

Lancaster District Local Plan Supplementary Planning Guidance Note 4

Luneside East Development Brief (Revised)

Lancaster City Council www.lancaster.gov.uk

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Notes

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1. Introduction

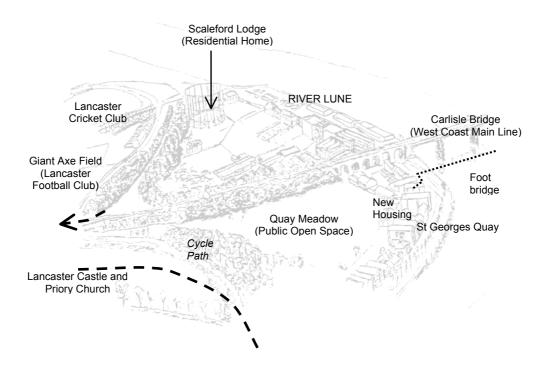
Why Revise the Brief?

- 1.1 The Council keeps all of its Supplementary Planning Guidance under review. This process has been given increased impetus with the adoption of the District Local Plan and the commencement of the new planning system. As part of this process, the existing Luneside East Development Brief has been re-examined. The existing brief is one of the Council's oldest items of Supplementary Planning Guidance having been prepared in 1999 and adopted in January 2000. Since that time, there have been a number of changes in circumstance. These include:
 - The adoption of the Lancaster District Local Plan in April 2004, which
 identifies most of the site as a Housing Opportunity Site and is now part
 of the Development Plan;
 - The emergence of new Government Guidance on issues such as the release of new housing land and flood risk;
 - The issuing of Regional Planning Guidance for the North West in March 2003 and increased emphasis on tackling housing over-allocation and directing housing to regeneration priority areas;
 - The issuing of Supplementary Planning Guidance Note 16 on the release of new housing land. This directs new housing in Lancaster District to previously used sites in sustainable locations and to proposals that provide community and regeneration benefits;
 - The emergence of Luneside East as the Council's most important physical regeneration project and the need for a more detailed articulation of the Council's vision for the site which reflects its strategic importance;
 - Major progress on bringing forward comprehensive development of the site including site investigations and the securing of outline planning permission;
 - The emergence of a need to address in more detail design issues through the planning application process;
 - The increased importance of sustainability principles, and the need to ensure the development is as sustainable as possible;
 - The need to review the boundaries of the site to ensure that linkages to surrounding areas are maximised and all entrances to the site are made as attractive as possible;
 - Progress made in redevelopment of the St George's Quay Housing Opportunity Site and the need to ensure that any further development here complements, integrates and includes for connectivity with the Luneside East site;

- The need for more detailed guidance on developer requirements.
- 1.2 For all of the above reasons, the Council has decided to update the Development Brief. This revised Brief takes account of changed circumstances since 2000. *It does not seek to change any of the main principles underpinning the existing Brief.* The scope of the changes is limited to those set out above

Status of the Brief

- 1.3 The revised Brief sets out the Council's key land use, design and technical requirements for the site, identifies constraints and sets out the scope of planning obligations. Following consultation in June/July 2004, the Council adopted the Brief in September 2004. It now supersedes the January 2000 Luneside East Development Brief as Supplementary Planning Guidance to the adopted Lancaster District Local Plan.
- 1.4 The requirements set out in the Brief are separate and distinct from any measures which may be required by the Council pursuant to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. Prospective developers are advised to discuss the need for Environmental Impact Assessment and the screening and scoping and of any Environmental Statement at an early stage.



Plan 1 – The Site and Its Surroundings

The Site and its strategic importance

- 1.5 Luneside East is a previously used 6.6 Ha triangular site, around 500m west of Lancaster City Centre, bounded and physically constrained by the River Lune, the bridge and embankment carrying the West Coast Main Line and the embankment of the former Lancaster-Glasson railway line. The site has a long history of industrial use and there have been a number of contaminative uses on the site including a town gasworks. The site presently includes part of the structure of the Carlisle Railway Bridge, an operational gasometer, a large 4-storey mill building, a disused railway embankment and a number of industrial buildings. Large parts of the site are either vacant or derelict.
- 1.6 East of the site is the Castle Conservation Area including the Lancaster Castle itself, the Priory Church, attractive urban green space and the successfully regenerated historic waterfront of St George's Quay. This contains converted warehouses and sensitive new build providing a mix of housing, office, food and drink and heritage uses as well as the new Millennium Bridge.
- 1.7 To the south are established residential communities including the Marsh housing estate, which is one of Lancaster SRB's target communities. The target communities of Skerton and Ryelands are also nearby and easily accessible across the river to the north.
- 1.8 West of the site is an extensive area of derelict and underused previously developed land. Despite development constraints, this is Lancaster's major resource of brownfield land with potential for redevelopment in the long term.
- 1.9 The location of the Luneside east site is of strategic importance. It is a hinge point between the economically thriving city centre, historic Castle area and under achieving, disadvantaged areas to the west. It is the gateway to west Lancaster.
- 1.10 In its present condition this gateway represents an eyesore when viewed from either the West Coast main railway line, from across the river or on approach along the Quay. The present site condition gives a negative perception of the character of the whole area to the west of the main railway line. Further the site is both perceived as and in part is a physical barrier between neighbourhoods to the west and the city centre / Castle area.
- 1.11 The edge of city centre location of the site and its position on the quayside at the end of the restored historic Quay afford the site with a significant development potential. The site is however heavily constrained. Despite the strategic importance of the site and its development, it has benefited from no significant investment or development in years and the private sector has not been able to achieve redevelopment. Public sector intervention in land assembly and removing development constraints is required to unlock the development potential and facilitate development.
- 1.12 Development of a scale and nature to transform the eyesore site is the key to achieving a step change in perceptions of the wider Luneside area and its target communities as a place in which to invest, live and work. It is also the key to improving transport connectivity between these areas and the city centre, the key to extending regeneration westwards and the key to

- unlocking the development potential of the previously used land further west.
- 1.13 The Council considers that only comprehensive development can overcome the constraints to development and can deliver a development of a scale and nature that can achieve the transformation required. Comprehensive redevelopment of Luneside East is crucial to the Council's regeneration strategy and it supports the Council's overall planning strategy of directing new residential development to sites in sustainable locations with regeneration benefits.

Plan 2 - The Site



2. The Vision for Luneside East "A New Quarter of the City"

Introduction

- 2.1 The redevelopment of Luneside East is Lancaster City Council's largest single regeneration project. With the dramatic backdrop of Lancaster's medieval Castle and 400m of river frontage, this site presents a unique regeneration opportunity within a short walk of Lancaster's busy City Centre and immediately next to the Castle Conservation Area.
- 2.2 The Council's vision is to transform this eyesore, largely vacant, part-derelict and tired site in an under-performing and neglected area of the City into a vibrant, lively, new quarter well integrated with its surroundings and a high quality environment with homes, workspaces, food and drink uses, open spaces, walking and cycle routes.
- 2.3 To achieve this vision the whole site must be redeveloped. The comprehensive development of the site must be of such a quality as to be a landmark in urban regeneration and good design and be an exemplar in how development can be made as sustainable as is possible.
- 2.4 A major aim of the comprehensive approach to the re-use of this site is to build confidence both in local residents and potential investors as to the future of the Luneside area. This will in turn help to regenerate the rest of west Lancaster and Luneside. Development at Luneside East, the gateway to this area, must be of a scale and quality to achieve a step change in perceptions of west Lancaster and Luneside as a place in which to live, work, invest and to visit and thereby be a catalyst for the regeneration of the wider area.
- 2.5 The successful development of the whole of the Luneside East site is fundamental to delivery of the Council's planning and regeneration strategies, must make a major contribution to meeting local housing and employment needs and must add to the critical mass of visitor attractions in Lancaster.
- 2.6 Fundamentally, the development must achieve the bringing back into active use the whole of the site by removing the dereliction, remediating (cleaning) the site of contamination and transforming its eyesore appearance in this very prominent location at the City's rail gateway. It must achieve a balanced community by providing around 350 new homes of different types and tenures; around 8,000 sq. m of workspace; a range of leisure opportunities and new public open space.
- 2.7 The development should be a landmark development and to fully achieve this must capitalise on the locational assets of the site, particularly:
 - the edge of city centre location;
 - the backdrop of Lancaster Castle and the Priory Church;
 - the adjacent open space resource of Quay Meadow;

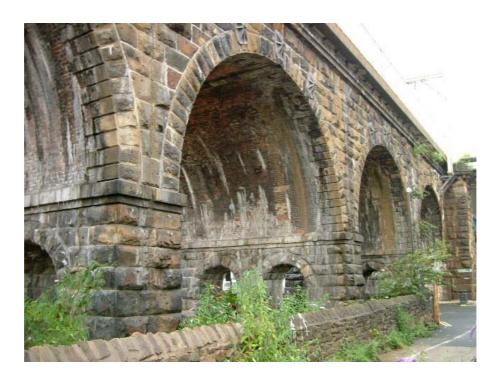
- the stone-built structure of the Carlisle Railway Bridge;
- the river frontage and views into and out of the site.
- 2.8 The new quarter must complement the city's main tourist attractions focused on Lancaster Castle and St George's Quay and link to the National Cycle Network (Route 6). The high quality environment of the new quarter with new open spaces, new quayside, cafes and bars will be attractive to visitors and be readily accessible by them from the Castle area and city centre via new and improved pedestrian and cycle routes.
- 2.9 The development must integrate well with its surroundings and existing communities. To do this the development must make linkages in west Lancaster's green space network and improve transport connectivity for pedestrians and cyclists
- 2.10 New high quality green space and public open space must be provided as an integral part of the whole site development and must connect with Quay Meadow, the Giant Axe Field and the waterfront. The riverside area must predominantly comprise high quality public open space and a quayside walkway that will uplift the water frontage. A major area of green open space must focus on the site of the cleared gas holder and former railway embankment to provide informal recreation opportunities both for residents of the new development and for residents in the existing surrounding neighbourhood.
- 2.11 Improving connectivity for pedestrians and cyclists and providing bus services as part of the development will ensure that further development in the Luneside area can be as sustainable as possible and reduce the extent to which this area as a whole is reliant on access by car.

Vision statement. The Council's vision for Luneside East is therefore of comprehensive development of the site to :

Transform a tired, economically under-achieving and lifeless area of Lancaster into a new distinctive vibrant, sustainable, quarter of the City with a balanced community, which will:

- offer a high quality living and working environment with around 350 new homes of different types and tenures, around 8,000 sq. m of workspace, a range of leisure opportunities and new public open space;
- enhance the quality of life for the wider community in and around Lancaster City Centre by: removing a major eyesore; creating new pedestrian and cycle links; significantly improving the appearance of the waterfront; creating open space and green space linkages between the Key Urban Landscape of Quay Meadow, the River Lune and Long Marsh Lane Green Corridors;
- enhance and complement the Castle and St George's Quay Tourism
 Opportunity Area by adding to the 'critical mass' of attractions west of
 Lancaster City Centre with new walks, restored historic building's open
 spaces, cafes and restaurants and public artworks;

 Spearhead and be a catalyst for the wider renaissance of west Lancaster by building confidence and changing public and investor perceptions of the area west of the railway line and opening up sustainable transport linkages with areas to the west.



3. Background Information

The Area covered by the Brief

- 3.1 The area covered by the Brief encompasses the following Development Plan designations:
 - The Luneside East Housing Opportunity Site as defined by Local Plan Policy H3;
 - The remaining undeveloped portion of the St George's Quay Housing Opportunity Site as defined by Local Plan Policy H3;
 - The Lune Riverside /Long Marsh Lane Green Corridor identified in Local Plan Policy E30;
 - The Quay Meadow Key Urban Landscape identified in Local Plan Policy E31.
- 3.2 In addition the Brief includes:
 - Intervening areas of unallocated land;
 - Areas of undeveloped and under-used land between the otherwise settled residential areas at St George's Quay and Lune Road.

The Luneside East Site and its Surroundings

- 3.3 The site, existing buildings and its surroundings are described in detail in Appendix 1. The site is triangular and relatively level, bordered and somewhat constrained and isolated by existing and disused railway embankments and the River Lune.
- 3.4 Although there is no public transport to the site at present, there are some routes available for pedestrians and cyclists, which could link to Lancaster City Centre. The new pedestrian and cycle route across Giant Axe Field has created a potential direct link to Lancaster Station.

Existing Users

- 3.5 The site has a number of existing users. These are described in Appendix 2. Existing users include Transco who operate the gas holder, Grubbs of Lancaster, Lancaster Training Services, Quay Equestrian and T. Newall Ltd who lease business premises in the St George's Works mill building.
- 3.6 Large parts of the site are vacant and/or part derelict including substantial areas in the vicinity of the operational gasholder in the centre of the site, the whole of the south eastern part of the site including that formerly used as a scrap yard, the western part of the riverside and the embankment of the former Lancaster—Glasson branch line.

3.7 That part of the site formerly used as a scrap yard by R & W Howard is the subject of an extant Waste Management Licence.

Site History

- 3.8 The site has a long history having been industrialised in the early 1800s. The eastern portion of the site (corresponding to the Watson and Transco landholdings) was the Town's Gasworks between 1845 and its closure. The western portion (known as St George's Works and largely corresponding to the Howard and T. Newall landholdings) has been in use variously as a paint works, the manufacture of oilcloth and latterly part as a scrap yard involved in the breaking of motor vehicles and the recycling of car batteries. Industrial activities have resulted in significant land contamination, which will be discussed later in the brief.
- 3.9 The history of the site in terms of planning applications is set out in Appendix 3.



4. Planning Policy Issues and Context

The Lancaster District Local Plan

- 4.1 The Lancaster District Local Plan was adopted in April 2004. The main relevant policies are set out in Appendix 4. This brief has been prepared pursuant to Policy H3 which identifies most of the site as a Housing Opportunity Site with an indicative capacity of at least 2-300 dwellings.
- 4.2 The main points are summarised below:
 - Most of the site is identified as a Housing Opportunity Site;
 - 20% of residential completions should be affordable;
 - Housing designs should reflect locally distinctive characteristics and sustainable development considerations including energy efficiency in line with the Council's residential design guidance;
 - Major development should maximise opportunities for using public transport;
 - Policy TO2 identifies the Lancaster Castle and St George's Quay area (East of Carlisle Bridge) as a Tourism Opportunity Area;
 - Development adjacent to the Strategic Cycle Network should provide cycle links to that network;
 - Development should not have a significant adverse effect on nature conservation sites including the River Lune Site of Local Biological Interest or on Protected Species;
 - The Lune Valley Cycle Track and the Lune Riverside Area (including the Railway Embankment at the south end of the site) are identified as a Green Corridor and an Informal recreation area to be protected and enhanced with new woodland, landscaping and access improvements;
 - New development should make provision for open space and children's play space provision in new housing development.

Draft Supplementary Planning Guidance on the Phasing of New Housing Development

4.3 Regional Planning Guidance (RPG) for the North West was issued in March 2003. Although not technically part of the Development Plan, RPG has strongly influenced the emerging Replacement Joint Lancashire Structure Plan. The EIP Panel reported in April 2003. RPG and the Lancashire Structure Plan have been prepared in line with Planning Policy Guidance Note 3, which introduces the principle of Plan, Monitor and Manage.

- 4.4 The key features of these new documents are:
 - an emphasis on a search sequence approach to new housing development, starting with the re-use of existing buildings, then previously used sites in sustainable locations and only considering green field sustainable urban extensions as a last resort;
 - significantly lower housing requirements than those set out in the existing Structure Plan;
 - annualised housing targets. The Structure Plan states that where sufficient approvals have been made to meet annualised housing requirements, further permissions will not normally be granted.
- 4.5 Lancaster City Council has reviewed its housing supply and found a significant over-allocation. In response to this major change in circumstance, and the refusal by the Secretary of State of a major green-field development at Whinney Carr, the Council has issued Supplementary Planning Guidance to guide the phasing of new residential development in line with adopted Regional Planning Guidance and emerging Structure Plan policy.
- 4.6 The key requirements of the SPG are that, in the light of the current situation of over-allocation, new residential approvals will only be issued in exceptional circumstances. The requirements are set out in full in Appendix 4
- 4.7 Approvals are now limited to development proposals which are:
 - On previously used land, and
 - In sustainable locations, and
 - With clear community and regeneration benefits.
- 4.8 The SPG also states that the Council will only approve planning applications that do not prejudice local regeneration initiatives.

5. The need for a comprehensive approach

Introduction

- 5.1 The Council considers that a fundamental requirement is for a comprehensive approach to development. The reasons for reaching this conclusion are set out below. This section outlines the main site problems and discusses the importance of developing the site on a comprehensive basis. It assesses the needs for site preparation and construction of built development in the context of these dangers and identifies why the development of the site must be brought forward in a comprehensive and co-ordinated manner.
- 5.2 This Section sets the context for sections six and seven of this Brief which detail the Council's specific requirements and guidance for development works to prepare the site and construct the final built development.

Site problems

- 5.3 The Luneside East site is currently constrained by a number of significant physical problems that fix the parameters within which any development must be undertaken. These problems include:
 - Carlisle Bridge and the embankment of the main line railway and the embankment of the former Lancaster – Glasson railway line site, which partly sever and isolate the site from the city centre and surrounding area;
 - The presence of existing buildings and structures on the site, many of which are in poor condition, including the St George's Works Mill building;
 - The presence of derelict buildings and structures;
 - The presence of large structures such as the Carlisle Railway Bridge;
 - The presence of the operational gasholder;
 - The alignment of St George's Quay Road;
 - Extensive and severe contamination of the ground caused by long-term historic "dirty users" poses risks to human health and the environment;
 - Less accessible and thereby difficult to develop areas (for example to the rear of the Mill building) which it would be difficult to improve if not brought forward in conjunction with the rest of the site. If not improved the poor condition of these back areas would act as a blight to development of other areas of the site;
 - Residential properties immediately adjoining the site which imposes a need as part of any works of development to minimise adverse effects upon the occupiers of these properties.

Approach to resolving these problems —a comprehensive approach to the development

- 5.4 Development to address all of these issues will be a complex process but can be divided into two distinct phases of development. These are:
 - site preparation the remediation (clean up) of the <u>whole</u> site and provision of infrastructure; and
 - the built development itself the erection and fitting out of buildings and the laying out and landscaping of open areas.
- 5.5 The Council considers that the opportunity for development of the Luneside East site to resolve all of these problems will be missed if development of the site is permitted on a piecemeal basis.
- 5.6 The Council further considers that the piecemeal development of parts of the site would physically constrain or prevent the development of the remainder of the site.
- 5.7 A piecemeal approach to development of the site would deliver development reduced in scale which in turn would mean that development would fail to exploit in full the strategic importance of the site and would fail to deliver a high quality development to meet the Council's vision and achieve the required regeneration benefits.
- 5.8 Piecemeal development would not attract public funding and would prejudice securing the public funding and intervention that the Council considers will be needed to achieve the satisfactory development of the whole site.

Site preparations

- 5.9 The Council requires the satisfactory remediation of the whole of the Luneside East site. The Council considers that the only way to ensure this is to undertake the remediation of the site on a comprehensive, and not a piecemeal, basis.
- 5.10 The costs of remediation works must be spread equally across the site. This cannot be achieved if parts of the site are allowed to be redeveloped on a piecemeal basis. If the costs are not spread equally then some parts of the site may not be remediated and developed. This would have a significant negative impact on the Council's abilities to secure a high quality development and attract end-users for the remainder of the site.
- 5.11 Piecemeal remediation that prejudiced securing the satisfactory remediation of the whole site and therefore left parts still contaminated would result in an unacceptable living and working environment.
- 5.12 A comprehensive remediation of the entire site will ensure:
 - That all risks to human health and the environment are properly addressed and either removed or mitigated;

- That responsibility for remediation of the site can be traced to an
 identified individual. If anything goes wrong with the remediation works
 there needs to be a clear line of responsibility for the rectification of any
 problems. If there is a piecemeal approach to the remediation of the site
 with numerous developers being involved in the works it would be very
 hard to see where the liability lies for any residual contamination and
 risks;
- That the remediation works are undertaken in a way which minimises adverse effects on human health; and
- That the remediation works are undertaken in a way which protects the River Lune. It is the Council's view that numerous different remediation projects on the same site would increase the risk of a pollution incident to the river.
- 5.13 To ensure that a high quality development is achieved the Council must be able to demonstrate that the whole of the site will be remediated to appropriate standards and in accordance with regulatory requirements. A single, co-ordinated and comprehensive approach to remediation will provide a platform for developer confidence as developers will be assured that they can take development schemes forward in the knowledge that contamination issues have been properly and fully addressed and risks adequately managed.
- 5.14 The Council considers that the following infrastructure works need to be undertaken to deliver the high-quality development of the site:
 - Clearance and removal of all derelict above ground buildings and structures over the whole site area;
 - The removal of the operational gasholder;
 - Provision of appropriate measures to manage flood risk;
 - The re-alignment of the St George's Quay Road.
- 5.15 These works need to be undertaken across the site and would be extremely difficult to achieve if development of the site is taken forward in a piecemeal way and at different times. These works need to be addressed in a comprehensive manner to ensure that an "infrastructure platform" is established to take the development forward across the site.

The built development itself

- 5.16 The Council considers that built development must be co-ordinated and achieved on a comprehensive basis to secure:
 - delivery of a high quality layout and form of development over the whole site area including the more difficult to develop parts of the site;
 - high-quality design integration and standards across the site;

- an appropriate mix of uses throughout the development to achieve a balanced community and to ensure that the different uses integrate properly with each other;
- the creation of a riverside walkway and appropriate uses along the riverside;
- the proper spacing and provision of public realm infrastructure and public open space;
- provision of pedestrian and cycle opportunities;
- provision of bus infrastructure;
- a co-ordinated approach to the site's re-development which will minimise any detrimental effects on neighbouring properties - particularly neighbouring dwellings and the Scaleford Retirement Home;
- achieve a better mix and location for the affordable housing provision;
- that more profitable parts of the site are used to cross-subsidise the less profitable parts;
- that back-land parts of the site are brought forward in conjunction with the more prominent sites.
- 5.17 The Council considers that the development of the Luneside East area, which incorporates all of the above elements, is only achievable if there is certainty as to the delivery of all elements to an acceptable programme via a fully coordinated and comprehensive delivery approach.

Conclusion

- 5.18 For all of the above reasons, the Council considers that a comprehensive approach is required to secure the satisfactory development of the site.
- 5.19 The Council considers that the development of the whole site is essential to:
 - Achieve its vision for the Luneside East site;
 - Secure the required regeneration benefits for the community as a whole;
 - Achieve its key development requirements and thereby a satisfactory layout and form of development.
- 5.20 The Council further considers that the development of the site must encompass the following essential elements:
 - Satisfactory remediation of the whole site area;
 - Clearance and removal of all derelict above ground buildings and structures over the whole site area;
 - The removal of the operational gasholder;

- Provision of appropriate measures to manage flood risk;
- The re-alignment of the St George's Quay Road;
- Delivery of a high quality layout and form of development over the whole site area including the more difficult to develop parts of the site;
- Delivery of high-quality design integration and standards across the site;
- An appropriate mix of uses throughout the development to achieve a balanced community and to ensure that the different uses integrate properly with each other;
- The creation of a riverside walkway and appropriate uses along the riverside;
- Provision of appropriate public realm infrastructure and public open space;
- Provision of pedestrian and cycle opportunities;
- Provision of bus infrastructure.
- 5.21 The Council considers that the development of the Luneside East site, which incorporates all of these elements, is only achievable if there is certainty as to the delivery of all elements to an acceptable programme via a fully coordinated and comprehensive delivery approach. In order to achieve a comprehensive delivery approach the Council considers that the site must be developed in a single coherent process and operation. To underpin this approach the Council will be seeking to appoint a high quality lead developer.
- 5.22 Should the site be developed by more than one party the Council will be seeking to enter into legal agreements with all landowners and developers to ensure that the development of the site proceeds in a co-ordinated and seamless manner and that the costs of achieving essential infrastructure and remediation works are shared across the site.

6. Site preparation – specific requirements and guidance

- 6.1 Having addressed the need for comprehensive development this section sets out the Council's requirements and guidance for preparing the site for development.
- 6.2 The Council's main technical requirements for site preparation are highlighted as being key components of securing the successful redevelopment of the whole of the Luneside East site area.

Preparatory work undertaken

- 6.3 A wide range of studies and investigations have been undertaken to characterise, quantify and assess the wide range of constraints pertaining to the development of the whole of that part of the site to the west of the main railway line.
- 6.4 The Council has undertaken the following studies:
 - a Desk Top Study carried out by Bullen Consultants in 1999;
 - a Phase 1 Contamination Survey of the site carried out by Bullen Consultants in 1999;
 - A detailed Site Investigation and Risk Assessment Study into land contamination carried out by Entec in 2000/01;
 - An archaeological evaluation of the site in 2000;
 - A Traffic Impact Assessment in 2001.
- 6.5 The North West Development Agency has undertaken the following studies and assessments:
 - An Environmental Statement, 2002;
 - A Flood Risk Assessment, 2002;
 - A Study into the options for transporting waste and fill materials to and from the site.
- 6.6 To assist potential developers all of the above studies are available for inspection at the Council's Planning Office.

Land Contamination – Introduction

6.7 The studies into land contamination have identified extensive and severe existing problems of land contamination across the whole of the Luneside East site area to the west of the main line railway line. The risks posed are summarised as follows:

- Contaminants in the ground and within below-ground structures pose unacceptable health risks to future occupiers;
- Contaminants in soil and groundwater pose a risk of pollution to controlled waters;
- Contaminants in the soil and groundwater potentially pose risks to the fabric of buildings and infrastructure.
- 6.8 The Council has no evidence at present for problems of land contamination on that part of the site to the east of the main line railway and south of St George's Quay. The history of uses on this part of the site does however suggest that some contamination of land might be expected in this area which will need to be remediated for. Appropriate investigations will be required.
- 6.9 The Council's overriding concern as regards all issues of land contamination is to ensure public health and safety. In addition, the Council requires environmental risks to be eliminated or reduced to acceptable levels. For this reason, it will take a precautionary approach to managing risks.
- 6.10 In order to make the whole of the Luneside East site area fit for built development and use, comprehensive remediation works will be required to either remove all risks arising from existing land contamination or reduce these to acceptable levels. The Council outlines below the key risk areas regarding contamination and sets out why it considers that satisfactory remediation of problems of land contamination will only be achieved via implementation of a comprehensive scheme of remediation for the whole of the Luneside East site area. Requirements for a comprehensive remediation scheme are detailed.

Land contamination - Managing Risks to Health

- 6.11 The Site Investigation and Risk Assessment Study 2001 concluded that:
 - "Contaminants in soil and contained in below ground structures on site (including soil gases) pose unacceptable risks to future site residents, and potentially pose risks to present site occupiers".
- 6.12 As part of its precautionary approach to managing health risk, the Council considers that comprehensive remediation of the whole of the Luneside East site area is required to remove or adequately mitigate for health risks across the whole of the site and to make the whole Luneside East site area fit for development and use.
- 6.13 The Council considers that piecemeal remediation will not remove or adequately mitigate for risks to health across the whole of the site and may prejudice the ability to achieve delivery of satisfactory remediation of the remainder of the site.

Land contamination - Managing Risks to Controlled Waters

- 6.14 The site is immediately adjacent to the controlled waters of the River Lune and a minor acquifer lies beneath the site. The Site Investigation and Risk Assessment Study 2001 concluded that:
 - "Contaminants in soils and contained in below ground structures are leaching into groundwater beneath the site" and further that "contaminated groundwater in the sand and gravel stratum beneath the site poses a pollution risk to the adjacent River Lune, ammonia is discharging to the river".
- 6.15 The Site Investigation and Risk Assessment Study evidences a high level and extent of hydraulic continuity in the geology of the site to the west of the main railway line. Because of this, and as part of its precautionary approach to managing risks (to the River Lune and the underground minor acquifer beneath the site), the Council will require remediation works implemented as part of one integrated remediation scheme implemented in a holistic way and applying to the whole of the site to the west of the main line railway line. The Council considers that only in this way will it be possible to properly achieve and evidence remediation to satisfactorily mitigate risks to controlled waters and to properly validate this.

Land contamination - Managing risks to building structures and services

- 6.16 The Site Investigation and Risk Assessment Study 2001 concluded that contamination in soils and groundwater potentially poses risks to the fabric of buildings and services in the site (both existing and future).
- 6.17 As part of its precautionary approach to managing risks, the Council will require appropriate remediation works to be undertaken and properly validated before the beneficial occupation and use of buildings.

Land contamination - Managing the environmental impacts of remediation work

- 6.18 The carrying out of remediation works will result in environmental effects, which must be effectively managed and mitigated for to minimise potentially significant adverse effects arising directly from the works on the public in terms of public amenity and to ensure public health and safety.
- 6.19 The potential adverse effects can be summarised as follows:
 - Public health volatilisation of contaminants and dust;
 - Public safety highway safety and site security;
 - Public amenity- noise, dust and vibration;

- Environmental an incident of pollution to controlled waters.
- Adverse effects could impact upon occupants of the site, people passing close to the site and residents of nearby properties.
- 6.20 The Council is very concerned to ensure that potential adverse affects on the public are adequately mitigated for. Of particular note is that permanently occupied residential properties border the eastern, western and southern parts of the site.
- 6.21 Of further concern to the Council is that the satisfactory comprehensive remediation of the whole site will necessarily involve the excavation, processing, stockpiling, removal and importation of large quantities of waste and fill materials. The Council wants to minimise the need to transport such materials by road given the impacts of this on public amenity. The Council will require:
 - A detailed assessment of options for the transport of materials;
 - The maximum feasible use of water transport;
 - The maximum possible use of in-situ and on-site treatments and the onsite recycling of building materials.
- 6.22 The Council considers that the mitigation to its satisfaction of all the potential adverse effects on the public of any remediation works as summarised above can only be achieved if the works are implemented:
 - As part of one integrated comprehensive remediation for the whole of the Luneside East site;
 - In a holistic way;
 - On a site vacated of all uses and not occupied at any time for the duration of the remediation works within the framework of an agreed Environmental Management Plan for remediation works comprehensive to the whole of the Luneside East site area. This Plan must provide for the satisfactory mitigation of all the potential adverse effects on the public and the environment in undertaking comprehensive remediation works.
- 6.23 The Council considers that the proper implementation of an agreed comprehensive environmental management plan will necessitate effective arrangements for the operational control of all remediation works. This is necessary to ensure that required mitigation measures are:
 - Properly planned for;
 - Specified for in the design of remediation works;
 - Properly operated;
 - Capable of effective monitoring and enforcement.

6.24 The Council considers that effective arrangements for operational control will require delivery of a comprehensive remediation scheme for the whole of Luneside East site area as a single defined operation under one operational control.

Land contamination - outline guidance on a comprehensive remediation scheme

- 6.25 In preparing remediation proposals potential developers should consult with the Council's Environmental Health Service, United Utilities and the Environment Agency. As an outline guide to any potential developers, a satisfactory comprehensive remediation scheme should include for:
 - The remediation of contaminated ground and soils where remedial targets are exceeded;
 - Groundwater abstraction including measures to mitigate any existing plumes and an ammoniacal nitrogen plume in particular;
 - Discharge of treated water to sewer with the permission of the statutory sewage undertaker;
 - Control of surface water drainage with the permission of the statutory sewage undertaker;
 - Control of combined sewer;
 - Placement of barriers to break exposure pathways;
 - A programme for the monitoring of ground and surface water to provide confirmation of the effectiveness of remediation and mitigation measures;
 - Proposals to maximise the use of in-situ and on site treatments;
 - A plan for the on-site re-use of waste and demolition materials arising;
 - A scheme for the transportation to and from the site of fill and waste materials.
- 6.26 As noted above, all remediation works must be carried out in accordance with an agreed comprehensive environmental management plan to adequately mitigate for all the potential adverse effects on the public and the environment in undertaking the works.

Land contamination - conclusion

6.27 For all of the reasons set out above the Council concludes that only by requiring the measures set out in detail above can it ensure the satisfactory delivery of remediation works and, regarding the effective management of risk, give proper assurance to the public, whose confidence is essential to changing perceptions of the area.

- 6.28 The Council considers that implementation of piecemeal remediation on any part of the whole Luneside East site area risks as a minimum one of the following:
 - Not removing risks to health or reducing risks to health to acceptable levels;
 - Worsening risks to controlled waters on other parts of the site;
 - Prejudicing the implementation and validation of a satisfactory remediation scheme for the whole of the site;
 - The effective management of risks to health, safety and the environment arising directly from the undertaking of remediation works.
- 6.29 This given, the Council considers that problems of contamination on the whole of the Luneside East site area can only be satisfactorily remediated for via a comprehensive remediation scheme implemented in accordance with an agreed environmental management plan.
- 6.30 The Council further considers that for a comprehensive remediation scheme to be implemented successfully, and risks properly mitigated for, requires delivery of the comprehensive remediation scheme as a single defined operation under one operational control.
- 6.31 The Council will not permit any works of development until a comprehensive scheme of remediation is prepared and agreed. The Council will only allow occupation and beneficial use of the site once the agreed comprehensive remediation scheme has been completed, and evidence that the appropriate remediation targets have been met has been submitted and is validated.

KEY TECHNICAL REQUIREMENT 1

PROPOSALS FOR THE DEVELOPMENT OF THE LUNESIDE EAST SITE MUST RESULT IN THE COMPREHENSIVE REMEDIATION OF THE WHOLE SITE AREA TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY

KEY TECHNICAL REQUIREMENT 2

A COMPREHENSIVE REMEDIATION SCHEME FOR THE WHOLE OF THE LUNESIDE EAST SITE AREA MUST BE DELIVERED IN ACCORDANCE WITH AN AGREED ENVIRONMENTAL MANAGEMENT PLAN, VIA A SINGLE DEFINED OPERATION AND UNDER ONE OPERATIONAL CONTROL

The Removal of the Gas Storage Facility

6.32 In order to achieve a satisfactory layout and form for comprehensive development of the whole Luneside East site, and to make the area attractive to potential residents, it is necessary to remove the existing operational gasholder. The removal of the gas facility is necessary:

- To achieve satisfactory remediation of the whole site (see above);
- To remove a feature which would otherwise dominate the site and significantly restrict the layout and development of the site;
- To remove a feature which, if left in-situ, could have a prejudicial impact on the viability of the required comprehensive development scheme;
- To ensure that the site is developed efficiently and the housing and employment space required in the brief can be provided;
- To achieve the satisfactory reclamation of the embankment and integrate development of the Luneside East site with neighbouring communities to the south and west.
- 6.33 Removal of the gasholder will involve engineering works by Transco both on and off site. These works must be for Transco to determine and will include reinforcement of the local mains network, decommissioning and demolition of the holder.
- 6.34 To ensure its gas supply and distribution operations Transco may require the retention of existing below ground services at the site and / or the provision of new below ground services at the site. Transco may further require the provision of new above ground operational installations / structures. Transco will require 24-hour operational access to its services and installations, above and below ground.
- 6.35 The removal of the gasholder and works necessary for this will involve significant costs. The Council considers that financing for this will only be available if generated by a development of sufficient scale and the Council considers that this will only be achieved through the comprehensive development of the whole Luneside East site area.

KEY TECHNICAL REQUIREMENT 3

THE REMOVAL OF THE EXISTING OPERATIONAL GASHOLDER IS REQUIRED AS AN INTEGRAL PART OF THE DEVELOPMENT OF THE LUNESIDE EAST SITE

Flood Risk

- 6.36 The site adjoins the River Lune and there is flood risk associated with the site. A flood risk assessment will be required for any development proposal. Developers must submit a scheme for the provision of appropriate flood defences and surface water drainage works (including the provision of surface water attenuation which where practicable should be achieved by use of Sustainable Drainage Systems (SuDS)). Developers should discuss these issues at an early stage with the Council's Engineering Services, United Utilities and the Environment Agency.
- 6.37 The Council will require appropriate measures to protect the whole Luneside East site area from unacceptable flood risk via the implementation of appropriate measures of flood defence, attenuation and mitigation. The

Council considers that comprehensive development of the site will be required to adequately address the issues of flood risk and achieve proper integration of the measures needed into the development, thereby ensuring a satisfactory layout and form of development that will achieve the Council's vision.

KEY TECHNICAL REQUIREMENT 4

ANY PROPOSED DEVELOPMENT OF THE SITE WILL BE REQUIRED TO ADEQUATELY ADDRESS ISSUES OF FLOOD RISK AND THIS WILL ONLY BE PERMITTED WHERE THE COUNCIL, IN CONSULTATION WITH THE ENVIRONMENT AGENCY, IS SATISFIED THAT FLOOD RISK HAS BEEN ADEQUATELY ASSESSED AND DEVELOPMENT PROPOSALS MAKE PROPER PROVISION TO PROTECT THE WHOLE OF THE LUNESIDE EAST SITE AREA FROM UNACCEPTABLE FLOOD RISK

6.38 As a specific guide to developers, no building should be constructed within 8m of the river wall and floor levels to all development must be a minimum 200mm above final ground levels.

Archaeological Issues

- 6.39 Luneside East is one of Lancaster's earliest industrial areas. The western part of the site was the site of a Pottery Manufacture established in the 1740s producing Delftware. This included a windmill for powering grinding machinery for pigments that survived as a pothouse well into the Nineteenth Century. St George's Works was part of James Williamson oilcloth manufacture.
- 6.40 The archaeological assessment carried out in 2000 by the Lancaster University Archaeological Unit identified a need for recording above ground buildings and structures prior to commencement of works and ground investigation at the site of the former pothouse. A programme of archaeological recording and investigation must be formulated in consultation with the County Archaeologist prior to remediation work taking place.

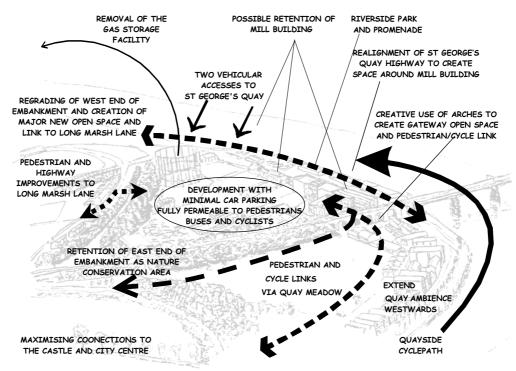
Nature Conservation

- 6.41 Bats are protected species. The demolition of buildings should be limited to the period between May and September to avoid any potential disturbance to bats and their roosts. The conservation and enhancement of existing areas of habitat conserved as part of the development, such as the eastern section of the railway embankment, shall be addressed through the environmental management plan.
- 6.42 Site clearance during the bird breeding season should be avoided.
- 6.43 The Council will require up-to-date ecological assessments and method statements to accompany any planning applications.

7. Built development

Key Requirements

- 7.1 To achieve its vision for the site and a satisfactory layout and form of development the Council considers very strongly that development of this site must:
 - achieve as a whole a high density of mixed use development;
 - achieve a high quality environment with the highest possible standards of urban design reflecting local distinctiveness;
 - achieve vibrant and attractive uses and development on all parts of the site including "backland" parts;
 - relate to, integrate and connect well with its surroundings;
 - deliver innovative architecture;
 - include extensive areas of well designed public space integrated so as to be readily surveilled from neighbouring development;
 - relate well to the riverside and include a new stretch of quayside walkway;
 - at the western end of the site include a public park to serve both the new quarter itself and people living in adjacent existing residential areas;
 - maximise permeability for pedestrians and cyclists;
 - be as inclusive as possible meeting the highest accessibility standards.



Plan 3 Principles of Development

Key principles

- 7.2 The Council considers that its key requirements will only be achieved if any development proposals for this site are brought forward in a comprehensive and fully co-ordinated manner and comply with the following key principles:
 - Sustainability;
 - Sustainable transportation;
 - Mixed use;
 - Achieving a balanced community.
- 7.3 These principles are detailed and explained more fully in turn below. Subsequent to this, the layout and design of development is considered and the Council's requirements and guidance is detailed for three key interface zones and specific additional design issues

Sustainability

- 7.4 In line with Government policy, the Council is committed to regenerating its urban areas by prioritising the development of sustainable brownfield sites. Delivering development of the Luneside East site as early as possible is a fundamental element of the Council's planning and regeneration strategies to revitalise the inner urban areas and prevent unnecessary greenfield development. The Council considers that it can only ensure early delivery of development on the scale required at Luneside East via comprehensive development.
- 7.5 That the finished scheme embodies best practise in sustainable development is fundamental to achieving the Council's vision for the site. To ensure best practice in sustainable development proposals must meet the following objectives:
 - Ensure that efficient use of the whole site is made;
 - Ensure a mixture of uses with a significant employment element;
 - Ensure that the site is easy to walk and cycle around;
 - Ensure that buses can circulate within the site;
 - Ensure the best possible choice of sustainable transport options (see para. 7.8 below);
 - Where possible, use recycled construction materials and materials locally sourced and / or environmentally friendly;
 - Ensure the efficient use of water (including grey water management) and surface water drainage to be carried where practicable by means of SuDS;

- Use energy efficient or low impact housing including orientation, maximise natural lighting, and incorporate energy efficiency measures and renewable energy technologies;
- Ensure that the nature conservation, archaeological and built heritage importance of the site is enhanced.
- 7.6 The Council considers that all the above objectives for sustainable development will best be met by a comprehensive development of the site and that comprehensive development therefore affords the best opportunity to deliver development as sustainable as is possible.
- 7.7 In addition, consideration should be given to the following:
 - The potential for re-use of the Victorian pump house. This is of some character and interest and its re-use is desirable, possibly as a small scale heritage attraction;
 - The potential for retention or incorporation elsewhere within the development of the stonework façade of the former town Gasworks;
 - The potential for the re-use of the St George's Works Mill building. Although austere and rather poor in appearance, this reflects aspects of the history of the city and is a resource with a significant potential for improved use via conversion and refurbishment. Should the building be retained the Council would seek a mixed-use conversion with 'lively' food and drink and business uses on the lower storeys and residential uses on the upper floors. The Council particularly wishes to see "public uses" to the rear of the building to take advantage of the south facing aspect and the fact that this will contribute to achieving a high quality layout and a vibrant new quarter. High densities should be achieved. There may be scope to create additional residential units by extending it vertically, if sensitively designed. For the building to be retained however, it will be critical to integrate the building properly into the comprehensive development of the whole of the site to achieve a high quality layout and form of development over the whole of the Luneside East site. This is considered in more detail under Interface Zone 1 below.

Sustainable Transport

- 7.8 Encouraging the use of sustainable transport is fundamental to the vision for this development. The site is in a highly sustainable location close to Lancaster City Centre, which contains a wide range of shops and services including cinema, theatre and cultural facilities and supports around 12,000 jobs. Comprehensive development of Luneside East must exploit this locational advantage and present people with a wide choice of sustainable transport options. Development proposals must be accompanied by a travel plan and transport assessment.
- 7.9 The following measures are required to maximise take up of sustainable transport options:

- Extension of the Marsh bus route to connect the site with Lancaster City Centre, Lancaster Railway Station and Lancaster Bus Station and/or the possible introduction of a new service if this proved necessary and viable;
- Ensuring that buses can enter and circulate within the site;
- A new riverside cyclepath route along the northern boundary of the site
 and connected eastward to the Millennium Bridge and city centre via a
 new stretch of riverside route, all connecting to Route 6 of the National
 Cycle Route. This riverside route will also link to the Sainsbury's store
 and opens up connections north of the River to Ryelands Park, Holy
 Trinity and Skerton secondary schools, the Salt Ayre Leisure Centre, the
 Asda store on Ovangle Road and Lancaster and Morecambe College;
- A new off road cyclepath link through that part of the site allocated as the St George's Works Housing Opportunity Site and into the main part of the site via the arches of the Carlisle Railway Bridge to provide a direct connection to and from the city centre via Quay Meadow;
- A direct cyclepath access from the site onto Long Marsh Lane and improvements to Long Marsh Lane to significantly enhance this direct linkage to and from the city centre for use by pedestrians and cyclists. Long Marsh Lane also connects with the new cyclepath to Lancaster Station and around the east side of Lancaster to Lancaster Royal Infirmary, Lancaster Girl's Grammar School and a number of primary schools;
- Provision to maximise permeability throughout the site for pedestrians and cyclists.
- 7.10 Provision of these measures will help minimise take up of private vehicular transport and thereby afford a largely traffic free ambience to the development with a high degree of "liveability". The Council considers that a development as large in area as possible is needed to achieve the mass of development required to secure provision of these measures.
- 7.11 Consistent with achieving as sustainable a development as is possible and promoting sustainable transport, the Council will require the minimum provision of car parking throughout the site area. The development of the area must provide for appropriate vehicular access including that by private cars, servicing and emergency vehicles. This will require two main vehicle access points into the main part of the site off St George's Quay. Vehicle access to the site direct from Long Marsh Lane will not be permitted other than for emergency vehicles and emergency use only. This emergency vehicular access must make use of the direct cyclepath link proposed into the site from Long Marsh Lane. Off-site safety measures on Long Marsh Lane and West Road will be required if a transportation assessment demonstrated that these were necessary.

Mixed-Use

- 7.12 Residential development will form a major element of the development of the site. However, in the interests of building a sustainable and balanced community which provides employment opportunities, achieving a more vibrant and varied neighbourhood and street scene, and in the interests of providing new employment premises in a sustainable location close to Lancaster City Centre, the Council requires a mixed use development which delivers the following essential elements:
 - Around 350 dwellings including a significant affordable element;
 - A significant element (in the region of 8,000 sq. m) of office, workshop and commercial space;
 - Significant areas of well designed public open space and nature conservation areas;
 - Uses on ground floors that give vitality to the street outside, particularly around the main gateway at Carlisle Bridge, fronting onto St George's Quay, the main public spaces and the riverfront. These uses should include cafes, pubs, restaurants, heritage and local shopping uses.
- 7.13 All proposals for uses of the site will be considered against the relevant local plan policies set out in Appendix 4. The Council considers that mixed uses including a finely grained mixing of uses across the development will best be achieved by a comprehensive approach to development of the whole site area.

A Balanced Community

- 7.14 Achieving a balanced community with a range of local services is fundamental to the Council's vision for of the development of the site. Development proposals should provide a mixture of house types, sizes, forms, tenure types and designs.
- 7.15 Local Plan Policy H10 requires a proportion of affordable housing as part of the scheme. Developers should discuss this with the Council's Strategic Housing Section. Affordable housing must be provided throughout the site and not concentrated in a single area. Whilst a substantial affordable element is required, development proposals in which a predominance of affordable housing which results in an imbalance will not be permitted.
- 7.16 The Council considers that a balanced community including the maximum possible provision of affordable housing will best be achieved by a comprehensive approach to the development of the whole site.

The layout and design of development

7.17 The Council wishes to encourage innovative approaches to the design and architecture of built development on the Luneside East site. For this reason, it does not wish to be overly prescriptive in term of design. However, to

- assist developers, the Council has prepared a design checklist that will form the basis of its consideration of design issues. This is set out in Appendix 5.
- 7.18 More detailed guidance is provided as regards the layout and design of development to meet the Council's vision.
- 7.19 The way in which the site is laid out and relates to neighbouring communities and townscape is crucial to the Council achieving its vision. Any development proposal must therefore provide high quality visual and functional linkages with adjoining areas both to integrate the development with the neighbouring areas and to draw people into the site to enhance the vitality of the new quarter and ensure its contribution to the tourism product of the city.
- 7.20 The Council therefore sets specific requirements and gives guidance for the layout and design of three interface zones. These are:
 - The eastern gateway via the arches of the Carlisle Railway Bridge the embankment along Long Marsh Lane;
 - The riverside frontage;
 - The proposed public park and the Embankment Green Corridor.
- 7.21 These are discussed in turn below.

Interface Zone 1 - The eastern gateway via the arches of the Carlisle Railway Bridge

- 7.22 This will be the main gateway to the site from the city centre and the interface with the settled, high quality historic environment of the Castle Conservation Area which encompasses the Castle itself, the Priory Church, the restored historic St George's Quay and the key urban landscape and informal recreation resource centring on Quay Meadow.
- 7.23 The Council considers that a well designed, attractive and inviting main gateway affording and accommodating optimal transport linkages is of strategic and fundamental importance to achieving its vision for the site. It is needed to properly integrate the new development into the fabric of the city, to maximise opportunities for sustainable transport and to draw visitors to the Castle area down and into the new quarter of Luneside East.

 Development of a satisfactory main gateway is however subject to certain existing constraints. Innovative urban design will be required to provide a gateway of the quality required to achieve the Council's vision.
- 7.24 The embankment of the main line railway restricts the gateway to the span of the Carlisle Railway Bridge on the south bank of the river. All transport links through the gateway must route under the bridge. The stone-built is massive in its relation to its surroundings and has the potential to make for a striking entrance to the development. Any development proposals must properly incorporate and make full use of this structure as the key feature of the eastern gateway.

- 7.25 Existing small-scale industrial development immediately to the east of the Carlisle Bridge at present partly obscures full view of the structure of the Bridge, presents a negative image of the main gateway and constrains achieving the range of transport linkages required for the gateway. This area is therefore included within the site area required for the successful comprehensive development of the area and in the interest of achieving the required transformation of the environment of the area.
- 7.26 To achieve its vision for the site the Council will make the following requirements of development to form the eastern gateway to the site:
 - A new off-road high quality pedestrian and cycle link through Quay Meadow and through the arches of the Carlisle Bridge and immediately south west into the main part of the site;
 - Exposure of the full eastern elevation of the Bridge on the south bank to present a striking entrance to the site which will impress in itself and announce the new quarter beyond;
 - Redevelopment of the land area immediately to the east of the Bridge to achieve the necessary transport linkages;
 - Satisfactory integration of development with the recently built existing residential developments to the east;
 - A high quality of design treatment beneath and to both sides of the arches to achieve an appropriate minimalist and hard landscaped setting and make maximum use of the striking archscape;
 - Careful but innovative use of lighting to highlight the impressive archscape and to ensure that a safe and secure ambience is created at night.
- 7.27 Should the St George's Works Mill building be retained this will pose significant challenges for the design of the eastern gateway. The mill building, like the Carlisle Railway Bridge, is substantial in its context and is very close to the Bridge. Its lengthy frontage abuts directly the existing highway of St George's Quay. Should the mill building be retained this will necessitate the Council making additional design requirements for development of the eastern gateway. These can be summarised as follows:
 - The St George's Quay road must be realigned and routed under the next arch north of the Carlisle Railway Bridge to enable the provision of a much wider pavement at the front of the building in the interests of highway safety, safe pedestrian circulation and public amenity. This will allow for uses on the ground floor of the mill building such as food and drink outlets with outdoor seating to relieve what is currently a somewhat austere frontage to the mill building and enhance the development as a whole. It will provide distance between the environmental impacts of vehicular traffic and new uses in the building and will reduce the severance effect of the road and enable development on the river frontage to be well integrated with that on the main part of the site;

- Routing to the rear of the retained mill the required off road cycle and pedestrian connection from Quay Meadow via the railway arches;
- The provision of a large open public area to the rear of the retained mill building to create an appropriate setting for the building, to allow for uses on the ground floor of the mill building such as food and drink outlets with outdoor seating to give vitality to this part of the development, to integrate the above cycle and pedestrian connection into the main part of the site and to enable appropriate provision for parking and servicing;
- A ground level route connection through the building between the public spaces required at the front and the rear of the building for public use to reduce the severance effect of the building on permeability through the site;
- To help achieve these aims it may be necessary to consider radical design proposals to re-use the mill building if it is retained.

Interface Zone 2 - The Riverside Area to the north of the St George's Quay Road

- 7.28 Development of the riverside area is of essential importance in achieving a 'liveable' community, in continuing west the ambience and design quality of St George's Quay and to create a new quarter that is attractive for people to visit. To achieve this the riverside must be:
 - Predominantly open in particular if the mill building is retained and St George's Quay realigned a "canyon effect" must be avoided;
 - "Public" in character residential development on ground floors will not be permitted;
 - Have a high quality of public realm;
 - Include a substantial riverside Promenade at least 8m in width and forming a short section of Route 6 of the National Cycle Route;
 - The setting for landmark buildings and high quality architecture;
 - Well connected to the rest of the site via pedestrian crossing points over the St George's Quay highway.

Interface Zone 3 - The proposed public park and the Embankment Green Corridor

7.29 The gateway into the site from Long Marsh Lane and existing residential areas to the south and west is vital if the development is to be well integrated into the urban fabric. The major public park proposed for the western end of the site will form the gateway. There must be an attractive and well landscaped link for pedestrians and cyclists to and from Long Marsh Lane.

- 7.30 The new park will be a key element and focus for the development and must be well designed and attractive. It should be a focus for community activities and events. It must include high quality facilities for children's play, informal and formal park areas. The potential also exists to develop linkages between the park and neighbouring open spaces via an enhanced Long Marsh Lane.
- 7.31 The embankment of the former Lancaster Glasson railway line is highly valued by local residents and other bodies and is identified as a Green Corridor in the Local Plan. The Council's preference is for this green corridor to be retained.
- 7.32 The incorporation of the western end of the embankment, suitably regraded, into the proposed new park will make for as large a park as possible fronting onto Long Marsh lane and will enhance its attractiveness for surrounding residents.
- 7.33 Any proposals affecting the embankment will be worked up in close consultation with local residents.
- 7.34 Any re-grading works to the embankment would be phased to ensure that they do not take place until remediation and site preparation work is complete so that properties on Long Marsh Lane are screened from construction and engineering work.
- 7.35 The eastern end of the embankment is vital to the integrity of the main embankment carrying the West Coast Main Line. It also provides privacy and enclosure to houses on the north side of Long Marsh Lane. This area is well treed and has the potential to be a wild nature reserve. No public access is proposed for this area.

Additional design considerations

- 7.36 Developers will also be required to design development to address the following specific issues:
 - Flood risk;
 - Noise issues;
 - Access for disabled people;
 - Interface with neighbouring residential properties.

Noise Issues

7.37 The site adjoins the main West Coast Railway Line, which is elevated on a viaduct and embankment. Parts of the site are therefore subject to train noise. Developers should discuss noise impacts with the Council's Environmental Health Service. A noise assessment and mitigation plan will be required.

Access for disabled people

- 7.38 Development will be required to meet the following standards:
 - Residential units to develop good practice by exceeding criteria set down in Approved Document M of the Building Regulations and be built to the 'lifetime homes' standard, using BS8300 as a minimum starting point;
 - Retail units and workshops to comply in full with Part III Disability
 Discrimination Act (1995) to enable employers to meet their duties under
 the DDA more easily and to comply with Approved Document M of the
 Building Regulations 2000 (2004 edition), including criteria for
 accommodating disabled employees;
 - Highway areas to comply in full with Department for Transport Guidelines regarding inclusive mobility concerning issues such as:
 - dropped kerbs
 - clear walking tunnels
 - tactile paving
 - street furniture and layout
 - signage
 - barriers etc.
 - colour contrast
- 7.39 By applying standards at the early design stages of development, Luneside East can become a model of inclusion through urban design.

Interface with neighbouring residential properties

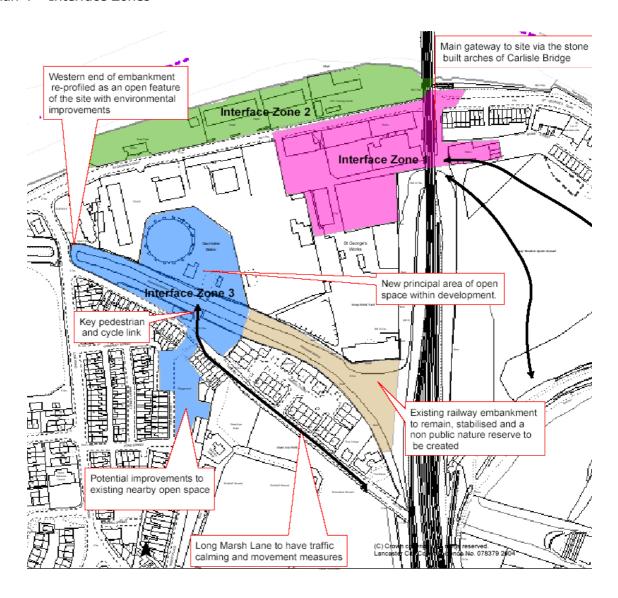
7.40 Residential properties abut the site on parts of its eastern, western and southern boundaries. The design of the comprehensive development must relate well to these properties in scale and massing. In particular the Scaleford Lodge residential home at the western apex of the site currently has a secluded location. Development proposals must reflect this secluded character and uses that have a significant adverse impact on the amenities of the Lodge will not be permitted.

Conclusion - The Need for a comprehensive built development

- 7.41 The Council has set out above why it considers that only the comprehensive development of the whole Luneside East site will:
 - achieve its vision for the Luneside East site;
 - secure the required regeneration benefits for the community as a whole;
 - achieve its key development requirements.
- 7.42 The Council has set out why it considers that its key requirements for development of the site can only be met by the comprehensive development of the site and that the key principles with which any development must

- comply to meet these requirements will best be delivered via a single approach to delivering the development of the site.
- 7.43 The Council considers that only such a comprehensive development will address the topographic challenges of the site including its triangular form, its embankments and existing structures without leaving areas which are difficult or impossible to develop. The Council considers that only a fully coordinated and single approach will deliver a high quality layout and form of development over the whole site area including the less accessible and potentially more difficult to develop parts of the site.
- 7.44 The Council considers that only a comprehensive approach to development will be of a scale that can finance and therefore achieve all the essential but challenging elements of the development.

Plan 4 - Interface Zones



8. Securing Development Requirements.

- 8.1 As has been made clear above delivery of the development of the whole Luneside East site area will be a major and complex regeneration initiative. There are a large number of elements to this development that will require a co-ordinated delivery approach. The financing of these is not viable for the private sector alone and is why public intervention is required to facilitate comprehensive development.
- 8.2 The key elements are:
 - Site clearance works;
 - Site remediation works;
 - Flood defence works;
 - Highway infrastructure;
 - Off-site pedestrian and cycle links;
 - Public transport provision;
 - Affordable housing;
 - Public open space provision and management;
 - Wildlife and nature conservation sites and management.
- 8.3 The Council will secure these elements by a combination of planning conditions and planning obligations. Financial contributions will be apportioned fairly and on a pro-rata basis to all land areas.

9. Appendix 1 – The Site and Its Surroundings

- 9.1 The 6.4 ha site and its key features are shown on Plan 1. It consists of 1.0 ha north of St George's Quay and 5.3 ha south of the road. The site is bounded by the River Lune, which is a County Biological Heritage Site, to the north. To the east it is bounded by the regenerated St George's Quay area whose warehouses have been renovated and converted to provide an attractive residential quarter. A new housing development has recently been completed immediately east of the railway. The southern part of the site abuts a small new residential development, the ground of Lancaster Football Club which are known locally as 'the Giant Axe', and an area of Victorian terraced houses. At the western end of the site is the Scaleford Retirement Home on the corner of St George's Quay and Lune Road.
- 9.2 The site is connected to Lancaster's central one-way system by the road along St George's Quay. This route is constrained by a low bridge and runs through the St George's Quay area, which is both a residential area and a tourist attraction. The other route is via Lune Road to the west of the site, which also runs through a residential area.
- 9.3 Existing means of access to the site are the following:
 - Various access points to land north of St George's Quay including a large access to the Training Centre through a viaduct arch;
 - An access point onto Grubbs Calor Gas Depot from St George's Quay;
 - An access point to the Transco compound from St George's Quay;
 - An access through an arch in the Mill building to St George's Quay;
 - An access from St George's Quay between the Mill and the Railway Line;
 - An access from the Transco compound onto Long Marsh Lane via a bridge under the embankment.
- 9.4 Long Marsh Lane, which runs along the southern edge of the site, is a narrow, single-track road, which runs under the railway line to the Castle Precinct Area. The Council sees Long Marsh Lane as an important route for pedestrians and cyclists accessing the City. It wishes however to see vehicular traffic restricted to the minimum consistent with its status as a local access road.
- 9.5 There is no bus service along St George's Quay. The nearest public transport routes to the site are:
 - bus stops on Morecambe Road across the Carlisle Bridge (see below)
 which is served by very frequent buses running between Lancaster and
 Morecambe;
 - a looping bus route around the Marsh area of Lancaster whose nearest point is the junction between Lune Road and West Road;

- Lancaster's new bus station, which is around 600m from the site along St George's Quay;
- Lancaster Railway Station, which is a short distance to the south of the site with direct pedestrian and cycle access to the platforms across Giant Axe field.
- 9.6 St George's Quay and the new Millennium Bridge form part of National Cycle Route No 6 which runs from London to the Lake District. The Lune Valley Cycle Route linking Caton with Glasson Dock via Lancaster City Centre also crosses the site. Locally an off-road link across Giant Axe field has recently been completed and work is under way to complete a route around the west side of Lancaster City Centre.
- 9.7 The site is a short walk from Lancaster City Centre. There is an attractive riverside walk along St George's Quay linking the site with Lancaster City Centre, the Sainsbury's supermarket, the site of the Millennium Bridge and the Bus Station. There is also a footpath across the Carlisle Bridge to Morecambe Road although this is very narrow, requires the ascent of several flights of stairs and is unusable by the people with limited mobility. The new pedestrian and cycle route across Giant Axe field provides a direct link between the south end of the site and Lancaster Station. St George's Quay forms part of the Lancashire Coastal Footpath.

Statutory Undertakers

- 9.8 The services affecting the site are the following:
 - Major gas mains across the site running north to south along the Transco accesses to the North and South. Other gas mains also run along St George's Quay and Long Marsh Lane;
 - Clean water mains running along St George's Quay and Long Marsh Lane;
 - British Telecom apparatus principally serving the factories at the north and east perimeters of the site and along surrounding roads;
 - Norweb have underground cables running around the periphery of the site with some cables running north-south through St George's Works;
 - A non-operational private water main which was part of the former Forbo Linoleum Mill also runs across the site.
- 9.9 United Utilities has indicated that:
 - the site must be drained on a separate system with only foul drainage connected to the foul sewer;
 - groundwater and ground contaminants must not be discharged to public sewers;
 - a separate metered water supply will be required at the developers expense;

- on site mains and services should be constructed from suitable materials.
- 9.10 Potential developers are strongly advised to contact statutory undertakers at an early stage. Contact addresses are attached as Appendix 6.

Site Features

9.11 The site is level apart from the disused railway embankment. The main features of the site are:

Carlisle Railway Bridge

 The stone-built structure of the Bridge on the south bank of the River Lune is as originally completed in 1846. The structure although large in scale is largely obscured from full view by adjacent development and overgrown trees.

North of St George's Quay

- A flood protection wall owned by Lancaster City Council;
- A traditional small boatyard on land belonging to the Lancaster Port Commission, with a number of apparently abandoned boats, entirely hard surfaced with a small 1970s grey brick office building in use by a firm of printers separated from the River by a concrete river wall;
- Two modern breeze block and steel cladding warehouses also on land belonging to the Port Commission in use by a veterinary supplier and a disused tyre depot surrounded by hard standing and concrete slab fences;
- Buildings and a yard owned and operated by Lancaster Training Services used for HGV instruction, also largely hard surfaced and containing a number of portakabins.

South of St George's Quay

- A large I four storey stone mill building 117m long and 17m deep, unlisted, belonging to T Newall and in use by a wide variety of workshop, office retail, creative and leisure uses;
- A distinctive complex of arches under the railway viaduct;
- A large shed and smaller buildings variously occupied by motor trade and vehicle hire operations;
- A former scrapyard belonging to R W Howard comprising a number of sheds, a large brick-built mill building at the south end of the site and a large open area, part of which is an infilled reservoir;
- An attractive Victorian pumping station formerly part of the now-closed Forbo Wallcoverings Factory further along the Quay;

- A substantial largely cleared site of 1.53 ha belonging to Watsons
 Petroleum and operated in part by Grubbs of Lancaster as a Calor Gas
 storage yard and hardware store. This area has two storey stone
 buildings fronting onto St George's Quay with a frontage façade of some
 character. The site is contained by a stone wall and is hard surfaced
 although part vegetated towards its eastern boundary with the Howard's
 site (above);
- A fenced compound belonging to British Gas and operated by Transco containing a very large and prominent gas storage facility with an access onto St George's Quay.

The Embankment

• A Council owned former railway embankment at the south end of the site. The embankment is heavily wooded with mature trees and screens the site from adjoining residential areas. The trees on the embankment form a major element in views west from Castle Hill. The site has no formal public access. The embankment contains an underpass adjacent to the Transco compound. The embankment is truncated at Lune Road where the former over-bridge has been demolished. Public consultations have confirmed that people in the surrounding area place a high value on the embankment and it is identified as a Green Corridor and Informal Recreation Area in the District Local Plan (see below). The embankment is considered in Paragraphs 7.29-35.

Giant Axe Service Station

 The narrow area of land between the embankment and Long Marsh Lane is occupied by a new housing development, which lies outside the site, and, within the site, Giant Axe Garage, a motor repair business and scrapyard, part of which has planning permission for three new dwellings.

East of the West Coast Main Line

- East of the West Coast Main Line, the remaining portion of the St George's Quay Housing Opportunity Site is a small engineering works. It is bordered on two sites by new housing and on the third by Quay Meadow open space;
- This site has a history of industrial use. The Council has no evidence of any contamination problems.

10. Appendix 2 - Existing Uses

10.1 Ownerships, as far as are known, are shown on Plan 2. Existing Users and occupiers of the Site known to the Council are:

North of St George's Quay

- Lancaster Training Services (Active);
- Quay Equestrian Ltd (Active);
- Riverside Press/ Arrowhead Marine (Active);
- Lancaster Port Commission (Owner Only).

Land West of St George's Works (Former Town Gasworks)

- Grubbs of Lancaster (Active);
- Watsons Petroleum (Owner Only).

St George's Works - Mill Building

- Thomas Newall Ltd (Mill Management);
- C A F Fearnley (Active);
- J & A Lewis (Active);
- Luneside Studios (Active);
- Quay Fabrications (Active);
- J Butler.

St George's Works – Land to rear

- Network Rail;
- R & W Howard (Owner Only);
- Marshall's Self Drive (Active).

St George's Works – Land to east

- Quay Autos (Active);
- Castle Engineering (Active).

Giant Axe Garage

- Giant Axe Service Station (Active).
- 10.2 This list is not exhaustive and potential developers are strongly advised to make their own inquiries.

11. Appendix 3 - Planning History

Decision Date	App No.	Applicant	Description of Development	Decision
06/12/02	01/01287	North West Development Agency	Outline Consent for comprehensive mixed use development as an urban village comprising up to 350 residential units and up to 8,000 sq m of business floorspace and ancillary leisure and other support uses	APPROVED
03/09/02	02/0852	Quay Equestrian	Erection of Portakabin for use as Temporary Offices with link to existing building.	APPROVED – Temporary – 3 years
19/04/02	02/0092	I Hilton	Outline Consent for Erection of Three Dwellings and One Flat on land adjacent to Giant Axe Service Station	APPROVED
17/12/01	01/1172	Transco Plc	Continuation of Hazardous Substances Consent following a change in control of part of the land	APPROVED
30/04/01	01/0054	Thomas Newell Ltd	Change of Use and Conversion of top floor of St George's Quay to flats.	REFUSED
24/10/99	98/1206	I Hilton	Outline Consent for Erection of Three Dwellings and One Flat on land adjacent to Giant Axe Service Station	APPROVED
10/9/97	97/0958	S Hussein	Change of Use of second and third floors of St George's Works to Gymnasium	APPROVED
30/5/96	96/0514	R & W Howard	Erection of Open Sided Cladded Roof Unit with Bunded base	APPROVED
3/12/95	95/1145	I Hilton	Outline Consent for Erection of Three Dwellings and One Flat on land adjacent to Giant Axe Service Station	APPROVED
02/11/92	92/0452	Lancaster Training Services	Erection of Portable Building for classroom and instructors accommodation	APPROVED

12. Appendix 4 - Development Plan Policy

- 12.1 The Development Plan for the area comprises of the adopted Lancashire Structure Plan, the adopted Lancashire Minerals and Waste Local Plan and the adopted Lancaster District Local Plan.
- 12.2 The Replacement Joint Lancashire Structure Plan is at an advanced stage, having received the Panel Report from it's Examination in Public. The plan is likely to be adopted in spring 2005. It will be a 'Saved Plan' under the new system and will remain a Development Plan Document for three years following adoption. The plan seeks to concentrate development in principal urban areas where it will result in the efficient use of land, high accessibility for all by walking, cycling and public transport, furthers regeneration objectives and results in sustainable mixes of uses (Policy 1)
- 12.3 The Lancashire Minerals and Waste Local Plan, adopted in December 2001 seeks to ensure that, where waste is created by a development proposal, measures should be incorporated to reduce, re-use and recover waste, to minimise the pollution potential of unavoidable waste and to dispose of unavoidable waste in an environmentally acceptable manner.
- 12.4 The key policies of the Lancaster District Local Plan are:

Housing Policies

- Policy H3 identifies Luneside East excluding the Gas Compound and the Railway Embankment as a Housing Opportunity Site with an estimated capacity of 200-300 units;
- Paragraph 2.3.24 identifies scope for car-free housing on Housing Opportunity Sites;
- Policy H10 seeks to ensure that 20% of housing completions on the site are affordable;
- Policy H12 is concerned with the appearance of new housing;
- Policy H13 is concerned with sustainable development considerations in new housing;
- Policy H21 and Appendix 2 set out criteria for flatted development.
- 12.5 The Council has also produced a Residential Design Code as Supplementary Planning Guidance to the Plan. This provides guidance on the design and layout of new housing with a particular emphasis on achieving local distinctiveness.

Employment Policies

 Policy EC15 sets out criteria for new employment development outside employment areas.

Shopping Policies

- Policy S2 sets out criteria for retail development outside existing centres;
- Policy S15 sets out criteria for new local shops;
- Policy S19 sets out criteria for food and drink uses outside shopping centres.

Tourism Policies

 Policy TO2 identifies the Lancaster Castle and St George's Quay area (East of Carlisle Bridge) as a Tourism Opportunity Area.

Transport Policies

- Policy T9 requires major development to maximise opportunities for using public transport;
- Policy T16 sets out car parking standards outside Lancaster City Centre and formally commits the Council to Lancashire County Council's maximum car parking standards;
- Policy T24 seeks to ensure that development adjacent to the Strategic Cycle Network provides cycle links to that network.

Environmental Policies

Policy E7 states that

DEVELOPMENT PROPOSALS WHICH WOULD AFFECT AN EXISTING WATERCOURSE WILL ONLY BE PERMITTED WHERE WATER QUALITY WOULD BE MAINTAINED OR IMPROVED.

Policy E8 states that;

WITHIN AREAS OF GROUNDWATER VULNERABILITY, DEVELOPMENT WHICH WOULD HAVE A SIGNIFICANT ADVERSE EFFECT ON THE PURITY OF GROUNDWATER SUPPLIES WILL NOT BE PERMITTED.

Policy E10 states that;

DEVELOPMENT ON OR NEAR POTENTIALLY CONTAMINATED SITES WILL ONLY BE PERMITTED WHERE;

APPROPRIATE SITE INVESTIGATIONS AND RISK ASSESSMENTS ARE UNDERTAKEN BY THE DEVELOPER INCLUDING THE RISK FROM LANDFILL GAS GENERATION OR MIGRATION; AND

ANY NECESSARY REMEDIATION WORKS ARE CARRIED OUT PRIOR TO REDEVELOPMENT OF THE SITE.

- Policy E17 identifies the River Lune as a Site of Local Biological Interest;
- Policy E18 deals with development affecting Protected Species;
- Policy E29 identifies adjacent land east of the West Coast Main Line as Urban Greenspace;
- Policy E30 identifies the Lune Valley Cycle Track and the Lune Riverside
 Area (including the Railway Embankment at the south end of the site) as
 a Green Corridor to be protected and enhanced with new woodland,
 landscaping and access improvements;
- Policies E45-E46 deal with archaeological issues.

Recreation Policies

- Policy R9 identifies the Lune Riverside Park (including the embankment) and the Lancashire Coastal Footpath, which runs along St George's Quay as Informal Recreation Areas within which the Council will seek to, improve recreational opportunities. The Lune Riverside Park has secured funding as a Millennium Project;
- Policy R11 and Appendix 1 set out the Council's requirements for open space and children's play space provision in new housing development;
- Policy R21 deals with Disabled Access issues.
- 12.6 There are no specific local plan allocations or designations relating to land north of St George's Quay.

Supplementary Planning Guidance on the Phasing of New Residential Development

- 12.7 The Council has Supplementary Planning Guidance on the Phasing of New Residential Development. The import of the new SPG is that there is a significant over-provision of permissions for new residential development. The SPG states that residential approvals will not normally be granted unless they are on previously used land or buildings in sustainable locations with clear community and regeneration benefits.
- 12.8 The SPG sets out the following criteria for assessing the sustainability of sites:
 - The ease of walking and cycling around the site and from the site to essential facilities such as shops, schools, health centres recreation and leisure opportunities, community facilities and employment opportunities;
 - The proximity to and frequency of public transport to major service centres;

- The extent to which the proposal would result in the re-use of existing buildings or locally sourced and environmentally friendly construction materials;
- The current state of the site and the extent to which development would remediate contamination and other environmental problems associated with the site;
- The potential of the site to accommodate energy efficient or low impact housing including orientation, existing shelter belts etc and the extent to which the proposed development incorporates energy efficiency measures and renewable energy technologies;
- The vulnerability of the site to flood risk, the drainage impact of the development and the suitability of the site for Sustainable Drainage Systems (SUDS);
- The nature conservation, archaeological or built heritage importance of the site and the degree to which these would be affected by the development.
- 12.9 The SPG also sets out the following criteria for assessing the community and regeneration benefits of sites:
 - bringing derelict and/or contaminated land into beneficial use;
 - aiding local regeneration initiatives, particularly within identified priority areas including the provision of essential community benefits such as major new areas of open space, other social facilities or new employment opportunities;
 - completing existing phases of partially developed sites where infrastructure such as roads, drainage and other services are already in place, including amendments to existing schemes which result in no overall increase in dwelling numbers;
 - providing the means to restore and bring into beneficial use important historic buildings at risk;
 - meeting an identified local need such as for affordable housing, student accommodation, sheltered housing or specialist forms of accommodation.

of

13. Appendix 5 - Design Checklist

This is a summary checklist only to guide developers. The essential design principles, which must be incorporated within any development, are:

O۱	verall Design
	Provision of riverside pedestrian and cycle route, minimum 8 m width as part the National Cycle Route;
	New and improved pedestrian and cycle links to and from the city via the quayside, Quay meadow and Long Marsh Lane;
	Emphasising the role of the Carlisle Bridge as the main gateway to the site with innovative use of the arches to achieve vehicular pedestrian and cycle links to / from the site and high quality public realm;
	A creative and innovative approach to re-use of the St George's Works mill building if retained to create a landmark building to brand the development;
	Setting the St George's Works mill building if retained in high quality public space to the front, rear and east;
	Development of a building large in scale and massing to replace the St George's Works mill building if demolished, to create a landmark building to brand the development;
	Predominantly open river frontage as a setting for landmark buildings; no residential development;
	The possible retention and re-use of the former Pumping Station;
	Retention of the east end of the embankment as a nature conservation area;
	Major open space / public park at the western end of the site to include the west end of the embankment, suitably re-graded;
	Achieving better integration between the river side and the remainder of the site and reducing the severance effect of the road;
	Achieving an integrated and permeable layout;
	Full accessibility of new homes, business premises and social facilities.
Βu	ilding Design
	High densities;

☐ The use of high quality contemporary designs where appropriate;

■ Mixed use;

	High quality, innovative architecture;
	The inclusion of some houses with gardens.
Su	ıstainability
	High density, mixed use development;
	A high quality of urban design with new public and private spaces;
	The recycling and re-use of stone and slate resulting from the demolition of existing buildings;
	The use of materials and products supplied from local sources and from certified sustainable suppliers where at all possible;
	Maximising sunlight penetration into buildings and gardens;
	Incorporation of renewable energy technologies;
	High standards of thermal insulation;
	Provision for domestic waste separation, storage and collection;
	Minimal parking provision;
	An element of car-free housing;
	The provision of appropriate cycle parking and storage particularly in association with flatted development;
	Bus penetration;
	High provision for pedestrian and cycle 'permeability' throughout the site;
	High quality pedestrian links to bus stops and the new link to the railway station;
	Minimal levels of car parking in line with current County Council standards;
	A direct pedestrian and cycle link to Long Marsh Lane and the Giant Axe Cycle Route;
	Improvements to Long Marsh Lane for use by pedestrians and cyclists.
Ve	ehicle Circulation
	Two access points to St George's Quay;
	Re-alignment of St George's Quay highway;
	The provision of a bus serviceable loop road and vehicular permeability within the site and the provision of a bus service.

Open Space

- ☐ The provision of a large open space at the western apex at the site, including the regrading of the embankment and the development of linkages with Long Marsh Lane which will benefit both existing residents and the new development;
- ☐ High quality public areas and in particular large areas of public space on the riverside and around the St George's Works mill building if retained;
- ☐ The provision of recreational open space and children's play space in line with Local Plan policy.

14. Appendix 6 - Contact Addresses

British Telecom Regional Headquarters Telecommunications House 91 London Road Manchester M60 1HG

English Heritage North West Region Suites 3.3-3.4 Canada House 3 Chepstow Street Manchester M1 5FW Tel 0161 242 1400 Fax 0161 242 1401

Environment Agency P O Box 519 South Preston Lancashire PR5 8GD Tel 01772 339882 Fax 01772 315339

Lancashire County Council Environmental Services Guild House Cross Street Preston PR1 8RD Tel 01772 264634 Fax 01772 263833

Lancaster City Council

Environmental Health

Morecambe Town Hall Morecambe LA4 5AF Tel 01524 582701 Fax 01524 582709

Lancaster City Council

Engineering Services

Morecambe Town Hall Morecambe LA4 5AF Tel 01524 582517 Fax 01524 582602

Lancaster City Council

Estates

Lancaster Town Hall Lancaster LA1 1PW Tel 01524 582522 Fax 01524 582505

Lancaster City Council
Planning Development Control
Palatine Hall
Dalton Square
Lancaster LA1 1PW
Tel 01524 582381

Fax 01524 582323

Lancaster City Council Planning Policy Palatine Hall Dalton Square Lancaster LA1 1PW Tel 01524 582329 Fax 01524 582323

United Utilities, External Planning Liaison, Thirlmere House, Lingley Mere, Lingley Green Avenue, Warrington LA5 3LP

Network Rail Property Manchester M3 1RT Tel 0161 838 1234 Fax 0161 838 1235

Stagecoach Cumberland Second Floor Broadacre House 16-20 Lowther Street Carlisle Cumbria CA3 8DA Tel 01228 597222 Fax 01228 597888

Transco North West LDZ Spa Road Bolton BL1 4SR Tel 01204 546808 Fax 01204 546806

Lancaster City Council, Rob Bracewell BA (Hons) Access Officer Palatine Hall, Dalton Square, Lancaster, LA1 1PW Tel. & Minicom. 01524 582372 (please use announcer) Fax. 01524 582322