

DRAFT

Parish Planning Opportunities: Lower Allithwaite

What is this – In a scrutiny meeting at SLDC last year the role of parish councils in pre application planning was examined and the Chief planning Officer agreed to produce a perform that could be placed on PC web sites and held by SLDC and given to developers at an early stage in the planning process. – Just before Christmas this was circulated and this is a first attempt at completing it.

I have numbered sections so that if anybody has other suggestions or corrections they can easily comment on them.

1. Evidence

- a. Lower Allithwaite Parish Council took an active part in the land allocation process. This enabled them to take an early view on what was valued in each village and how developments might contribute.
- b. In Allithwaite rather than two large allocations, a number of smaller ones were identified. The key objectives were to maintain the open aspects of Allithwaite with its magnificent views in all directions and to help improve pedestrian links within the village particularly along the B5277 which currently divides the village.
- c. In Cartmel the parish was unable to identify suitable land to fulfill its ambition to create a number of smaller developments. It is hoped that careful planning can mitigate the impact that the large allocated site will have on the village.
- d. Subsequently the village completed a Community Plan adopted 2013 and an action plan to deliver the priorities – further consultations have taken place including Footpaths in Allithwaite Paths for Communities Bid July 2013, The Cartmel Township Initiative adopted 2015 and Allithwaite Community orchard consultation 2014. The Parish also has an Active travel group which is looking to improve footpath links and where possible develop new routes. The protection of country lanes as essential amenity assets for pedestrians and cyclist as well as environmental importance is seen as vital.

2. Settlements in their settings

- a. **Allithwaite** is a south facing village attractively sited on low hills that overlook Morecambe Bay. There are also amazing views to the North to the lake District Fells. The village grew in the C19 from a group of isolated farmer / fishing cottages and is now centered around the Church and school both built by the then local owner of Boarbank Hall. There is one main street – Church rd which joins the B road at the Square.

There are many popular walks in the countryside around the village which include two SSI's one at Humphrey Head and the other at Wartbarrow.

b. *Buildings of note* include Boarbank hall, The church, The School, Barn Hey farm, Allithwaite Lodge and Wraysholme tower.

c. *Views of importance* include:

From Cartmel Road at village entrance towards Wartbarrow
From the top of Holme Lane towards the church
From Boarbank Lane towards the Church
From the bottom of Holme lane towards Morecambe Bay
From Church Road down towards Morecambe bay
From Templand gate towards the lake district fells

d. *Valued landscapes and open spaces:*

Drumlin landscape adjacent to Templand park
Field pattern between Cartmel Road and view to Wartbarrow
The parish field
The large field between the B road and Jack Hill.
The Quarry

e. *Settlement pattern/ character*

Allithwaite was described by a development planning officer as 'something of an Octopus' – away from the central Church Road fingers of development have traditionally pushed out into the surrounding countryside. This has resulted in the highly valued views into and out of the village. Very recent developments have shown little respect for this and produce a discordant note in the overall layout pattern of the village.

f. **Cartmel** a good deal of the village is situated in the flood zone of the river Eea and its tributary becks. It includes an older conservation area of mainly Georgian properties set within in a medieval street pattern. The Grade 1 listed Priory and the Race course are both major attractions as are the many pubs, hotels, restaurants, cafes and shops. It is an important employment zone but most houses are second homes or holiday lets. Outside this central area are various newer developments from different decades of the C20 which in the past have made little attempt to respond to the neighbouring conservation area.

g. *Buildings of note*

There are many of note within the conservation area – of particular mention are the Priory, the gatehouse, the old village lock up, and the old grammar school.

h. *Views of importance:*

Towards the Priory church from Headless Cross, the race course, Aynesome Road, Allithwaite Road, Priest lane and Barngarth.

i. Valued landscape and open spaces:

The fields around the Priory.
The drumlins to the west of Headless close
The race course
The wet lands upstream of Cartmel on the River Eea

j. Settlement Pattern

Cartmel is a fairly nuclear village with the conservation area based on a Medieval street pattern. Restrictive access to the north of the village have resulted in more recent developments being located to the east and south.

3. Facilities / Services

a. Allithwaite:

On Church Road:

Primary school and nursery
Church
Children's play ground
Community orchard and apiary
Parish Allotments
Community playing fields including bowling, football, pump cycle track, tennis courts.
Community Hall – supporting a wide range of clubs, and classes
Charity shop
Post office and store
Village institute and Montessori play group
Garage
Wood yard
Physiotherapist

Bed and breakfast facilities

Two nursing homes at the Old Vicarage and Boarbank Hall

The Village Pub south on the B52077

Caravan parks

b. Cartmel:

Primary School
Secondary school
Priory Church
Bed and Breakfast facilities (many)
Hotels / guest houses 2

Public Houses 4
Specialist wine, and cheese shops
Gift shops 6
General food shops 2
Cafes 4
Restaurants 2
Beauticians
Hairdressers 2
Brewery
Architects
Doctors and Medical center
Play ground
Race course – car parking, cycle hire, Segway hire, Scout hut,
archery, football and cricket pitch
Village Hall used by a variety of clubs and classes
Allotments
Caravan park

4. Key Objectives

The key objectives are fully identified in the community plan – those of relevance and importance to planning include

Raise awareness of Cartmel’s conservation area and protect the built environment

Seek to protect green spaces within the village and surrounding countryside from inappropriate developments

Protect and enhance existing levels of access to the local countryside.

Review parking provision for residents, businesses and visitors in order to reduce the congestion caused by inappropriate parking in villages, improve traffic flow and pedestrian safety.

Promote safer use of the road system generally and in particular easier and safer pedestrian and cycling access both within and between villages – makes pedestrian and cycle routes safer and more enjoyable – improve the extent and quality of disabled access – reduce the danger of speeding vehicles on country roads and lanes.

Ensure housing stock meets local affordable needs and enables local people of all ages to continue to reside within the local area.

Ensure new housing developments are small scale and meet the aspirations of low density and appropriate design.

5. Future Developments

Key considerations should include:

- a. Highest standards of design which in small scale developments should be non standard designs providing the varied street scenes which are typical of traditional village growth.
- b. In the Lower Allithwaite parish we feel that the first consideration should be to take every opportunity to respect the outlook of existing properties.
- c. Developments must be well connected to the village.
- d. Sympathetic road designs should take consideration of existing roads.
- e. In addition, in Cartmel design and layout should reflect its close proximity to the conservation area.
- f. Affordable houses should provide variety and include 1, 2 and 3 bedroomed properties – (provision of all one type is unlikely to meet the needs of our local residents at any one point in time)
- g. Dark Skies -Both villages have very restricted street lighting – and therefore benefit from dark skies. Developments should respect this and keep lighting to the very lowest levels.
- h. In Cartmel some existing street lighting fail to respect their proximity to a conservation area and should be improved.
- i. Speeding traffic and Village entrances – both villages suffer from speeding traffic through the 30 mph zones.
- j. Allithwaite is particularly dangerous with very few footpaths which often end at dangerous points – the parish council is currently engaged in trying to develop traffic slowing measures. Regular physical traffic slowing measures are seen as essential as well as making provision for pedestrians.
- k. Cartmel – the main through road passes through the middle of the primary school and past the secondary school – 20 when lights flashing are in place but traffic slowing would also physically restrict the speed of traffic.
- l. Councillors are also undertaking speed gun training and the parish is seeking to purchase speed monitoring devices.
- m. Creating direct pedestrian links from new developments to the village center is seen as essential – where possible developments should contribute to improvements to the village pedestrian /cycle routes. Developments should not be allowed to become barriers to any potential new routes. (even if they are not immediately deliverable)

6. Infrastructure Plans

a. Allithwaite

Quarry nature reserve development

Allithwaite to Grange via the Quarry new pedestrian route

Traffic calming measures along the B5277

Improved pedestrian routes on the B 5277

Improved footpaths along Church Road

Parking issues on Church Road and The Square.

New pedestrian / cycle route linking the village Pub and the center of the village.

Support for Community center and playing fields

Support for children's play ground

Support for Community Orchard and allotments

b. Cartmel

The Cartmel Township Initiative has identified a number of infrastructure improvements aimed at improving vehicle and pedestrian circulations, improving signage, and protecting heritage assets and supporting businesses.

- c. Improving disabled access – the Active travel groups would like to provide disabled access routes from Cartmel car park to Holker Hall and also from Allithwaite to Humphrey Head.

7. Land Allocations

Allithwaite

a. Jack Hill – north west of B5277

6 properties to complete Holme Lane linear development

Must reflect the style and design of Holme lane ie

Front onto the B5277 – small front gardens with front gates linking directly to village center.

Roof detail could mirror that of existing properties

The first house could be double fronted in order to present a strong statement at the village entrance.

b. Jack Hill – South east of B5277

21 properties

Preferred access as indicted by the inspection process to be onto Holme Lane – if this proves impossible then access onto Jack Hill should be at or above the entrance to Woodlands.

Jack Hill, with its ancient hedges must be protected from additional traffic as a valuable leisure resource and wild life corridor.

There is a danger that this development be isolated and face away from village facilities – a direct pedestrian / cycle route through the development to cross Holme Lane at a suitable point around the Homestead is seen as essential.

The roof heights of properties should respect the existing homes on Jack Hill (bungalows) and The Ridge way.

c. Almond Bank – (sometimes referred to as lane End)

11 properties

Safe vehicle and pedestrian access is vital – recommendations were made in the AECOM report – pedestrian routes on the B road need substantial improvement.

A potential route across the fields behind the development for pedestrian and cyclists was identified as a priority to link the pub and surrounding houses to village facilities. Any development must preclude this route being brought forward at some future date.

Careful siting of the houses so that their raised position does not have an overbearing impact on homes on the lower side of the B5277. The development officer suggested setting them back a little but it is important that they front face the B road unless there was seen to be clear design advantages for say anything else. Respecting the outlook of nearby properties is also important.

d. Barn Hey

30 properties

Traffic management at the village entrance and complete respect for the scale and nature of Locker Lane are essential.

Speeding traffic approaching the narrows is a well documented problem. Pedestrian routes through the narrows are extremely dangerous. The existing properties on or below the narrows all have problems parking vehicles and accessing the highway.

During the land allocation a pedestrian route from the development up to the corner of Boarbank lane was agreed (it was also the subject of an unsuccessful P4C bid) – it is noted that the existing land owner also has permission for two properties in the orchard of Barn Hey – if a pedestrian link could be provided here it would mean that pedestrians could avoid walking through the narrows.

The nature of the narrow Locker lane with its well established hedges small or non existing verges should be protected from any increase in traffic – It is increasingly used as a cut through by SATNAV users and there has been damage to verges where they exist and increased danger to pedestrians and cyclists.

Careful alignment of homes with those nearest the road facing onto the road and good use of solar gain from this south facing site are considered important. The rear outlook of the existing homes needs special consideration.

e. Land between Green Lane and Vicarage lane

22 properties – given the constraint on this site it is felt this is too many. A village green type feature is suggested for the triangle of land where Vicarage lane, and Green lane meet Boarbank lane. The view from this point up to the church must also be protected and a church yard extension is required for the area nearest the existing church yard. (this could become allotments or just a green open space depending on local need until required for the churchyard)

A successful development would be one which settles into the village land scape and does not appear to be a ‘new’ housing estate stuck in the middle of the village. To this end careful thought needs to be given to entrances, homes facing the existing lanes and access roads which respond well to the country lane nature of the existing lanes.

Great care should be taken to respect the bungalows on Green lane so that new properties do not dominate. One property adjacent to the site and the church yard will loose its main outlook and careful consideration should be given to mitigating this.

The wall on the Vicarage Lane side is an important feature.

Traffic speeding along Vicarage Lane is a well reported problem and any traffic improvements should look to slow traffic. There are some parking issues on Green lane but parked vehicles do act to slow traffic.

Cartmel

a. Old Stable yard

15 properties

This site is within the conservation area and in particular the old monastic boundary wall.

During the Cartmel Township Initiative consultations a potential pedestrian route through the site providing a link to Priest Lane was highlighted.

It would aid the development of this site and vehicle movements through the village if it was possible to make this a mixed use pedestrian / vehicle route which could become part of a one-way system – through the village and round the village shop corner and out via this new route and Priest lane.

b. Hags Lane

39 properties.

This allocation is considered far too large and out of character for the village – its success will depend on the careful consideration of its proximity to the conservation area, the setting of the surrounding woods and the highest quality layout and design.

Creating a suitable and safe access to the site is important – it is suggested by AECOM that a mini round about is used – this would act to slow traffic coming down Hags Lane.

Great importance should be given to the outlook of existing properties on Hags Lane and in particular to the Quaker Meeting House where an important part of their worship includes silence.

Footpaths on Hags Lane are poor and intermittent – a direct pedestrian access at the bottom of the site would be an important connection to the village. If not possible to deliver straight away a suitable potential access point should be considered and protected from development.

An improved pedestrian access from the site to Greaves wood would also take pedestrians away from a dangerous crossing into Greaves wood further up Hags Lane. The 30mph limit should be moved up Hags Lane and consideration given to speed restrictions or intelligent road markings up Hags Lane to slow traffic and improve pedestrian movements. There is a need for an ecological barrier between the development and Greaves Wood.

Flooding is an important issue – the field currently act as a water store – the secondary school has had problems with drainage on their sports fields and it is vital that extremely robust drainage systems are engineered for this site.