LAND AT HAMMERTON HALL AND BEAUMONT HALL, NORTH LANCASTER

DRAFT DEVELOPMENT BRIEF

January 2017
1. **INTRODUCTION**

**DESCRIPTION OF THE SITE**

1.1 North Lancaster comprises an area of 51 hectares of land to the north of Lancaster. The site is split into two separate land allocation policy areas within the Strategic Policies and Land Allocations DPD:

- Land at Hammerton Hall (Policy SG10)
- Land at Beaumont Hall (Policy SG11)

**BROAD LOCATION**

1.2 The sites are located to the north of Lancaster lying either side of the A6 main (Slyne Road), with Land at Hammerton Hall to the west of Slyne Road and Land at Beaumont Hall to the east of Slyne Road. The two sites fill the gap between the recently opened Bay Gateway (Heysham – M6 link road) and the existing edge of the built settlement of Lancaster. Lancaster City Centre which has a sub-regional centre with a wide range of culture, employment, retail and leisure facilities lies approximately two miles south. Lancaster Station located in the City Centre offers direct connections to Preston, Manchester, London and Scotland. Morecambe and Heysham which offer employment and opportunities can now be reached quickly via the Bay Gateway.

1.3 Junction 34 of the M6 lies to the east of the two sites, within five to ten minutes’ by car and therefore providing fast and efficient links with the wider North West region and beyond.

**GREEN BELT REVIEW**

1.4 The two sites previously formed part of the North Lancashire Green Belt. In accordance with national guidance (the National Planning Policy Framework\(^1\)) the Council has undertaken a Green Belt Review\(^2\) as part of the preparation of the Local Plan. To the north of Lancaster there have been significant changes to the landscape with the construction of the Bay Gateway. It is now considered that the link road provides a robust and defensible green belt boundary, with land to the south of the link road no longer providing the level of openness and permanence necessary for continued green belt designation. As such land between the Bay Gateway and the northern fringe of the existing built settlement is proposed to be de—designated from the Green Belt.

1.5 De-designation from the Green Belt has provided the opportunity for a significant area of land to be considered for allocation for development to meet the housing needs of the district up to 2032.

**DRAFT ALLOCATION**

1.6 The two sites have been identified through the Local Plan for an allocation for the following uses:

- Land At Hammerton Hall (SG10) – 500 residential dwellings
- Land at Beaumont Hall (SG11) – 500 residential dwellings, 5 hectares of quality B1 employment land
- A range of infrastructure required to support the development of both sites (as described via Policy SG12).

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LAND AT HAMMERTON HALL, NORTH LANCASTER

1.7 Land at Hammerton Hall comprises of around 20 hectares of pastoral Grade 3 agricultural land. The site is bounded to the west by the West Coast Mainline railway line, to the east by the A6 which is the main road to Bolton-le-Sands and Carnforth from the north of Lancaster, to the north by the newly opened Bay Gateway A683 (Heysham-M6 link road), to the south west by the Lancaster Canal and the south east by Beaumont College (residential further education college for people with learning disabilities). Lancaster Canal also runs through the middle of the site and provides an important ecological and recreational corridor.

1.8 The site is largely undulating rising to an approximate height of around 40m above sea level to the east and at a low point of around 25m above sea level. Hammerton Hall which is currently a farmstead lies within the boundaries of the site. Hammerton Hall Bridge which is a Grade II listed structure which provides a crossing over Lancaster Canal (unsuitable for significant vehicle movements).

LAND AT BEAUMONT HALL, NORTH LANCASTER

1.9 Land at Beaumont Hall which lies to the east of the A6 is currently in agricultural use (Grade 3 agricultural land). The site is bounded to the east by Kellet Lane, bounded to the north by the Bay Gateway (A683 Heysham-M6 link road), bounded to the south by Lancaster Canal and Halton Road and to the west by the A6 Lancaster Road. The site ranges from approximately 30m above sea level to a high point of 55m above sea level. A public right of way runs through north to south the site. Immediately to the south of the site lies the Grade II listed Beaumont Hall dating from 1602 but with significant alterations during the early twentieth century. Other listed structures lying immediately beyond the site include the Grade II listed Beaumont Bridge and Halton Road Bridge also Grade II.

LAND OWNERSHIPS

1.10 The land ownerships in this area are relatively varied, however the City Council have a strong understanding over who owns the land and its availability for future development. Further discussions will take place with landowners and developers which will inform future iterations of this Development Brief.

2. DEVELOPMENT PROPOSAL

2.1 The draft local plan (the Strategic Policies and Land Allocations DPD\(^3\)) is proposing to allocate this area for residential-led development across two strategic allocations, delivering in the region of 1,000 new homes in total during the plan period.

2.2 The two sites, at Hammerton Hall (to the west of the A6) and at Beaumont Hall (to the East of the A6) will have an important role in helping meet the districts future employment needs given its proximity to the Bay Gateway and has been allocated for 5 hectares of employment land restricted to B1 use. The proposal will also include a range of associated infrastructure which will help implement this strategic extension to the north of the city.

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Policy SG10: Land at Hammerton Hall, North Lancaster

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall, North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 500 dwellings and a range of infrastructure which is necessary to facilitate these new homes.

The Council will be preparing a Development Brief which sets out in more detail how development of this strategic site should move forward. The Council will expect that future proposals for the site should be prepared in the context of this Development Brief and taken forward through a comprehensive masterplan for the whole site which addresses the issues of phasing, delivering the necessary infrastructure and addressing all issues set out within the Brief.

In preparing the masterplan and future planning application, any future proposals will be expected to fully address the following issues:

I. The managed and phased release of the site, having regard to the required infrastructure necessary to support new development;
II. The delivery of necessary infrastructure to make development acceptable in planning terms and fully address the requirements of Policy SG12 of this DPD;
III. Approximately 40% of the residential units provided will be defined as ‘affordable’ which includes the delivery of a full range of affordable products, including starter homes.

*Design Considerations*

IV. The submission of a detailed design statement, recognising the prominent and sensitive location of the Hammerton Hall site as a northern gateway into Lancaster. Design and landscaping of the site should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents.

*Environmental Considerations*

V. The preparation of a suitable and appropriate landscaping plan, which should seek to retain existing natural features including making the best use of the topography of the site, particularly in the retention of important trees and the creation of landscape buffers between the development site and the Bay Gateway Link Road to the north, the West Coast Mainline to the west and the residential areas to the south;
VI. The creation of significant green buffers between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
VII. Proposals should fully and satisfactorily address amenity issues, including noise and air quality issues, which arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;
VIII. The site will contribute to the delivery of a green network corridor, with opportunities for enhancing biodiversity, recreation and leisure uses;
IX. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to delivery positive benefits to biodiversity through the creation of habitat within the site;
X. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site in relation to adjacent Burrow Beck. Proposals should have due regard to the SuDs Hierarchy which is set out in DM31 of the DM DPD; and
XI. Proposals though the design and construction should seek to address and mitigate against flood risk on the site. Proposals will be expected to be accompanied by a Flood Risk Assessment which addresses the issues of flooding and mitigation to the satisfaction of the Environment Agency and the Lead Local Flood Authority (Lancashire County Council).

Transport Considerations

XII. The relationship of this site with existing and planned development within the locality, identifying how through both design and access arrangements future development on this site will enhance linkages and integrate with the surrounding area. This includes linkages to the existing residential areas of Skerton, linkages to the Lancaster City Centre and linkages to the proposed development at Beaumont Hall (Policy SG11);

XIII. Proposals should fully and satisfactorily address amenity issues, including noise and air quality impacts, which arise from the proximity of the Bay Gateway Link Road and the A6, which adjoin the site;

XIV. Proposals should seek to create a positive inter-relationship between new development and the Lancaster Canal;

XV. The delivery of a highways scheme in accordance with the Development Brief and to the satisfaction of Lancashire County Council which provides a primary vehicle access point onto the A6 (Lancaster Road) a secondary access point provided onto Barley Cop Lane and further supplementary linkages into Hammerton Hall Lane for cycling and walking access only;

XVI. The creation of good permeability with the existing settlement of Lancaster through the incorporation of positive cycling and walking linkages, making use of existing networks; and

XVII. Proposals should include opportunities for the use of Ultra-low emissions vehicles through the provision of electric charging points.

Any proposal which is submitted for this area will be expected to take fully into account the content of the Development Brief and all other relevant policies within the local development plan.

Policy SG11: Land at Beaumont Hall, North Lancaster

Greenfield land identified on the Local Plan Policies Map at Beaumont Hall, North Lancaster, has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 500 dwellings, 5 hectares of high quality B1 employment land and a range of infrastructure which is necessary to facilitate these new homes and jobs.

The Council will be preparing a Development Brief which sets out in more detail how development of this strategic site should move forward. The Council will expect that future proposals for the site should be prepared in the context of this Development Brief and taken forward through a comprehensive masterplan for the whole site which addresses the issues of phasing, delivering the necessary infrastructure and addressing all issues set out within the Brief.

In preparing the masterplan and future planning application, any future proposals will be expected to fully address the following issues:
I. The managed and phased release of the site, having regard to the required infrastructure necessary to support new development;

II. The delivery of necessary infrastructure to make development acceptable in planning terms and fully addressing the requirements of Policy SG12 of this DPD;

III. Approximately 40% of the residential units provided will be defined as ‘affordable’ which includes the delivery of a full range of affordable products, including starter homes.

**Design Considerations**

IV. The submission of a detailed design statement, recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster. Design and landscaping of the site should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents and workers;

**Environmental Considerations**

V. The preparation of a suitable and appropriate landscaping plan, which should seek to retain existing natural features including making the best use of the topography of the site, particularly in the retention of important trees and the creation of landscape buffers between the development site and the Bay Gateway Link Road to the north, the North Lancashire Green Belt and residential areas to the south;

VI. Appropriate safeguarding to the satisfaction of the National Grid from the overhead power lines which run across the site;

VII. The potential impact upon the setting and significance of Beaumont Hall, The Bridge, Carus Lodge, Carus Lodge Cottage and the curtilage listed wall on Halton Road as a result of new development should be investigated, and where potential concerns may arise, mitigation measures should be put in place;

VIII. The site will contribute to the delivery of a green network corridor, with opportunities for enhancing biodiversity, recreation and leisure uses;

IX. No net loss in the value of the Biological Heritage Site (BHS) at Lancaster Canal with evidence of how the BHS will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to delivery positive benefits to biodiversity through the creation of habitat within the site;

X. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the SuDs Hierarchy which is set out in DM31 of the DM DPD; and

XI. Proposals though the design and construction should seek to address and mitigate against flood risk on the site. Proposals will be expected to be accompanied by a Flood Risk Assessment which addresses the issues of flooding and mitigation to the satisfaction of the Environment Agency and the Lead Local Flood Authority (Lancashire County Council).

**Transport Considerations**

XII. The relationship of this site with existing and planned development within the locality, identifying how through both design and access arrangements future development on this site will enhance linkages and integrate with the surrounding area. This includes linkages to the existing residential areas of Skerton, linkages to the Lancaster City Centre and linkages to the proposed development at Hammerton Hall (Policy SG10);

XIII. Proposals should fully and satisfactorily address amenity issues, including noise and air quality impacts, which arise from the proximity of the Bay Gateway Link Road and the A6, which adjoin the site;
XIV. The delivery of a highways scheme in accordance with the Development Brief and to the satisfaction of Lancashire County Council which provides a primary vehicle access point onto the A6 (Lancaster Road) a secondary access point provided onto Kellet Lane and Halton Road and further supplementary linkages into Green Lane for cycling, walking access only;

XV. The creation of good permeability with the existing settlement of Lancaster through the incorporation of positive cycling and walking linkages, making use of existing networks;

XVI. Proposals should seek to create a positive inter-relationship between new development and the Lancaster Canal; and

XVII. Proposals should include opportunities for the use of Ultra-low emissions vehicles through the provision of electric charging points.

Any proposal which is submitted for this area will be expected to take fully into account the content of the Development Brief and all other relevant policies within the local development plan.

INFRASTRUCTURE REQUIREMENTS FOR NORTH LANCASTER

2.3 There will be a need for new development in North Lancaster to provide an appropriate range of new infrastructure in the locality. This is described in more detail through this Development Brief, however the principles of infrastructure delivery are described within Policy SG12 of the Strategic Policies and Land Allocations DPD.

Policy SG12: Infrastructure Requirement & Delivery for Growth in North Lancaster

In delivering strategic growth in North Lancaster it will be essential that the strategic and necessary infrastructure is delivered, at the appropriate time, to make development acceptable in planning terms and ensure that a sustainable urban extension to North Lancaster is achieved.

The infrastructure that is required to make strategic growth in North Lancaster achievable is set out in more detail within the Council’s Infrastructure Delivery Plan (IDP), which accompanies this development plan. In delivering future proposals for growth the Council will require the development sites identified via Policies SG10 and SG11 to address the following issues:

I. The delivery of appropriate improvements to the local road network, particularly on Lancaster Road (A6), Kellet Lane, Halton Road and Barley Cop Lane which is delivered to the satisfaction of Lancashire County Council; and

II. The provision of additional school places to be delivered through potential expansion at existing schools, where possible, through the statutory consultation process or through the development of a new school facility commissioned and delivered in partnership with Lancashire County Council (the education provider);

III. The delivery of a new local centre on land within Site SG11 (identified as T1.12 on the Local Plan Policies Map) which includes a range of local services and community facilities which can be accessed by both new and existing residents in the north of Lancaster. Provision for healthcare facilities should also be investigated with the Lancashire North CCG; and

IV. The provision of sufficient levels of open space of all typologies. This should include the provision of amenity open space (making best use of the topography of sites and considering the relationships between amenity space and sustainable drainage systems), recreation spaces and the provision of an allotment area in Site SG10. The delivery of
open space should have due regard to the local needs for open space in the North Lancaster area; and

V. The provision of sufficient utility infrastructure for both Sites SG10 and SG11, such infrastructure provision include appropriate links to telecommunication and broadband networks, waste water, water supply, gas and electricity to the satisfaction of the relevant infrastructure providers.

The IDP will set out the necessary infrastructure projects required to make development acceptable in planning terms. The IDP will also set out the mechanisms for funding either through the Community Infrastructure Levy (CIL) or via Section 106 agreement.

Where necessary and appropriate to do so, applicants may be required to enter into legal agreements which setting out further detailed mechanisms and timings of delivery of necessary infrastructure identified in this policy.

HOUSING REQUIREMENT

2.4 Proposals for new development will be expected to contribute to the housing needs for North Lancaster as identified within the Strategic Housing Market Assessment but also expected to provide a wide ranging offer in terms of scale, tenure and affordability to contribute to the growth ambitions of the district taking account of its close proximity to the M6 link road.

2.5 Further information will be provided in future iterations of this Brief over the types of housing which will be encouraged within the North Lancaster area. These requirements will be influenced significantly by the outcomes of the Governments Planning and Housing Bill – particularly the mechanisms in the delivery of starter homes and affordable housing and the forthcoming White Paper on Planning.

3. TOPOGRAPHY, LANDSCAPE AND BUILT HERITAGE

LANDSCAPE DESCRIPTION

3.1 The two sites lie in a landscape area defined by glaciation, defined by rounded boulder clay hills known as drumlins. The Landscape Character Assessment for Lancashire prepared in 2000 defines the area that surrounds Lancaster as being within the landscape character area Low Coastal Drumlins and specifically Carnforth, Galgate, Cockerham. This landscape character area is defined by the low whaleback hills providing a gentle undulating feel. The character area provides a neat yet narrow transport corridor for national routes to run north to south including the A6 (historic road linking Carlisle with London), the M6 motorway, the Lancaster Canal and the West Coast Mainline and these routes with their infrastructure such as overhead lines have had an urbanising effect on the local landscape.

3.2 Across the sites land falls to a low of around 20m above sea level climbing to a high point at 55m above sea level at the north-west corner of Land at Beaumont Hall. Approaching the sites from the north this high point has a high degree of prominence given the low levels of the surrounding topography.

GREEN BELT REVIEW

3.3 National government has advised local authorities across the country to undertake a review of the Green Belt as part of the preparation of Local Plans, where some green belts have been in place for around fifty years. Given the preparation of a new Local Plan by Lancaster City Council, an
opportunity has been brought about to undertake a Green Belt Review\(^4\) of land which has been designated since 1991.

3.4 The area in which these two sites is situated previously provided a means of open separation between the built settlement of Lancaster and the villages to the north, preventing sprawl of Lancaster northwards and further preventing the merging of the city with the villages of Bolton-le-Sands, Hest Bank and Slyne which had been subject to significant development in the 1970’s.

3.5 However, as mentioned within the introduction, the landscape of this area has been significantly altered with the construction of the Bay Gateway which runs parallel with the northern boundaries of both sites. This dual carriageway has split the land to the south of the link road and adjacent the built settlement of Lancaster from the open countryside to the north. The construction of this road has resulted in a significant urbanising feature in the landscape but also provides a strong defensible boundary from urban sprawl spreading northwards. As such the Green Belt is proposed to be de-designated between the northern fringe of the built settlement of Lancaster and the Bay Gateway link road.

3.6 As a result of this de-designation the land which is no longer proposed to fall within the Green Belt has been considered against other constraints and is considered to offer the potential to make a significant contribution as a site for residential and employment purposes to meet the needs of the district to 2032.

**LANDSCAPE FEATURES**

3.7 The boundaries of the sites are often defined by major roads or the West Coast Mainline. However, there are other man made features which have had an impact on urbanising the site including electricity pylons.

3.8 However, in despite of these features there are natural qualities of the sites which should be retained and incorporated sympathetically within the future development of the sites thereby respecting the context on the edge of the built settlement of Lancaster and surrounded by open countryside to the north.

3.9 The Forest of Bowland is considered to be situated a sufficient distance not to present a major constraint to development and is separated by the M6.

3.10 In helping to minimise any future landscape impacts, principles of future masterplanning should give careful consideration to views, building heights in order to reduce impact on the skyline and density and massing to reduce the change in views from distance.

3.11 The use of greenfield land inevitably results in a change in landscape. However, given the scale of the two allocation sites, careful consideration should be given as to how significant areas of open space can be incorporated into future development both as a means of protecting and where possible enhancing local landscape character and in providing a recreational resource.

3.12 The Lancaster Canal is one of the districts most important surviving legacies of the industrial revolution. However, today it also forms an important wildlife corridor and recreational resource for

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boating, walking and cycling etc. Careful consideration should be given as to how future development can further enhance biodiversity and recreational opportunities but also act as a critical landscape feature in maximising the quality of design.

3.13 Further work will be undertaken during 2017 on the brief to identify important parameters relating to landscape and identify and set out a number of core development principles. The masterplan should be accompanied by a landscape plan which seeks to take a comprehensive approach to retaining and enhancing key landscape features.

BUILT HERITAGE

3.14 A listed bridge runs through land at Hammerton Hall. Hammerton Hall Bridge crosses the Lancaster Canal and is a Grade II listed structure. Constructed in 1797, the bridge which was designed by John Rennie who was responsible for a number of structures along Lancaster Canal, most notably the Lune Aqueduct. This bridge is narrow and would not be suitable for accommodating high levels of traffic. It will be important that this bridge is retained and its setting protected.

3.15 There are a further two listed bridges lying to the south of land at Beaumont Hall. These being Beaumont Hall Bridge and Halton Road Bridge both also designed by John Rennie and constructed in 1797.

3.16 Beaumont Hall lies to the south of land at Beaumont Hall and is a Grade II listed house dating from 1602. The house was subject to significant alterations in the early twentieth century. Maintaining the setting of the house will be important in bringing forward future development proposals.

4. ECOLOGY AND HABITATS

ECOLOGY AND HABITAT SUMMARY

4.1 The Council have commissioned a series of ecological assessments, undertaken by the Greater Manchester Ecology Unit in February 2016, which provides an assessment of ecological value across the North Lancaster area and a range of conclusions.

4.2 The assessment highlights the range of ecological designations either within the allocations or within the surrounding area (these are described in more detail further on in this section). Further information on this matter can be found in the Council website.

4.3 The assessment highlights that there a number of ecological constraints which need to be overcome as development is brought forward on these allocations. Careful consideration will be required to understand the effects of new development on designated environmental areas through the Sustainability Appraisal and Habitats Regulation Assessment processes.

4.4 The assessment also suggests that natural features within the site, such as woodland, hedgerows and ponds should be surveyed further and protected for their value. There are opportunities for the site to support protected species such as otters, bats, water vole, badger and breeding birds. This will require additional surveying work to be undertaken during the course of 2017 to assess this

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5 http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies
6 http://www.lancaster.gov.uk/planning/planning-policy/about-the-local-plan
situation further with a requirement on new development to protect and incorporate natural features into the wider masterplanning of the two sites.

4.5 Ecological Impact Assessments should also be undertaken on the impact of any proposal on the River Lune SSSI. Any developments that will result in air pollution may also impact on 4 other identified SSSI’s (Morecambe Bay SSSI, Crag Bank SSSI, Thwaite House Moss SSSI and Warton Crag SSSI) would require further studies.

BIODIVERSITY DESIGNATIONS

4.6 The site does not contain any international biodiversity designations. The nearest sites of national and international importance are located along the edge of Morecambe Bay and are the Morecambe Bay Special Protection Area, the Morecambe Bay Special Area of Conservation and the Morecambe Bay Site of Scientific Special Interest which overlap each other and are located approximately 2.2km to the west.

4.7 The Council has commissioned consultants Arcadis to undertake a Habitat Regulations Assessment of the Local Plan, which will assess impacts on European sites and determine mitigation and avoidance measures necessary.

4.8 The Lancaster Canal Biological Heritage Site (BHS) runs through Land at Hammerton Hall site and there are a further 8 BHS sites within 2km of the sites. As per national and local planning policy, the Council will expect that future proposals to protect these areas from development which is inappropriate and/or harmful to the purposes of these designations. Indeed there should be no net loss of biodiversity value to the Lancaster Canal BHS.

4.9 The Council will continue to investigate issues surrounding the functionally linked value of this land in terms of its relationship / habitat for bird species connected with Morecambe Bay. Whilst it is clear that due to the proximity of this allocation to Morecambe Bay that there are potential links, these issues continued to be explored with the outcomes of this work informing the next iteration of this Development Brief.

4.10 To deliver a sustainable extension to North Lancaster, the inclusion of green spaces to provide a distinct sense of place will be important to this allocation. Therefore the creation of a number of green corridors and networks through the allocation which connect and extend to other areas of green space beyond the allocations will be highly important element of any future proposals.

4.11 This draft brief does not seek to identify the specific location or nature of these green corridors, however further work will take place through 2017 will seek to provide more detail on this matter, these will be included in future iterations of this brief.

4.12 A further key element will be the delivery of new development which seeks to incorporate environmental design techniques, particularly where such techniques can encourage and increase biodiversity within the local area. These are considered to be important elements for all development due to the continuing decline in many native species and the understood environmental challenges over the plan period. New development will be required to consider the following design features:
• The creation of artificial nesting sites, for example the creation of nesting bricks built into the cavity walls of new structures and the installation of swift boxes and bat boxes.
• Investigating the role of green roofs on some properties, particularly commercial buildings which have particularly large roof areas which can deliver both biodiversity benefits along with improvements to energy efficiency.

5. FLOOD RISK AND DRAINAGE

FLOOD RISK

5.1 Based on the Environment Agency Flood Mapping⁷ the site is wholly within flood risk zone 1 (low risk). Therefore flood risk from rivers and seas is not considered to be a risk in this area.

5.2 To further address matters of flood risk the Council will be preparing an update to their Strategic Flood Risk Assessment⁸ (SFRA) the Council has commissioned consultants JBA to undertake a Strategic Flood Risk Assessment (SFRA) which will provide an updated understanding of known flood risk including functional flood plain and the impact of climate change and set out the opportunity to further mitigate flood risk. The SFRA will be undertaken on a district wide basis with outcomes incorporated into updates of this development brief where relevant.

DRAINAGE

5.3 There are small areas where surface water flood risk has been identified as being high by the Environment Agency. Given areas of existing surface water flood risk and the scale of development proposed any future development proposals will need to demonstrate that surface water run off can be managed effectively including through the use of Sustainable urban Drainage Systems (SuDS).

5.4 Future development proposals should manage surface water in accordance with the SuDS hierarchy which is outlined in more detail in policy DM31 of the emerging Review of the Development Management DPD⁹. Means of SuDS should include soft SuDS including balancing and storage ponds which mimic natural drainage and can help enhance biodiversity. Means of managing surface water at source should also be implemented including permeable surfaces to reduce runoff into the surrounding catchment.

5.5 The creation of areas of wetland and ponds will ensure that surface water run-off can be managed in times of extreme rainfall and be released into the wider watercourses in a timely and appropriate manner. Not only does the use of SuDS provide solutions to drainage and flood risk, these systems also assist in providing valuable habitat for a range of species of plants and animals.

6. LOCAL AMENITY ISSUES

6.1 The two sites lie on the northern fringes of Lancaster and general amenity impacts are considered low. However, the northern boundary of both sites run parallel with the recently opened Bay Gateway which may present the potential for some level of noise and air pollution impacts.

⁷http://apps.environment-agency.gov.uk/wiyby/37837.aspx
⁸ http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies
⁹ http://www.lancaster.gov.uk/planning/planning-policy/about-the-local-plan
6.2 Future development of the site needs to take account of the potential for noise implications from the Bay Gateway road and carefully manage any amenity issues through the layout and design of development and ensure a green buffer is implemented between the link road and any sensitive uses including residential development.

6.3 Development of both allocations of 1,000 new homes is likely to take place over a number of years to deliver. During construction phases of development it will be important that the amenity of new residents and of surrounding residential areas is considered and protected as much as possible. As such issues including operational times on site, noise levels, access to the allocation and other impacts of construction are carefully controlled through planning conditions.

6.4 St Johns Hospice which provides palliative care for people in Lancaster is located immediately to the east of land at Hammerton Hall, and is therefore a use which is sensitive to noise and disturbance. In order to protect the general amenity of patients at the hospice and students at Beaumont College which lies to the north, both through construction and occupation phases, a green buffer should be provided between any proposed development and these uses.

7. GATEWAY LOCATION

7.1 The two sites are located in a prominent position on the northern fringes of Lancaster and act as a gateway into the city from the north and north east. In preparing a masterplan for the site it will be necessary that development principles seek to provide a positive design message for the historic city of Lancaster so that future proposals are of the highest standards.

8. INFRASTRUCTURE – HIGHWAYS AND TRANSPORT

8.1 To ensure the full delivery of 1,000 new homes on this allocation it will be necessary to create an access point onto Slyne Road from each of the two allocations. Failure to achieve this may not result in the allocation being withdrawn from the local plan, but it will certainly reduce the scale of development which can be achieved in this area.

8.2 Land at Beaumont Hall also offers the opportunity for primary access points on to Kellet Lane and Halton Road. These will be primary vehicular access points which will be available (subject to potential weight restrictions) to all forms of vehicle, public transport, cycling and walking.

8.3 Discussions have taken place with Lancashire County Council (the local highways authority) over the scale and form of potential junctions onto Slyne Road. In moving forward the Development Brief further dialogue with the highways authority will be necessary to finalise the requirements for junction arrangements.

8.4 Whilst the site is within close proximity to the new Bay Gateway Road, direct access onto this road will not be possible. However, via access onto Slyne Road allows quick access to the link road.
TRAFFIC MOVEMENT – HAMMERTON HALL

8.5 The primary estate route entered from Slyne Road (to the north of Beaumont College) will provide the main access route around the estate with a number of secondary estate roads joining this. A secondary access onto Slyne Road via the existing Hammerton Hall Lane will also be permissible.

8.6 Consideration needs to be given as to how road connections may be enhanced over Lancaster Canal as this runs through the middle of Land at Hammerton Hall. This should be done as part of the comprehensive masterplan of the site. It is recognised given the listed status of the current bridge that it is unlikely that this would be satisfactory as a primary route for through connections between the east and the west of the site.

TRAFFIC MOVEMENT – BEAUMONT HALL

8.7 Accessed via Slyne Road (to the west), Kellet Lane (to the east) and Halton Road (to the south) the primary estate road will run east to west through the site. A number of secondary access roads will be accessed off this primary estate road serving residential streets.

NORTH LANCASTER TRAFFIC CALMING

8.8 Lancashire County Council have identified that to accommodate planned growth in North Lancaster, it will be necessary to introduce traffic measures to reduce impacts on the surrounding road network. These will be further explored through the course of 2017 and further detail will be provided in later iterations of this Development Brief.

ULTRA LOW EMISSION VEHICLES

8.9 The Lancaster District Highways and Transport Masterplan\(^\text{10}\) has an objective of making Lancaster central to the county’s strategy to promote ultra-low carbon vehicles in reducing carbon emissions. Therefore in taking forward proposals for the sites opportunities should be maximised to promote the use of ultra-low emission vehicles. Such measures should therefore include charging points.

9. INFRASTRUCTURE – PUBLIC TRANSPORT

BUS SERVICES

9.1 Slyne Road is a major bus route between Kendal and Lancaster with two regular bus services. The 55 operated by Stagecoach Lancaster running between Carnforth and Lancaster has a frequency of half hourly during the morning and evening peak rush hour and hourly off peak. The 555 which is operated also by Stagecoach between Keswick and Lancaster via Kendal has a frequency of every hour.

9.2 Halton Road is also served by bus service 49 operated by Stagecoach Lancaster runs between Lancaster and Halton half hourly until 1900, extending on to Carnforth and Warton.

9.3 The development is of a significant scale and opportunities to enhance existing bus provision including frequency should be explored with private operators (i.e. Stagecoach) and Lancashire County Council.

10. CYCLING AND WALKING LINKS

10.1 The Council are seeking to allocate land which is a sustainable extension to the northern edge of Lancaster, in relation to transport this means encouraging greater use of cycling and walking as a means of recreation, commuting and accessing key services. Such boosts in usage will not just have benefits for the environment but also the peoples’ health and well-being. Proposals for this allocation should seek to support growth in cycling and walking in line with Lancashire County Council’s Cycling and Walking Strategy11.

10.2 It is expected that any future masterplan will include a comprehensive network of footpaths and cycleways which run through the site, connecting each area, and linkages through to the wider area. Linkages through the allocation could form dedicated cycle routes which are separate from main vehicle routes or, alternatively dedicated cycle lanes on key routes through the allocation. This should be explored further with the local highways authority.

10.3 The City Centre can be accessed via two routes. From Land at Hammerton Hall, the City Centre can be accessed via National Route 6 (London to Threlkeld) through Ryelands Park and crossing the River Lune at Millennium Bridge. From Land at Beaumont Hall the City Centre can be accessed via National Route 69 (Morecambe to Grimsby) via Lancaster Canal and the River Lune paths.

10.4 A future masterplan should also explore other linkages out of the allocation, this should include cycling and walking links out into the open countryside, including along Halton Road and linking with the River Lune cyclepath.

10.5 The existing public right of way running through the site Land at Beaumont Hall should be retained through this allocation through the use of both pavements and off-street footpaths and should seek to retain a sense of openness in its immediate vicinity.

11. INFRASTRUCTURE – EDUCATION AND HEALTH

EDUCATION PROVISION

11.1 There are already a range of educational facilities within north Lancaster. In terms of primary school provision there is the Skerton St Luke’s Church of England Primary School and St Joseph’s Catholic Primary School. Whilst for secondary school provision there is Our Lady’s Catholic College which also provides 16-18 education.

11.2 Given the size of the allocations, there will be a need for a new primary school to be provided to accommodate the residents of the new development. Whilst the County Council will continue to explore opportunities to expand existing facilities to cater for increasing demands it is highly likely that any masterplan will have to identify and development a new primary school facilities to a scale which is agreed to the satisfaction of the Local Education Authority.

11.3 There has been significant expansion of the local primary schools in this area over recent years and it is the understanding of the Council that opportunities for further expansion in the future will be

limited. Discussions have taken place with the local education authority – Lancashire County Council – over the future needs for primary school provision in the locality.

11.4 In relation to secondary education, Lancashire County Council have identified capacity at secondary schools within the city, the nearest secondary school being Our Lady’s in Skerton. However, there will be a need for development at land at Beaumont Hall/Land at Hammerton Hall to contribute towards addressing wider cumulative demands for secondary school places in the Lancaster area.

11.5 It is anticipated that to address a cumulative demand for places in the future that a new secondary school will have to be constructed in the South Lancaster area which will be funded, in part at least, via the Community Infrastructure Levy or other appropriate funding mechanism.

11.6 Further discussions will take place with Lancashire County Council to understand whether demands for school places will further evolve. Any changes arising from these discussions will be reflected in the finalised Development Brief.

HEALTH PROVISION

11.7 Facilities for healthcare are increasingly becoming more centralised with many of the GP surgeries being located in the Lancaster City Centre, including Dalton Square Surgery and King Street Surgery. There are also a number of dental surgeries located in the city centre. Hospital provision is located at Lancaster Royal Infirmary to the south of the city centre.

11.8 The North Lancashire Clinical Commissioning Group (CCG) have prepared a ‘Better Care Together’ Strategy published in February 2015 which sets out the future for health care across the Morecambe Bay area. This is the key document to understanding how future health care needs will be addressed.

11.9 It is important to note that whilst having a number of discussions with the North Lancashire Clinical Commissioning Group (CCG) over the potential locations of new development and the scale of development proposed, there have been no requests for new health infrastructure to be delivered as part of the strategic growth options.

11.10 As a result, no requirements will be expected as part of this allocation towards improvements in healthcare provision in the locality. The Council will continue to liaise with the CCG over whether any health infrastructure should be delivered or funded via future growth. Any changes arising from these discussions will be reflected in the finalised Development Brief.

12. INFRASTRUCTURE – PUBLIC OPEN SPACE

12.1 The allocations at North Lancaster will be expected to include a range of public open spaces which can be used for different uses or activities. Further detail of open space provision, in terms of scale and location within the allocation will be discussed further as the masterplan is advanced, notwithstanding this there are a series of key principles which the Council would wish to see come forward as part of any future proposals.

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12 http://www.bettercaretogether.co.uk/
**GREEN SPACES AND GREEN CORRIDORS**

12.2 A key area of green space which will be expected through the allocation will be the creation of a new country park which should be at the core of future development providing environmental improvement, the creation of new habitats, the protection of natural features and the creation of amenity space for local residents. The positioning of the new country park should align with prominent areas of topography such as high ridge lines in order to mitigate and reduce the levels of landscape impact arising from new development.

12.3 Whilst the provision of Country Park will be a key feature there will be a requirement for the provision of further areas of open space to address differing functions. The creation of a series of green space networks throughout North Lancaster should be considered as a key element of any future development proposal and should guide the location and positioning of development within the allocation. Provision of such networks should focus on how they inter-relate to the proposed new country park which will be a key green space feature.

12.4 The creation of a series of green spaces and green corridors throughout the allocation will provide an opportunity to create a distinct sense of place and a high quality environment. The creation of a high quality environment will not only create the potential for environmental / biodiversity improvements but it will also lead to higher standards of development and improvements to people’s health and well-being with good access to green space.

12.5 The Lancaster Canal provides an important recreational route as a semi-natural green space and is important for walking, cycling, boating and running. The Canal also is also a Biological Heritage Site. It will be important that proposals make the best use of the Canal as an asset and should seek to retain and enhance its contribution as a green corridor.

**SPORTS AND RECREATION FACILITIES**

12.6 Residential development in this location will increase the levels of demand for sports and recreation facilities in the North Lancaster area. It will therefore be important to ensure that new facilities are delivered either within new development, or improvements are made to existing facilities within the locality.

12.7 The Council will be preparing a revised and updated Open Space Study[^13] through 2017 which will identify the future needs for sports and recreation facilities which will be used to inform the next iteration of the Development Brief.

12.8 The allocation at North Lancaster will be expected to include a range of public open spaces which can be used for different uses or activities. The detail of open space provision, in terms of scale and location within the allocation will be discussed further as the masterplan is advanced. Ongoing dialogue between the landowner and Lancaster City Council will be reflected in the final version of the Development Brief.

13. INFRASTRUCTURE – COMMERCIAL, COMMUNITY AND RETAILING

13.1 The allocations are situated on the northern edges of Lancaster. There are currently limited facilities in the north of the city which whilst offering an important service to existing residents need to be supported by new facilities to accommodate the proposed level of growth. As such proposals for the site Land at Beaumont Hall should include the delivery of a new local centre which will include a range of services which can be accessed by both new and existing residents in north Lancaster.

13.2 The function of the local centre will be secondary to Lancaster City Centre. The Council would not support proposals which were in direct competition with the main centres of the district, particularly Lancaster City Centre and prejudice wider growth objectives for Lancaster City Centre, for instance the regeneration of the Lancaster Canal Corridor site. The centre will fulfil a more localised role providing basic service provision for new and existing residents in the North Lancaster area. This should include the provision of new floorspace to allow for types of use such as a general store, post office, pharmacy, hot food take-away, hairdressers, florist etc.

13.2 Whilst there is no definitive location for the local centre at present an indicative location is identified on the policies map (TC1). Further work on a precise location will be established through further evidence and masterplanning work during 2017.

14. EMPLOYMENT LAND

14.1 To help meet the districts future employment needs an allocation of 5 hectares of B1 use class employment land is being made under policy EC2 of the Local Plan on SG11 Land at Beaumont Hall.

14.2 The site is well located for the Bay Gateway and access to both Heysham Gateway and port and the M6. The masterplanning of the site should carefully consider the location of employment land seeking to maximise opportunities for connectivity with the link road whilst also taking account of amenity considerations of existing residents of nearby properties and future residents.

14.3 Throughout 2017 further discussion will be held with potential developers to bring forward the employment land.

15. INFRASTRUCTURE – UTILITIES PROVISION

WATER SUPPLY

15.1 Following discussions with United Utilities, there is a requirement for improvements to the water supply network in this area, this will be via expansions to existing pipework and the expansion of the water delivery network in the North Lancaster area.

15.2 The potential for such improvements have been identified via discussions with United Utilities, these discussions will continue to be ongoing and will inform the preparation of the final Development Brief. Any infrastructure improvements which are required to the water supply network will be funded directly through United Utilities via their own formal funding routes (Asset Management Plan – AMP funding).

WASTE WATER TREATMENT
15.3 Following discussions with United Utilities, there is a requirement for improvements to the waste water network in this area, this will be via expansions to the existing pipework and the expansion of the waste water treatment facilities in the North Lancaster area.

15.4 The potential for such improvements have been identified via discussions with United Utilities, these discussions will continue to be ongoing and will inform the preparation of the final Development Brief. Any infrastructure improvements which are required to the waste water treatment network will be funded directly through United Utilities via their own formal funding routes (Asset Management Plan – AMP funding).

**GAS AND ELECTRICITY**

15.5 The provision of gas and electricity to this area will have to be considered in more detail with the respective providers – National Grid (Gas) / Transco and Electricity Northwest. Whilst there is no evidence to suggest that access to existing networks cannot be achieved, sufficient dialogue has not taken place to confirm such an assumption. Dialogue with these providers will take place during 2017 and will inform the preparation of the final Development Brief.

**DISTRICT HEATING AND ENERGY EFFICIENCY**

15.6 Development within this allocation should investigate opportunities for the introduction of district heating systems which can be a cost-effective and sustainable approach to delivering heating with the locality.

15.7 The role of the district heating should be considered on all strategic growth sites in this local plan. Given the scale of development in this allocation it may be economically viable to introduce such a system which can be used for both residential, commercial and community buildings. Further investigation of the feasibility of district heating within this allocation will be undertaken and will inform future iterations of this Development Brief.

15.8 Further to the use of sustainable energy sources for heating supply, the Council will support development which seeks to maximise levels of energy efficiency within its design for its residents.

**16. FURTHER WORK AND INFORMATION REQUIRED**

16.1 The finalised Development Briefs will be an important and necessary tool for the preparation of a masterplan for the site and the subsequent planning application for development. The brief will elaborate on points which are set out in Policies SG10 and SG11 of the Strategic Policies and Land Allocations DPD.

16.2 The role of the finalised Development Brief is to provide certainty. It provides certainty to the landowner and developer over the requirements that the new development will be expected to deliver. It provides certainty to other stakeholders (for example infrastructure providers) that key issues will be dealt with in a comprehensive and satisfactory manner. It also provides certainty to local residents over how development will be delivered and how the impacts of development will be addressed, whether this be potential impacts on local amenity or to local infrastructure provision.

16.3 It is important to note the draft nature of this Development Brief. This document seeks to address some of the issues and concerns of stakeholders and local people over how development will be
delivered in this area of North Lancaster. However, given the draft nature of the local plan the preparation of the Development Brief will be an iterative process and will be informed by further engagement, dialogue and evidence gathering as the plan progresses.

16.4 During the course of 2017 the Council will continue to update evidence on flooding, highways, open space and ecology to shape and inform future iterations of this Development Brief. Furthermore the Council will continue to engage with stakeholders and infrastructure providers to ensure the requirements for new and improved infrastructure is clearly set out.

16.5 To ensure that matters of infrastructure are comprehensively dealt with, the Council have begun the preparation of an Infrastructure Delivery Plan\(^{14}\) (IDP) which will set out the necessary, important and desirable infrastructure projects that should be delivered through the course of the plan period. The IDP sets out the information on specific projects, the timescale for delivery, the delivery organisations and the potential sources of delivery, the delivery organisations and the potential sources of funding.

16.6 The IDP will continue to be refined before the final version will be published to accompany the final version of the local plan (and this Development Brief). The final version of the IDP will also include the anticipated costs of the infrastructure projects identified (projected costs will be secured from the relevant infrastructure providers).

16.7 It is anticipated that these Development Briefs will be a key element of implementing the strategic growth policies contained within the local plan (the Strategic and Land Allocations DPD). The Council will continue the preparation of Development Briefs into 2017 for this area of North Lancaster, Bailrigg Garden Village, East Lancaster, South Carnforth and South Heysham (Heysham Gateway). Due to the special nature of Grab Lane, and its setting to Williamson Park and Ashton Memorial, a Development Brief will also be prepared for this area.

\(^{14}\) [http://www.lancaster.gov.uk/planning/planning-policy/viability-studies](http://www.lancaster.gov.uk/planning/planning-policy/viability-studies)