limits:</u></p> <ul style="list-style-type: none"> <li>• The 60 mph section of Allithwaite Road would be better reduced to be a 30 or 40 mph with a round-a – bout placed in the centre of this section. It would benefit the whole community if the speed limit on this road was reduced and also with respect to the development at Jack Hill (Belinda Heyes).</li> <li>• Extend 30 mph limit to western end of development (Mr Wright)</li> <li>• Allithwaite Road needs to be 30mph speed limit and double yellow lines on both sides for safety from Grange onwards (Christina McIntosh)</li> <li>• Allithwaite Road should be 30 mph (Anne Booker)</li> </ul>	



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	<ul style="list-style-type: none"> <li>• Traffic calming measures will be needed (Beverley White)</li> <li>• Allithwaite Road would need to be made 30mph (Judith Bridge)</li> <li>• Major concerns about the inappropriate national 60 mph speed limits on rural roads throughout the Peninsula. Rare that consideration is given to 'out of population centre' residents living on rural roads. Consideration to be given to designating roads such as B5278, B5277 and those between Cartmel and the A590 30 mph speed limit (Cllr R Fowler)</li> <li>• Reduce speed limit between Kents Bank and Allithwaite to 40 or even 30mph and turning in on Allithwaite Road (Ian Munro)</li> <li>• Better to reduce 60mph section of Allithwaite Road to 30 or 40 mph with a roundabout placed in the centre to give access to the proposed new housing and industrial units (Elaine Charnock)</li> <li>• The 60 mph section of Allithwaite Road is so short. Need to join the two 30 mph restriction sections and then the objection to entrances onto a 60 mph road disappears (David Houghton)</li> <li>• B5277 – traffic needs slowing down. (Robert and Krysia Carmichael)</li> <li>• Allithwaite Road - Provision to extend 30mph zone (extend beyond site access road junctions). (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Allithwaite Road and Holme Lane/Risedale Hill must all be 30 limit at the very least. (1 comment from drop-in event).</li> </ul> <p><u>Existing Highways Evidence Base:</u></p>	

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	<ul style="list-style-type: none"> <li>Existing evidence base (AECOM Study) not sufficient wide remit, main criteria relates to junctions being within acceptable congestion limits. Road nuisance high and safety of road users ignored. Measures to address speeding traffic, alleviate noise need to be addressed satisfactorily (Cllr R Fowler)</li> <li>Traffic surveys /counts should consider all the allocated sites in Grange, including tourist traffic (Mrs Mary Rossall)</li> </ul>	
<p>OPEN SPACE, LANDSCAPING AND BIODIVERSITY</p>		
<p>General</p>	<ul style="list-style-type: none"> <li>The OS map for the area shows a lack of open-space walking opportunities in the surrounding area. There is little or no public access to Kirkhead, local fields have no public footpaths through them and most roads have inadequate or no pavements. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>The landscape, open spaces and green infrastructure are very important (Mrs LP Langfield)</li> <li>The brief should deliver landscape, open space and areas for biodiversity. Do not compromise with developers on green space, hedgerow and wood retention and wildlife corridors. (Mr Richard Smith)</li> <li>Value open green spaces and rural tranquillity (Mrs Mary Rossall)</li> <li>Importance of green open space for health and wellbeing (Mrs Mary Rossall)</li> <li>Prioritise green space to ensure development doesn't exacerbate flood risks from surface water (Christina McIntosh)</li> </ul>	<ul style="list-style-type: none"> <li>Site exhibits the attributes of the open countryside associated with the Cumbria Landscape Character Guidance and Toolkit March 2011 and has strong visual connections with the wider landscape. Essential any development on this site is informed by, and sympathetic to, the distinctive landscape character type as described in the CLCG. The development brief should highlight this as the main key consideration (Friends of the Lake District)</li> <li>Development Brief should highlight importance of retaining a substantial green gap as part of the development of this site (Friends of the Lake District)</li> <li>Like to be considered a stakeholder in the development of future development briefs (Friends of the Lake District)</li> <li>Green infrastructure – Making a positive contribution to the creation, protection, enhancement and management of networks of green infrastructure. (Natural England).</li> </ul>

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	<ul style="list-style-type: none"> <li>• Insist on substantial corridors being created and maintained, help local wildlife (Neil and Linda Birkinshaw)</li> <li>• Missed the green break in the conurbation along the B5277 from Lindale (Graham Brown)</li> <li>• The landscape is Grange's most important asset and this site offers scope for a public open space commanding 360 degree panoramic views as a unique and marketable design feature. The lack of accessible semi-natural open space in the immediate area could be compensated for by incorporating a soft, green edge with a footway around the perimeter of the site and a local green space at the southern tip. This would also relieve pressure on the adjacent protected Greaves Wood, which would otherwise face significant increased increases in recreational demands. Wildlife corridors and natural features should be retained wherever possible and measures implemented to increase net biodiversity. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Site offers excellent opportunity as green spaces for local people. Crucial question is long term security of access. Recommends that SLDC adopt the following good practice for all brief sites – a) that all footpaths should be dedicated as Public Rights of Way and so recorded on the Definitive Map held by CCC. In addition, that the open spaces be either dedicated as village green or common land under the Commons Act 2006. (Ian Brodie – individual rambler and a volunteer for the Open Spaces Society).</li> </ul> <p><u>Loss of amenity and economic contribution to tourism:</u></p>	

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	<ul style="list-style-type: none"> <li>Is a tranquil green field site with high scenic value for local residents and tourists. Value to the local economy is considerable. Abuts and enhances the B5277 the main tourist route through the Cartmel Peninsula to and from all the campsites and leisure accommodation south of the A590. 2013 – Estimated 4,000 seasonal visitor bed nights within/adjacent to Grange Parish. Visitors use the B5277 for shopping and services in Grange. B52777 is the preferred route for many tourists attending large summer season events including the Cross Bay Walks and at Holker Hall. The B5277 is on the Morecambe Bay Cycle Route and the Wear to Walney Cycle route. Serious concerns expressed that the proposed scale of development will create a tipping point in the visitor experience through loss of views and landscape character and could potentially increase the amount of year round traffic such that visitors start to avoid the area as being spoilt and too congested with traffic. Given above on site mitigation is needed to offset damage to landscape character and scenic value, loss of open space (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul>	
Type of open space	<ul style="list-style-type: none"> <li>Green spaces and open space throughout the site should be multi-functional, providing public recreation space, allotments or growing spaces, living baffles for noise pollution, biodiversity, drainage components. They could be used for SUDs. Playground equipment should be wooden -(think Playdale not Corporation Park). (Grange Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>Concern to ensure that children’s play space is adequate. (Grange Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul>	<ul style="list-style-type: none"> <li>Encourage the provision of open space to address any identified deficiencies in this area. Site should be as permeable as possible with the creation of green corridors to allow movement of people and wildlife throughout the site. (Friends of the Lake District)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Green spaces throughout the site could be used for SUDs and could include open ponds and water channels. Spaces could also incorporate play areas and picnic tables, so that they act as social spaces for families. (Mrs Mary Rossall)</li> <li>• Playground equipment should be wooden (Mrs Mary Rossall)</li> <li>• Area of open space shown at the westernmost portion of the site should be extensively landscaped, possible creation of a new woodland similar to Greaves Wood governed by a s.106 agreement (David and Deborah Simmonds)</li> <li>• Gardens and green infrastructure important to provide privacy (Joan Holgate)</li> <li>• Provide a natural pond and biodiversity area near to Greaves Wood Road (G Jones)</li> <li>• Provide play areas (G Jones)</li> <li>• Needs to be a wide expanse of green area between new houses and those on Kirkhead Road (Christina McIntosh)</li> <li>• Any allotment space should be at the south end to encourage soak away space (Christina McIntosh)</li> <li>• Any play area should be at the top western or eastern part so other green area or woodland acts as a buffer from residential areas (Christina McIntosh)</li> <li>• Promote the concept of a green corridor from across Allithwaite Road to the Kirkhead scrub behind Abbott Hall (Andrew Platt)</li> <li>• Space for children to play (Janet Eccles)</li> <li>• A green corridor needs to be left at the south of the site from the copse to Kirkhead Road (Mrs A Holgate)</li> <li>• Include allotments (Beverley White)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Park to be created and older residents to stroll (Linda Brown)</li> <li>• Include a children's playground and an area for ball and other games. An indoor play area would benefit whole site (Alice Sharp)</li> <li>• No play area in safe walking distance. Kents Bank needs a children's play area. (Valerie Kennedy OBO Group Kents Bank Residents).</li> </ul>	
Location of open space	<p><u>General:</u></p> <ul style="list-style-type: none"> <li>• Think about location of children playing close to vans and other goods vehicles (Jennifer Woodhouse)</li> <li>• Well-spaced within development (Paul Mallinson)</li> <li>• The development should deliver play space for children, walking and leisure space for all ages and opportunities for growing fruit and vegetables. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul> <p><u>Area of open space within site:</u></p> <ul style="list-style-type: none"> <li>• There should be an area of public open space, possibly at 'x' on the map (within their representation), which would give residents and visitors panoramic views and improve the amenity and marketable value of the site (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul> <p><u>Green gap at the westernmost part of the site:</u></p> <ul style="list-style-type: none"> <li>• The green gap at the westernmost part of the site should be retained as a field with no footpaths or cycle ways</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>running through it. There should be no development of any kind in this space (Mrs Mary Rossall).</p> <ul style="list-style-type: none"> <li>• Reference made in site specific land allocation policy, to the retention of the western most portion of the site for open space and landscaping. This should be given greater clarity to ensure that this westernmost area includes the land bounding properties along the length of Kirkhead Road. (Mrs G Longfellow)</li> <li>• The proposed extent of the buffer area in the western part of the site (adjacent to the green gap) should be shown and will need to take into account the overall intention to provide approximately 200 dwellings and 1.5 ha of employment land. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates).</li> <li>• Retention of the westernmost portion of the site for open space and landscaping. Very important as the north western boundary of the land south of Allithwaite Rd is only about 220m from the buildings in Allithwaite at the top of Kirkhead Rd. and Jack Hill. This is inadequate. The proposed green gap on the northern side of Allithwaite Road is a more reasonable 500 m. Needs to be clear guidance in the brief that - the land in the NW corner of this site must be retained for open space, so that there is a green gap between Kents Bank and Allithwaite of at least 300m on the southern side of Allithwaite Road. Also that building on the southern side of Allithwaite Road will not be allowed adjacent to Allithwaite Parish boundary. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul> <p><u>Open Space area / buffer around the western part of the site:</u></p>	



Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Have a 'green buffer' area on the site's western boundary with the existing housing that backs on to the site, to lessen impact (Kirkhead Road), Katherine and Paul Bennett).</li> <li>• Not considered that 'buffer areas to limit the impacts of development on sensitive receptors such as adjoining residential properties' are appropriate. The new development needs to integrate with the existing built up area. The new development should not be an island separated from existing dwellings (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Include a wide green space between the back gardens of Kirkhead Road and the new development to ensure privacy (Christina McIntosh)</li> <li>• Reference made to the retention of the western most portion of the site for open space and landscaping. This should be given greater clarity to ensure that this westernmost area includes the land bounding properties along the length of Kirkhead Road. (Mrs G Longfellow)</li> <li>• Leave westernmost area of site as open space (Paul Mallinson)</li> <li>• Include a green buffer zone, acting as a wildlife corridor, between the houses/gardens on the east side of Kirkhead Road and the new development has merit (J Deacon)</li> </ul> <p><u>Open Space area / buffer around the whole of the site perimeter:</u></p> <ul style="list-style-type: none"> <li>• There is also potential for a soft green edge incorporating footways along the whole perimeter of the site, giving access to the 'green buffer' area at the North West corner and also to an intended footpath from Allithwaite through the quarry to Allithwaite Rd. The</li> </ul>	

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	<p>latter is in the process of development by Allithwaite Parish Council; giving extra public access to open green space. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</p> <ul style="list-style-type: none"> <li>• Should be a green perimeter around the whole of the site; to act as a wildlife corridor. It would soften the edge of the development and have biodiversity benefits and give benefits re amenity / privacy to adjoining existing housing. The green buffer would need to be wide enough to enable larger mammals such as deer and badger to retain their current movement patterns through the site to retain the wildlife link between Humphrey head, Kirkhead and Wartbarrow. (Mrs Mary Rossall)</li> <li>• Not considered that ‘buffer areas to limit the impacts of development on sensitive receptors such as adjoining residential properties’ are appropriate. The new development needs to integrate with the existing built up area. The new development should not be an island separated from existing dwellings (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• There should be a green perimeter area around the whole of the site. This would act as a wildlife corridor; area to plant native trees etc. to improve biodiversity; would afford the residents of Kirkhead Road, whose gardens back on to the site a degree of privacy. It could have a footpath with a permeable surface running through it – could be used for exercise to improve the health and well-being of residents. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p data-bbox="577 233 1279 296"><u>Open Space on the southern part of the site/ including around the existing copse:</u></p> <ul data-bbox="577 336 1357 1391" style="list-style-type: none"> <li data-bbox="577 336 1357 804">• Should be local green space at the southern end of the site. Should include the corner of the field which is in the conservation area and should run alongside the public bridleway on Greaves Wood Road. This is the lowest part of the site which floods regularly. Would be an ideal site to create a natural water feature (for water attenuation and biodiversity). It would soften the edge of the site where it adjoins the Conservation Area. It is vital that this area is protected, as it is the main access point for large mammals such as deer and badgers to move between Humphrey Head, Kirkhead, the whole of the site and Wartbarrow. (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council).</li> <li data-bbox="577 810 1357 874">• Have open space (a green boundary) around the copse. (Mrs Mary Rossall)</li> <li data-bbox="577 880 1357 976">• The field near to Greaves Wood Road (part of the site) should be preserved for open space at all cost. (Mrs LP Langfield)</li> <li data-bbox="577 983 1357 1078">• Leave the bottom field undeveloped as open space (and include the copse) screening, as it is to create a buffer with Greaves Wood Road. (Mr Sporofora).</li> <li data-bbox="577 1085 1357 1149">• Landscaping only at the bottom of the site; where flooding frequently occurs (Mr and Mrs JB Crowe).</li> <li data-bbox="577 1155 1357 1315">• Have a local green space at the southernmost end of the site. This should include the corner of the field which is in the Conservation Area and should run alongside the public bridleway on Greaves Wood Road. (Mrs Mary Rossall)</li> <li data-bbox="577 1321 1357 1391">• Southern end of the site should be open space – it's here which is used as the main access point for large</li> </ul>	

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	<p>mammals such as deer and badger to move between Humphrey Head, Kirkhead, the whole of the site and Wartbarrow (Mrs Mary Rossall)</p> <ul style="list-style-type: none"> <li>• Land beneath copse should be an open space so wildlife can continue to access the site (Jennifer Woodhouse, Margaret Gibson )</li> <li>• Central copse of trees should be linked to 'Greaves Wood' by planting a wide swathe of trees (Geoffrey Critchley)</li> <li>• Make lowest section joining the Bridleway a designated green space (flooding!) and have green spaces protection all way up side of Greaves wood. (1 comment from drop-in event).</li> <li>• Southernmost part of the site – create a natural water feature (possibly with natural planting to attract wildlife) (Mrs Mary Rossall)</li> </ul> <p><u>Open space for area next to Long Greaves Wood:</u></p> <ul style="list-style-type: none"> <li>• The Neighbourhood Plan will seek to designate Local Green Space for an area adjacent to the Greaves Wood bridleway, running alongside the site boundary up to Allithwaite Road. Enhancements will be required which would increase this areas value for wildlife as well as creating surface water attenuation and open space amenity / walking opportunities for residents and users of the bridleway. Will help preserve the wildlife corridor from Kirkhead, across the site to Wartbarrow. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• A strong boundary should be preserved between the site and Long Greaves Wood. A local green space should be designated as shown on the map (included within representation) (Grange over Sands Neighbourhood</li> </ul>	

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	<p>Plan Steering Group – endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Make lowest section joining the Bridleway a designated green space (flooding!) and have green spaces protection all way up side of Greaves wood. (1 comment from drop-in event).</li> <li>• A pond + biodiversity area adjoining Greaves Wood Road would take some of the run-off water from the site – a dual benefit! (1 comment from drop-in event).</li> </ul> <p><u>Open space for area next to Long Greaves Wood:</u></p> <ul style="list-style-type: none"> <li>• Should be integral to the design of the development. Land adj. to Greaves Wood. Wood is bisected by a bridleway. Pressure from increased use could be alleviated by an additional green space as part of an important wildlife corridor between Kirkhead, Greaves Wood and Wart Barrow. (All covered by Limestone Pavement Orders). (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul>	
Amount of open space	<ul style="list-style-type: none"> <li>• Maximum area of open space should be secured. Opportunity to retain a large amount of the site as green space (approx... 8 ha). Will maintain the buffer preventing the coalescence of Grange over Sands with Kents Bank and Allithwaite along the western and southern parts of the site. (Mrs G Longfellow)</li> <li>• Keep much of the land green (Mr Spodofora)</li> <li>• Needs to be as much green space left as possible (Mr Spodofora, Janet Eccles)</li> <li>• Key aspect of the site – green open space (Mr and Mrs JB Crowe).</li> <li>• Open space on western most portion should be as extensive as possible (David and Deborah Simmonds)</li> </ul>	

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	<ul style="list-style-type: none"> <li>• More than one play area, biodiversity area and ponds (G Jones)</li> <li>• Leave a large open space to protect against coalescence (Linda Brown)</li> <li>• There should be plenty of green space (Alice Sharp, Dave Wright)</li> <li>• The development site design also needs to maximise the potential of open space on site for walking and recreational opportunities. (Grange over Sands Neighbourhood Plan Steering Group- endorsed by Grange Town Council).</li> </ul>	
Existing open spaces include name		
Landscaping – type, location	<p><u>General:</u></p> <ul style="list-style-type: none"> <li>• Aims of Cumbria Landscape Strategy are directly relevant to issue of developing the site. Aim – ‘to give priority to everyday landscapes particularly those near to towns and enjoyed by the majority of residents, visitors and businesses’. Site fulfils all three criteria. Strategy also states that ‘in this type of landscape, field enlargement should be discouraged and limestone field boundaries should be restored and managed’. (Grange over Sands Neighbourhood Plan Steering Group - endorsed by Grange Town Council).</li> <li>• Use topography of site to ensure industrial and housing development does not destroy green field ‘feel’ of this site. (Valerie Kennedy OBO Group Kents Bank Residents)</li> <li>• Welcome mitigation to retain woodland and planting and provide structural planting to limit views of development from the north (Mrs G Longfellow)</li> </ul>	<ul style="list-style-type: none"> <li>• Landscaping scheme (choice and location of species) must not compromise surveillance opportunities (nor create hiding places) as plants mature (Cumbria Constabulary and obo Police and Crime Commissioner)</li> <li>• Existing trees and hedgerows should be retained as well as additional new planting to assist this (Friends of the Lake District)</li> </ul>

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	<p><u>Landscaping Site Specific:</u></p> <ul style="list-style-type: none"> <li>• The site is large and visible from many points around Morecambe Bay. Landscaping needs to be kept as green as possible and be designed to increase and enhance biodiversity. (Grange over Sands Neighbourhood Plan Steering Group - endorsed by Grange Town Council).</li> <li>• Plant more trees (Mr Spodofora)</li> <li>• Additional trees to help with screening and drainage (Mr Spodofora).</li> <li>• Key aspect of site – landscaping (Mr and Mrs JB Crowe).</li> <li>• Landscaping only at the bottom of the site; where flooding frequently occurs (Mr and Mrs JB Crowe).</li> <li>• Value the landscape (Mrs Mary Rossall)</li> <li>• Site is large and visible from many points around Morecambe Bay, not just from Kents Bank and Allithwaite. Landscaping needs to be kept as green as possible (Mrs Mary Rossall)</li> <li>• Type, location and amount ; Quality of landscaping v important to retain scenic quality, important for locals and visitors who come to the area for the rural tranquillity and the far reaching views and vistas (Mrs Mary Rossall)</li> <li>• There should be landscaping and screening around the commercial/industrial area (Mrs Mary Rossall)</li> <li>• Think carefully about height of trees, restrictions needed, there is a covenant on houses on Kirkhead Road (Christina McIntosh)</li> <li>• Extensive belt of tree planting on Northern edge of site (Mr Wright)</li> </ul>	



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	<ul style="list-style-type: none"> <li>• Plant up corner area of land next to Greaves Wood Lane/Kirkhead Road (area within Conservation Area) (Mr Wright)</li> <li>• Increase planted areas to prevent 'estate' feel and character (Elaine Byford)</li> <li>• Landscape gardens that will improve the vision of Kents Bank (Christie Ashmore)</li> <li>• Trees to screen the site across from Priory Crescent and Greaves Wood Road. (Christie Ashmore)</li> <li>• Appropriate landscaping and planting (Paul Mallinson)</li> <li>• Well landscaped (Linda Brown)</li> <li>• Woodland belt needed to hide houses from Allithwaite Road (Patricia Rowland)</li> <li>• Include more tree planting, London Plane trees proven to be effective in this regard (Marissa Cockling)</li> <li>• Should prioritise privacy/overlooking of existing residents and new residents (Dave Wright)</li> <li>• Landscaping / screening next to Greaves Wood Lodge – also generally – landscaping screening in the form of hedges, trees, stone walls or good quality fencing, especially to existing neighbouring properties to the site (includes Greaves Wood Lodge). To plant mature bushes and trees. (Robert and Krysia Carmichael)</li> </ul>	
Biodiversity/Wildlife	<p><u>General:</u></p> <ul style="list-style-type: none"> <li>• Ensure the ecology assessment brief covers all local species throughout the seasons and recommends appropriate mitigation. We append a partial list of species commonly observed from the adjacent houses. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• The designated local green space and perimeter footpath should be designed with assistance from</li> </ul>	<p><u>Natural England:</u></p> <ul style="list-style-type: none"> <li>• Impact Risk Zones (IRZ) – PFG functional land – does not look like suitable habitat for PFG foraging. Morecambe Bay approx... 300m. Any discharge of water or liquid waste that is more than 2m<sup>3</sup>/day. The water needs to either be discharged to ground (i.e. to seep away) or to surface water. Appropriate SUDs and mains</li> </ul>

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	<p>ecologists with detailed local knowledge (such as Cumbria Wildlife), to act as a wildlife corridor for local species and improve biodiversity (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Use of trees, shrubs and water throughout the site – biodiversity benefits. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• As the site lies between woodland, farmland and gardens, it is particularly key to the survival of many small birds, such as swallows, which need the open pasture with plenty of small insects etc. All useful support strategies for birds and bats should be incorporated, such as rough areas and appropriate planting for food insects, bird boxes and quiet foraging strips. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Provision should be made for the sensitive handling/rehoming of disturbed wildlife and mitigation planting ensured for loss of associated flora. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Appendix B of representation – list of wildlife observed - Land South of Allithwaite Road , 43 bird types of birds (Inc. a pheasant), 2 mammals, various; insects, reptiles, frogs, toads, newts, bats, short tailed vole etc. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council). Similar comment, (Valerie Kennedy OBO Group of Kents Bank Residents)</li> <li>• Wild deer roam freely across the site (fields) and in Greaves Wood (Robert and Krysia Carmichael)</li> <li>• The site should be designed to protect important ecological niches; to ensure that wildlife corridors linking</li> </ul>	<p>sewer capacity needs to be investigated. Control of surface water and ensuring sufficient SUDS build into projects. Natural tendency for developers to assume surface water can be managed through drainage directly into the inter-tidal, this is not appropriate.</p> <ul style="list-style-type: none"> <li>• Site is 120 m from Wartbarrow SSI, but does not trigger an IRZ. Site is close to both Wartbarrow SSI, Morecambe Bay and to the west, Kirkhead. Kirkhead is in Higher Level Stewardship with calcareous grassland. So no new direct issues but increase in the population could increase access pressure on these sites, although there is no public access officially to Wartbarrow / Kirkhead. Kirkhead is also a County - Local Wildlife Site.(Natural England)</li> <li>• Biodiversity – Avoiding harm to the international, national and locally designated sites of importance for biodiversity. Potential impacts of new housing upon such sites may be positive or negative, direct or indirect and short or long term. Cumulative impacts may also occur as a result of the combined effects of more than one housing development. Indirect impacts may be experienced several kilometres distant from new housing e.g. water pollution. Key to assessing is to understanding the potential impact pathways that may exist between the site and sensitive sites. (Natural England)</li> <li>• Biodiversity – avoiding harm to priority habitats, ecological networks and priority and/or legally protected species populations. Priority habitats and species are those listed under Section 41 of the Natural Environment and Rural Communities</li> </ul>

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	<p>Kirkhead, Greaves Wood and Wartbarrow are adequately protected. (Valerie Kennedy OBO Group of Kents Bank Residents)</p> <p><u>Need to have wildlife corridors within the site as part of open space:</u></p> <ul style="list-style-type: none"> <li>• Need wildlife corridors for wild animals (Mr Spodofora, Mrs G Longfellow)</li> <li>• Retain green space and wildlife corridors (Mr Richard Smith)</li> <li>• Should be a green perimeter around the whole of the site; to act as a wildlife corridor. It would soften the edge of the development and have biodiversity benefits and give benefits re amenity / privacy to adjoining existing housing. The green buffer would need to be wide enough to enable larger mammals such as deer and badger to retain their current movement patterns through the site to retain the wildlife link between Humphrey head, Kirkhead and Wartbarrow (Mrs Mary Rossall)</li> <li>• Southernmost part of the site – create a natural water feature (possibly with natural planting to attract wildlife) (Mrs Mary Rossall)</li> <li>• Southern end of the site should be open space – it's here which is used as the main access point for large mammals such as deer and badger to move between Humphrey Head, Kirkhead, the whole of the site and Wartbarrow. (Mrs Mary Rossall)</li> <li>• Biodiversity wildlife habitats should be created. Include a wildlife corridor link, a lake at the lower end of the site (Linda Brown)</li> <li>• Include a green corridor for animals around the site (Patricia Rowland)</li> </ul>	<p>Act, 2006 and UK Biodiversity Action Plan further info, on web UK BAP priority species and habitats. Advice in relation to protected species can be found at Standing Advice for Protected Species. Sites containing watercourses, significant hedgerows and substantial trees are possible habitats for protected species. Key principle to maintain ecological connectivity / movement across sites. Priority habitats can be found on the Nature on the Map website. A phase 1 Habitat Survey is the commonly used standard for habitat audit. (Natural England)</p> <ul style="list-style-type: none"> <li>• Biodiversity – Seeking opportunities to contribute to the restoration and re-creation of habitats, recovery of priority species populations and biodiversity enhancement. Where Nature Improvement Areas are identified, they provide a focal point for creating more and better connected habitats. Where housing allocations are proposed in the environs of NIA's the potential to contribute to habitat enhancement should be considered. Local Biodiversity action plans - targets for habitats and species. (Natural England)</li> <li>• Landscape - Avoiding harm to the character of nationally protected and locally important landscapes. Landscape Character Assessments identify different landscape elements which give a place its unique character and can inform the location and design of new development. (Natural England)</li> </ul>

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	<ul style="list-style-type: none"> <li>• Wild Life corridor between Woodland areas. (1 comment from drop-in event)</li> </ul> <p><u>Retain and improve habitat/biodiversity:</u></p> <ul style="list-style-type: none"> <li>• Value consideration of wildlife. Vision to retain as much of the local wildlife habitats - trees/hedgerows and the pond; retain all - as possible. (Katherine and Paul Bennett).</li> <li>• Existing diverse wildlife – e.g. bats, woodpeckers and other bird species nesting in trees and the hedgerows and using the pond.(Katherine and Paul Bennett)</li> <li>• Wildlife – deer, foxes, badgers and pheasants use the site, including the copse. (Mrs LP Langfield)</li> <li>• Retain the copse (Mrs LP Langfield, Jennifer Woodhouse)</li> <li>• Value wildlife, site lies between woodland, farmland and gardens it is particularly key to the survival of birds, insects (Mrs Mary Rossall)</li> <li>• Provide ponds and biodiversity areas (G Jones)</li> <li>• Widen and lengthen the woodland on Greaves Wood bridleway to screen new build from houses on Abbots Way (Andrew Platt)</li> <li>• Retain wildlife habitat including some meadow for insect feeding birds and bats (Beverley White)</li> <li>• Greaves Wood would benefit from active management to support its wildlife. (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Definitely bats in the area. Deer access the site from the lots on the north side of Allithwaite Road and graze in the fields (the site). There are badgers, foxes and many species of birds which live within and/or use the site.</li> </ul>	

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	<p>Important that their habitats are protected and that sufficient green corridors remain to mitigate any adverse impact on wildlife, nature conservation interests and biodiversity (Mrs G Longfellow)</p>	
Views	<ul style="list-style-type: none"> <li>• The scenic quality of the landscape and its vistas and views into and out of the site will be very important, and will need to be retained. From different parts of the site there are views towards Coniston Fells, across the Leven Estuary and Morecambe Bay to the Trough of Bowland and the Arnside and Silverdale AONB, etc (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Value the view of green fields seen from Greaves Wood Road (Mr Spodofora).</li> <li>• Value the view from the rear of housing on Kirkhead Road into the green undeveloped site (Katherine and Paul Bennett)</li> <li>• Value views and vistas in and out of the site. They are v. important. Site is large and visible from many points around Morecambe Bay, not just from Kents Bank and Allithwaite (Mrs Mary Rossall)</li> <li>• Distant views across Morecambe Bay and Kirkhead Tower from Allithwaite Road are a key amenity (Geoffrey Critchley)</li> <li>• Make use of the views across the busy in terms of how it is designed (Paul Mallinson)</li> <li>• Preserve current views, key views east across Ingleborough as seen from Kirkhead Road. (Dave Wright)</li> </ul>	
Existing Natural features	<p><u>The existing copse:</u></p> <ul style="list-style-type: none"> <li>• Retain as an integral open space (Valerie Kennedy OBO Group of Kents Bank Residents)</li> </ul>	<ul style="list-style-type: none"> <li>• Should ensure that the Limestone Pavement Order adjacent to the site is given significant recognition (Friends of the Lake District)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Value the copse near to Greaves Wood (Mr Spodofora).</li> <li>• Retain the copse (Mr Spodofora, Jennifer Woodhouse, Andrew Platt, Margaret Gibson)</li> <li>• Retain the Copse with a green boundary (open space) around it (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Group – endorsed by Grange Town Council).</li> <li>• Retain wooded areas (Anne Booker)</li> <li>• Leave trees that are already opposite Priory Crescent and Greaves Wood Road (Christie Ashmore)</li> <li>• The copse and the field boundary hedges where possible should be protected and preserved to enhance the biodiversity on the site. . (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• A Tree Preservation Order for the copse should be secured now, to protect prior to any planning application or development. (Mrs G Longfellow, 1 comment from the drop-in event)</li> </ul> <p><u>Trees/hedgerows and walls in general:</u></p> <ul style="list-style-type: none"> <li>• Retain all field hedges and walls, including as much of the hedge as possible along the northern boundary of the site (Allithwaite Rd.; important for wildlife). Retention assist in preventing the development looking too urbanised. (Grange Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Retaining the biodiversity value of existing ancient hedgerows and drystone walls. (Grange over Sands Neighbourhood Plan Steering Group - endorsed by Grange Town Council)</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Retain existing trees (Mr Spodofora, Janet Eccles, Linda Brown).</li> <li>• Value ancient hedgerows and old stone walls (Mr Spodofora)</li> <li>• Value consideration of trees and hedges. Retain all trees and hedgerows and the pond/dew pond (protect) as possible. (Katherine and Paul Bennett).</li> <li>• Hedgerows, trees and all woodland should be preserved (Mrs LP Langfield, Margaret Gibson, Linda Brown)</li> <li>• Value the trees and the hedgerows, retain all field hedges and the limestone walls (Mrs Mary Rossall)</li> <li>• Retain as much of the hedgerow as possible along the northern site boundary with Allithwaite Road; retention has biodiversity/wildlife benefits and will make the site look less urbanised, will help with drainage (Mrs Mary Rossall)</li> <li>• Keep/improve hedgerows (Jennifer Woodhouse, Andrew Platt)</li> <li>• The limestone walls within the site should be retained unless absolutely necessary and clearly justified. Any section of limestone wall which is justifiably removed to achieve other benefits should be preserved for re-use in as natural a state as possible, and rebuilt elsewhere on site using specialist workers. (Grange over Sands Neighbourhood Planning Steering Group - endorsed by Grange Town Council)</li> <li>• Retain stone walls, trees, wetland area and limestone pavement (Beverley White)</li> <li>• Keep the trees and hedges to create a wildlife corridor (Graham Brown)</li> <li>• Retain hedgerows (Dave Wright)</li> </ul>	



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	<p><u>Protect Long Greaves Wood:</u></p> <ul style="list-style-type: none"> <li>• Protect Greaves Wood (Andrew Platt)</li> <li>• Retain limestone pavement (Beverley White)</li> <li>• Clear that Greaves Wood is too small, fragile and under managed to accommodate the recreation needs of inhabitants of 200 + houses. The wood needs to be protected from over use and access to alternative open space considered (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul> <p><u>Limestone Pavement:</u></p> <ul style="list-style-type: none"> <li>• Limestone pavement may be a problem as the case at Berners Close development (Elaine Byford)</li> <li>• Retain limestone pavement (Beverley White)</li> </ul>	
DESIGN AND LAYOUT PRINCIPLES		
General	<ul style="list-style-type: none"> <li>• <u>Design</u> – Legacy of this site will come from the quality of a detailed and thorough masterplan. Quality design should include a mix of dwellings and not limited to executive homes. The Neighbourhood Plan objectives support a holistic approach to whole site design that respects the primacy of the landscape and tranquil rural surroundings through the use of open space and siting, height and massing of dwellings. Design should at all stages seek to retain the high scenic value of the landscape and long views. The landscape is our most important local economic asset and complements the adjacent green gaps. Design features should ensure that dark skies, all round views and the low – key rural atmosphere are retained and enhanced. (Grange over</li> </ul>	<ul style="list-style-type: none"> <li>• Inclusive design principles should be followed to ensure access for all and enable whole life housing (Friends of the Lake District)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• <u>Use of trees, shrubs and water throughout the site</u> – public amenity, biodiversity and water attenuation benefits. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• <u>Limit development to a small area</u>, relatively unseen from Allithwaite Road, Kirkland Road and Greaves Wood.(Mr Spodofora)</li> <li>• Too many properties proposed (Mr Sporofora).</li> <li>• Design - The site deserves diverse, interesting, characterful architecture – not easy-build anywhere boxes that have been the staple of some medium and large housing developers (Mr Richard Smith)</li> <li>• Large and dominant site visible from around Morecambe Bay (Silverdale and Arnside AONB, Arnside Knott ...). Kirkhead lies adjacent to the site. The design and layout of the site will be vital in limiting the impact on the surrounding landscape. (Mrs Mary Rossall)</li> <li>• Avoid the bland, high density, sterile, suburban design evident on Berry Bank. Support for character areas delineated by the retention and improvement of existing hedgerows and walls (Neil and Linda Birkinshaw)</li> <li>• Design using modern architectural principles and 21<sup>st</sup> technologies. A sustainable, zero energy development (Geoffrey Critchley)</li> <li>• Ensure in keeping with surrounding area – architecture and landscape (Paul Mallinson)</li> <li>• Housing design and layout should reflect the topography of the site and the semi – rural character of its setting; aiming to minimise the impacts on visual amenity, especially from sensitive receptors (e.g. adjacent houses and long views from Allithwaite Road). It should contribute to a mixed community, with different tenures</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>and sizes of property being integrated across the site, ideally in clusters rather than in a typical suburban estate layout. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Site design – any development should integrate SUDs and green technology, energy efficient housing and forward looking adaptation to climate change right from the preliminary stages. Surface water drainage solutions are critical and should be fully addressed. Development / layout will need to take full account of drainage constraints to mitigate off site and on site flooding. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• The site should not be laid out on a grid pattern. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul>	
Materials	<ul style="list-style-type: none"> <li>• No larch lap type of fencing (needs maintenance local stone walling (no maintenance) for boundaries. (Mr and Mrs Crowe).</li> <li>• Building materials should take account of local vernacular architecture (Mrs Mary Rossall)</li> <li>• Use local stone (Neil and Linda Birkinshaw)</li> <li>• Reflect traditional building materials and styles, use limestone, colour washed render or roughcast, local slates, overhanging roof verges and eaves; not brick, concrete tiles, flush eaves. No tin sheds (Mr Wright)</li> <li>• Use stone, no wooden fencing (Margaret Gibson)</li> <li>• Slate/stone for houses (Linda Brown)</li> <li>• Homes to be predominantly stone (more than 50%) (Graham Brown)</li> <li>• Building materials should take account of the local vernacular architecture. (Grange Neighbourhood Plan Steering Group - endorsed by Grange Town Council)</li> </ul>	
Size of buildings	<ul style="list-style-type: none"> <li>• Would like ground floor properties (bungalows)</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Terraces or courtyard properties for affordable housing type (Neil and Linda Birkinshaw)</li> <li>• Decent size for families (Linda Brown, Graham Brown)</li> <li>• Kents Bank does not need any more apartments. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• A local need for two bedroomed bungalows has been identified. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• There are more than enough large (4 bedroom) executive type houses in Grange. We need three bedroomed family sized houses at a reasonable price and mostly smaller one and two bedroomed bungalows, mews/terraced cottages or flats.(Mrs Mary Rossall)</li> <li>• There will need to be a range of housing to meet differing housing demands, but this will not be restricted to the suggested need for detached houses, bungalows and one bed properties. Not clear what the reference to 'properties designed for particular needs and societal groups'. (Holbeck Homes/Holker Group C/O Garner Planning Associates).</li> <li>• Local preference as shown in the Neighbourhood Plan Survey (Dec 2015) is for one and two bed bungalows , two bed houses, three bed houses, affordable homes, homes designed for mobility issues, and homes for rental. Least needed types are 4 and 5 bedroomed plus homes. Local need suggests the provision of the above. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Elderly people should have homes that provide sufficient space for carers and family members to stay on a temporary basis. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council, Valerie Kennedy OBO Group Kents Bank Residents)</li> </ul>	

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	<ul style="list-style-type: none"> <li>Houses of similar size and construction next to existing housing. (Robert and Michael Carmichael)</li> </ul> <p><u>Housing – Room Size:</u></p> <ul style="list-style-type: none"> <li>All the homes should have room sizes above the minimum standard; benefits to health and well-being.(Mrs Mary Rossall)</li> <li>Provision of homes with the higher national space standards would be supported where possible; beneficial to health and well-being. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>Elderly housing - Room sizes allow carers sufficient space for washing and support needs of residents. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council, Valerie Kennedy OBO Group Kents Bank Residents)</li> </ul>	
Scale	<ul style="list-style-type: none"> <li>Would like to see less housing than the current 200 planned. Would value 100 houses only. (Mrs LP Langfield)</li> <li>Too many properties proposed (Mr Sporofora).</li> <li>Less intensive form of development (Elaine Byford)</li> <li>Consider fewer houses than currently proposed (Paul Mallinson)</li> <li>Should be 100-150 houses max (Marissa Cockling)</li> </ul>	
Massing		
Height	<ul style="list-style-type: none"> <li>The new houses should be broadly level with the roof lines of the existing houses on Kirkhead Road. The new houses should create a positive relationship with the existing roof heights and masses. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council )</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Building heights should be kept as low as possible, with no development exceeding two storeys and should hug the topography. Roof lines should be no higher than the existing surrounding properties. . (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council )</li> <li>• No property higher than two storey (Mr and Mrs JB Crowe).</li> <li>• Dwellings should be kept as low as possible; nothing over two storeys and should hug the topography. Roof lines should be no higher than surrounding properties. (Mrs Mary Rossall)</li> <li>• Ensure it doesn't intrude on the landscape i.e. no medium or high rise apartment blocks (Andrew Platt)</li> <li>• Low rise properties (bungalows) around periphery of site and on steeper slopes (Neil and Linda Birkinshaw)</li> <li>• Keep low rise as possible (Janet Eccles, Elaine Byford)</li> <li>• No building to be more than two storeys (Graham Brown, Dave Wright)</li> <li>• Employment development should be low rise. (Mrs Mary Rossall)</li> <li>• Continue with housing (bungalows) next to Greaves Wood Lodge. (Robert and Krysia Carmichael)</li> <li>• Please keep to low level building if we have to have any at all. (1 comment from drop-in event).</li> </ul>	
Style/Design	<p><u>Building Design:</u></p> <ul style="list-style-type: none"> <li>• Houses need to be sympathetic to the surrounding landscape so that the tranquil rural nature is retained as much as possible. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Building design should take account of local vernacular architecture (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• No balconies – they are visually intrusive – are not a local design feature and impact greatly on the privacy of surrounding properties. (Mrs Mary Rossall)</li> <li>• Size of windows - Large plate glass windows are as intrusive as balconies and are visually intrusive in the wider landscape. (Mrs Mary Rossall)</li> <li>• Southern end of the site is adjacent to Kents Bank Conservation Area. This needs to be taken into consideration, so that the homes in the lower part of the site are designed to blend in as much as possible with the Conservation Area itself. (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Ensure that it is consistent with the building style in the locale (Andrew Platt)</li> <li>• No buildings taller than 2 storeys (Linda Brown)</li> </ul>	
Density	<ul style="list-style-type: none"> <li>• Should be less dense (Beverley White)</li> <li>• The proposed density of 35 dwellings per hectare is higher than the historic housing density in Kents Bank (implications for site design). (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul>	
Built and natural features	<p><u>Trees and hedgerows valued – Tree/hedgerow retention:</u></p> <ul style="list-style-type: none"> <li>• Retain existing trees (Mr Spodofora).</li> <li>• Value the copse near to Greaves Wood (Mr Spodofora).</li> <li>• Retain hedgerows in identified green/open spaces, e.g. within green corridor(s), (Mrs G Longfellow).</li> <li>• Retain the copse (Mr Spodofora).</li> </ul>	



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	<ul style="list-style-type: none"> <li>• Value consideration of trees and hedgerows, retain all trees and hedgerows and the pond/dew pond (protect) as possible. (Katherine and Paul Bennett).</li> <li>• Hedgerows, trees and all woodland should be preserved (Mrs LP Langfield).</li> <li>• Protect field pattern and boundaries – these are important to the local landscape character (refers to the Cumbria Landscape Strategy); retain limestone walls and hedgerows. (Mrs Mary Rossall).</li> <li>• Retain dry stone walls (Dave Wright)</li> <li>• It will not be possible to retain all walls and hedges within the site and the brief should acknowledge that. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Relationship of trees and buildings. The minimum distance between tree roots will need to be adhered to - Local Plan Policy S18.(Robert and Krysia Carmichael)</li> <li>• Site includes wide range of biodiversity interests and natural features. Trees within and surrounding the site are important feature.(Mrs G Longfellow)</li> <li>• Retain existing ancient walls and hedges. (1 comment from drop-in event).</li> </ul> <p><u>Pond /water feature:</u></p> <ul style="list-style-type: none"> <li>• A pond + biodiversity area adjoining Greaves Wood Road would take some of the run-off water from the site – a dual benefit! (1 comment from drop –in event)</li> <li>• Southernmost part of the site – create a natural water feature (possibly with natural planting to attract wildlife) (Mrs Mary Rossall)</li> </ul>	
Layout – spaces, location of development	<ul style="list-style-type: none"> <li>• Not just to pack in as many houses or flats as you can with small gardens. Well thought out and aesthetically</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>pleasing houses and bungalows with green spaces and trees. (Robert and Krysia Carmichael)</p> <ul style="list-style-type: none"> <li>• Prefer to avoid a dominant streetscape along the length of Allithwaite Rd – which could be too urban and out of character with the adjoining green spaces and landscape. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• The houses should be designed to step down the contours of the site and to decrease visibly from Allithwaite Road (e.g. single storey dwellings could be sited towards the top of the site). (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• The scenic quality of the landscape and its views and vistas need to be retained. This should be a key factor when determining the position and orientation of housing on the site, which should be located according to its topography. Housing should be clustered to maintain views of Kirkhead, Morecambe Bay and Wartbarrow from the site and from the surrounding area. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• A smaller, well designed group of houses with plenty of green space (Mr Spodofora)</li> <li>• Housing should be clustered, possibly around courtyards or green spaces; would help to fit in to the field boundaries and not look too urbanised. (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Agreed that appropriate distances between the new and existing dwellings to ensure reasonable privacy, but this does not require buffer areas outside of individual house plot boundaries. It's quite reasonable for the scheme to have dwellings backing on to properties fronting</li> </ul>	

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	<p>Kirkhead Road. The buffer area between the new houses and the existing would be the respective back gardens of those properties. It would be quite reasonable for dwellings to face towards existing dwellings on the south eastern and eastern side of the site, providing informal surveillance over the public bridleway. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</p> <ul style="list-style-type: none"> <li>• Locate employment opportunities to the north end of the site closest to the road to limit through traffic and maintain safety and security (Christina McIntosh)</li> <li>• Locate employment to the NE of the site with sufficient screening to hide it (Andrew Platt)</li> <li>• No housing/light industry fronting Allithwaite Road (Mr Wright)</li> <li>• 50% of the site should be developed (Geoffrey Critchley)</li> <li>• Preferred site would be adjacent to Greaves Wood with an independent access on Allithwaite Road. Include well-designed Hi Tec offices (Neil and Linda Birkinshaw)</li> <li>• Employment at the top of the site on the Allithwaite Road entrances (Lynn Henderson)</li> <li>• Careful consideration is needed given to spacing of development (Paul Mallinson)</li> <li>• Set development back from the westernmost area on the land, this would ensure less visual impact on Allithwaite and help reinforce separateness of Allithwaite and Grange-over-Sands (Paul Mallinson)</li> <li>• Greaves Wood Lodge – take into consideration (the scale, massing, proximity, orientation) of new development near to Greaves Wood Lodge, to ensure no adverse loss of amenity (overlooking / loss of privacy). Position so that no windows directly look over or into our living space and garden. Consider planting</li> </ul>	

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	mature bushes and trees to form a natural screen between the two. (Robert and Krysia Carmichael).	
Public Art		
Renewable Energy and Sustainability	<p><u>Sustainability:</u></p> <p><u>Allotments:</u></p> <ul style="list-style-type: none"> <li>• Green spaces and open space throughout the site should be multi-functional, providing public recreation space, allotments or growing spaces.... (Grange Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• It is very important that allotment gardens are included in the development.(Mr Richard Smith)</li> <li>• Access to allotments (Alice Sharp)</li> <li>• Houses to have allotments (Beverley White)</li> </ul> <p><u>Garden Size:</u></p> <ul style="list-style-type: none"> <li>• Family houses should have bigger gardens. (Mrs Mary Rossall).</li> <li>• All houses should have gardens big enough for growing vegetables or access to allotments (Alice Sharp)</li> <li>• Include decent size gardens for families (Marissa Cockling)</li> <li>• ... not just small gardens (Robert and Krysia Carmichel)</li> <li>• Reasonable sized gardens (Beverley White).</li> <li>• All properties to have at least a small garden (Valerie Kennedy OBO Group Kents Bank Residents).</li> </ul>	<p><u>Water Efficiency – Design of new development:</u></p> <ul style="list-style-type: none"> <li>• Whilst United Utilities acknowledges that the Code for Sustainable Homes has now been scrapped as a result of the Government’s ‘Housing Standards Review’ consultation, they (UU), suggest that the Council should consider water efficiency matters and the design of new development within the development brief as follows: <ul style="list-style-type: none"> <li>- ‘the design of new development should incorporate water efficiency measures. New development should maximise the use of permeable surfaces and the most sustainable form of drainage and should encourage water efficiency measures including water saving and recycling measures to minimise water usage’.</li> <li>- UU highlights the importance of incorporating water efficiency measures as part of the design process for all new development. There are a number of methods that developers can implement to ensure that proposals are water efficient, such as using rainwater harvesting and greywater harvesting.</li> <li>- Improvements in water efficiency help to reduce pressure on water supplies whilst also reducing the need for treatment and pumping of both clean and wastewater. It is part of the delivery of sustainable development. (United Utilities)</li> </ul> </li> <li>• Promote the incorporation of waste recycling provision within the site. The brief should promote</li> </ul>

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	<p><u>Renewable Energy:</u></p> <ul style="list-style-type: none"> <li>• Best design for solar panels are those which are set in to the roof – rather on top of it. (Mrs Mary Rossall, Grange Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Green energy (Beverley White)</li> <li>• All buildings on the site should be ‘zero carbon’, well insulated and made using sustainable materials, with solar panels. Small wind turbines if appropriate, rain water should be collected and used for flushing toilets, in washing machines and for watering gardens (Alice Sharp)</li> </ul>	<p>the use of renewable and low carbon energy sources (Friends of the Lake District)</p>
TYPE OF DEVELOPMENT	<p><u>Employment use:</u></p> <p><u>Location of employment use within site:</u></p> <ul style="list-style-type: none"> <li>• Locate employment use in the top north-west corner of the site. Back on to Greaves Wood, can act as screening. Commercial traffic would then not need to travel through the site. (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Preferred site would be adjacent to Greaves Wood with an independent access on Allithwaite Road. Include well-designed Hi Tec offices (Neil and Linda Birkinshaw)</li> <li>• Employment use has already been restricted to B1 and B2 type uses. To meet any demand this use will require frontage onto Allithwaite Road. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Support the proposal for an employment zone in the north east corner of the site to intercept commercial traffic before it reaches the new residential area.</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<p>(Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</p> <ul style="list-style-type: none"> <li>• Employment commercial uses should be sited in the area alongside the top of Greaves Wood. Employment uses should be integrated and permeable to, existing communities in Kents Bank and Allithwaite as well as Grange through pedestrian and cycle routes, public access routes, provision of local facilities to Kents Bank and Allithwaite. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Cannot understand why the westernmost portion of the site is to be retained for open space and landscaping when this is edged in fields to two sides, has easy access to the main road and is furthest away from all the existing houses. This (westernmost) would be the best place to put the industrial units to least affect/impact on existing properties/occupiers. (Robert and Krysia Carmichael)</li> <li>• Locate all business units near to Allithwaite Rd; so that delivery vehicles do not have to drive through residential areas. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Suggest siting of factory units be adjacent to Greaves Wood, which would provide some screening. (1 comment from the drop in event).</li> <li>• Factory units in a residential area not a good idea.(1 comment from drop-in event).</li> </ul> <p><u>Type of employment use:</u></p> <ul style="list-style-type: none"> <li>• In a recent Neighbourhood Plan survey of residents, the following uses were the most popular – designer/maker</li> </ul>	

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	<p>studios or premises, website/internet based business, micro-brewery, small workshops (like Staveley Mill Yard) (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</p> <ul style="list-style-type: none"> <li>• Supported by Neighbourhood Plan objectives - light industries only, as Grange’s road infrastructure cannot support more than this. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Type of business should not be noisy or smelly or be businesses that generate a lot of heavy traffic. Suggestions would be a hub of offices/space for web based design, graphic design, internet design etc. (Mrs Mary Rossall)</li> <li>• Businesses that do not impact on the amenity of the local area by noise and / or smell would be encouraged. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Supported by Neighbourhood Plan objectives - Employment opportunities for local residents, including businesses which could take on apprentices or trainees, to help younger people remain in the town. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Grange Chamber of Trade should be consulted. A serviced business hub with starter units and business support facilities (marketing/conference) would be welcome. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Good to encourage businesses which could provide decent jobs with decent pay for local people who wish to stay in the area. This would benefit the area and create a more balanced community profile. (Mrs Mary Rossall)</li> </ul>	



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	<ul style="list-style-type: none"> <li>• Why is there a need for light industrial units on this site? Why not increase the industrial units in Flookburgh which won't affect domestic properties. What about noise, light pollution and increased delivery traffic next to domestic houses? (Robert and Krysia Carmichael)</li> <li>• B2 uses wholly inappropriate, B1 would be viable. Perhaps the brief could include provision for a number of home/office units (David and Deborah Simmonds)</li> <li>• No business trading units (Jennifer Woodhouse)</li> <li>• Inclusion of a light industrial area is inappropriate for this area (Joan Holgate)</li> <li>• Limit uses to artisan activities and workshops (Andrew Platt)</li> <li>• Industrial units should be small, individual businesses which will not need large lorries for delivery purposes (Elaine Byford)</li> <li>• Should not include heavy industry (Alice Sharp)</li> <li>• Employment uses should be suitable for a residential neighbourhood and aimed at attracting businesses that can provide opportunities for career development and entrepreneurship (e.g. creative and digital industries or specialist local food and drink producers). (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• The Neighbourhood Plan economic objectives support the provision of commercial opportunities for business generation that attract entrepreneurs, small professional businesses and businesses based on local resources, rather than solely local employment, much of which is currently low-waged with very little scope for career progression. Commercial uses that provide those features and are compatible with residential uses are encouraged. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul>	

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	<ul style="list-style-type: none"> <li>• No heavy engineering units. Employment should be for high-tech. jobs. (Valerie Kennedy OBO Group Kents Bank Residents).</li> </ul> <p><u>Screening / landscaping:</u></p> <ul style="list-style-type: none"> <li>• Keep light industry hidden and to a minimum (Mr Spodofora, Janet Eccles)</li> <li>• There should be landscaping and screening around the commercial/industrial area (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• No industrial units. These should be kept on existing industrial sites e.g. Flookburgh (Mr and Mrs J B Crowe).</li> <li>• Would value some light industrial units to keep the village very much so intact as it is now, rather than ending up with a huge and sprawling estate (Mrs LP Langfield)</li> <li>• Employment commercial uses should be sited in the area alongside the top of Greaves Wood in a landscaped setting/screening that retains a rural feel and creates an attractive frontage with good amenity. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul> <p><u>Design / scale/massing Employment Development:</u></p> <ul style="list-style-type: none"> <li>• Should be low rise. (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul> <p><u>Housing:</u></p>	

Topic Area	Member of public comments	Organisation comments
	<p><u>General:</u></p> <ul style="list-style-type: none"> <li>• A mixed development set back from Allithwaite Road would be encouraged, with houses of various bedroom numbers mixed together. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Variety of house types reflecting local needs and demands (Mr Wright)</li> <li>• Limit to people who live in the area, work or have proven family ties (Marissa Cockling)</li> <li>• A broad range of housing to meet a range of housing demand. This should not be too prescriptive. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• The ‘right housing types’ are those designed and marketed as main residence; locally distinctive in appearance with standards and facilities to attract families and the elderly. Every effort must be made to avoid rows of identical boxes and a ‘dormitory suburb’ atmosphere. Housing should address the social and physical wellbeing of residents through an excellent public realm, private space and energy standards and a range of on-site facilities that are accessible on foot. (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> </ul> <p><u>Family Housing:</u></p> <ul style="list-style-type: none"> <li>• Family homes to be built off Allithwaite Road and bungalows opposite Greaves Wood Road and Priory Crescent (Christie Ashmore)</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Family affordable homes with gardens and garage (Linda Brown)</li> </ul> <p><u>Garden size:</u></p> <ul style="list-style-type: none"> <li>• Family houses should have bigger gardens. (Mrs Mary Rossall).</li> <li>• Include decent size gardens for families (Marissa Cockling)</li> </ul> <p><u>Affordable Housing:</u></p> <ul style="list-style-type: none"> <li>• Issue locally of providing appropriate housing for low-waged families and individuals. The Brief needs to address the opportunities to provide genuinely affordable and private housing that relates realistically to wages in the area. (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Affordable housing needs to be pepper-potted throughout the site. (Mrs Mary Rossall, Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Affordable housing needs to be tenure blind and away from the busy traffic on Allithwaite Road. (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Affordable housing needs to be really affordable to allow young people to stay in the area. (Mrs Mary Rossall, Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Maximum number of dwellings should be affordable for rent with local occupancy condition if at all possible (David and Deborah Simmonds)</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Provide more affordable homes for local people (G Jones)</li> <li>• Social housing (Beverley White)</li> <li>• Affordable housing definitions are likely to change in the near future to enable more home ownership products. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Support affordable housing. However, if the Government want to encourage developers to build on every green field between existing properties in our villages and towns, ensure that it is done in keeping with the area and with respect to our community and wildlife.(Robert and Krysia Carmichael)</li> <li>• Affordable housing should include 3 bedroomed homes that are suitable for accommodating young families. Need gardens where children can play safely. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• There is a huge need for starter homes + affordable housing. The sites which have already been developed the affordable went straight away + the more expensive aren't selling. Please build more affordable house for our youngsters. (1 comment from drop-in event).</li> </ul> <p><u>Housing for retired households:</u></p> <ul style="list-style-type: none"> <li>• Provision of sheltered/assisted living housing (or similar) might be acceptable on-site if sufficient facilities were provided on site for residents to be able to meet their everyday needs without travelling into Grange. We would envisage a convenience store, with a cash point machine, a café and a rentable room for mobile services (such as a chiropodists) being the most useful facilities for retired residents. Otherwise, we see sheltered /assisted living as better located on smaller sites nearer</li> </ul>	

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	<p>the facilities of Grange town centre. (Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</p> <ul style="list-style-type: none"> <li>• Housing for retired households to maintain the characteristic of the area and to promote the development of homes to support downsizing of householders but with adequate parking facilities (Joan Holgate)</li> <li>• Leave an area for a retirement village (Neil and Linda Birkinshaw)</li> <li>• Retirement village bungalows (Linda Brown)</li> <li>• No more retirement homes (Graham Brown)</li> </ul> <p><u>Custom Build, Self-Build:</u></p> <ul style="list-style-type: none"> <li>• Low-cost housing such as custom build, self-build and kit homes should be considered. (Mrs Mary Rossall)</li> <li>• Support an area set aside for self-build homes (Neil and Linda Birkinshaw)</li> <li>• self-build (Beverley White)</li> <li>• The Neighbourhood Plan supports the provision of opportunities for self/custom build/kit homes as an alternative .(Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> </ul> <p><u>Other uses (see also the section on Infrastructure):</u></p> <ul style="list-style-type: none"> <li>• A provisional allocation for a petrol filling station should be included on the Allithwaite Road frontage (David and Deborah Simmonds)</li> <li>• Include a petrol station, set back from Allithwaite Road (Alice Sharp)</li> <li>• Petrol station (Belinda Heyes)</li> </ul>	

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	<ul style="list-style-type: none"> <li>• The Neighbourhood Plan would support the location of commercial retail and service facilities for residents within or adjacent to the residential area. On site – employment and facilities such as a convenience store, café/bistro, nursery, gym/indoor play area, and /or community building, would be supported. Such uses would distinguish the site from others nearby and help market it to a wider range of buyers. These facilities would attract more families and raise the prestige and marketability of the development. They could be located next to a bus stop and extra parking.(Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Essentially as outlined, with regard to residential and employment mix. Kents Bank is a young settlement (1860's onwards) and as such, has no centre of trading / employment activity. The majority of the latter takes place in Grange (shopping, meeting halls / rooms and sport and recreation facilities). Some consideration should be given to using this significant increase and diversification in population to create a community heart for the village. One possibility would be the inclusion of a village hall / centre at the south eastern corner of the development, with foot/cycle access from Greaves Wood Lane and vehicle access through the development from Allithwaite Road, as for the rest of the development. (Mr Richard Smith)</li> <li>• Value the village community (Mrs Mary Rossall)</li> <li>• A community building might be useful (Beverley White)</li> <li>• No community centre within safe walking distance (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Community facilities for Kents Bank are needed. Opportunity to provide a meeting room and integrate the development with Kents Bank (Patricia Rowland)</li> </ul>	



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	<ul style="list-style-type: none"> <li>• Community centre for the elderly (Dave Wright)</li> <li>• A small convenience store on the site with a post office and an ATM machine, would help to reduce short car journeys. This will be vital because the Kents Bank post office has recently been granted planning permission for change of use from business to residential.(Mrs Mary Rossall)</li> <li>• To try and create a real sense of community there would realistically need to be a café, a village hall, a pub/micro-brewery where people could meet socially. (Mrs Mary Rossall)</li> <li>• Small shopping parade would be welcome (Joan Holgate)</li> <li>• Include a local shop (Andrew Platt, Elaine Byford)</li> <li>• Consider a decent supermarket and filling station instead of industrial units (Neil and Linda Birkinshaw)</li> <li>• Include a small rank of shops with ample parking, ideally a convenience store and post office, a food takeaway (Lynn Henderson)</li> <li>• A return of the post office and village shop would be good (Alice Sharp)</li> <li>• A café or artisan business such as a bakery (Dave Wright)</li> <li>• The post office/local store has recently closed which suggests there was a viability issue locally for small shops. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Other uses from survey – small workshops, petrol garage, shop, offices, craft workshops and a children's nursery .(Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> <li>• Food shop to reduce traffic travelling through Grange Centre. (1 comment from drop-in event)</li> </ul>	

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<p>AMENITY ISSUES – impacts on amenity of existing properties</p>	<ul style="list-style-type: none"> <li>• Petrol Station (1 comment from drop-in event)</li> </ul> <p><u>Locate residential development on the north eastern part of the site</u></p> <ul style="list-style-type: none"> <li>• Residential amenity - any development should be on the north eastern part of the site, closer to Grange over Sands and next to Greaves Wood, providing some separation and privacy to existing residential areas on this side of the site, while allowing adequate landscaping, site drainage and a clear distinction between the gateway to Grange and the surrounding settlements of Allithwaite and Kents Bank. (Mrs G Longfellow).</li> </ul> <p><u>Use/locate Open Space to act as buffer:</u></p> <ul style="list-style-type: none"> <li>• Have a ‘green buffer’ area on the sites’ western boundary with the existing housing that backs on to the site, to lessen impact. This needs to be fully addressed on this ‘sensitive edge’ to existing properties (Kirkhead Road), (Katherine and Paul Bennett, Mrs G Longfellow).</li> <li>• Should be a green perimeter around the whole of the site would benefit adjacent existing houses in terms of amenity (Mrs Mary Rossall)</li> <li>• Not considered that ‘buffer areas to limit the impacts of development on sensitive receptors such as adjoining residential properties’ are appropriate. The new development needs to integrate with the existing built up area. The new development should not be an island separated from existing dwellings.(Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Agreed that appropriate distances between the new and existing dwellings to ensure reasonable privacy, but this</li> </ul>	

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	<p>does not require buffer areas outside of individual house plot boundaries. It's quite reasonable for the scheme to have dwellings backing on to properties fronting Kirkhead Road. The buffer area between the new houses and the existing would be the respective back gardens of those properties. It would be quite reasonable for dwellings to face towards existing dwellings on the south eastern and eastern side of the site, providing informal surveillance over the public bridleway. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</p> <ul style="list-style-type: none"> <li>• Set development back from full length of Allithwaite Road with substantial screening (Neil and Linda Birkinshaw)</li> <li>• Concerned about being overlooked by the new properties and the loss of the view, idea of a green buffer good idea acting as a wildlife corridor (J Deacon)</li> <li>• Neighbouring uses – residential properties, need to be adequately protected from adverse impacts on their amenity. Should be clearly set out in the brief. (Mrs G Longfellow)</li> </ul> <p><u>Amenity – Greaves Wood Lodge:</u></p> <ul style="list-style-type: none"> <li>• Greaves Wood Lodge boundary with the site - show on the Constraints and Opportunities Map as an 'edge sensitive to existing house or business'. A small lodge (bungalow), and due to the field levels means that we will lose our privacy, being completely exposed and overlooked by any buildings built on the adjoining fields. Position new development (preferably bungalows) so that no windows directly look over or into our living space and garden. Consider planting mature bushes</li> </ul>	

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	<p>and trees to form a natural screen between the two (Robert and Krysia Carmichael).</p> <ul style="list-style-type: none"> <li>Adhere to Core Strategy policies – CS9.1 - New development must support the health and well-being of residents – be considerate and respectful to the current occupiers of neighbouring properties. (Robert and Krysia Carmichael).</li> </ul>	
NOISE	<p><u>Increased noise from development:</u></p> <ul style="list-style-type: none"> <li>Impact of noise from the new development on existing housing (Katherine and Paul Bennett).</li> <li>Impact of noise from additional traffic generated by the site's development (Katherine and Paul Bennett).</li> </ul>	
AIR POLLUTION	<ul style="list-style-type: none"> <li>Impact of air pollution from increased traffic generated by the site's development (Katherine and Paul Bennett).</li> </ul>	
LIGHT POLLUTION	<p><u>Minimise light pollution:</u></p> <ul style="list-style-type: none"> <li>Concerned about light pollution from development (Katherine and Paul Bennett).</li> <li>Value the dark skies that exist, with little or no street lighting. This is valued by residents but has great importance for the local wildlife. (Mrs Mary Rossall).</li> <li>Keep to a minimum (Beverley White)</li> <li>Needs to be addressed (Dave Wright)</li> <li>The area currently enjoys very good degree of dark skies at night with little or no street lighting. This is valued by residents; great importance for local wildlife. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul> <p><u>Street Lighting and new development:</u></p>	

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	<ul style="list-style-type: none"> <li>Lighting on the site should be kept to a minimum, to be as low level as possible – village standard lighting not urban streets (Mrs Mary Rossall).</li> <li>Lighting on the site should be kept to a minimum – as low as possible; village standard lighting not urban streets. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul>	
CRIME PREVENTION/SECURITY	<ul style="list-style-type: none"> <li>Key issue - Impact of new development on the security of nearby housing (Katherine and Paul Bennett).</li> <li>Improve street lighting on Kirkhead Road (Mr Wright).</li> </ul>	<ul style="list-style-type: none"> <li>Encourage prospective developers to achieve Secured by Design accreditation for the site. Beneficial for developers to consult with the Force Crime Prevention Design Advisor prior to application stage (Cumbria Constabulary and obo Police and Crime Commissioner).</li> </ul>
<p>INFRASTRUCTURE</p> <p>Including developer contributions break down by infrastructure type.</p>	<p><u>General:</u></p> <ul style="list-style-type: none"> <li>The brief should ensure that the proposed development adequately provides for infrastructure and utility services. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>Put in long term infrastructure with climate change, environmental issues – to create sustainable homes (Judith Bridge)</li> <li>Issues for Kents Bank residents include: the condition of gas pipes on Kirkhead Road, which have suffered three gas leaks and repairs in the last twelve months, as a result of their age. Burst water pipes on Greaves Wood Road, which have also been repaired three times in the last 18 months and which cannot be placed lower to prevent this happening again because of the underlying limestone. Also, the reduced levels of water pressure experienced at the top of Kirkhead Road. The almost constant smell of raw sewage from the combined sewers around Kents Bank Station and along Kentsford Road, especially through the summer months. (Grange over</li> </ul>	<p><u>Sewerage System – existing Infrastructure:</u></p> <ul style="list-style-type: none"> <li>Appendix 3 states that the public sewer – Developments must drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network. United Utilities asset register appears to indicate that any sewage arising from this development area would likely drain to the sewer in Kirkhead Road which subsequently joins the main sewer from Grange over Sands at Kents Bank Station. We are not aware of issues with United Utilities sewerage network at this location. Additional storage has recently been provided up stream on the main sewer from Grange at Cart Lane Sewage Pumping Station. United Utilities should be consulted. (Environment Agency)</li> </ul> <p><u>Sewerage System – United Utilities</u></p> <ul style="list-style-type: none"> <li><u>General</u> - In accordance with national planning policy (specifically paragraph 162 of the NPPF and its predecessor PPS12), as well as the</li> </ul>

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	<p>Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>Although new infrastructure and utilities will be put in place within this site, residents are concerned about the demands and stress which will be put on the surrounding infrastructure and utilities. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>Impact on local services, doctors etc. + more importantly the impact on existing infrastructure – drainage, etc. (1 comment from drop-in event).</li> </ul> <p><u>Education:</u></p> <p><u>Sewerage System – existing Infrastructure:</u></p> <ul style="list-style-type: none"> <li>We have noticed that Oversands View has been plumbed into Kentsford Road and there have been a number of new properties added to Kents Bank over recent years. What effect is this having on the existing drains and water table at the bottom? (Joyce Lancaster)</li> <li>Impact on existing sewerage system – existing sewers smell on Kentsford Road and around Kents Bank Station. (Mrs Mary Rossall, Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>Any upgrades / works to the foul sewerage / water systems needs to be carried out/implemented prior to the commencement of any development on the site. The brief should require this. (Mrs G Longfellow).</li> <li>Local residents are concerned there is no spare capacity in Kents Bank combined sewer system to accommodate 200 more homes and new business premises. (Valerie Kennedy OBO group of Kents Bank Residents). <u>See also section re. Existing surface water flooding, below.</u></li> </ul>	<p>status of United Utilities Ltd., as a statutory consultee in the preparation of Development Plan Documents, we would like to continue engagement with South Lakeland throughout the preparation of planning documents.(United Utilities)</p> <ul style="list-style-type: none"> <li><u>General</u> – United Utilities is the statutory duty and wastewater undertaker for the North West of England. We have a duty to ensure that areas are ‘effectively drained’ and that there is an ‘efficient and economical system of water supply’. This includes working with planning authorities on the creation of appropriate planning policies and developers on detailed proposals to most appropriately manage the impact of infrastructure.(United Utilities)</li> <li><u>General</u> – In accordance with paragraph 162 of the NPPF, United Utilities remains engaged in meaningful discussions with South Lakeland District Council regarding future development. United Utilities wishes to build a strong partnership with all Planning Authorities to aid sustainable development and growth within its area of operation. We aim to proactively identify future development needs and share our information. This helps; to ensure a strong connection between development and infrastructure planning; deliver sound planning strategies; and inform our future infrastructure investment submissions for determination by our regulator.</li> </ul>

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	<p><u>Water</u> <u>Impact on existing infrastructure:</u></p> <ul style="list-style-type: none"> <li>• There have been burst water mains pipes in front of Number 8 Greaves Wood Road on several occasions in the past year (Mrs LP Langfield)</li> <li>• Existing Kents Bank – reduced water pressure is often experienced – properties on the top of Kirkhead Road. (Mrs Mary Rossall)</li> </ul> <p><u>Electricity:</u></p> <ul style="list-style-type: none"> <li>• Electrical supply – Internet Connection (Elaine Byford)</li> </ul> <p><u>Gas:</u></p> <ul style="list-style-type: none"> <li>• Existing - poor and aging infrastructure – leaks and repairs to gas pipes on Kirkhead Road. (Mrs Mary Rossall)</li> </ul> <p><u>Education:</u></p> <ul style="list-style-type: none"> <li>• Schools will not be able to cope with additional pupils (Mr Spodofora).</li> <li>• Can schools cope (Geoffrey Critchley)</li> <li>• Will put pressure on local schools (Paul Mallinson)</li> <li>• If more school places are likely to be required, developers should be required to contribute financially towards providing them, as a condition of the planning permission (Alice Sharp)</li> <li>• How will schools cope with extra people (Jennifer Woodhouse, Mr Wright)</li> </ul>	<ul style="list-style-type: none"> <li>• <u>General</u> – When preparing the Development Plan and future policies, we can most appropriately manage the impact of development on our infrastructure if development is identified in locations where infrastructure is available with existing capacity. It may be necessary to coordinate the delivery of development with the delivery of infrastructure in some circumstances (United Utilities).</li> </ul> <p><u>Sewerage System – Site Specific Comments - United Utilities</u></p> <ul style="list-style-type: none"> <li>• The following information must be taken into consideration as part of any future master planning for this site and should be included in the final version of the document.</li> <li>• United Utilities had a legal easement which ran along the north side of the site, (along Allithwaite Road). United Utilities has confirmed (13 04 16) that this easement has now expired.</li> <li>• There is a combined sewer crossing the southern corner of the site, this will require diverting or alternatively should be taken into consideration as part of any proposed layout plan. Building over the sewer will not be permitted and an easement strip will be required either side of the sewer. Interested parties should discuss this further with Developer Services.(United Utilities, and amended advice April 2016 re northern</li> </ul>



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	<ul style="list-style-type: none"> <li>• Where will new schools be built, if all land is taken up (Lynn Henderson)</li> <li>• A new primary school would be a better use of part of the site (Patricia Rowland)</li> <li>• Strain on schools (Marissa Cockling)</li> </ul> <p><u>Health:</u></p> <ul style="list-style-type: none"> <li>• How will doctors, dentists cope (Jennifer Woodhouse, Mr Wright)</li> <li>• Strain on services (Marissa Cockling)</li> <li>• Some time ago a helicopter needed to land to cope with a medical urgency – now that LA 1.3 has been built on, where are green areas to be retained for such emergencies. (1 comment from drop-in event).</li> </ul> <p><u>Transportation:</u></p> <ul style="list-style-type: none"> <li>• Need to upgrade Kents Bank Station and bus services (G Jones)</li> <li>• Need to ensure current steps which give access to the footpath to the promenade need to have cycle/disabled access (Christina McIntosh)</li> <li>• Developers should facilitate and fund foot and cycle way access to Grange by developing a ‘way’ from Kents Bank Station parallel with the railway line to link with existing footpaths and Grange promenade (Andrew Platt)</li> <li>• Will it ensure more stopping trains at Kents Bank railway station (Mr Wright)</li> <li>• Train services need to be improved, every train service should stop at Kents Bank Station (Lynn Henderson)</li> <li>• Better rail services (Graham Brown)</li> <li>• All trains should stop at Kents Bank (Alice Sharp)</li> </ul>	<p>easement expiry)</p> <ul style="list-style-type: none"> <li>• Support for – the need for any proposals to connect foul only to the public sewerage system. Consideration must be given to the disposal of surface water, in line with the surface water hierarchy (United Utilities).</li> </ul> <p><u>Delivery of Development and the timing for the delivery of infrastructure improvements</u></p> <ul style="list-style-type: none"> <li>• It may be necessary to coordinate infrastructure improvements with the delivery of development. In accordance with paragraphs 156 and 162 of the National Planning Policy Framework (NPPF), we recommend that the final development brief incorporates the following detail, in relating to infrastructure provision: ‘Once more details are known, for example the approach to surface water management and proposed connection points to the foul sewer network, it may be necessary to coordinate the delivery of development with timing for the delivery of infrastructure improvements’. (United Utilities)</li> <li>• United Utilities wishes to highlight the challenge that is often presented by fragmented ownership. Whilst masterplans often aspire to secure the delivery of development in a coordinated and holistic manner, this is often a major challenge in practice (United Utilities).</li> <li>• We encourage South Lakeland District Council to carefully consider the deliverability and</li> </ul>

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	<ul style="list-style-type: none"> <li>• Need to improve the footpath along the railway, Network Rail should be made to replace the dangerous fence along the section that runs above the railway, and the steps down onto the path from Kentsford Road should be made safer and wheelchair friendly (Alice Sharp)</li> <li>• More stopping trains at Kents Bank (1 comment from drop-in event).</li> <li>• Get the bus service back. (1 comment from drop-in event).</li> </ul> <p><u>Broadband/Telecommunications:</u></p> <ul style="list-style-type: none"> <li>• Needed for both residential and business (Lynn Henderson)</li> <li>• Issues with BT Openreach in Grange (Lynn Henderson)</li> <li>• Adequate power and telecommunications (Paul Mallinson)</li> <li>• Broadband speed is inadequate and needs to be addressed before more dwellings are built (Patricia Rowland)</li> <li>• Community resilience and neighbourliness are created by communication methods as well as public spaces. These include high speed broadband, mobile phone coverage. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Fibre optic broadband has been recently installed, but no capacity remains available. (Mrs G Longfellow).</li> </ul>	<p>practical issues associated with sites in fragmented ownership. On such sites, we strongly encourage the Council to challenge the site promoters to present a clear site wide infrastructure strategy. We strongly recommend that this is addressed in advance of any planning application submission(s). (United Utilities)</p> <ul style="list-style-type: none"> <li>• Provision of broadband internet with fibre-optic links (Cumbria Constabulary and obo Police and Crime Commissioner)</li> </ul>
COMMUNITY FACILITIES	<p><u>Lack of existing Facilities in Kents Bank:</u></p> <ul style="list-style-type: none"> <li>• Kents Bank does not have a primary school, play area or community centre. The shop and post office at the bottom of Kirkhead Rd are scheduled to close on 02 03</li> </ul>	<ul style="list-style-type: none"> <li>• Should be subject to specific consultation with the local community in order to identify deficits in current provision and allow where possible, the provision of required community infrastructure</li> </ul>

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	<p>16. The site should include provision for a convenience store and post office; the owners of Allithwaite Post Office and Store must receive adequate compensation for their loss of business. (Valerie Kennedy OBO Group of Kents Bank Residents).</p> <ul style="list-style-type: none"> <li>• No petrol station. Nearest is on the A590; about 9km from site. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul> <p><u>Community Village Hall / Centre:</u></p> <ul style="list-style-type: none"> <li>• Essentially as outlined, with regard to residential and employment mix. Kents Bank is a young settlement (1860's onwards) and as such, has no centre of trading / employment activity. The majority of the latter takes place in Grange (shopping, meeting halls / rooms and sport and recreation facilities). Some consideration should be given to using this significant increase and diversification in population to create a community heart for the village. One possibility would be the inclusion of a village hall / centre at the south eastern corner of the development, with foot/cycle access from Greaves Wood Lane and vehicle access through the development from Allithwaite Road, as for the rest of the development. (Mr Richard Smith)</li> <li>• Value the village community (Mrs Mary Rossall)</li> <li>• A community building might be useful (Beverley White)</li> <li>• Community facilities for Kents Bank are needed. Opportunity to provide a meeting room and integrate the development with Kents Bank (Patricia Rowland)</li> <li>• Community centre for the elderly (Dave Wright)</li> </ul>	<p>and facilities related to this development (Friends of the Lake District)</p>

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	<p><u>Include village convenience store/post office etc. in development:</u></p> <ul style="list-style-type: none"> <li>• A small convenience store on the site with a post office and an ATM machine, would help to reduce short car journeys. This will be vital because the Kents Bank post office has recently been granted planning permission for change of use from business to residential.(Mrs Mary Rossall)</li> <li>• To try and create a real sense of community there would realistically need to be a café, a village hall type building, a pub/micro-brewery where people could meet socially. (Mrs Mary Rossall, Grange Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Small shopping parade would be welcome (Joan Holgate)</li> <li>• Include a local shop (Andrew Platt, Elaine Byford)</li> <li>• Consider a decent supermarket and filling station instead of industrial units (Neil and Linda Birkinshaw)</li> <li>• Include a small rank of shops with ample parking, ideally a convenience store and post office, a food takeaway (Lynn Henderson)</li> <li>• A return of the post office and village shop would be good (Alice Sharp)</li> <li>• A café or artisan business such as a bakery (Dave Wright)</li> <li>• The post office/local store has recently closed which suggests there was a viability issue locally for small shops. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• The Neighbourhood Plan would support the location of commercial retail and service facilities for residents within or adjacent to the residential area. On site – employment and facilities such as a convenience store,</li> </ul>	

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	<p>café/bistro, nursery, gym/indoor play area, and /or community building, would be supported. These facilities would attract more families and raise the prestige and marketability of the development. They could be located next to a bus stop and extra parking.(Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</p> <ul style="list-style-type: none"> <li>• Developers should be required to provide a petrol station, convenience store, and post office (Valerie Kennedy OBO Group of Kents Bank Residents)</li> <li>• Food shop to reduce traffic travelling through Grange Centre. (1 comment from drop-in event)</li> <li>• Petrol Station (1 comment from drop-in event)</li> </ul> <p><u>see also the section on ‘Development Type’</u></p>	
<p>FLOODING / DRAINAGE (INCLUDING EXISTING SURFACE WATER FLOODING)</p>	<p><u>Evidence hydro-geological:</u></p> <ul style="list-style-type: none"> <li>• Major issue for local residents - Upmost importance on this site how issues of drainage and flooding are dealt with by the developer. (Mrs Mary Rossall, Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council).</li> <li>• Detailed hydrological and geological surveys must be completed and the outcomes of those surveys should be discussed with local residents. (Mrs Mary Rossall, Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council).</li> <li>• Would like to see comprehensive hydrological and drainage surveys of Kents Bank before any development is permitted on the site. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> <li>• Hydrological and drainage survey must include an assessment of upgrades needed to Kents Bank</li> </ul>	<p><u>Flood Risk Zone:</u></p> <ul style="list-style-type: none"> <li>• The site lies within Flood Zone 1 (low probability of tidal or fluvial flooding). There are no Main Rivers within, or adjacent to this site. (Environment Agency)</li> <li>• The Environment Agency is no longer a statutory consultee on flood risk for development sites in Flood Zone 1. (Environment Agency)</li> </ul> <p><u>Surface water flooding:</u></p> <ul style="list-style-type: none"> <li>• Surface water flooding and surface water drainage issues now fall under the remit of Cumbria County Council as Lead Local Flood Authority following implementation of the Flood and Water Management Act 2010. (Environment Agency).</li> </ul>

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	<p>combined sewer and clear guidance on measures needed to protect nearby land from additional flooding. (Valerie Kennedy OBO a Group of Kents Bank Residents).</p> <ul style="list-style-type: none"> <li>Hydrological survey of whole area needed <u>before</u> any development given planning permission on this site – flooding in lowest lying areas of Kents Bank is already a problem. (1 comment from drop in event)</li> </ul> <p><u>Topography:</u></p> <ul style="list-style-type: none"> <li>Complex topography due to limestone bedrock. Northern corner of the site slopes in two directions. South east towards Greaves Wood and properties on Granby Road and Laneside Road cul-de-sac, and south; towards the southern end of the site and Hurrock Wood - excess surface water then goes onto Kirkhead Road from the Hurrock Wood Driveway, then down to Kents Bank Station. Slope from north western corner of the site trends towards southern end of the site – ending in the Greaves Wood Bridleway. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul> <p><u>Surface water flooding - Grange General:</u></p> <ul style="list-style-type: none"> <li>Drainage – Grange has experienced significant problems with an inadequate approach to drainage in recent developments. Site specific issues and potential solutions need to be explored in detail, considering a wide range of options and taking account of local knowledge and expertise. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by</li> </ul>	

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	<p>Grange Town Council).</p> <p><u>Landscaping/tree planting – surface water runoff:</u></p> <ul style="list-style-type: none"> <li>• Plant more trees to soak up rainfall (Mr Spodofora).</li> <li>• Landscaping / green infrastructure helps prevent flooding (Mrs LP Langfield)</li> <li>• Landscaping only at the bottom of the site; where flooding frequently occurs (Mr and Mrs JB Crowe)</li> <li>• Retain the copse to help retain surface water runoff (Mrs LP Langfield)</li> <li>• Use of trees, shrubs and water throughout the site for surface water attenuation. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul> <p><u>On site - existing surface water/flood risk:</u></p> <ul style="list-style-type: none"> <li>• Ensure good drainage (Robert and Krysia Carmichael)</li> <li>• Certain parts of the site are already prone to flooding (Mrs LP Langfield)</li> <li>• The southern (lowest) part of the site floods frequently after periods of heavy or persistent rainfall (Mrs Mary Rosall).</li> <li>• Water drainage at the bottom of the site needed (Lynne Riddell)</li> <li>• Keep southern portion undeveloped as this area floods (Jennifer Woodhouse)</li> <li>• Ensure surface water and foul drainage is consumed by the site (Andrew Platt)</li> <li>• How will flood problems be mitigated (Neil and Linda Birkinshaw)</li> </ul>	



Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Improve surface water drainage to prevent flooding down Kirkhead Road (Mr Wright)</li> <li>• Create a lake at the lower end of the site to help protect against flooding (Linda Brown)</li> <li>• Flooding must be addressed, current drains are not adequate (Patricia Rowland)</li> <li>• Careful consideration needed, think about impact on residents on Greaves Wood Road, need proper infiltration, retention of greenfield run off rates (Dave Wright)</li> </ul> <p><u>Surface flooding in the Kents Bank area – existing:</u></p> <ul style="list-style-type: none"> <li>• Flooding in lowest lying areas of Kents Bank is already a problem. (1 comment from drop in event)</li> <li>• Drainage for surface water run-off is a big problem. Cellar at KB station has had water running in through walls. (1 comment from drop-in event).</li> <li>• Drainage problems (excess surface water flooding) needs to be dealt with adequately in the brief. Increase flooding in Kents Bank after heavy rain; flooding draining into land adjacent to Greaves Wood including Laneside Road cul de sac and Hurrock Wood gardens into Kirkhead Road. The already inadequate combined sewer system in this area. (Valerie Kennedy OBO of a Group of Kents Bank Residents).</li> <li>• There is already a problem with water run-off – paved roads in Kents Bank are like rivers in the rainy periods (Mr Spodofora, Elaine Boyd).</li> <li>• Flooding after heavy rainfall is a problem at the bottom of Greaves Wood Road and needs to be addressed. (Mrs LP Langfield)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Concerned about the existing runoff from this site to existing property below Greaves Wood Road. There has been after heavy rain, flooding of the road part of the way across by the station and up Kentsford Road, where it has been right across a few times. (Joyce Lancaster)</li> <li>• Flooding is a big issue down Greaves Wood Road (Christie Ashmore)</li> <li>• Surface water runoff is a problem (Lynn Henderson)</li> <li>• There is a seasonal spring in Greaves Wood (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Resolve flooding issues (Linda Brown, Graham Brown)</li> <li>• Local residents are concerned there is no spare capacity in Kents Bank combined sewer system to accommodate 200 more homes and new business premises. (Valerie Kennedy OBO group of Kents Bank Residents)</li> <li>• Questions the efficacy of existing drains (their capacity), to deal with excess surface water during torrential rain on; Priory Lane, Granby Road, Kirkhead Rd., Abbotts Close and Kentsford Road. This is re-current issue. Contributes to flash flooding in the Kents Bank Station area. (Valerie Kennedy OBO group of Kents Bank Residents)</li> <li>• Excess surface rainwater flowing down Laneside Road and from Greaves Wood causes flash flooding at the bottom of Laneside Road (at its boundary with Greaves Wood). (Valerie Kennedy OBO group of Kents Bank Residents).</li> <li>• Address current flooding issues on Kirkhead Rd and Kentsford Rd. (1 comment from the drop-in event).</li> <li>• Drainage of rainwater run-off into the bay should be part of this development + reduce water that runs down</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	Kentsford + Kents Bank + Greaves Wood road to the station (comment from drop-in event).	
DRAINAGE AND SUSTAINABLE DRAINAGE SYSTEMS (SUDs)	<p><u>Location of SUDs:</u></p> <ul style="list-style-type: none"> <li>• Southernmost part of the site – create a natural water feature (possibly with natural planting to attract wildlife) (Mrs Mary Rossall)</li> <li>• Green spaces throughout the site could be used for SUDs and could include open ponds and water channels (Mrs Mary Rossall)</li> <li>• A pond + biodiversity area adjoining Greaves Wood Road would take some of the run-off water from the site – a dual benefit! (1 comment from drop –in event)</li> </ul> <p><u>Limiting Surface water runoff:</u></p> <ul style="list-style-type: none"> <li>• There should be the least amount of hardstanding possible to prevent urbanisation (Mrs Mary Rossall)</li> <li>• Development should avoid hardstanding wherever possible to prevent unnecessary urbanisation and soil erosion from run-off. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Pollution run-off into the Bay via underground limestone channels should be eliminated through the design of soakaways and SUDs. This might be from vehicle oil, surfactants in car shampoo etc. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul>	<p><u>Limiting Surface water runoff:</u></p> <ul style="list-style-type: none"> <li>• Developers should, where viable, consider the use of permeable paving and cycle ways, increased landscaping and a reduction in the use of hardstanding as a means to reduce surface water run-off rates. United Utilities would expect green field run off rates to be maintained. (United Utilities).</li> </ul> <p><u>Holistic Sustainable Drainage Strategy across the whole site:</u></p> <ul style="list-style-type: none"> <li>• Should sites be developed by more than one housebuilder it may impact on the delivery of a holistic and sustainable drainage strategy across the entire site. Prior to the determination of any planning application(s), the Council should seek to finalise a suitable drainage strategy for the whole site. (United Utilities)</li> </ul> <p><u>Sustainable Drainage Systems:</u></p> <ul style="list-style-type: none"> <li>• SUD's should be included where viable with proposals having regard to the surface water hierarchy. Surface water should be discharged in the following order of priority: 1. an adequate soakaway or some other form of infiltration system; 2. an attenuated discharge to watercourse; 3. an attenuated discharge to public surface water sewer; and 4. an attenuated discharge to public combined sewer.</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p><u>Need for whole site drainage strategy:</u></p> <ul style="list-style-type: none"> <li>• Major issue - A sustainable and fit for purpose drainage system has to be designed as this is a large site on limestone and with steeply sloping land on it. The site will be above large parts of Kents Bank village and that is where flooding will occur if water runs off this site. Any drainage system needs to be future proofed and needs to have a plan in place to deal with future maintenance. (Mrs Mary Rossall, Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> <li>• Site’s drainage will need to prevent flood risk to surrounding residences as well as new properties. The lower half of Kents Bank has the Railway Station and five listed properties and is already affected by surface water runoff from uphill. Clear evidence already in relation to flooding from the site to adjacent homes and about the particular constraints of the combination of limestone slope, railway embankment barrier and archaic/inefficient drainage systems. No evidence in Grange to suggest that SUDS could be a solution, as opposed to an outfall into the bay. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Development on site includes a robust drainage plan that – includes a significant upgrade of the combined sewer system in Kents Bank and that does not rely on soakaways. Also, that it includes an excess surface rainwater drainage pipe under the railway near Kents</li> </ul>	<p>Applicants wishing to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available. Approved development proposals will be expected to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes. On large sites it may be necessary to ensure the drainage proposals are part of a wider holistic strategy which coordinates the approach to drainage between phases, between developers and over a number of years of construction. (United Utilities)</p> <ul style="list-style-type: none"> <li>• On green field sites, applicants will be expected to demonstrate that the current natural discharge solution from a site is at least mimicked.(United Utilities)</li> <li>• Landscaping proposals should consider what contribution the landscaping of a site can make to reducing surface water discharge. This can include hard and soft landscaping such as permeable surfaces.(United Utilities)</li> <li>• The treatment and processing of surface water is not a sustainable solution. Surface water should be managed at source and not transferred. Every option should be investigated before discharging surface water into a public sewerage network. A discharge to groundwater or watercourse may require the consent of the Environment Agency. (United Utilities)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>Bank Station. (Valerie Kennedy OBO Group of Kents Bank Residents).</p> <p><u>Efficacy of SUDS Soak-away Systems in limestone areas:</u></p> <ul style="list-style-type: none"> <li>Local residents lack of confidence in soakaway systems in limestone areas due to experience of overflowing SUDS installed at new build properties in Kents Bank during the last 10 – 15 years. Soakaways at other relatively new houses on Priory Lane and Laneside Road regularly overflow during persistent and heavy rainfall and contributes to flooding at Kents Bank Station. Problem has arisen in conjunction with overflowing soakaways; it was not a problem 10 years ago. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul> <p><u>Other:</u></p> <ul style="list-style-type: none"> <li>Flooding and Drainage - needs to address how you can ensure that properties on Kirkhead Road are not adversely affected by surface water run-off or drainage from the site. (Mrs G Longfellow)</li> <li>Amount which occurs towards bottom of this site is adequately allowed for all properties, including existing, are fully protected (Janet Eccles)</li> <li>A dedicated surface water drain to Morecambe Bay is essential if the surface water problem is not to be transferred further down the hill (Geoffrey Critchley)</li> <li>Particular care should be taken with water disposal in order to eliminate any flood risks even when rainfall is exceptionally high (Alice Sharp)</li> </ul>	<ul style="list-style-type: none"> <li>New development should manage surface water run-off in a sustainable and appropriate way. Developers should look at ways to incorporate an element of betterment within their proposals. This approach is in accordance with paragraph 103 of the NPPF. (United Utilities)</li> <li>Essential site is as permeable as possible post development so that run off rates do not exceed current levels and therefore should discourage the use of surfacing material such as tarmac and promote the use of permeable surfaces and the incorporation of effective SuDS (Friends of the Lake District)</li> </ul>
GROUND CONDITIONS, CONTAMINATION		

Topic Area	Member of public comments	Organisation comments
GROUND CONDITIONS, INSTABILITY	<ul style="list-style-type: none"> <li>Reference to BGS SUDS Summary Map Data for the ground stability layer for Kents Bank – shows on BGS mapping significant potential for geo-hazard. Ref Map 3 in representation response. (Valerie Kennedy OBO Group of Kents Bank Residents).</li> </ul>	
ARCHAEOLOGY	<ul style="list-style-type: none"> <li>Need specialist archaeological comment to inform the brief. (Mrs G Longfellow)</li> </ul>	
HISTORIC ENVIRONMENT		
PHASING		
VIABILITY		
DEVELOPER CONTRIBUTIONS	<p><u>New off – site provision of Open Space -</u> (Grange over Sands Neighbourhood Plan Steering Group, endorsed by Grange Town Council - suggestions :)</p> <ul style="list-style-type: none"> <li>Public access to Kirkhead on the same basis as the existing public access to Hampsfell. Steering Group has been requested by residents to establish a local green space on the land behind the lower houses on Kirkhead Road, where historic access to Kirkhead existed through Lanehead Farm. The site under consideration is an area within Grange Parish boundary. Public access to Kirkhead, in a way that respected its features and use would give site residents and adjoining neighbours some proper open space nearby to enjoy as compensation for the loss of green field. ( Grange over Sands Neighbourhood Steering Group – endorsed by Grange Town Council)</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>• Off – site: A financial contribution to improving access to and the condition of, the coastal footpath from Kents Bank to the Grange Promenade, possibly in conjunction with Network Rail who were recently offering grants for improving lineside open spaces in the area. Currently no safe, accessible, or continuous route, from the site by foot or mobility vehicle to the facilities in Grange. The provision of a footway to Grange along Allithwaite Road that is currently required to make the development acceptable, will not provide direct access to natural open green space free from traffic fumes, and will make no contribution to the tourist experience. The main improvements needed are better access to the Kentsford Road end of the path , where the current steps are difficult for users and on portions of the footway past Guides Farm – which are prone to flooding. Would give Kents Bank residents and site residents an attractive, traffic-free pedestrian path to and from Grange and create an attractive extension of the Grange Promenade Walk. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)</li> <li>• Off-site - A financial contribution to an access path from the site around the base of Allithwaite Quarry and onward to Allithwaite village. Allithwaite Parish Council are working on this – part of the path already exists and a contribution to the final stretch alongside a field boundary to an existing gate on Allithwaite Road would open up a very valuable off-road pedestrian route through green space to and from Allithwaite village. (Grange over Sands Neighbourhood Plan Steering Group - endorsed by Grange Town Council).</li> <li>• There is no safe access by foot/cycle to Grange and Allithwaite primary schools or Cartmel High.</li> </ul>	



Topic Area	Member of public comments	Organisation comments
	<p>Contributions to school transport for students from the site would be anticipated. (Grange over Sands Neighbourhood Plan Steering Group - endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Developers should provide a footpath on the southern side of Allithwaite Road. (Valerie Kennedy OBO Group of Kents Bank Residents)</li> <li>• Funding to upgrade the footpath on Risedale Hill, Allithwaite Road is required. (Valerie Kennedy OBO Group of Kents Bank Residents)</li> <li>• Footpaths on Kirkhead Rd are not continuous and there are none at all in places. Footpath provision should be required and funded by the developer.(Mrs G Longfellow)</li> <li>• Maximum percentage of affordable dwellings should be sought and achieved not the minimum to meet evidenced demand.(Mrs G Longfellow)</li> <li>• Contributions for highway and footpath improvements and road safety initiatives on Allithwaite Rd., including provision of a bus shelter on Kirkhead Road. (Mrs G Longfellow)</li> <li>• Playground provision should also be financed. (Mrs G Longfellow).</li> <li>• There is no existing street lighting in places. Street lighting should be required along the south side of Allithwaite Road and on Kirkhead Rd, to be funded by the developer. (Mrs G Longfellow).</li> </ul>	
IMPLEMENTATION	<p><u>Impacts of Construction on existing local residents:</u></p> <ul style="list-style-type: none"> <li>• Really concerned about quality of life during and after the building works, mainly the impact of noise pollution (both before and after construction), light and air pollution, congestion, road damage and the visual</li> </ul>	<p><u>Construction Management Plan:</u></p> <ul style="list-style-type: none"> <li>• We would recommend that developers prepare a Construction Management Plan (CMP). Allowing time to plan and prepare before work starts on site can significantly reduce the risk of a pollution incident. A CMP can identify activities that could cause pollution to improve to improve risk</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>pollution of living next to a building site for the next few years (Katherine and Paul Bennett)</p> <ul style="list-style-type: none"> <li>• Concerned about the impact and the noise and disruption of development (Mrs Mary Rossall)</li> <li>• Potential for negative impact on peninsula residents, nearby communities and local wildlife during the construction phase due to noise, construction traffic, construction methods and the provision of utilities. Wish to see a substantial Construction Method Statement drawn up and discussed with local residents and local councils to ensure that disruption is understood and minimised for the lifetime of the build process. This should particularly address provision of on-site worker parking, comfort facilities and catering. It should also address in detail any drainage or construction work in or next to the wildlife corridor and area next to Greaves Wood and Greaves Wood Bridleway. (Grange over Sands Neighbourhood Plan Steering Group - endorsed by Grange Town Council).</li> </ul> <p><u>Impact on amenity:</u></p> <ul style="list-style-type: none"> <li>• Neighbouring uses – residential properties, need to be adequately protected from adverse impacts on their amenity. Should be clearly set out in the brief and applied through suitable planning conditions. (Mrs G Longfellow)</li> </ul> <p><u>Planning Conditions (field boundaries):</u></p> <ul style="list-style-type: none"> <li>• All field boundaries should have covenants on them (planning conditions?) to prevent removal or damage in the future (Mrs Mary Rossall)</li> </ul>	<p>management, thereby reducing the risk of pollution incidents during the construction phase. The CMP can be used to identify surface waters and groundwater on, under or adjacent to the site. This includes any small (dry) ditches capable of transporting water. Construction Management Plan can be used to manage :</p> <ul style="list-style-type: none"> <li>• the means of access for demolition and construction traffic;</li> <li>• the loading and unloading of plant and materials;</li> <li>• the storage of plant and materials used in constructing the development;</li> <li>• wheel washing facilities;</li> <li>• measures to control the emission of dust and dirt during construction; and</li> <li>• a scheme for recycling/disposing of waste resulting from demolition and construction works. (Environment Agency)</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>Perhaps a planning condition could be added to a future planning application requiring all hedgerows in the identified green/open spaces to be retained. (Mrs G Longfellow)</li> </ul> <p><u>Planning Conditions - Holiday Lets and Second Homes:</u></p> <ul style="list-style-type: none"> <li>Needs to be conditions attached to the market housing, so that they cannot be used for holiday lets or as second homes. (Valerie Kennedy OBO Group Kents Bank Residents)</li> <li>Try to protect any of these dwellings from becoming 2<sup>nd</sup> homes. (1 comment from drop in-event).</li> </ul> <p><u>Planning Condition(s) – infrastructure provided prior to development taking place.</u></p> <ul style="list-style-type: none"> <li>Brief must make clear that planning condition will be attached to any grant of planning permission requiring all infrastructure work which needs to be upgraded to provide the necessary capacity to service the site and protection to households outside the site to be undertaken prior to any development taking place on the site. (Mrs G Longfellow)</li> </ul>	

### List of changes made to the Issues and Options 'Constraints and Opportunities Map':

- Date of map updated to April 2016.
- Added - part of Lower Allithwaite Parish Council boundary (north of site) and Grange over Sands Parish boundary.
- Added – arrow on map ‘to Allithwaite Village – primary school, shop and post office’.
- Remove ‘opportunity for cycle /footpath connections’ (dark blue arrow linking eastern part of site with existing housing).
- Add/mark on Kirkland Cumbria County Local Wildlife Site (no official public access).
- Add to map – show the eastern boundary with Greaves Wood Lodge on Allithwaite Road with the site as a ‘sensitive receptor’ to existing housing or business.
- Add to map – ‘Allithwaite Road – B5277’.
- Amend/correct the curtilage of Greaves Wood Lodge. Long Greaves Wood does not extend within the curtilage. Remove majority of trees shown within the curtilage. The TPO does include trees within curtilage of Greaves Wood Lodge.
- Amend map, the key of existing features – to say - water/wet area, utility Services - wires/poles.
- Remove the number ‘4’ shown on Kirkhead Road.
- Amended/corrected positioning of bus stops. Amended locations of bus stops x two either side of the road at Kents Bank Station. Also two bus stops at the top of the hill on Kirkhead Road. Amended slightly the bus stop location lower down Kirkhead Road Hill, (stop on the east of the road). Bus stop on the B5277 near to Jack Hill is ‘off’ the map.
- Add - Existing indicative route (dark green arrow) used by local wildlife through site (to access Wartbarrow and Kirkhead).

### Category B

#### Other issues raised –

- Why do we need employment in Kents Bank? There is unlimited land available for employment opportunities at Mile End, Flookburgh (Mr Spodofora).
- The vision should be as the site is now – undeveloped. (Mr and Mrs JB Crowe).
- Before any building work is begun on this site can it be ensured that the houses on the other developments in Grange have been sold. We must ensure that Grange can cope with extra traffic on the B5277. (Mr Spodofora)
- Vision for the site - Should be as it is now – we were told by the Council when buying our property this land would never be built on (Mr and Mrs JB Crowe).
- Financial impact/de-valuation of current properties on Kirkhead Road and surrounding areas– becoming more urban instead of semi-rural aspect and security which has now been taken away. How is the Council proposing to compensate residents impacted by this? (Katherine and Paul Bennett).

- We would ideally like to see no development on this beautiful green area, destroying yet more nature. (Katherine and Paul Bennett)
- Overall vision should be more open fields left as they are, thus far less housing than planned (Mrs LP Langfield)
- No industrial units. These should be kept on existing industrial sites e.g. Flookburgh (Mr and Mrs JB Crowe, 1 comment from drop-in event).
- This proposed development is unnecessary and unwanted. If it goes ahead, no end of problems will be caused which cannot be solved. (Mrs Barbara Lloyd)
- The shaded area is the green gap – more like a fig leaf - this is just urban spread. Within a few years, Allithwaite will be part of Grange. (Joyce Lancaster)
- If the need for housing is for locals, then that is what should be built, not second homes. There are enough empty houses about now. What about getting those rented and save our green fields. Development adds to global warming. (Joyce Lancaster)
- Accept that new developments need to be built but not to significantly reduce the safety and quality of life of the present residents. I thought that planners had to consider three points when significantly developing an area: 1. it has access to a main (A road); 2. there is a supermarket in the area (it is a 14 mile round trip to the nearest supermarket) and; 3. there is a petrol station (it is more than a 9 mile round trip to the nearest petrol station). This development is being placed in an area with none of these criteria.(Belinda Heyes)
- Kents Bank is not a key service centre but a small village in its own right. (Mrs Mary Rossall)
- That the Council do not consider that by developing the site, there will be complete coalescence between Grange and Kents Bank (Mrs Mary Rossall)
- That all of the allocated development sites are located to the south of Grange and issues such as traffic management and infrastructure should be considered as a whole rather than on a site by site basis. (Mrs Mary Rossall)
- Local residents are going to have to live with the noise and disruption of a very large and complex building site on their doorstep for the foreseeable future (Mrs Mary Rossall)
- Local residents are concerned about the impact of development on their own property sales for the duration of the planning and building of this development and possibly with a glut of property which will be on the housing market when the site is completed. (Mrs Mary Rossall)
- The more urbanised Grange becomes, the more impact it may have on the vital tourist economy (Mrs Mary Rossall)
- Industrial development should be kept to the outskirts of the area (Anne Booker)
- Do we need 200 houses and builders yards, car workshops? Site shouldn't have been allocated (Mr Wright)
- No commercial development (Margaret Gibson, Geoffrey Critchley)
- Not to be developed, present infrastructure and utilities are inadequate now without further development (Peter and Cathleen Thornton)
- Further housing is not required, look at the number of properties for sale in Grange (Peter and Cathleen Thornton)
- Why is the site being considered for development? Industrial development could go to Flookburgh where there is brownfield land (Linda Brown)
- Is there a need for more housing? (Lynn Henderson)
- Does this area really need 202 more houses? (1 comment from drop-in event.)
- Brownfield site at Flookburgh and Ulverston would be more appropriate to industrial use (Graham Brown)

- Industrial use not appropriate (Patricia Rowland)
- Question why the site has to be developed at all. Does Grange need can it cope with general housing? (Alice Sharp)
- Scale of 200 homes are too many (Marissa Cockling)
- Transport links by rail to Manchester and Manchester Airport should be part of the strategy to encourage business. Better road links to the M6 are important as well. (Grange over Sands Neighbourhood Plan Steering Group – endorsed by Grange Town Council)
- The lack of support and help to save our swimming pool has demonstrated that CCC and SLDC are not interested in promoting, supporting or providing any community developments in Grange. There are very few local amenities for the young, apart from the Promenade.(Robert and Krysia Carmichael)
- With reference to an area outwith the development site: The small open space adjacent to the Greaves Wood Road Junction with Kirkhead Road should be retained/protected as Local Green Space. It is the only wildlife corridor linking Kirkhead with Greaves Wood and Wartbarrorw (all covered by LPO's). It is in Grange over Sands Conservation Area. (Valerie Kennedy OBO Group of Kents Bank Residents).
- Outwith the site - Areas of Kents Bank that should be protected as Local Green Spaces – Guide's Farm Fields and Kents Bank Foreshore. (Valerie Kennedy OBO Group of Kents Bank Residents, Map 1 of representation refers).
- Evidence base - Over supply of housing land in the District. No need to sacrifice site to development before the replacement Local Plan is adopted in 2021, unless there is evidenced need for affordable housing for local people which cannot be met elsewhere (Mrs G Longfellow).
- Evidence base – no evidenced need for employment land. (Mrs G Longfellow).
- The majority of the site should be retained undisturbed. (Mrs G Longfellow).
- Given the above evidence and requirements I expect that any planning application submitted prior to the necessary upgrading of infrastructure and facilities to support any development on this site and the fact that housing is not needed until 2021 at the earliest, will be treated as premature and will not be granted planning permission. This should also be set out in the brief. (Mrs G Longfellow)
- The need for housing development on this site prior to 2021 should be re-assessed in the light of the number of developments already contributing to housing needs in the area and if the low demand remains evidenced in the SHMA. (Mrs G Longfellow).
- A Supplementary Planning Document (SPD) is just guidance and does not carry the same weight as policy or a Development Plan Document (DPD), (Mrs G Longfellow).
- Who will buy these houses? (1 comment from drop-in event).
- More clarity is needed on the housing need - is the proposed development for existing residents in South Lakes or elsewhere. (1 comment from drop-in event).
- Try to protect any of these dwellings form becoming 2<sup>nd</sup> homes. (1 comment from drop in-event).

Category C

GENERAL COMMENTS NON - SITE SPECIFIC – PROPOSALS DOCUMENT

Topic Area	Member of public comments	Organisation comments
Purpose/Whole Concept		
Timetable		
Process		
Objectives		
Engagement - Consultation	<ul style="list-style-type: none"> <li>What key issues do you feel need to be taken into account for each development brief? – Those being most affected to be represented or have the opportunity to work with developers and be considered. (Robert and Krysia Carmichael).</li> </ul>	
Scope – Landscape, open space and green infrastructure		
Scope – Traffic and movement framework		
Scope – Type, general location and phasing of land uses		

Topic Area	Member of public comments	Organisation comments
Scope – Guidance on the Type and Mix of housing		
Scope – Guidance on Building Design		
Scope – Community Infrastructure and Facilities		
Scope – Developer Contributions		
Scope – Infrastructure and Utilities		
Scope – Renewable Energy and Sustainability Principles		
Scope – Layout		
Scope – matters not covered		
Sustainability Appraisal		
Evidence Base		

Category D



Appendix 3 Site Information sheets – general

Topic Issue	Member of public comments	Organisation comments
Scope of Brief		
Proposed Use		
Developable area assumptions		
Open Space Quantum	<ul style="list-style-type: none"> <li>The amount and type of open space that is expected, in broad terms, should be confirmed on the basis of a formula of space per dwelling, taking account of the fact that different types of occupier have differing recreational needs e.g. older residents will not require play space. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> </ul>	

Category E

Appendix 3 Site Information sheets – Site Specific comments:

Topic Issue	Member of public comments	Organisation comments
<p><b>Scope of Brief</b></p>	<ul style="list-style-type: none"> <li>• A brief should be a self-contained document that has considered the site constraints and balances these with the intention to provide close to 200 dwellings and 1.5 ha of B1/B2 employment land. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• The brief should identify where within the site the employment land should be located, where new housing is to be accommodated and the areas that are expected to remain free from built development, including the woodland areas to be retained. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> </ul>	
<p><b>Section 1 – Contextual Information</b></p>	<ul style="list-style-type: none"> <li>• <u>Developable area/open space assumptions:</u> The contextual information indicates that a ‘significant proportion of the site - in the region of a third – to be set aside for open purposes/roads/Sustainable Drainage Systems.’ After taking into account of 1.5 ha to be set aside for employment purposes, this implies 5.77 ha to accommodate approximately 202 dwellings. This is confirmed by the later reference to ‘around 50%’ of the site being for housing (i.e. 5.6 ha) and reference to 35 dwellings per hectare which enables one to determine the source of the 202 dwelling expectation. This density is above the more general density expectations suggested in the Core Strategy (CS6.6) of 30 dwellings per hectare. At this stage it is likely, if a broad range of housing is to be</li> </ul>	

	<p>provided, including a significant amount of family housing, that the overall numbers of houses provided will be significantly less than the 202 dwellings, if the housing element is to be in the order of 5.6 to 5.8 ha only. If the planning authority wish to achieve approximately 200 dwellings per hectare, the developable area will need to be more than two-thirds of the site. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates).</p> <ul style="list-style-type: none"> <li>• <u>Site name/location:</u> Kents Bank should be referred to as Kents Bank, Grange over Sands. It is not a suburb of Grange over Sands. (Valerie Kennedy OBO Group Kents Bank Residents).</li> <li>• Have we got the right background information about the site? – No, some of your background information is inaccurate or lacking substance and much of the evidence does not cover the site's development period. (Mrs G Longfellow)</li> <li>• Need to reference that the site falls within two Parishes; Grange and Allithwaite. Need to reference any community or neighbourhood planning for the Lower Allithwaite area. Referencing for services and facilities looks purely towards Grange and not Allithwaite or other surrounding settlements. (Mrs G Longfellow)</li> </ul>	
<p><b>Section 2 – Key Local Stakeholders</b></p>	<ul style="list-style-type: none"> <li>• Page 3 (Appendix 3), refer to the landowner as Holbeck Homes Ltd (part of the Holker Group – CEO Duncan Peake) (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Allithwaite Parish Council should be jointly consulted, given the site's close proximity to the parish. (Grange Neighbourhood Plan Steering Group – endorsed by Grange Town Council).</li> </ul>	

	<ul style="list-style-type: none"> <li>• Have we missed any key stakeholders? – Residents immediately affected by the development should be represented or have an input. (Robert and Krysia Carmichael)</li> <li>• Set out which local organisations and residents groups you intend to involve. (Mrs G Longfellow)</li> </ul>	
<b>Section 3 – Land Allocation Requirements</b>	<ul style="list-style-type: none"> <li>• Reference made to the retention of the western most portion of the site for open space and landscaping. This should be given greater clarity to ensure that this westernmost area includes the land bounding properties along the length of Kirkhead Road. (Mrs G Longfellow)</li> <li>• Policy LA3.2 requirement for new bus stops does not mean a service will be provided. (Mrs G Longfellow)</li> </ul>	
<b>Section 4 – Key issues</b>	<ul style="list-style-type: none"> <li>• Green infrastructure – The proposed extent of the buffer area in the western part of the site (adjacent to the green gap) should be shown and will need to take into account the overall intention to provide approximately 200 dwellings and 1.5 ha of employment land. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Add to Section 4 – Key issues – wildlife / biodiversity, refer to deer (Robert and Krysia Carmichael) seen on site and in Greaves Wood adjacent. Also numerous wildlife (birds, mammals and insects), also observed by local residents – source: Grange over Sands Neighbourhood Plan (NP) Steering Group Survey - Appendix B to NP representation Issues and Options, Feb 2016).</li> <li>• Green infrastructure/Biodiversity – provide a large green network to link with surrounding green areas. Create a green corridor from the north of the site off Allithwaite Rd. through the site following existing hedgerows, linking with the copse and the</li> </ul>	

	<p>bridleway at Greaves Wood. Enhance with additional planting and landscaping. Create accessibility for wildlife and for people to utilise the corridor on foot, cycle or horse. TPO should be secured for the copse. (Mrs G Longfellow)</p> <ul style="list-style-type: none"> <li>• Flooding and Drainage - needs to address how you can ensure that properties on Kirkhead Road are not adversely affected by surface water run-off or drainage from the site. (Mrs G Longfellow)</li> <li>• Flooding and Drainage – How to ensure development mitigates flood risk and provides SUDs? – By keeping development to a minimum, if not zero. Majority of the site should be retained as landscaped open space to allow adequate drainage. Development should have no impact on amenity. Will need to be achieved through suitable planning conditions. (Mr G Longfellow)</li> <li>• Providing the right housing types and mix in the most appropriate part of the site – Preferably no housing at all on the site. Otherwise, the first phase of housing should be on the north easterly edge of the site, opposite the allocated housing site west of Cardrona Road. This should only be used to meet evidenced affordable local housing needs. (Mrs G Longfellow)</li> <li>• Providing the right type of employment in the best place – my view is that the land is not needed. If land is identified, it should be at the north of the site on the south side of Allithwaite Road, adjacent the green gap and landscaping area. This will ensure that as much green space is retained for as long as possible. (Mrs G Longfellow)</li> </ul>	
<b>Section 5 – Existing Land Use</b>	<ul style="list-style-type: none"> <li>• Surrounding Use - add specific reference to the existing dwelling 'Greaves Wood Lodge'. The</li> </ul>	

	dwelling is to directly east of the site, fronting on to Allithwaite Road.	
<b>Section 6 – Landscape/Topography/Views</b>	<ul style="list-style-type: none"> <li>• Welcome mitigation to retain woodland and planting and provide structural planting to limit views of development from the north, protect bridleway within open space corridor, create a new soft green western boundary, provide buffers to limit impacts on adjacent sensitive receptors and take opportunities to extend public access. How this will be achieved will depend on the weight given to the Brief. (Mrs G Longfellow)</li> </ul>	
<b>Section 7 - Open Space</b>	<ul style="list-style-type: none"> <li>• The amount and type of open space that is expected, in broad terms, should be confirmed on the basis of a formula of space per dwelling, taking account of the fact that different types of occupier have differing recreational needs e.g. older residents will not require play space. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> </ul>	
<b>Section 8 – Community Facilities</b>	<ul style="list-style-type: none"> <li>• The post office/local store has recently closed which suggests there was a viability issue locally for small shops. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• The reference in Appendix 3 to football pitch provision at Grange Primary School should be deleted. This is the school's playing field and not publicly available land. Also need to consider facilities available in Allithwaite. (Mrs G Longfellow)</li> </ul>	
<b>Section 9 – Infrastructure Services</b>	<ul style="list-style-type: none"> <li>• The brief should ensure that the proposed development adequately provides for infrastructure and utility services. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Need to reference the Allithwaite Fact File also. Part of the site lies within Lower Allithwaite Parish.</li> </ul>	

	<ul style="list-style-type: none"> <li>Fibre optic broadband has recently been installed – but no capacity remains available (Mrs G Longfellow)</li> </ul>	
<p><b>Section 10 - Accessibility</b></p>	<ul style="list-style-type: none"> <li>Note that services 530 and 532 do not provide a half-hourly service. The 530 has two buses a day to Kendal and only one back. The 532 runs three a day past the site to Grange and four a day from Grange to the site, there are others which go via Ravenstown and Cartmel and take a long time. The two routes together might add up to an hourly service but it is irregular with a gap in the middle of the day when the driver has a lunch break (Alice Sharp)</li> <li>The brief should indicate the expected location of vehicular access points on Allithwaite Road, emergency vehicle, pedestrian and cycle access points. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>Specific routes should not be indicated, only the points that are expected to connect to provide routes through the site to achieve permeability. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>It needs to be confirmed whether or not vehicular access is achievable from Kirkkhead Road at the southern end of the site and if it is that appropriate visibility splays can be achieved on land within the ownership of Holbeck Homes or the highway authority. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>The possibility of access from Granby Road should be considered an option at this stage. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> </ul>	

	<ul style="list-style-type: none"> <li>• CCC Highways mention improvements to footways on Greaves Wood Road. There are no footways it is unmade, un-adopted road. (Mrs G Longfellow)</li> <li>• CCC Highways ask that development should be within 400 metres of a bus stop. This does not actually require a bus service to be provided. (Mrs G Longfellow)</li> <li>• Connection shown on the Constraints map through the field alongside Greaves Wood belongs to a different landowner/not necessarily available. (Mrs G Longfellow).</li> <li>• Allithwaite Road – two potential access points; access should be onto Allithwaite Rd. Need to address extending the 30mph speed limit and other traffic calming measures, chose access points carefully (visibility). (Mrs G Longfellow)</li> <li>• Kirkhead Road and Priory Crescent cannot accommodate large volumes of additional traffic (Mrs G Longfellow).</li> <li>• Greaves Wood Road is private, un-adopted, and has no pavements or lighting. (Mrs G Longfellow)</li> <li>• At certain times of the day no trains stop at Kents Bank.(Mrs G Longfellow)</li> <li>• There is no half hourly bus service; the service is at best spasmodic. There are also bus stops at the junction of Carter Road and Allithwaite Road and at Kents Bank Station. (Mrs G Longfellow)</li> <li>• Pedestrian footpaths existing – Cycle links to the promenade via steep flight of uneven and poorly maintained steps or down one of two extremely steep hills. The promenade footpath floods when the tide comes in and is impassable in periods of poor weather/high tides this can be for a prolonged period.(Mrs G Longfellow)</li> </ul>	
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<b>Section 11 – known Constraints</b>	<ul style="list-style-type: none"> <li>• These must all be addressed prior to any development taking place.</li> </ul>	
<b>Section 12 - Natural and Built features</b>	<ul style="list-style-type: none"> <li>• It will not be possible to retain all walls and hedges within the site and the brief should acknowledge that. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Need to add that close to/adjoining the site is the existing dwelling – Greaves Wood Lodge.(Robert and Krysia Carmichael)</li> </ul>	
<b>Section 13 – Noise/Amenity Issues - Neighbouring Uses</b>	<ul style="list-style-type: none"> <li>• Note directly adjoin the site to the north eastern corner of the site is the existing residential property – Greaves Wood Lodge. The property (a small lodge bungalow) has a boundary with the site. Due to field levels, there is potential to overlook / loss of privacy. The existing boundary treatment does not afford privacy .(Robert and Krysia Carmichael)</li> <li>• Neighbouring uses – residential properties, need to be adequately protected from adverse impacts on their amenity. Should be clearly set out in the brief and applied through suitable planning conditions. (Mrs G Longfellow)</li> </ul>	
<b>Section 15 – Heritage /Archaeology</b>	<ul style="list-style-type: none"> <li>• Need specialist Archaeology comments to inform the brief. (Mrs G Longfellow)</li> </ul>	
<b>Section 16 – Housing Considerations</b>	<ul style="list-style-type: none"> <li>• Appendix 3 – Affordable housing for Cartmel Peninsula 2014/15 to 2018/19 must be revised to cover 2018 to 2023 at least. (Mrs Gill Longfellow)</li> <li>• Open market housing - low with minor shortfalls. The SHMA data should be updated to clarify how and if this shortfall has been met through recent developments in Grange and surrounding settlements. (Mrs G Longfellow)</li> <li>• Extra care housing – this evidence should cover the period of the sites development up to 2023. Evidence should also refer to the type of extra care</li> </ul>	

	<p>required. Please note that there has already been three completed sheltered housing developments in Grange over Sands alone. Think that there are a large quantity of units for sale and a large number are empty. (Mrs G Longfellow)</p>	
<p><b>Section 19 – Evidence base</b></p>	<ul style="list-style-type: none"> <li>• Page 18 – the site is owned by Holbeck Homes Limited. (Holbeck Homes Ltd/Holker Group C/O Garner Planning Associates)</li> <li>• Very concerned that evidence base only includes the developer, landowner and agent representations and statements regarding land allocations. Where is the reference to all the representations that other people and organisations submitted in the consultations on the Land Allocations DPD? Hope they are considered just as important and relevant to the decisions being taken regarding the future use of this site. (Mrs G Longfellow).</li> </ul>	

## Category F

### Drop in Event comments. All responses submitted at the drop in event (19 January 2016)

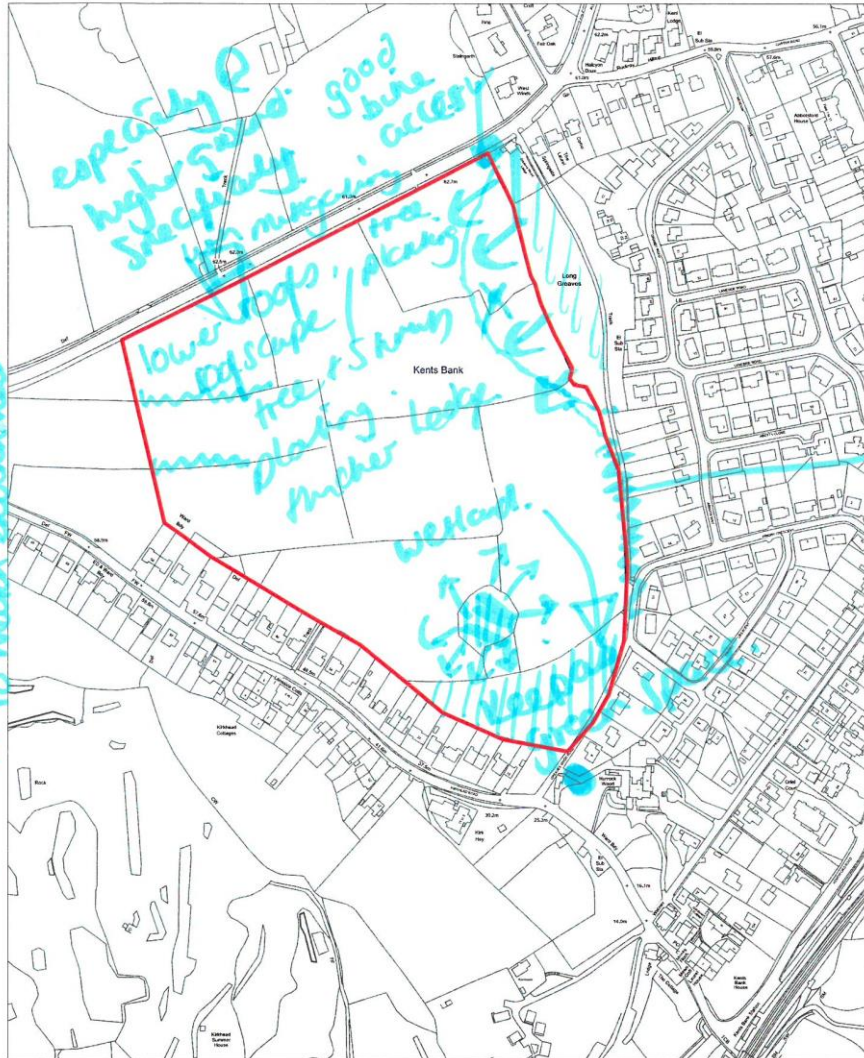
- Vehicular access onto priory crescent pointless – direct access through the new estate onto the grange road would be a less tortuous route.
- Suggest siting of factory units be adjacent to Greaves Wood, which would provide some screening.
- More stopping trains at Kents Bank get the bus service back, 2 parking spaces per house.
- Vehicle access from Kirkhead Rd opposite Kirk Hey not a good idea – on blind hill – no footpath for walkers going down to station – make access for pedestrians only.
- Address current flooding issues on Kirkhead Rd and Kentsford Road.
- Make lowest section joining the Bridleway a designated green space (flooding!) and have green spaces protection all way up side of Greaves wood.
- 2 parking spaces per house.
- Some time ago a helicopter needed to land to cope with a medical urgency – now that LA 1.3 has been built on, where are green areas to be retained for such emergencies.
- Please keep to low level building if we have to have any at all.
- Who will buy these houses? Why not light industry at Mile End in Flookburgh?
- How are the extra vehicles going to get through Grange i.e. up Main St in the summer?
- Insist that traffic surveys are carried out in accordance with industry standards and not allow developer to mislead planners as happened with Russell Armer development at Berry bank.
- There is a huge need for starter homes + affordable housing. The sites which have already been developed the affordable went straight away + the more expensive aren't selling. Please build more affordable house for our youngsters. Footpaths are desperately needed for schools for walking + cycling.
- Cumulative traffic congestion from 4 developments (?500 homes ?1000 cars) all on same road in Grange-over-Sands which then goes up/down steep main street + deliveries to shops + on street parking.
- Vehicles access form Kirkhead Road opposite 'Kirk-Hey' definitely not a good idea for access. Should be pedestrians + cyclists only.
- Traffic survey of vehicles through Grange town is required first to assess impact of 300+ houses on traffic volumes.
- Access should only be to Allithwaite Road – No other access as roads cannot cope.

- Berners Development + Trickett's Field + Oversands view + Kents Bank + Jack Hill + Holme Lane (4 houses) – By my estimation 600+ extra cars. Where is the infrastructure to support this volume of traffic down Risedale Hill and Main Street? Allithwaite Road and Holme Lane/Risedale Hill must all be 30 limit at the very least.
- Tree preservation order made on copse.
- New survey required – telephone wires confused with power lines!
- Drainage for surface water run-off is a big problem. Cellar at KB station has had water running in through walls.
- Food shop to reduce traffic travelling through Grange Centre.
- Petrol Station
- Retain existing ancient walls and hedges.
- Wild Life corridor between Woodland areas.
- No vehicular access onto Kirkhead Road – no footpath down to station + the road already has problems with poor parking, increased traffic when Cross Bay walks are on, etc!
- More clarity is needed on the housing need - is the proposed development for existing residents in South Lakes or elsewhere.
- Impact on local services, doctors etc. + more importantly the impact on existing infrastructure – drainage, etc.
- A pond + biodiversity area adjoining Greaves Wood Road would take some of the run-off water from the site – a dual benefit!
- Drainage of rainwater run-off into the bay should be part of this development + reduce water that runs down Kentsford + Kents Bank + Greaves Wood road to the station.
- Hydrological survey of whole area needed BEFORE any development given planning permission on this site – flooding in lowest lying areas of Kents Bank is already a problem.
- Try to protect any of these dwellings from becoming 2<sup>nd</sup> homes.
- Factory units in a residential area not a good idea.
- Does this area really need 202 more houses?
- A number of annotated maps and diagrams were also generated at this event (see below)

x Bodge J44

min stair place area  
mic.

South of Allithwaite Road,  
Kent's Bank



holme lane. B5277

Jackhill

long greens. top surface with run of way.  
footpath access into Grange farm.

possible:  
propose Quarry here onto Allithwaite Rd.  
could link into access point (square)

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● SPRING, DUGOUT TO STOP WATER RUN OFF



SUGGESTION FOR PART OF AREA EARMARKED FOR LIGHT INDUSTRIAL

South of Allithwaite Road,  
Kent's Bank



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Help fill the House of Ideas!

Use the stickers to show which things **YOU** think are most important for this development.

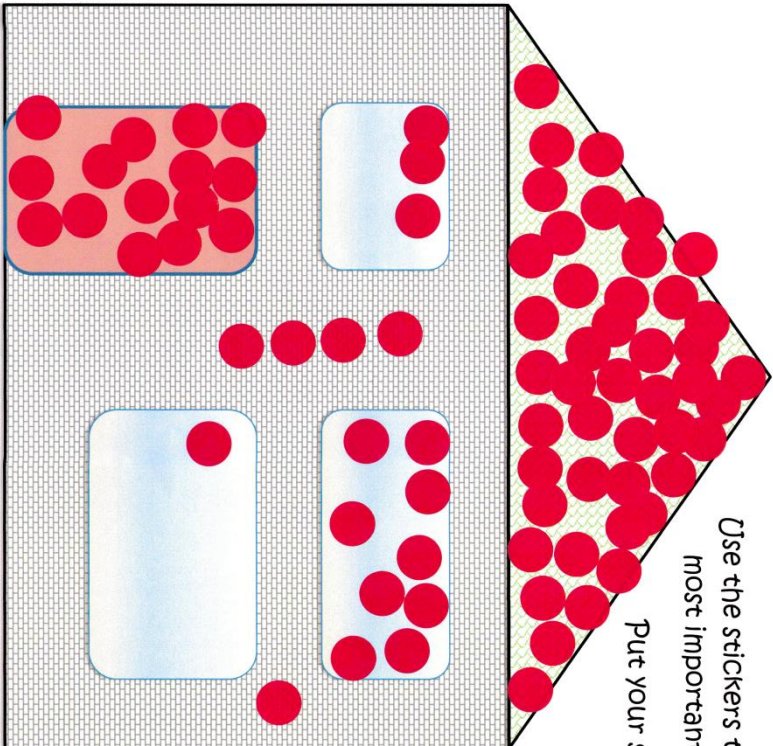
Put your sticker on the:

Roof if you think green spaces, play areas or nature areas are the most important

Door if you think footpaths, cycle ways or other transport is most important

Windows if you think the type of houses and what the buildings look like are the most important

Bricks if you think something else is more important **and then use a sticky-note to tell us what it is!**



## **Appendix 2: Responses received during the Consultation on the Draft Development Brief for Land South of Allithwaite Road, Kents Bank, Nr. Grange-over-Sands**

### **SUMMARY OF RESPONSES**

**THIS APPENDIX PROVIDES A SUMMARY OF THE RESPONSES RECEIVED DURING THE CONSULTATION ON THE DRAFT DEVELOPMENT BRIEF FOR LAND SOUTH OF ALLITHWAITE ROAD, KENTS BANK.**

**It is broken down as follows:**

**Category A comments – these are comments received on matters relating to topics covered by the Draft Development Brief. It is split between members of the public and organisations. Specific comments relating to paragraph text, (suggesting changes to the text rather than comments) and the maps, are included as a separate list.**

**Category B comments – these are comments received on matters not covered by the Draft Development Brief, for example those that may relate to matters of whether the site in principle is acceptable for the development it is allocated for in the Local Plan.**

**Category C comments - Drop in Event comments – a record of all responses made at the drop in event on the 17<sup>TH</sup> June, 2016.**

**Category A comments – comments received on matters relating to topics covered by the Development Brief.**

Topic Area	Member of public comments	Organisation comments
GENERAL	<p><u>Sustainability Appraisal</u></p> <ul style="list-style-type: none"> <li>Paragraph 1.5.1 states that ‘... it is not considered necessary to undertake further sustainability appraisal, as the site has already been subject to sustainability appraisal as part of the site assessment in preparing the Land Allocations document’. The sustainability assessment for this site was completed in 2010/2011 before the National Planning Policy Framework (NPPF) was adopted by the UK Government. The original site sustainability assessment does not meet a number of the sustainability requirements outlined in the NPPF and there are no proposals in the Development Brief or SLDC’s Strategic Infrastructure Strategy to rectify this.. Aspects of the NPPF’s sustainability requirements have not been adequately addressed even though we were assured this would happen as part of the Development Brief process, during the Public Inquiry into SLDC’s Land Allocations Document, June, 2013, (Valerie Kennedy)</li> </ul>	<ul style="list-style-type: none"> <li>Holbeck Homes Ltd appreciate that Figure 13 is indicative only, but the further the content of the brief moves away from established development plan principles, the less weight it can have and the less certainty it provides for the future development of the site. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>Garner Planning OBO Holbeck Homes Ltd concerned about the draft brief becoming overly prescriptive, introducing unnecessary risk and uncertainty towards the site’s delivery.</li> <li>Confirm in-principle development agreement with a developer for the site. (Garner Planning OBO Holbeck Homes Ltd).</li> <li>Confirmation that there is no multiple ownership issue associated with the site. (Garner Planning OBO Holbeck Homes Ltd).</li> <li>The development brief is required to be in accordance with adopted planning policy and must therefore focus on providing 1.5 ha of employment land and the estimated capacity of 202 dwellings referred to in adopted policy, (Garner Planning OBO Holbeck Homes Ltd).</li> <li>No site specific comment (The Marine Management Organisation).</li> <li>No comments to make on proposal from a mining perspective. (Network Rail).</li> <li>Many positive points in the draft Brief: sensible vehicle assess points, site permeability, proportion</li> </ul>



Topic Area	Member of public comments	Organisation comments
		<p>of open/green space, clusters of 'character dwellings', provision for wildlife and play provision. The draft Brief reflects much of what the draft Grange Parish Neighbourhood Plan requires in positive terms, (Grange Neighbourhood Plan Steering Group, amended and endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• No comments to make re. strategic cross boundary issues (North Yorkshire County Council).</li> </ul> <p><u>Foreword</u></p> <ul style="list-style-type: none"> <li>• Not clear if the reference to 'local housing needs' is intended to restrict the new dwelling to a particular type and form of housing or the geographic extent of the local reference. The development is likely to attract people from beyond Grange over Sands and the Cartmel Peninsula. The affordable housing element is most likely to relate to persons from the South Lakeland District only. If local housing needs is intended to relate to the affordable element only then alteration to the text for the finalised brief in several places is needed. (Garner Planning OBO Holbeck Homes Ltd).</li> <li>• Brief must provide clear guidance and comply with the provisions of LA3.2 and be based on the principle of seeking to provide for the estimated capacity of 202 dwellings. (Garner Planning OBO Holbeck Homes Ltd).</li> </ul> <p><u>Introduction</u></p> <ul style="list-style-type: none"> <li>• Would like to see recognition, signposting and explanation of the Grange Parish Neighbourhood Plan, its status and relationship to the</li> </ul>

Topic Area	Member of public comments	Organisation comments
		Development Brief. This would be helpful to the developer and community. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).
STATUS OF DOCUMENT AND ASSOCIATED PLANS		
ENGAGEMENT	<ul style="list-style-type: none"> <li>• Have attended both drop in events and phoned the Council. We need essential questions answered about the detail of the development in order to fully comment on the things that are going to directly affect us. (Krysia Carmichael).</li> <li>• Our property (Greaves Wood Lodge) is directly to the side of the proposed light industrial estate. Despite taking the time and effort to respond to this and the fact that this directly affects us on every level, our comments have been completely ignored. Apparently we can comment on the location and type of housing and location of employment development. What type of employment is planned – office space, garages, catering, manufacturing? No one can tell us exactly what will be built. In order to comment we need to know what sort of employment these units will house. (Krysia Carmichael).</li> <li>• How tall will the units be and of what construction? The Brief states 2 storeys but how high is that? (Krysia Carmichael).</li> <li>• The Brief states that quality materials will be used on the units facing Allithwaite Road and elevations to the west (the new housing to the west of the development) However, no mention of what will be used to the east – directly overlooking our house. I hope that we will be afforded the same considerations as the new houses. (Krysia Carmichael).</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>The Brief states that 'The principle of development has already been agreed'. However no one can tell us about the development detail because it has not been decided yet. How is this a meaningful consultation? How can you put forward the building of an industrial estate when you do not know the type of businesses that will be built? (Kryisia Carmichael).</li> <li>We asked if you could consider, consult and work with us, not just to make the right noises but then ignore us, but that is what is happening. We feel that both SLDC and the developer have given all the consideration to all the expensive new houses and those on Kirkhead Road but absolutely none to us. We are an easy target to make unhappy. (Kryisia Carmichael).</li> <li>You have not drafted the right development framework for the site. You held a public consultation but ignored the results and the views of the greater majority of the people. The only way it can be improved is acting on the opinions of the local population, (Mr Arthur Baldry).</li> </ul>	
APPLICABILITY, VIABILITY AND DELIVERABILITY	<p><u>Green Infrastructure, (Open Space &amp; Landscaping) and Viability</u></p> <ul style="list-style-type: none"> <li>Overall aims and objectives for the landscape, open space and green infrastructure framework are excellent, but unlikely to be realistic to the developer in terms of site viability and therefore unlikely to be achievable. Consideration needs to be given to ways of making proposals viable e.g. donation to the Cumbria Wildlife Trust, (Valerie Kennedy).</li> </ul>	<p><u>Viability and Developable area</u></p> <ul style="list-style-type: none"> <li>The site is green field but not without complexities associated with topographical issues and associated site re-grading, drainage issues and abnormal development costs. Infrastructure provision will be expensive and there is a certain critical mass required to ensure site viability. The further one reduces the developable area, the more site viability issues come into play. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>Site does have topographical challenges. Some parts of the site are unsuitable for development and for other significant parts of the site, there is a</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>need for split level detached dwellings built at lower densities. High density housing on steep parts of the site is impractical due to the amount of cut and fill required. Bearing in mind this issue and the housing market, at this stage, it would be reasonable to assume an overall average of 30 dwellings per net developable hectare. To achieve 202 dwellings, or thereabouts, the housing element of the scheme would need to be in the order of 6.6 ha. This is the assumption made in preparing the Concept Plan 2, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• The site is 11.2 ha and 1.5 ha must be set aside for employment purposes. A housing element of 6.6 ha would leave 3.1 ha, or thereabouts, for open space, landscaping, the retained woodland, wildlife corridors and pedestrian routes. 3.1 ha equates to 27% of the gross area. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• It is noted in the earlier Appendix 3 Site information Working Document that reference is made to: - open space and other uses – a significant proportion of the site – in the region of a third – to be set aside for open space purposes/<b>roads</b>/sustainable drainage systems/landscaping etc. (1. Contextual information). In the region of a third of the site relates to 3.70 ha or thereabouts. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• Whilst we assume 3.1 ha for open space, landscaping, the retained woodland, wildlife corridors and pedestrian routes, <u>excluding roads</u>, South Lakeland District Council assume in the region of 3.70 ha for open space and other uses</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>including roads. There is a difference between our two approaches to determining the developable and non-developable areas, because one assumption excludes roads and the other include roads. The difference of (3.70 – 3.1) 0.6 ha can be partly explained by road coverage, but road coverage will be significantly higher than this amount in any event. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• It is also noted that Appendix 3 Site Information Working Document states at 7. Open Space that :- ‘The Land Allocations document assumes a net developable area for housing of around 50% and that 50% may be required for other purposes, including open space, landscaping, sustainable urban drainage systems and roads and in some cases for other community purposes. This is not a fixed policy requirement but forms a starting assumption at the outset of Issues and Options Consultation’. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• The above statement contradicts the reference to one third of the site being for open space purposes/roads/sustainable urban drainage systems, landscaping etc. of the same document. It is not correct that the Land Allocations document assumes any net developable area for housing or for other open spaces. The only reference is to 1.5 ha for employment purposes. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• Holbeck’s analysis of the draft Development Brief Figure 13 is that 5.3 ha is identified for housing development. This would imply a housing capacity of just 159 dwellings or so based on 30 dwellings</li> </ul>

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		<p>per hectare. However Figure 13 shows an employment area of just 1 ha, rather than the required 1.5 ha set out in LA3.2. Assume that this is an error, rather than any intent to reduce the employment area, would suggest that the draft development brief is reducing the site capacity to just <b>144 dwellings</b>, or thereabouts. Such a capacity is significantly below the estimated 202 dwellings. At 71% of the estimated capacity in the development plan, the draft brief could not be considered to be in accordance with Policy LA3.2 and if the Brief is adopted on this basis it would undermine development plan policy in this regard. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <p><u>Delivery</u></p> <ul style="list-style-type: none"> <li>• Concerns about the deliverability of the draft brief (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• The Land Allocations Policy LA3.2 refers to an estimated capacity 202 dwellings. It's understood that the housing capacity is an estimate, but the assumption must be that the site will accommodate a development reasonably close to this figure. That is the basis upon which the mixed – use allocation was identified in the adopted Land Allocations DPD and that is the basis on which the Land Allocations Inspector accepted that the planning authority could meet its overall housing requirements. It is noted that Members of the Council's Cabinet made clear at their meeting on 1<sup>st</sup> June 2016 (ratified the draft brief for consultation) of their desire that the development briefs should work to deliver the</li> </ul>

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		<p>projected housing numbers in the Development Plan; this is consistent with the LPA's duty to properly Plan, Monitor and Manage and to prevent unplanned development. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• Whilst Policy LA3.2 refers to a 'landscape and green infrastructure framework' and 'pedestrian routes through the site' it does not make any reference to the extent of land that it to be developed for housing or is to remain open space or landscaping. The only precise reference in this regard is to the 1.5 ha to be for employment development. That means that the Brief has, without any policy constraint, the scope to ensure 202 dwellings or thereabouts, can be delivered. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• It is noted that a site may yield a higher or lower number of units, but the starting point must be to achieve the projected housing numbers, and the Development Brief (which is subservient to the Development Plan) should not impose constraints which may prevent that. We know that issues have emerged in relation to the delivery of some housing allocations, which will either delay or entirely preclude their delivery in the plan period. With this in mind, it is important that the site delivers the amount of housing that was always anticipated for the site. If it does not then new housing sites will need to be found, or promoted outside of the development plan process to compensate for any shortfall. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<ul style="list-style-type: none"> <li>Holbeck's Concept Plan 2 demonstrates how a road layout can be achieved, working with the site contours, how open space, landscaping, wildlife corridors and pedestrian routes can be provided and a housing area with the capacity to achieve the site's intended estimated capacity of 202 dwellings. <b>Holbeck Homes Ltd asks that Concept Plan 2 replaces Figure 13 in the final Development Brief.</b> (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
VISION	<ul style="list-style-type: none"> <li>Draft vision is not resilient, because it is not site specific. (Valerie Kennedy)</li> <li>The draft vision should be amended. The vision should aspire to deliver the following; seventeen points are made. Taking into account of the recommendations of the Grange over Sands Neighbourhood Plan, ensure separation between Allithwaite and Kents Bank, take account of site topography, ensure green infrastructure network retains the western most portion of the site for open space and landscaping (Inspector's Main Modification 75, para. 228), have similar density to neighbouring existing development; predominately bungalows and 2 storey detached and semi-detached houses with gardens, ensure at least two off-road car parking spaces for all residential units, provide a robust drainage system for Kents Bank based on comprehensive hydrological and drainage site survey, provide safe pedestrian and cycling routes to the centre of Allithwaite and Grange-over-Sands, keep area to west of Long Greaves Wood as public open space to relieve pressure on the wood, ensure existing hedgerows are maintained, provide a network of interlinked green spaces to create a protected wildlife corridor between Kirkhead,</li> </ul>	<ul style="list-style-type: none"> <li>Alternative wording was proposed in their previous submission and this remains the preferred wording: 'A high quality development that provides a wide choice of homes to meet the needs of different housing groups in the wider community and provides the opportunity to meet employment demand, retaining a sense of separation between Kents Bank and Allithwaite and promoting integration and connectivity with the existing built up area'. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>



Topic Area	Member of public comments	Organisation comments
	<p>Long Greaves Wood and Wart Barrow Hill, provide recreational and amenity green spaces for local residents', ensure that employment units provide amenities that will benefit the local community; petrol station, a convenience store and a high quality office space, ensure that employment units are located near Allithwaite Road, so that residential area not disturbed by employment traffic, ensure that the only general traffic access roads to the site have junctions with Allithwaite Road, ensure that the section of Greaves Wood Road bridleway to the south of the site is left as a natural track way so that it does not become a rat –run for traffic. (Valerie Kennedy)</p> <ul style="list-style-type: none"> <li>The vision for the site is wrong. Grange is predominately a tourist and retirement area and a housing and industrial development of this size reduces its attractiveness. The vision, if achieved, will kill this business and reduce Grange to yet another imitation of any city suburb in the UK. The site if developed should not have any industrial units and have the majority of homes for retired people and all the facilities they require. Encouraging the over 55's to retire to Grange will free up homes in the rest of the country and boost the economy area.(Mr Arthur Baldry).</li> </ul>	
ACCESSIBILITY AND MOVEMENT		
General		<ul style="list-style-type: none"> <li>Holbeck's Concept Plan 2 demonstrates how a road layout can be achieved, working with the site contours, how open space, landscaping, wildlife corridors and pedestrian routes can be provided and a housing area with the capacity to achieve the site's intended estimated capacity of 202 dwellings. Holbeck <b>Homes Ltd asks that Concept</b></li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p><b>Plan 2 replaces Figure 13 in the final Development Brief.</b> (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>Public charging points for electric bikes for workers and visitors. Electric charging points for electric bikes for workers and visitors. Electric charging points for resident's vehicles in houses. The expectation should be established that electric cars, bikes and buses will be increasingly used over the life of the development and taken into account in the design. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>Consider highways representations (Councillor Brenda Gray – Cumbria County Council and SLDC Councillor).</li> </ul>
Cars – access	<p><u>Allithwaite Road (B5277):</u></p> <ul style="list-style-type: none"> <li>Support proposed vehicle access from the B5277 and that the 30 mph limit on the B5277 will be extended to include the two additional road junctions, (Valerie Kennedy).</li> </ul>	
Pedestrian – access	<ul style="list-style-type: none"> <li>Off – site – Priority should be given to providing an adequate footpath on the southern side of Allithwaite Road, in order to reduce the number of times that pedestrians have to cross the road in order to walk on a footpath, (Valerie Kennedy).</li> <li>Off – site – Footpath to Allithwaite. Consideration should be given to providing a footpath link between Allithwaite Road, Kents Bank and Quarry Lane, Allithwaite, as suggested by Grange Town Council Neighbourhood Plan Steering Group, (Valerie Kennedy).</li> </ul>	<ul style="list-style-type: none"> <li>Traffic and Movement Framework Requirements – suggest text is changed. If a footpath/cyclepath is to be provided within the site along the northern boundary this should dispense with the need to widen the footway on the northern side of the B5277 (Allithwaite Road). The text should refer to an either or position. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>Widening the existing footpath on the opposite side of Allithwaite Road is not sufficient, as the path peters out into narrow road with no pavement at</li> </ul>

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	<ul style="list-style-type: none"> <li>• Lack of a safe pedestrian route to amenities in Allithwaite and Grange –over- Sands, (Valerie Kennedy).</li> <li>• Stumps or off sett barriers should be erected in the proposed access between 38 and 36 Kirkhead Road allowing space for cyclists, pedestrians and prams but NOT motor cycles. (Elaine Byford).</li> </ul>	<p>both the Allithwaite and Grange ends. At the Grange end, there is no continuing footway into the village centre. At the Grange end pedestrians have to cross Risedale Hill at an awkward and dangerous point to reach a narrow and poorly maintained footpath on the seaward side. It is not a safe option in either direction. Few cyclists use Risedale Hill as a commuter route. (Grange-over – Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Ensure there is a strong recommendation for foot/cycleway provision and design that harmonises with the established local environment. (Councillor Brenda Gray – Cumbria County Council and SLDC Councillor).</li> </ul> <p><u>Sustainability – off-site pedestrian links</u></p> <ul style="list-style-type: none"> <li>• Major omission. Site is not sustainable until pedestrian links to goods and services have been identified and recommended in the Brief. The Brief needs to identify alternatives and identify developer contributions to mitigation. Reference made to Core Strategy and SLDC Active Travel Plan Action Plan. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• Major omission. Required pedestrian link to Grange town centre; Land Allocations Policy LA3.2 refers to ‘... and a pedestrian link to the town centre...’. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• Allithwaite Parish Council are discussing with Grange Neighbourhood Plan Steering Group and</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>a local field owner the possibility of creating a cross parish footpath from the north side of Allithwaite Road (opposite the development site) along the base of Wartbarrow to Quarry Lane in Allithwaite. This path would provide a safe off – road route from the site to Allithwaite School, church, village hall and post office, avoiding the corner of Holme Lane where there is no footpath. The Town Council would like a contribution from the developer to help provide a year round foot and cycle link. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Pedestrian link to town centre / mitigation – refers to the draft brief saying that ‘The Promenade footpath offers the opportunity to provide improved pedestrian and cycle access to the town centre’. The Town Council assumes that ‘the pedestrian link to the town centre’ demanded by Policy LA3.2 would be from the site to Grange town centre. This needs to be spelt out in the Brief. It is a key requirement on which the developer requires guidance. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul>
Public Transport – access	<ul style="list-style-type: none"> <li>• The circular bus route does not meet the needs of existing residents who work normal working hours and there is no evening, Sunday, or Bank Holiday service, (Valerie Kennedy).</li> <li>• Lack of a direct bus link to Kendal, Lancaster, or Barrow – in – Furness hospitals, (Valerie Kennedy)</li> </ul>	<p><u>Bus Service</u></p> <ul style="list-style-type: none"> <li>• Developer contributions to support sustainable travel to and from work required. There is no permanent bus service to the site on Sundays to support commercial businesses. The Barrow – Kendal X6 bus does not go past the site. Not all trains stop at Kents Bank. (Grange-over –Sands</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Developer contributions to the local bus service for at least 5 years from the completion of the site, to give the bus use time to become established and commercially viable. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul> <p><u>Rail</u></p> <ul style="list-style-type: none"> <li>• The Neighbourhood Plan would encourage agreement with Network Rail about all trains stopping at Kents Bank, better facilities for cycles and local route information at both Grange and Kents Bank Stations. While this is not part of the Brief, it is something that creates more sustainable travel patterns and fits with the Brief’s requirement of a pedestrian link to the railway station. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• Cooperation with Network Rail and National Coastal Access Team to open up the coastal rail side route from Grange Promenade to Kents Bank for pedestrians, cyclists and disability vehicle users. . (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul>
Cycle – access	<ul style="list-style-type: none"> <li>• Lack of a safe cycle route to amenities in Allithwaite and Grange –over- Sands, (Valerie Kennedy).</li> <li>• Stumps or off sett barriers should be erected in the proposed access between 38 and 36 Kirkhead Road</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure there is a strong recommendation for foot/cycleway provision and design that harmonises with the established local environment. (Councillor Brenda Gray – Cumbria County Council and SLDC Councillor).</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<p>allowing space for cyclists, pedestrians and prams but NOT motor cycles. (Elaine Byford).</p>	<p><u>Sustainability – off-site cycle links</u></p> <ul style="list-style-type: none"> <li>• Major omission. Site is not sustainable until cycle links to goods and services have been identified and recommended in the Brief. The Brief needs to identify alternatives and identify developer contributions to mitigation. Reference made to Core Strategy and SLDC Active Travel Plan Action Plan. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• The Brief needs to address the issue of an alternative ‘quiet’ route for cyclists, at least from Kents Bank to Cart Lane, possibly by linking the site from the top of Carter Road. The Promenade footpath between Cart Lane and Kents Bank has some long narrow stretches where cyclists and pedestrians cannot pass each other, and no adjacent land can be used for passing places. We would like the Brief to specify; creation of an accessible ramp alongside the existing steps from Kentsford Road to the existing coastal footpath, or flat access along the NR service track from the station. Modifications to the Risedale Hill section of Allithwaite Road to make it safe for cyclists, pedestrians, mobility scooters etc. A signposted network of ‘greenways’ from the site to Allithwaite and Grange, created by combining off-road tracks and sections of ‘quiet’ roads. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul>

Topic Area	Member of public comments	Organisation comments
Layout of roads		<ul style="list-style-type: none"> <li>• Principle of a loop road is good and allows public transport to penetrate the site. A loop road through the heart of the site (as proposed in draft brief) cannot be achieved because of the topography of the site. Holbeck's Concept Plan 1 – part of their representation, indicates three areas where the loop road would be at a gradient of 1 in 7. Such a gradient is not acceptable and would not be adopted by the Highways Authority, who require a maximum 1:12 gradient. These comments have been informed by a detailed topographical survey of the site and the input of a qualified highway engineer and master planning architect. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• A central loop road could only be achieved through major re-profiling of site which is both expensive and would necessarily mean the loss of all hedgerows and stone wall features. This would not be an appropriate way forward. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• Concept Plan 2 prepared by Holbeck Homes Ltd. sets out a road system that does work within the contours of the site. The revised loop circumnavigates the northern part of the site, connecting the two principal access points. This would allow a bus service to enter the site by one access from Allithwaite Road and depart by the other, whilst working with the difficult topography of the site. The suggested layout does not necessarily provide for cul – de-sacs heading in a north – south direction, but these are proposed to be linked by footways in an east – west direction, to create permeability. This matter can be dealt with at planning application stage and the Brief</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>should avoid being overly prescriptive. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• If greater vehicle connectivity is deemed appropriate, then more than an emergency access would be required to Priory Crescent. This should not be discounted before the highway authority have commented on the suggested road layout in Concept Plan 2. This matter can be dealt with at planning application stage and the Brief should avoid being overly prescriptive. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• Traffic and Movement Framework Requirements – The extent of the main distributor road loop must necessarily be more limited than shown in Figures 13 and 14 of the draft brief. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• With reference to paragraph 3.5.2 of draft Brief – The topography of the site means that there is a need for cul-de-sacs. The only way to avoid the eastern cul-de-sac is to allow vehicular access from Priory Crescent, which is not currently proposed. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• With reference to paragraph 3.5.2 of draft Brief – Holbeck Homes Ltd.'s alternative Concept Plan (Concept Plan 2), proposes a vehicle loop in the northern part of the site. Holbeck Homes Ltd.'s Concept Plan 2 proposes to link two main cul-de-sacs by a footway/emergency link. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• With reference to paragraph 3.5.7 of draft Brief – the extensive loop shown in Figures 13 and 14 cannot be achieved because of site gradients, but an achievable loop is shown on Holbeck Home</li> </ul>



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		<p>Ltd.'s Concept Plan 2. A further loop is created by linking the cul-de-sacs with a footway/emergency link, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>The Brief should require a road layout and design that includes that includes hardstanding/space for mobile services to park. A likely location should be identified in the Brief. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul>
Parking arrangements		
Existing rights of way	<ul style="list-style-type: none"> <li>Greaves Wood Road Bridleway – Important that this bridleway is retained as a predominately pedestrian route. It's not suitable with shared use with bicycles and the additional pressure of bicycles in the Long Greaves Wood area would compromise ecology, (Valerie Kennedy).</li> <li>Traffic surface at the southern end of Greaves Wood (from the junction with Kirkhead Road). Improving the surface of this part of Greaves Wood Road Bridleway – is unlikely to improve drainage problems in the area, will increase appropriate traffic – vehicular traffic is not permitted on bridleways and will encounter legal problems because the land that this part of the bridleway crosses is in multiple ownership – see land registry, (Valerie Kennedy).</li> </ul>	
Managing traffic	<ul style="list-style-type: none"> <li>The amount of traffic from Allithwaite to Grange will increase dramatically. Need at the very least a roundabout to get off Carter Road – better still traffic lights. (Anonymous – no name and address supplied).</li> <li>We asked about any improvements to local roads. Serious concerns with all the new houses in the area. (Leslie and Joyce Lancaster).</li> </ul>	<ul style="list-style-type: none"> <li>The Brief should require the developer's Travel Assessment to quantify the impact of the high percentage of older/frailer residents into any vehicle use projections (2011 census found 41% residents over 65 and 28% residents limited in everyday life due to health/disability. There should be a weighting for carers' vehicles, delivery</li> </ul>

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		<p>vehicles and dependency on car for all goods and services, (2011 census 82% residents owned at least one car). Otherwise, Otherwise Grange could be seeing the residents of 200 houses doing daily convenience shopping, school trips and medical centre trips by car only. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</p>
<p>OPEN SPACE, LANDSCAPING AND BIODIVERSITY</p>		
<p>General</p>	<ul style="list-style-type: none"> <li>• It is good that the draft Brief emphasises the need to keep the internal site hedgerows as well as a network of green spaces to ensure that the biodiversity of this site is protected and that there is a recommendation for a green buffer zone between Allithwaite Road and the northern boundary of the development site, (Valerie Kennedy).</li> <li>• Access to existing open space provision – Section 2.11 of the draft Brief lists local open space but fails to mention that there is no safe cycling or pedestrian route to Allithwaite playing field, or to the children’s play area from the site – it is necessary to cross the B5277 and negotiate a narrow section of the B5277 (Holme Lane) where there is no footpath, (Valerie Kennedy).</li> <li>• Access to existing open space provision – Section 2.11 of the draft Brief lists local open space but fails to mention that there is no safe cycling or pedestrian route to Memorial Playing Fields, Grange-over-Sands. It is necessary to cross the B5277 twice to stay on a footpath, (Valerie Kennedy).</li> <li>• Section 2.11 draft Brief – There are local open spaces in Kents Bank, (Valerie Kennedy).</li> </ul>	<ul style="list-style-type: none"> <li>• Note the overriding land allocations policy. HRA concluded no likely significant effect. However, there is potential for future development in this area to help highlight the importance of Morecambe Bay especially for migrating birds (including Pintails) on Kents bank sheep grazed salt marsh. They refer to an extract from the Morecambe Bay Wader Roost Study. (Natural England). Potentially there is an opportunity for developers to help contribute to signage to raise awareness of this and try to promote a better understanding of the impacts.(Natural England)</li> <li>• Landscape character – Paragraph 2.5.1 draft Brief. Agree that developments should respect traditional form. This is why an alternative concept plan (Holbeck’s submitted in response to draft Brief consultation), forms part of the Brief, which works with rather than against the existing topography, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• In reference to the Draft Brief, paragraph 3.7.3, Holbeck Homes Ltd. propose a different layout</li> </ul>

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		<p>approach to Figure 13 and therefore, further consideration is required of the green infrastructure network. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• In reference to paragraph 3.7.5 of draft Brief, there should be consultation on the Council's Action Plan and Open Spaces Strategy if this is to inform the development Brief, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• In reference to paragraphs 3.7.8 to 3.7.13 of draft Brief – the whole issue of green corridors will need to be reconsidered in the context of the need for an alternative approach to the layout. Agree that there shall be a mix of multifunctional and green/wildlife corridors. The principle must be that the site accommodates the estimated 202 dwellings identified in adopted Policy LA3.2. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• Include public seating areas within open space. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul>
Type of open space		
Location of open space	<ul style="list-style-type: none"> <li>• The green space between any new development and existing properties on Kirkhead Road should be sufficient to that the existing dwellings are not overlooked Tress should be planted on the proposed green space nearest these properties to maintain residents' privacy Low rise housing e.g. bungalows on this edge of the site would be an alternative.(Elaine Byford)</li> </ul>	<ul style="list-style-type: none"> <li>• With reference to paragraph 3.7.14 of draft Brief – G. Southern Multifunctional Open Space to accommodate the copse and buffer is agreed. The principle of an area of open space to the south of the copse is not agreed. This area is not referred to in Policy LA3.2 and is not required for the stated purpose of helping 'protect/retain the copse'. Limiting the development area by precluding housing development to the south of the copse</li> </ul>

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	<ul style="list-style-type: none"> <li>• Very pleased that the copse is being retained also the land south of the copse. This means that wildlife will not be trapped in the middle of housing. (Jennifer Woodhouse)</li> <li>• Pleased to see that the copse is to be protected. (Margaret Gibson)</li> </ul>	<p>means that the development requirement of providing an estimated 202 units will not be achievable. The Brief should instead flag up any sensitive and justified constraints in the area and then rely on the developer to propose a scheme that meets these tests, assessing it through the development management process, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• With reference to paragraph 3.8.6 of draft Brief, there should be a buffer to the copse but not extensive open space to the south (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
Amount of open space	<ul style="list-style-type: none"> <li>• Land Allocations DPD Policy LA3.2 – requirement for ‘... a landscape and green infrastructure framework incorporating the retention of the western most portion of the site for open space and landscaping...’ This is reiterated in draft brief paragraph 1.1.3 and the site’s vision – emphasises the need for a sense of separation between Allithwaite and Kents Bank. The area needed is not defined in the Brief on the Constraints and Opportunities map (Figure 12, page 28), or the Land Use Proposals Map (Figure 13, page 30). It’s important to local residents that there is clear guidance about the minimum area required, (Valerie Kennedy).</li> <li>• Western most portion of site – cushion to green gap: A sense of separation is not achieved by the designated green gap. There is only about 220m from the buildings in Allithwaite (top of Kirkhead Road and Jack Hill) and the western boundary of the site. This is a totally inadequate green gap. Additional protected green space should be assigned to the north western edge of the site to ensure a sense of separation between Allithwaite and Kents Bank, (Valerie Kennedy).</li> </ul>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>Western most portion of site – cushion to green gap: The designated green gap plus the protected green space should be at least 500 m on the Allithwaite Road boundary, (Valerie Kennedy).</li> </ul>	
Green Infrastructure		<ul style="list-style-type: none"> <li>With reference to draft Brief, paragraph 3.7.9 B Western Green Gap – Buffer/multifunctional Green Corridor. Question of whether the ‘softening’ of the boundary between the development site and the green wedge to the west, should require land take within the development area. Revisiting the commentary provided by the Planning Inspector, Holbeck Homes Ltd., point out that the objective of the green wedge is to preclude coalescence of the site and the neighbouring settlement of Allithwaite – much like a ‘green belt’ designation. Holbeck Homes Ltd. consider that in meeting this policy objective, it would not be inappropriate for the landscape ‘softening’ of that boundary to sit on the boundary and into the green wedge, so long as the policy objective of defensible separation was achieved. The Brief should not be overly prescriptive and not preclude the delivery of in the order of 202 units, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
Existing open spaces include name		
Landscaping – type, location		<ul style="list-style-type: none"> <li>With reference to draft Brief, paragraph 3.7.21 – it will not be practical to provide early planting and new trees, throughout the site, prior to the commencement of construction on individual phases. Such planting will need to take place as the last element of each phase. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>

Topic Area	Member of public comments	Organisation comments
Biodiversity/Wildlife	<ul style="list-style-type: none"> <li>Very pleased that the copse is being retained also the land south of the copse. This means that wildlife will not be trapped in the middle of housing. (Jennifer Woodhouse)</li> </ul>	
Views		
Existing Natural features	<ul style="list-style-type: none"> <li>Very pleased that the copse is being retained also the land south of the copse. This means that wildlife will not be trapped in the middle of housing. (Jennifer Woodhouse)</li> <li>Pleased to see that the copse is to be protected. (Margaret Gibson)</li> <li>Will Greaves Wood itself still be owned by Holker Estates and managed by them, or does it come under the care of the Copse? (Margaret Gibson)</li> </ul>	<ul style="list-style-type: none"> <li>With reference to paragraph to 3.8.1 (draft Brief) and landscape / green infrastructure requirements. Not all trees and stone walls can be retained and the Brief text should recognise this. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
DESIGN AND LAYOUT PRINCIPLES		
General	<p><u>Design and Layout Framework</u></p> <ul style="list-style-type: none"> <li>The overall design objectives are laudable but open to wide interpretation and opinion. More specific guidance would be good, (Valerie Kennedy)</li> </ul> <p><u>Character Areas</u></p> <ul style="list-style-type: none"> <li>Character area 3 – There are likely to be drainage problems on these lower slopes that will be exacerbated by higher density housing, (Valerie Kennedy).</li> </ul>	<p><u>Design and Layout Framework</u></p> <ul style="list-style-type: none"> <li>With reference to draft brief paragraph 2.17.1 – the extent of the cut and fill to achieve the indicative layout (Figure 13 of draft Brief), is not practical or desirable. An alternative layout is proposed (Holbeck Homes Ltd.'s Concept Plan 2), and it is suggested that the character areas recognise that steeper parts of the site will need to be developed at lower densities. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul> <p><u>Character Areas</u></p> <ul style="list-style-type: none"> <li>Generally speaking, the concept of character areas is well intentioned and should be supported; but equally they should not be imposed or be overly prescriptive. Character areas 'evolve' from the emerging design, once site constraints and</li> </ul>

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> <li>Character area 4 – There are known excess surface water drainage problems on Laneside Road, near Long Greaves Wood. The land slopes from the development site towards this area robust drainage system is needed for this part of the site, (Valerie Kennedy).</li> </ul>	<p>opportunities are better understood. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>A revised Figure 13 (draft brief) based on Concept Plan 2 requires the Character Area concept to be revisited. There are two issues here, the number of character areas and secondly housing density. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>Whilst the draft brief assumes 7 character areas, including the employment area, Concept Plan 2, suggests 3 character areas, excluding the employment area. Each of the character areas are marked on Concept Plan 2. The first point is that; you cannot have high density housing on the steeper parts of the site. As a result the suggestion made in the development brief (Section 3.6 and Figure 14 – Proposed Character Areas), that one has higher density housing in the heart in the heart of the site is simply not practical. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>Holbeck Homes Ltd put forward alternative text (to that in the draft Brief) in relation to the four Character Areas in their Concept Plan 2.             <ol style="list-style-type: none"> <li>Western Plateau – Objective: to create a high quality and distinctive entrance to the development and to ensure an attractive and sensitive approach as well as creating a high quality housing development that respects its more ‘open’ setting adjacent to existing roads and the ‘western gap’. This plateau area is characterised by being the highest part of the site creating the potential to realise long views towards the fells and Morecambe Bay, along with the outlook to more local character features such as Kirkhead Tower.</li> </ol> </li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>Development can include the retention of many of the existing hedgerows and walls to create green corridors and wildlife routes. The hedges and walls soften the edges of the individual housing areas creating smaller sub-character areas within the plateau. There are opportunities to connect to adjacent areas such as Kirkhead Road, the 'western gap' and Allithwaite Road. The western area is the flattest part and is therefore the only part of the site capable of accommodating higher density housing. There may be some lower density housing on the edges of the site, closest to the Western Green Gap, but the design brief should allow for higher density housing on this part of the site.</p> <p>2. Central Slopes – Objective: to create high quality development that works with the site contours, that is integrated into its setting, (in terms of the height, form, scale, massing and roof scape). It respects and works with the natural contours of the site as well as integrating natural features such as the Central Copse and hedgerows which create wildlife corridors and green routes. The land to the east of the Western Plateau drops steeply to the Central Copse and creates the opportunity for lower density housing following the contours of the existing topography. The land around the Central Copse and the hedgerows to the north provide a natural buffer to the eastern part of this area which could be retained as the central green corridor created by the existing topography. This creates the opportunity for amenity space within a green corridor and wildlife route from Long Greaves</p>



Topic Area	Member of public comments	Organisation comments
		<p>Wood to the southern extremes of the site. The steepness of the natural topography and its orientation to the east and south will facilitate a lower density housing scheme facing east and west with opportunities to exploit views towards Morecambe Bay. The retention of some of the existing hedgerows create sub-character areas along with the opportunity for pedestrian and cycle connectivity to Kirkhead Road through the existing site access.</p> <ul style="list-style-type: none"> <li>• 3. Eastern Slopes – Objective – to create a high quality development that works with the site contours, that is integrated into its setting, (in terms of the height, form, scale, massing and roof scape) and that respects the amenity and privacy of adjoining existing residential properties as well as being respectful of the adjacent open space (Long Greaves Wood) to the east. It also provides for wildlife connectivity through green corridors. The area to the east of the green corridor which runs north to south from Long Greaves Wood to the Central Copse is characterised by its undulating appearance and varying gradients. Some of the natural gradients are too steep to accommodate adopted highway. This presents challenges to achieve acceptable road gradients for adoptable highways and therefore a road pattern needs to be designed with gradients which work with the natural topography. Within this character area there are opportunities to create smaller and more intimate character areas which are fed from branch roads following existing contours and natural hedgerow features connecting the site to Long Greaves Wood and the existing eastern public</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>rights of way and housing areas. The area to the west of Long Greaves Wood and the public bridleway should be softened with additional landscaping to reinforce existing wildlife routes. To the south of this area the site flattens out where it meets the rear boundaries of existing housing. There are opportunities to create pedestrian and cycle links to the surrounding established residential areas to the south and east and create some open space where the site meets Kirkhead Road. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• Employment site Character area: - objective: to provide a high quality local employment development in this countryside setting and gateway location, on Allithwaite Road. A development that is sympathetic to adjacent uses (Long Greaves Wood Lodge and new residential properties) in terms of use, scale, massing, form and height. The site is undulating and the existing gradients will limit the footprint of employment buildings. Long Greaves Wood defines the eastern boundary and a landscape buffer can be provided between the buildings and the wood. Existing hedgerows and green corridors provide sub-areas within the character area. Careful placement of employment uses, given the topography, juxtaposition of neighbouring residential development. The area has the potential to accommodate community facilities and a convenience store subject to demand and viability. Direct connection to Allithwaite Road so as to avoid need to access through the housing areas. Pedestrian/cycle link to/from the employment area</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>– connecting with the central open space in the housing development. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• Character areas and topography – draft Brief paragraph 2.6.1 – Holbeck Home Ltd.’s alternative Concept Plan (submitted as part of representation on draft Brief), is based on the three topographic areas described in draft Brief at Para. 2.6.1., the fourth character area proposed by Holbeck Homes Ltd. relates to employment, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• With reference to paragraphs 3.6.4 to 3.6.11 of draft Brief, a fundamental rethink of the character areas is required. The draft Brief road layout does not work. Holbeck Homes Ltd.’s Concept Plan 2 proposes just three residential areas i.e. the three distinct areas the draft Brief refers to in paragraph 2.6.1, plus an employment character area. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
Materials		
Size of buildings		
Height	<ul style="list-style-type: none"> <li>• Very concerned about the impact of employment use – type and scale, height of development next to her single storey existing dwelling. (Kryisia Carmichael).</li> </ul>	
Density		<ul style="list-style-type: none"> <li>• The density assumptions for differing character areas in the draft brief are inappropriate. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• Steeper parts of the site will need to be developed at lower densities, (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
Built and natural features		

Topic Area	Member of public comments	Organisation comments
Layout – spaces including location of development		<p><u>General Principles</u></p> <ul style="list-style-type: none"> <li>• Standardisation of houses is inevitable for a scheme of approx. 200 houses. Standard house types will be adapted with appropriate elevational treatments and materials to create an interesting scheme. Assuming that every scheme will have a unique set of housing designs is unrealistic. The principle of not creating ‘anywhere any town’ is accepted. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• It is fundamental that the scheme responds to the existing topography and site contours and it is for this reason that the extensive loop road cannot be provided and the density assumptions for differing character areas in the draft brief are inappropriate. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
Renewable Energy and Sustainability		
Sustainable Construction		
TYPE OF DEVELOPMENT		
Tenure		
Housing mix	<ul style="list-style-type: none"> <li>• Large number of apartments on the market in Grange-over-Sands, which are not selling. Similar problem with over-supply of apartments in Kents Bank. Development Brief should specify that Kents Bank does not need any more apartments, (Valerie Kennedy).</li> </ul>	<p><u>General Housing Requirements</u></p> <ul style="list-style-type: none"> <li>• Figure 1 – Links with the Council Plan, the diagram implies that open market housing will meet need and affordable homes for local people. The local housing need is identified as simply being detached houses, one bedroom properties and bungalows. The housing need is probably much wider than this and the housing mix will include 2, 3, 4 and probably some 5 bedroomed properties. It is important that the brief is not overly prescriptive</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>and allows appropriate flexibility. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• The local area is not defined and references to the local area imply a specific type of housing is required. A range of housing will be required to meet wider housing needs as recognised in the draft brief at Para. 2.17.1 – opportunities. (Garner Planning OBO Holbeck Homes Ltd. Site owner)</li> </ul>
Self – build		<ul style="list-style-type: none"> <li>• As of 17 07 16 just one person in the Grange-over-Sands area is listed on the authority’s Self-Build Register and therefore there is no justification to require an element of self-build on the site. The current wording of the draft policy does not impose this as a requirement and this should remain the case. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
Starter Homes		<ul style="list-style-type: none"> <li>• The requirement for Starter Homes can only be recognised in accordance with secondary legislation once it is published. In the absence of clarity on what Starter Homes are, how they will be managed and how they should sit relative to affordable housing, etc, the brief should be silent on the point. If the LPA wishes to make reference to this, then the brief should pay full deference to the secondary legislation once it is published, making it clear that there must be no double counting obligation whereby the scheme is required to deliver affordable housing and Starter Homes. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>

Topic Area	Member of public comments	Organisation comments
Affordable Housing	<ul style="list-style-type: none"> <li>Affordable housing should be semi-detached and terraced dwellings with garden areas, (Valerie Kennedy)</li> <li>Need affordable housing (anonymous – no name and address given).</li> </ul>	<ul style="list-style-type: none"> <li>Holbeck Homes Ltd agree that the affordable dwellings shall be mixed within the scheme. They say that this is likely to be in clusters and the reference to ‘pepper – potted’ should be deleted. Pepper potting is much less manageable from a housing association point of view and not necessarily desirable from a design perspective. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
Extra Care Housing	<ul style="list-style-type: none"> <li>Site not suitable for extra care housing. It’s hilly and does not have public transport links with Grange-over-Sands Medical Centre or local hospitals. No leisure facilities nearby suitable for people needing extra care housing, (Valerie Kennedy).</li> </ul>	<ul style="list-style-type: none"> <li>There is no policy justification for seeking for seeking any affordable housing as part of an extra care homes facility. It is not clear why any affordable housing is required or why the level of provision should be 50%. Instead Holbeck Homes Ltd support the draft brief seeking to encourage extra care provision and for it to recognise that it can accommodate an affordable element, but the brief should not stipulate either point. ). (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>It seems illogical to put extra care/sheltered housing/assisted living provision on a site where those most in need of medical and family support can access it least easily. This will put pressure on people to continue to drive when they aren’t safe to do so. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>SLDC should consider the comparative sustainability of providing Extra care/assisted living facilities on the brownfield site at Berners instead, with a commuted sum from the developer. Part of the existing car park at Berners has a policy for public/private residential use already. (Grange-over</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>–Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</p>
Employment	<ul style="list-style-type: none"> <li>• Employment requirements – The provision of a petrol station and a convenience store should be a requirement in the Brief. If this does happen there should be a provision to compensate the owners of Allithwaite Post Office, (Valerie Kennedy).</li> <li>• What type of employment is planned – office space, garages, catering, manufacturing? No one can tell us exactly what will be built. In order to comment we need to know what sort of employment these units will house. (Krysia Carmichael).</li> <li>• How tall will the units be and of what construction? The Brief states 2 storeys, but how high is that? (Krysia Carmichael).</li> <li>• The Brief states that quality materials will be used on the units facing Allithwaite Road and elevations to the west (the new housing to the west of the development) However, no mention of what will be used to the east – directly overlooking our house. I hope that we will be afforded the same considerations as the new houses. (Krysia Carmichael).</li> <li>• The location of the employment use in the draft Brief is questioned. Why the westernmost portion of the site was chosen to be retained as open space and landscaping, but suggested that as it is edged in fields in two sides, has easy access to the main road and is furthest away from housing, surely this would be the best location to position an industrial estate. The location of the employment use has been suggested by the developer to SLDC, so that the most expensive and desirable new houses will have a rural location and our rural location will be taken away. (Krysia Carmichael).</li> </ul>	<p><u>Employment land use area requirements – land use buffer to adjoin residential properties</u></p> <ul style="list-style-type: none"> <li>• Holbeck Homes Ltd comment that any buffering to adjoining residential properties shall be within the 1.5 ha employment area (para. 3.4.4 of draft brief). (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• The Neighbourhood Plan suggested that the use classes for the commercial area be adjusted to provide flexible potential for a small number of mixed retail and service unites (that cater for everyday needs - e.g., sandwich shop, hairdresser, café, bike sales and hire etc. and the development can grow some partial self-sufficiency. The units should not be hidden behind a hedge in the commercial area, there should be easy access, facing residential areas with cycle and disability parking at the front. (Grange-over – Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul>

Topic Area	Member of public comments	Organisation comments
<p>AMENITY ISSUES – impacts on amenity of existing properties</p>	<ul style="list-style-type: none"> <li>• Employment uses – How will we be protected in relation to noise pollution and/or ensuring business are not allowed to operate during anti-social hours next to housing? Very concerned about the impact of employment use – the type and scale, height of development next to her single storey existing dwelling. (Kryisia Carmichael).</li> <li>• The Brief states that ‘the house types include bungalows as affordable and open market housing’ and that ‘the development will respect the sites local context and character of neighbouring uses as well as the sites local context and character of neighbouring uses we well as the sites wider rural setting. Our house is a lodge (bungalow) built around 1870, so how does a 2 storey high industrial estate respect our single storey height bungalow. (Kryisia Carmichael).</li> <li>• The green space between any new development and existing properties on Kirkhead Road should be sufficient to that the existing dwellings are not overlooked. Trees should be planted on the proposed green space nearest these properties to maintain residents’ privacy Low rise housing e.g. bungalows on this edge of the site would be an alternative. (Elaine Byford)</li> <li>• A few comments from the drop in event (June 2016) related to the need for the careful location/orientation of new houses that back onto Kirkhead Road, to ensure privacy and no overlooking/overbearing development. One comment suggested that gardens of new dwellings could possibly back onto the rear gardens of Kirkhead Road.</li> </ul>	
<p>COMMUNITY FACILITIES</p>	<ul style="list-style-type: none"> <li>• Cartmel Peninsula and Grange needs a petrol station. Many local residents would like to see the provision of a</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Community facilities / local retail offer</u> – Concerning comments from Grange Town Council</li> </ul>



Topic Area	Member of public comments	Organisation comments
	<p>petrol station. There is no shop (convenience store) in Kents Bank. The provision of a petrol station and a convenience store should be a requirement in the Brief, (Valerie Kennedy).</p> <ul style="list-style-type: none"> <li>• No petrol station in Grange or the Carmel Peninsula. Residents have to drive 6 miles to the nearest station on the A590, (Valerie Kennedy).</li> </ul>	<p>and local residents expressing the desire for community facilities and local retail offer in the locality (June 2016 drop in event); Holbeck Homes Ltd suggest that the brief would benefit from acknowledging this point; such uses might appropriately be considered as employment generating. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</p> <ul style="list-style-type: none"> <li>• Brief needs to address total lack of service, retail and social facilities on the site in order to mitigate the negative effect on resident's lives and to reduce vehicle use on surrounding roads. All mitigation measures should be considered at this stage. The Grange Neighbourhood Plan response to the draft Brief suggested as a minimum that at least one convenience store be provided on site i.e. a rental unit near the main site entrance and accessible on foot from the residential areas. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• If there are no social facilities provided on site, residents will have to drive to Allithwaite or Grange; there are no evening buses. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> </ul>
NOISE	<ul style="list-style-type: none"> <li>• Employment uses – How will we be protected in relation to noise pollution (Kryisia Carmichael).</li> </ul>	
LIGHT POLLUTION		
AIR QUALITY		
HEALTH AND SAFETY		<ul style="list-style-type: none"> <li>• No comments. Site does not encroach on the consultation zones of major hazard establishments or MAPS. (Health and Safety Executive).</li> </ul>

Topic Area	Member of public comments	Organisation comments
CRIME PREVENTION / SECURITY		
INFRASTRUCTURE including developer contributions break down by infrastructure type.	<p><u>Sewerage system:</u></p> <ul style="list-style-type: none"> <li>• The combined sewer system in Kents Bank is already over capacity, (Valerie Kennedy).</li> <li>• Local residents believe that only way to alleviate local flooding is to upgrade the sewer system in the Kents Bank area and to renew the surface water outfall into Morecambe Bay at Kents Bank Station, (Valerie Kennedy).</li> <li>• Where is the surface water going to go as the Victorian drains in the lower part of Kents Bank need updating? (Leslie and Joyce Lancaster).</li> </ul> <p><u>Education:</u></p> <ul style="list-style-type: none"> <li>• Lack of school in Kents Bank, (Valerie Kennedy).</li> </ul> <p><u>Health:</u></p> <ul style="list-style-type: none"> <li>• Lack of medical centre in Kents Bank, (Valerie Kennedy)</li> </ul> <p><u>Leisure/Recreation:</u></p> <ul style="list-style-type: none"> <li>• No leisure/recreational facilities in Kents Bank, (Valerie Kennedy).</li> </ul>	<p><u>Education</u></p> <ul style="list-style-type: none"> <li>• The Regulation 123 list confirms that no S106 payments will be sought in relation to secondary school payments as CIL Payments will cover this. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
FLOODING (see also surface water drainage and sustainable urban drainage systems), below.	<ul style="list-style-type: none"> <li>• Potential for development to lead to increased flooding problems adjacent the site, is a major concern to local residents. They welcome the requirement of a hydrological survey and for excess surface water to be discharged to Morecambe Bay, (Valerie Kennedy).</li> </ul>	<ul style="list-style-type: none"> <li>• Pleased to note that our previous comments have been taken into consideration. (Environment Agency).</li> </ul>

Topic Area	Member of public comments	Organisation comments
<p>SURFACE WATER DRAINAGE AND SUSTAINABLE URBAN DRAINAGE SYSTEMS (see also the section on Flooding, above)</p>	<ul style="list-style-type: none"> <li>• The combined sewer system in Kents Bank is already over capacity, leading to extensive excess surface water causing problems on Kirkhead Road, Greaves Wood Road bridleway/Hurrock Wood, Laneside Road, Priory Lane and Kentsford Road, during prolonged and heavy rainfall. This can lead to flooding adjacent to Kents Bank Station and cross the railway line. Smell from sewer in Kents Bank suggest the combined sewer is at capacity, (Valerie Kennedy).</li> <li>• Local residents believe that only way to alleviate local flooding is to upgrade the sewer system in the Kents Bank area and to renew the surface water outfall into Morecambe Bay at Kents Bank Station, (Valerie Kennedy).</li> <li>• It is generally accepted that SUDS systems such as soakaways are not affective on limestone. There are numerous examples of soakaways overflowing into Priory Lane from recently built homes, (Valerie Kennedy).</li> <li>• We already have flash flooding (becoming more common) taking place around the station because of blocked drains filled with leaves in autumn (Leslie and Joyce Lancaster).</li> <li>• Kentsford Road regularly floods in heavy rain despite two drains. (Leslie and Joyce Lancaster).</li> <li>• Oversands View drains have been connected to Kentsford Road – to what effect time will tell. (Leslie and Joyce Lancaster).</li> </ul>	<ul style="list-style-type: none"> <li>• With reference to draft Brief paragraph 3.7.9 – the use of the green wedge to accommodate some form of the SUDS infrastructure, so long as the objectives of ‘openness’ are recognised. Holbeck Homes consider that a SUDS type water feature would present a strong defensible boundary and help achieve policy objective. The Brief should not be overly prescriptive and not preclude the delivery of in the order of 202 units. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>
<p>GROUND CONDITIONS, CONTAMINATION</p>		
<p>ARCHAEOLOGY</p>		<ul style="list-style-type: none"> <li>• Agree with the outlined methodology for dealing with archaeological assets as described in paragraph 3.11 of the draft Brief. (Cumbria County Council, Historic Environment Officer).</li> </ul>

Topic Area	Member of public comments	Organisation comments
HISTORIC ENVIRONMENT		<ul style="list-style-type: none"> <li>• No comments to make at this stage on the content of the draft Brief (Historic England).</li> <li>• No comments to make. (Canal and Rivers Trust)</li> </ul>
PLANNING OBLIGATIONS		<ul style="list-style-type: none"> <li>• The Regulation 123 list confirms that no S106 payments will be sought in relation to secondary school payments as CIL Payments will cover this. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> <li>• The Brief needs to address the issue of an alternative 'quiet' route for cyclists, at least from Kents Bank to Cart Lane, possibly by linking the site from the top of Carter Road. The Promenade footpath between Cart Lane and Kents Bank has some long narrow stretches where cyclists and pedestrians cannot pass each other, and no adjacent land can be used for passing places. We would like the Brief to specify; creation of an accessible ramp alongside the existing steps from Kentsford Road to the existing coastal footpath, or flat access along the NR service track from the station. Modifications to the Risedale Hill section of Allithwaite Road to make it safe for cyclists, pedestrians, mobility scooters etc. A signposted network of 'greenways' from the site to Allithwaite and Grange, created by combining off-road tracks and sections of 'quiet' roads. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• Major omission. Site is not sustainable until pedestrian links to goods and services have been identified and recommended in the Brief. The Brief needs to identify alternatives and identify</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>developer contributions to mitigation. Reference made to Core Strategy and SLDC Active Travel Plan Action Plan. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Allithwaite Parish Council are discussing with Grange Neighbourhood Plan Steering Group and a local field owner the possibility of creating a cross parish footpath from the north side of Allithwaite Road (opposite the development site) along the base of Wartbarrow to Quarry Lane in Allithwaite. This path would provide a safe off – road route from the site to Allithwaite School, church, village hall and post office, avoiding the corner of Holme Lane where there is no footpath. The Town Council would like a contribution from the developer to help provide a year round foot and cycle link. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• Want contributions to the local bus service for at least 5 years from the completion of the site. Difficult for non-drivers to get to hospital and back in a day given existing bus service. There is a volunteer hospital transport scheme which would benefit from developer contribution. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• Developer contribution to mitigation is needed. Most children will have to go to Grange Primary School, where there is an existing problem with congestion and speeding traffic. The School suggests funding for a parking voucher scheme, to allow parents to park at Berners car park...</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>(Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</p> <ul style="list-style-type: none"> <li>• Developer contributions to support sustainable travel to and from work required. There is no permanent bus service to the site on Sundays to support commercial businesses. The Barrow – Kendal X6 bus does not go past the site. Not all trains stop at Kents Bank. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• There is a volunteer hospital transport scheme that would benefit from developer contributions. Access to hospital appointments v. difficult without a car. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• SLDC should consider the comparative sustainability of providing Extra care/assisted living facilities on the brownfield site at Berners instead, with a commuted sum from the developer. Part of the existing car park at Berners has a policy for public/private residential use already. (Grange-over –Sands Neighbourhood Plan Steering Group – amended and endorsed by Grange Town Council).</li> <li>• Note the overriding land allocations policy. HRA concluded no likely significant effect. However, there is potential for future development in this area to help highlight the importance of Morecambe Bay especially for migrating birds (including Pintails) on Kents bank sheep grazed salt marsh. They refer to an extract from the Morecambe Bay Wader Roost Study. (Natural England). Potentially there is an opportunity for</li> </ul>

Topic Area	Member of public comments	Organisation comments
		<p>developers to help contribute to signage to raise awareness of this and try to promote a better understanding of the impacts.(Natural England)</p>
<p>IMPLEMENTATION AND DELIVERY</p>		<p><u>Planning application requirements</u></p> <ul style="list-style-type: none"> <li>• ...It is considered that it would not be appropriate to agree finished floor levels across the whole site as part of an outline application; Heritage assessment not required as the application site is not within a conservation area; Land contamination assessment not required as the site is green field; and Noise impact assessment - given the distance from the railway. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul> <p><u>Phasing</u></p> <ul style="list-style-type: none"> <li>• The text is rightly not prescriptive as to phasing and commitments to this will need to depend on the site design, the construction strategy (including peak-flow funding) and the market and sales strategies. Holbeck Homes at this stage anticipates that the north western part of the site could be the first phase rather than the last, this will be subject to review once all infrastructure requirements are planned in accordance with a masterplan. The green corridors are to be established as the development progresses. (Garner Planning OBO Holbeck Homes Ltd. Site owner).</li> </ul>

Specific comments in relation to sections/paragraphs, (suggesting changes to the text rather than comments) and maps in the Draft Brief:

Suggested changes to text in Draft Brief (pages referred to in Draft):

- Foreword - If local housing needs is intended to relate to the affordable element only then alteration to the text for the finalised brief in several places is needed. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Vision, Pages 6 and 7, Paragraph 1.2 – Change in wording of the vision. Preferred wording; ‘A high quality development that provides a wide choice of homes to meet the needs of different housing groups in the wider community and provides the opportunity to meet employment demand, retaining a sense of separation between Kents Bank and Allithwaite and promoting integration and connectivity with the existing built up area’. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Paragraph 1.2, pages 6 and - Vision should be resilient and site specific –17 points made relating to elements that should be included in the Vision. See Vision, Appendix 2 Table, above, (Valerie Kennedy).
- Character Areas – Garner Planning OBO Holbeck Homes Ltd suggest a review needed of character areas in the draft brief and density relating to those areas. Holbeck Homes Ltd put forward proposed text in relation to the three character areas and the employment area shown on their alternative plan – Concept Plan 2. For this alternative text, please see the table above – Character Areas.
- Paragraph 4.4 - Environmental Impact Assessment (EIA) – The planning authority have issued a screening opinion that an EIA is not required, so this section can be removed, or amended. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Paragraph 4.3.2 – It is not considered that:
  - it would be appropriate to agree finished floor levels across the whole site as part of an outline application;
  - Heritage assessment not required as the application site is not within a conservation area;
  - Land contamination assessment not required as the site is green field; and
  - Noise impact assessment - given the distance from the railway. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Paragraph 4.2.3 – Confirm that there is no multiple ownership issue associated with the site (so consider changing text accordingly). (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Paragraph 3.7.3 – Further consideration is required of the green infrastructure framework. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Development requirements (page 34 of draft brief). Holbeck Homes Ltd agree that the affordable dwellings shall be mixed within the scheme. They say that this is likely to be in clusters and the reference to ‘pepper – potted’ should be deleted. Pepper potting is much less manageable from a housing association point of view and not necessarily desirable from a design perspective. (Garner Planning OBO Holbeck Homes Ltd. Site owner).



- Page 34 – Development requirements - Concerning comments from Grange Town Council and local residents expressing the desire for community facilities and local retail offer in the locality (June 2016 drop in event); Holbeck Homes Ltd suggest that the brief would benefit from acknowledging this point; such uses might appropriately be considered as employment generating. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Page 39 – Traffic and Movement Framework Requirements – suggest text is changed. A Traffic Regulation Order is not a matter in the control of the planning authority and the scheme cannot be dependent on any such TRO being put in place. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Page 39 – Traffic and Movement Framework Requirements – suggest text is changed. If a footpath/cyclepath is to be provided within the site along the northern boundary this should dispense with the need to widen the footway on the northern side of the B5277 (Allithwaite Road). The text should refer to an either or position. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Pages 31 to 33 – Housing requirements – the Brief should specify that Kents Bank does not need any more apartments (Valerie Kennedy).
- Employment requirements, Section 3.4, pages 33 to 34. The provision of a petrol station and a convenience store should be a requirement in the Brief. If this does happen there should be a provision to compensate the owners of Allithwaite Post Office, (Valerie Kennedy).
- Many local residents prefer that a new dedicated cycle path is created across the land south of Allithwaite Road between the southern end of Greaves Wood Road bridleway and Allithwaite Road, (Valerie Kennedy).
- Section 3.5 – Traffic and Movement Framework, pages 34 – 39, and including Traffic and Framework Requirements. Traffic surface at the southern end of Greaves Wood (from the junction with Kirkhead Road). Improving the surface of this part of Greaves Wood Road Bridleway – is unlikely to improve drainage problems in the area, will increase appropriate traffic – vehicular traffic is not permitted on bridleways and will encounter legal problems because the land that this part of the bridleway crosses is in multiple ownership – see land registry, (Valerie Kennedy).
- Section 3.5 – Traffic and Movement Framework, pages 34 – 39, and including Traffic and Framework Requirements. B5277 Allithwaite Road - Priority should be given to providing an adequate footpath on the southern side of Allithwaite Road, in order to reduce the number of times that pedestrians have to cross the road in order to walk on a footpath, (Valerie Kennedy).
- Section 3.5 – Traffic and Movement Framework, pages 34 – 39, and including Traffic and Framework Requirements. Offsite footpath to Allithwaite. Consideration should be given to providing a footpath link between Allithwaite Road, Kents Bank and Quarry Lane, Allithwaite, as suggested by Grange Town Council Neighbourhood Plan Steering Group, (Valerie Kennedy).

#### Suggested changes to Maps/ Figures:

#### Figure 1 – Links with the Council Plan

- The diagram implies that open market housing will meet need and affordable homes for local people. The local housing need is identified as simply being detached houses, one bedroom properties and bungalows. The housing need is probably much wider than this and the housing mix will include 2, 3, 4 and probably some 5 bedroomed properties. It is important that the brief is not overly prescriptive and allows appropriate flexibility. (Garner Planning OBO Holbeck Homes Ltd. Site owner).

#### Figure 12 – Constraints and Opportunities Map

- Need clear guidance about the minimum size of open space on the north western area of the site and for the buffer zone between Allithwaite Road and the northern edge of the development (Valerie Kennedy)
- Western most portion of site – cushion to green gap: The designated green gap plus the protected green space should be at least 500 m on the Allithwaite Road boundary, (Valerie Kennedy).

#### Figure 13 – Indicative Land Use Proposals Map

- Holbeck's Concept Plan 2 demonstrates how a road layout can be achieved, working with the site contours, how open space, landscaping, wildlife corridors and pedestrian routes can be provided and a housing area with the capacity to achieve the site's intended estimated capacity of 202 dwellings. Holbeck Homes Ltd asks that Concept Plan 2 replaces Figure 13 in the final Development Brief. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Enlarge employment area – so that reflects land allocation of 1.5 ha. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Employment land use buffer to adjoin residential properties – Holbeck Homes Ltd comment that any buffering to adjoining residential properties shall be within the 1.5 ha employment area see Figure 13 and para. 3.4.4 draft brief). (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Section 3.5 - Traffic and Movement Framework Requirements - The extent of the main distributor road loop must necessarily be more limited than shown in Figure 13 of the draft brief. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Needs clear guidance about the minimum size for the open space in the north western area of the site and for the buffer zone between Allithwaite Road and the northern edge of the development (Valerie Kennedy).
- Western most portion of site – cushion to green gap: The designated green gap plus the protected green space should be at least 500 m on the Allithwaite Road boundary, (Valerie Kennedy).

#### Figure 14 – Proposed Character Areas

- Changes proposed to character area map to reflect character areas proposed by Holbeck Homes Ltd. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Enlarge employment area – so that reflects land allocation of 1.5 ha. (Garner Planning OBO Holbeck Homes Ltd. Site owner).
- Traffic and Movement Framework Requirements - The extent of the main distributor road loop must necessarily be more limited than shown in Figure 14 of the draft brief. (Garner Planning OBO Holbeck Homes Ltd. Site owner).

#### Category B

Other issues raised –

- There needs to be a strategy to prevent market housing from being used for holiday lets and second homes, (Valerie Kennedy).
- SLDC does not appear to be developing concurrent strategic plans to improve or upgrade road links from this site to the main centres of employment in Kendal, Ulverston, Barrow-in-Furness, or Lancaster – particularly road links to the A590, (Valerie Kennedy).
- SLDC does not appear to be developing concurrent strategic plans to improve or upgrade the antiquated combined sewer system in Kents Bank that cannot cope with the current load during periods of persistent or heavy rainfall, (Valerie Kennedy).
- SLDC does not appear to be developing concurrent strategic plans to confirm that Grange – over – Sands really does need this level of additional housing, (Valerie Kennedy).
- SLDC does not appear to be developing concurrent strategic plans to ensure that buses serving Kents Bank can get residents to and from work in Grange –over – Sands and Kendal for normal working hours, (Valerie Kennedy).
- Need local Occupancy (anonymous – no name and address given).
- We do not need any private accommodation. There are a lot of properties on the market at present (anonymous – no name and address given).
- The draft development plan appears to be a way of making Holker Group an enormous amount of money to the detriment of Grange and surrounding area. (Arthur Baldry).

### Category C

#### Drop in Event comments (including 'post it note' comments). All responses submitted at the drop in event (17<sup>th</sup> June, 2016)

- Spell out relationship to Grange Neighbourhood Plan - status, cross referenced details etc., implications for developer. Ditto Allithwaite NP.
- Extra care housing - more detail needed. Not high quality jobs mainly – want better opportunities to keep young professionals in area.
- Want safe pedestrian links to Allithwaite School and church, and the centre of Grange. Widening footpath is not sufficient. LA3.2 'pedestrian link to town centre'
- Open space in South: query Local Green Space (LGS) designation. Further protection for copse – ways of preventing access
- Keep drystone wall material + recycle it along other boundaries – or around the copse.
- Query state of combined sewer at Kents Bank Station. Already problems with persistent smell and scour under station platform.
- Put in space for parking mobile services – library van / fresh fish van / mobile sales, deliveries and services.
- Would like provision for community services – one unit with potential for convenience store/hairdressers etc. multi-functional.
- P.46, paragraph 3.6.10 – “respects the amenity and privacy of adjoining existing residential properties.” ”Careful attention to the height and juxtaposition of new dwellings along the boundary with Kirkhead Road... **Must** ensure that it's not dominant / overbearing”.

- Why is there no green space between boundaries of gardens on Kirkhead Rd and new development? The properties on Kirkhead Road are **NOT** part of the new development and sensitive boundaries and gaps need to be afforded to enable PRIVACY and avoid being overbearing.
- As the current new developments in Grange are not selling, is it financially sensible to start to build even more housing?
- Proposed employment area is NOT needed. What is required is facilities where residents can meet e.g. Social centre, multi-function building, coffee shop etc.
- All new roads MUST be hot roads i.e. they incorporate ground source heat systems to supply housing/businesses.
- Property has already devalued, we have lost two potential buyers already.
- 3.7.20 - The height of trees should be a consideration to avoid sight problems. Currently there is a covenant on height of trees for houses on Kirkhead Road – currently 12’.
- p.73 – Noise impact assessment. 7 years of building noise, mess, pollution + disruption will have a very adverse effect on residents already in situ + prevent any possibility of them moving during development of the site.
- High quality jobs needed, not low paid employment.
- Footpaths required on Allithwaite Road and South end of Kirkhead Road to railway station. Pedestrian access to Allithwaite to be improved e.g. across field to Quarry Lane.
- All buildings MUST have sufficient south-facing roofing to be covered with solar capture systems (PV &/or water heating).
- Page 47 – “Development backing onto Kirkhead Road should have rear gardens backing onto existing properties.” “Use should be considered of appropriate screening, window siting + orientation.
- Spar + Petrol station or similar on industrial unit. That would be welcome in Grange and make us happy.
- Is this a consultation or a done deal?
- Highways – 1. Main Street G-O-S and Risedale Hill are dangerous. 2. Traffic calming and separation of pedestrians and traffic urgently required. This development will exacerbate an already bad situation.
- Contact potential co-housing groups to build their houses, to add to variety of private, rented etc. ownership.
- There should be provision for a petrol station to benefit the whole community. The nearest petrol station is on the A590.
- The underlying rock formation is porous limestone. To prevent flooding in lower Kents Bank, there should be tree plantations throughout the site, and open/grassed gardens around housing to absorb water/rain.
- Access to Development – Vehicle access at more than 2 points is necessary e.g. extra on at southern end.
- Are the amount of affordable houses on this development still required as plots are still not sold on Cedric Walk (Berners site).
- No to petrol station – it would only attract more vehicles to the area. All to be done to reduce car dependency.

- The Planning Inspector (Simon Berkeley) said that there was a need for an additional green buffer on the western side of the site to ensure that there was an adequate green gap between Allithwaite and Kents Bank.
- ^^ Strongly agree. A larger green corridor is necessary.
- Public Transport – Improved Bus and Rail services for Kents Bank. Agree – please extend the X6 service to the Kents Bank area.
- Infrastructure – Roads. What plans for coping with an additional 200 – 400 cars from this site?
- The access roads to Grange cannot be widened nor can the footpaths. Both schools are a long walk away so will have to be transported in cars. Hence more traffic on an already dangerous + busy road.
- There are few highly paid jobs in the area so one questions the need for so many houses or demand of higher priced houses.
- Access for vehicles onto priory crescent is not a good idea. The access should be controlled for emergency use only.
- Emergency vehicle access should be at point E straight onto Kirkhead Road not Priory Crescent.

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