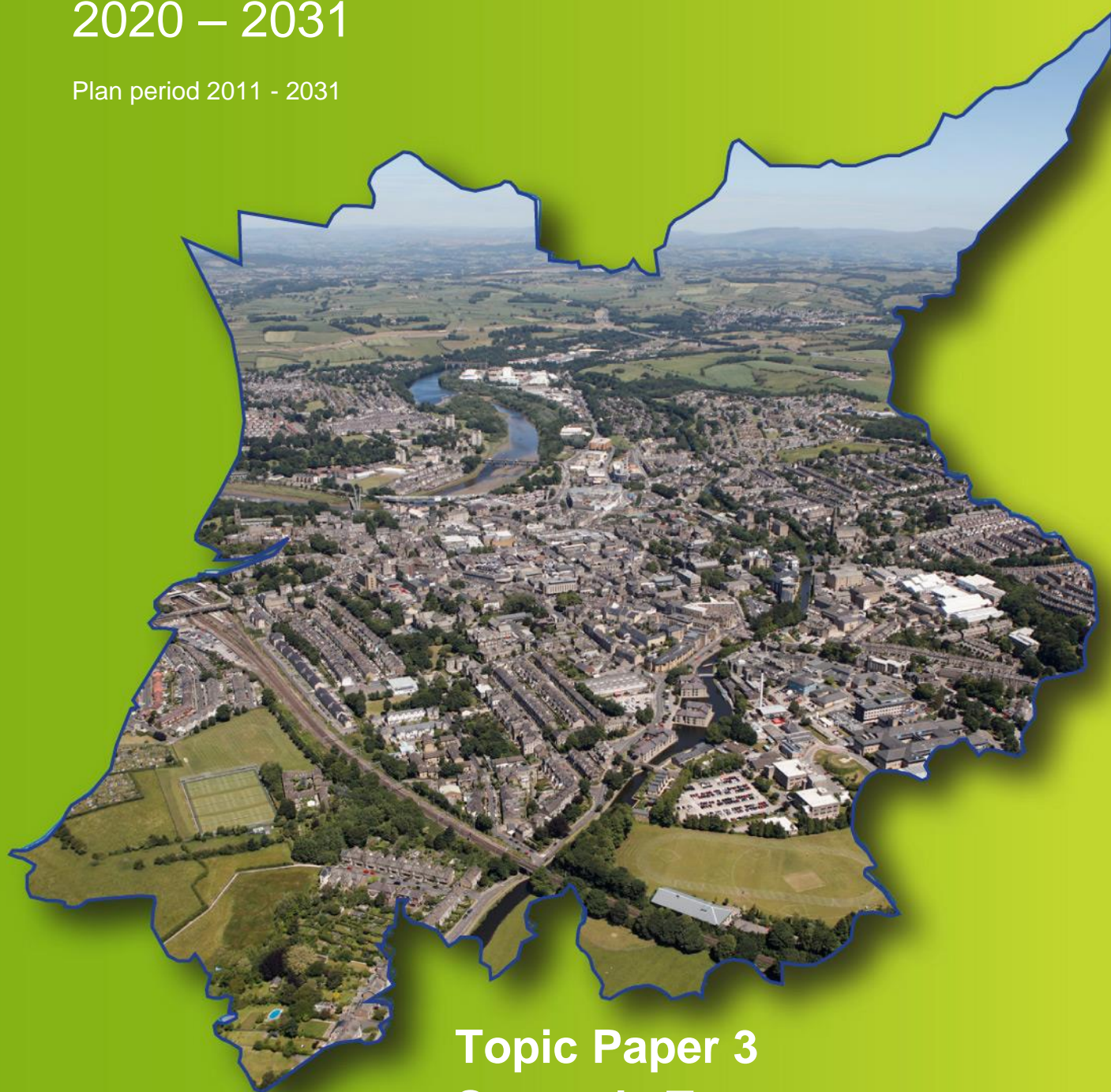


A Local Plan for

# Lancaster District

2020 – 2031

Plan period 2011 - 2031



## Topic Paper 3 Strategic Transport Consideration of Alternative Policy Approaches [May 2021]

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## 1.0 Introduction

This document sets out what alternative options have been considered in the Climate Emergency Local Plan Review (CELPR). At the scoping consultation stage, a list of 32 policies that are contained in the adopted Local Plan were highlighted as possibilities for amendments as part of the CELPR.

The policies from this list that related to strategic transport are as follows:

POLICY NUMBER	POLICY TITLE	POLICY DESCRIPTION	IMPLICATIONS ON CLIMATE CHANGE
T2	<b>Cycling and Walking Network</b>	The policy seeks to identify and promote the cycling network in the district through identifying actual cycle routes and aspirational routes. The policy seeks to link with the aspirations of the Highways and Transport Masterplan prepared by the County Council.	<p>The Local Plan Review is based on addressing Climate Change and clearly an element of addressing this matter will be promoting the use of sustainable forms of transport, particularly cycling and walking.</p> <p>This policy is positively worded and promotes these forms of transport but the scope of the policy could be widened to address all forms of cycling and walking infrastructure, not merely routes.</p>
T1	<b>Lancaster Park and Ride</b>	This policy seeks the promotion of park and ride options in the Lancaster area, identifying the existing Park and Ride at Junction 34 and the potential for a further facility at Junction 33 (subject to growth in South Lancaster). These are identified on the basis that it ensures the plan is consistent with the County Council's Highways and Transport Masterplan.	<p>The policy identifies opportunities for increasing modal shift and the promotion of public transport to access Central Lancaster. The promotion of sustainable forms of transport does have an influence on Climate Change as it seeks to reduce the need for private car travel. However, the policy already seeks to maximise opportunities for Park and Ride in Lancaster and can only be realistically delivered through third party support (i.e. Lancashire County Council).</p> <p>Ongoing work on Eden North may result in minor revisions to the policy to support potential park and ride for Morecambe however at this stage the need for this is unclear.</p>
T4	<b>Public Transport Corridors</b>	The policy seeks the promotion of enhancing public transport corridors across the main urban areas of the district, supporting the Lancaster District Highways and Transport Masterplan.	<p>The Local Plan Review is based on addressing Climate Change and clearly, an element of addressing this matter will be promoting the use of sustainable forms of transport, for instance improvement of public transport links.</p> <p>This policy is positively worded and seeks to promote principle public transport corridors within the district; however, consideration should be given to how the scope of the policy could be potentially expanded. However, this will have to be in the context of the preparation of the Local Transport Plan 4 (which will be prepared</p>
EN9	<b>Air Quality Management Areas</b>	This policy applies to the designated Air Quality Management Areas (AQMA) in Lancaster City Centre, Carnforth Town Centre and Galgate. This policy merely seeks to define the parameters of the AQMA only.	<p>Given the high-level nature of the designation, it means the scope for amendment is limited. Direction over how air quality can be improved in these areas is covered in other policies within the plan.</p>

POLICY NUMBER	POLICY TITLE	POLICY DESCRIPTION	IMPLICATIONS ON CLIMATE CHANGE
DM31	<b>Air Quality Management and Pollution</b>	The policy sets a general approach to air quality matters which seeks to minimise emissions. The Policy also sets an approach to developments located within designated Air Quality Management Areas (AQMAs)	Air Quality matters are a clear consideration to many when addressing Climate Change and with core areas of the district (such as Lancaster City Centre) surrounding from (at times) poor levels of air quality then a strengthened policy position may be beneficial. Any amendments to the policy could be supported through the work on the Air Quality and Low Emission Supplementary Planning Document.
DM60	<b>Enhancing Accessibility and Transport Linkages</b>	The policy seeks to promote modal shift and sustainable forms of transport rather than prioritising the private car. The policy also looks at land-use patterns to ensure that sustainable locations are chosen for development with high footfall.	Given a key element of the Climate Change agenda is the reduction of travel movements then promotion of modal shift. Therefore scope of the policy could be expanded.
DM61	<b>Walking and Cycling</b>	The policy seeks to promote the role of cycling and walking to make local journeys and contribute to the agenda of modal shift. The policy seeks to encourage expansion of the network and other associated infrastructure that would promote greater role for cycling and walking.	The role of cycling and walking is already important and this is emphasised in the existing policy. However, perhaps more clarity can be provide in relation to how new cycling projects could be delivered.
DM62	<b>Vehicle parking provision</b>	The policy sets out parking standards for vehicular parking but also includes parking for cycles in new development. The levels of provision are set out in Appendix E of the DPD.	The policy, and corresponding Appendix, could be updated to reflect the latest guidance from the DfT, which sets higher levels of provision.
DM63	<b>Transport Efficiency and Travel Plans</b>	The policy seeks to promote a strategic approach to travel movements within large development through the promotion of travel plans.	The policy could be updated to provide greater clarity on the importance of having strategic thinking in relation to transport matters in large development, particularly in the context of Climate Change.
DM64	<b>Lancaster District Highways and Transport Masterplan</b>	The policy sets out the key approaches take in the Lancaster District Transport and Highways Masterplan (prepared by Lancashire County Council) and ties them to the growth proposed through the Local Plan.	The County Council are currently amending and updating the direction taken in the Highways and Transport Masterplan (through LTP4) then this policy could be updated to reflect changes arising from this work.
SP10	<b>Improving Transport Connectivity</b>	This sets out a strategic approach towards transport improvements in the district and closely relates to the County Council's Highways and Transport Masterplan and its aims and aspirations. It seeks to encourage the significant infrastructure improvements required to address both current issues and future growth aspirations. It also seeks to encourage modal shift towards more sustainable modes of transport.	The policy is also relatively positive towards climate change and the promotion of sustainable modes of travel. However, there may be further opportunities to expand the scope of the policy to include further issues relating to transport, for example charging infrastructure, which could help promote green forms of transport.
SG12	<b>Port of Heysham and Future Expansion Opportunities</b>	This policy applies to the Port of Heysham and its operations with port-operating land. The policy seeks to support the Port as a key economic driver within the district. It seeks to support the expansion of port related facilities in the local area and also the diversification of uses at the port, for example the use of the	There is clearly scope to look again at this policy in relation to climate change to whether the operations at the port can be undertaken in a sustainable manner (there is high HGV usage) and whether greater weight of support can be given to the role of renewable energy generation within the Port (both in generation and facilitation).

POLICY NUMBER	POLICY TITLE	POLICY DESCRIPTION	IMPLICATIONS ON CLIMATE CHANGE
		port as a base for serving the offshore wind farms in Morecambe Bay.	

### **Scoping consultation outcomes**

During the consultation, strategic transport emerged as a key topic raised by the respondents. Issues raised related to extending, improving and promoting the walking and cycling network, modal shift, improving public transport, active travel only-areas, the Lancaster City Centre Movement and Public Realm strategy, 20-minute neighbourhoods, funding and air pollution.

The enhancement of policies to address strategic transport in the district was supported by the majority of respondents, including members of the public, local action groups, the Canal and River Trust, Lancaster University, Lancashire County Council, Highways England, Arnsdale and Silverdale AONB, and parish and town councils. Developers were supportive in principle, but most stated that this support is dependent upon evidence of the viability and effectiveness of policies. However, developers were less positive regarding the prospect of electric vehicle charging point requirements.

A range of suggestions have been made about how the local plan can address the issues raised. It is important to note that when considering these, policy and legislation must be considered and therefore not all ideas and proposals will be implementable:

- Prioritisation of public transport and active travel to prevent car-dependent developments; supporting modal shift.
- Support for car-free city centre, with possible exceptions for electric vehicles. However, ensure car trips are not displaced elsewhere; car journeys must be reduced overall. Alternatively, introduce a daily fee for inner city area drivers.
- Ensure sufficient funding for proposed policies.
- Improve the rail link between Heysham and Morecambe.
- Provide new sustainable transport infrastructure. Extend and enhance routes, and the overall network, improve their safety, to be supported by actions such as bicycle or e-bike share schemes.
- Create bus corridors, or bus-only routes, with improved services; more frequent and inclusive.

- Ensure all streets are cycle-friendly.
- New rail station at Bailrigg Garden Village, or a tram from Bailrigg Garden Village, through Lancaster to Morecambe.
- Consider the establishment of sustainable transport routes prior to the approval of development, but regardless, new developments should contribute to the delivery of sustainable transport infrastructure.
- Policy EN9 (Air Quality Management Areas) states that developments that are located within or adjacent to AQMAs will be expected to ensure that they do not contribute to increasing levels or air pollutants within the locality and adequately protect their users from the effects of poor air quality. Consideration should be given to removing the words ‘contribute to increasing’ and instead read ‘ensure they do not increase levels of air pollutants.’
- Provide specific requirements for the need to reduce emissions through the use of sustainable modes of transport and availability and efficiency of electric vehicles/public transport vehicles and EV charging points in Policy DM31 (Air Quality Management and Pollution).
- 20 minute neighbourhoods.

## 2.0 Policies relating to Strategic Transport

The existing policies in the adopted Local Plan that relate to strategic transport, and were included within the list of 32 policies proposed for amendment during the scoping consultation that ran between September and November 2020, are as follows:

- **T1: Lancaster Park and Ride**
- **T2: Cycling and Walking Network**
- **T4: Public Transport Corridors**
- **EN9: Air Quality Management Areas**
- **DM31: Air quality management and pollution**
- **DM60: Enhancing Accessibility and Transport Linkages**
- **DM61: Walking and Cycling**
- **DM62: Vehicle Parking Provision**
- **DM63: Transport Efficiency and Travel Plan**
- **DM64: Lancaster District Highways and Transport Masterplan**
- **SP10: Improving transport connectivity**
- **SG12: Port of Heysham and Future Expansion Opportunities**

The policies listed above are, in many instances, related to the County Council’s Highways and Transport

Masterplan. The Masterplan identified the transport issues affecting Lancaster, most notably the congestion within the city centre and the need to improve air quality. It also set out how, through a series of interventions, modal shift could be achieved in order to mitigate the impacts of planned growth. The Strategic Transport policies within the Local Plan therefore support modal shift and in turn a reduction in carbon emissions. No new policies are therefore considered necessary as part of this review but opportunities have been sought to update and strengthen policies where possible. For example, Policies T2 and T4 identify strategic sustainable transport corridors and it is felt that these could be updated and clarified. Furthermore, Policies DM61 and DM62 could also be strengthened by reflecting the more recent NPPF and the latest design guidance from the DfT.

These policies are set out below, with their associated supporting text. The proposed new policy changes are illustrated as strikethrough text and new additional text.

A discussion of the alternative policies and policy detail is considered is given for each, including information on the SA/SEA/HRA work that is being undertaken as well as how the policies ensure better outcomes in relation to climate change.

#### **How do the policies in this topic paper ensure better outcomes in relation to Climate Change?**

Strategic transport issues are a major consideration in tackling climate change. Lancaster City in particular has had issues with traffic congestion and therefore encouraging behavioural change to a switch to active travel modes is vital in reducing global warming. The issue is referenced in both the climate emergency declaration and also the People's Jury recommendations, but it is a difficult one to tackle as transport behaviour is difficult to change. For example, a survey undertaken by British Social Attitudes found that whilst 55% think everyone should reduce their car use for the sake of the environment, 47% see no point in reducing their car use unless others do the same. In addition, 28% say people should be allowed to use their cars as much as they like, even if it damages the environment. Whilst Covid has had an impact on the way travel is undertaken, with 34% of respondents to the National Travel Survey (published 2021) who travel by walking or cycling reporting an increase in these modes, car use remains the dominant form of transport.

This is a key issue that needs addressing and the Local Plan Review provides the opportunity to reassess spatial policies on this issue. Policies have therefore been amended to further reflect the need to switch to active travel modes, with policies such as DM61 now prioritising walking and cycling and the inclusion of Local Transport Note 1/20 which provides guidance to local authorities on delivering high quality cycling infrastructure and includes the planning and design of new routes and the provision of cycle

parking. By including specific policies on these matters there will be improvements in current levels of provision, both in terms of quality and quantity.

The outcomes of amending strategic transport policies through the review are clear. By including policies which aim to tackle the dominance of car use, greenhouse gas emissions will be reduced and the Council's aim of reducing carbon emissions to zero by 2050 becomes possible. The policies will lead to the development and implementation of better development schemes and ensure that climate change is at the forefront in proposals.

## **Proposed Planning Policies**

### **Park and Ride Facilities**

#### **POLICY T1: LANCASTER PARK AND RIDE**

**The Local Plan has identified two sites that will be protected for the purposes of Park and Ride at the following locations.**

- I. Land at M6 junction 34 that is currently being utilised for the purposes of Park and Ride (highlighted under Policy T1.1 on the Local Plan Policies Map). This site will be protected for these purposes and development proposals that seek to prejudice its use in this role will not be supported.**
- II. Land at M6 junction 33 (highlighted under Policy T1.2 on the Local Plan Policies Map) will be safeguarded for future investigation for the role as a Lancaster South Park and Ride, subject to future pressures and demands for such a facility.**

### **Supporting text**

24.4 As part of the delivery of the Bay Gateway Link Road, Lancashire County Council has developed and opened a Park and Ride service at junction 34 of the M6. This facility provides access to parking directly at the motorway junction that connects to bus services that run along the Caton Road Gateway into Lancaster City Centre.

24.5 The Park and Ride facility provides an important opportunity for people to access Lancaster city centre without having to drive their cars directly into the centre itself. Providing opportunities to access the city centre which will result in the reduction of traffic has significant benefits for the environmental quality of the centre and the safety of pedestrian and cyclists.

24.6 The Council will seek to support and promote the role of the Lancaster North Park and Ride facilities as an option for accessing the city centre and as an opportunity to reduce the levels of traffic

and congestion in central Lancaster. Any development proposals that would prejudice the role of the Park and Ride and would impact on its ability to deliver a frequent and regular service will not be supported.

24.7 Subject to the success of the Lancaster North Park and Ride, opportunities to establish further facilities to the south of the City (connected to the reconfiguration of Junction 33) will be investigated by Lancashire County Council. Where necessary and appropriate to do so the City Council will support Lancashire County Council with this matter to ascertain whether a future Park and Ride scheme is necessary

#### **Policy T1: What alternative approaches were considered?**

The policy identifies opportunities for increasing modal shift and the promotion of public transport to access Central Lancaster. The promotion of sustainable forms of transport does have an influence on Climate Change as it seeks to reduce the need for private car travel. However, the policy already seeks to maximise opportunities for Park and Ride in Lancaster and can only be realistically delivered through third party support (i.e. Lancashire County Council).

Ongoing work on Eden North may result in the need to enhance or add to the existing Park and Ride facilities at J34 and this was considered as part of this review. However, there are no firm proposals at present and any policy changes would be premature. It is proposed that paragraph 24.7 is updated to reflect the current position with regards to the reconfiguration of J33 being taken forward by the County Council.

#### **How does this policy ensure better outcomes in relation to Climate Change?**

As set out, the promotion of sustainable forms of transport does have an influence on the adaptation to Climate Change as it seeks to reduce the need for private car travel and identifies opportunities for increasing modal shift and the promotion of public transport to access Central Lancaster. The policy is already working well in this regard.

#### **SA/SEA/HRA Considerations:**

No changes made to policy, and therefore no further appraisal necessary.

*HRA Screening*

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy T1	<p>Lancaster Park and Ride</p> <p>This policy seeks the promotion of park and ride options in the Lancaster area, identifying the existing Park and Ride at Junction 34 and the potential for a further facility at Junction 33 (subject to growth in South Lancaster). These are identified on the basis that it ensures the plan is consistent with the County Council's Highways and Transport Masterplan.</p>	<p>The policy identifies opportunities for increasing modal shift and the promotion of public transport to access Central Lancaster. The promotion of sustainable forms of transport does have an influence on Climate Change as it seeks to reduce the need for private car travel. However, the policy already seeks to maximise opportunities for Park and Ride in Lancaster and can only be realistically delivered through third party support (i.e. Lancashire County Council). Ongoing work on Eden North may result in minor revisions to the policy to support potential park and ride for Morecambe</p>	<p>No changes made to policy, and therefore no further appraisal necessary.</p>	<p>No Likely Significant Effect. Screened out. Policy remains unchanged and has previously been through the HRA process for the adopted Local Plan, which concluded no LSE.</p>	<p>Comments noted.</p>

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
		however at this stage the need for this is unclear.			

### Cycling and Walking

#### **POLICY T2: DEVELOPING THE CYCLING AND WALKING NETWORK**

The Council are committed to supporting and promoting the role of cycling and walking in the district, building on **the existing network and high levels of walking and cycling.**

~~previous successes of Lancaster's role as a Cycling Demonstration Town providing safe and secure facilities.~~

The Cycling Network has been identified on the Local Plan Policies Maps with a range of further aspirational routes highlighted to improve connectivity and linkages, particularly within the urban areas of the district. The Council will ~~seek to~~ support improvements to the network and delivery of these aspiration routes through the course of the plan period. In order to reflect the levels of anticipated growth in and around Lancaster, improvements will be particularly focussed on supporting strategic routes in Figure 24.1. **New cycle and pedestrian routes should be segregated wherever possible and should include supporting infrastructure such as secure cycle parking.**

The Lancaster District Highways and Transport Masterplan has identified the opportunity to deliver a ~~Cycling and Walking~~ **Cycle** Superhighway, ~~particularly~~ connecting proposed growth at Bailrigg Garden Village and Lancaster City Centre. The City Council will support Lancashire County Council in exploring opportunities to deliver the Superhighway with further detail to be provided on its delivery via the Lancaster South Area Action Plan DPD.

#### Supporting text:

24.8 The promotion of, and improving access to, the **District's** cycling and walking network is a key element of the Local Plan. Encouraging people to cycle and walk more not only promotes a sustainable source of transport that is good for the environment, but it also can improve an individual's health and wellbeing.

24.9 The district already has a well-established cycling network and has benefitted significantly from Lancaster's status as a cycling demonstration town, which was awarded in 2006. There are a number of

well used and important cycle routes within the district that allow people to move around without the need to ride on public roads. However, the network is not complete and it will be important to make continuous improvements throughout the plan period.

24.10 In relation to walking, there is already a significant proportion of people who choose to walk to work, walk to access basic local services and walk purely for leisure purposes. These high levels are despite the hilly topographical nature of our District, and are the highest in the county.

24.11 Lancashire County Council has published a Cycling and Walking Strategy for Lancashire, produced by Jacobs in August 2016<sup>74</sup>. This sets out an ambitious vision between 2016-2026 to develop the county's cycling and walking offer, building on an already strong basis. The vision recognises the fundamental role that active travel plays in people's everyday lives. Consideration should be given to other relevant strategies for cycling and walking including the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) and associated Cycling and Walking Planning Advisory Note (PAN08). The LCWIP provides an assessment of network needs within the district and identifies specific interventions to meet these needs. A key route is the proposed Cycle Superhighway linking the city centre to the University and the proposed Bailrigg Garden Village. The route will run largely along the A6 and provide segregated provision for both pedestrians and cycles.

24.12 The Council recognises the value of the existing cycling and walking networks, both in urban and rural areas, and the value that is attached to them in terms of encouraging modal shift as well as bringing recreational and health benefits. Accordingly, the Council will seek to protect these networks, both cycle routes and public rights of way, and as other opportunities arise ~~and where opportunities to do so~~, seek to improve and expand these networks in order to encourage a greater role for cycling and walking as a safe and convenient method of accessing key services and important locations. The expansion of the network will need to take into account the use of e-bikes which allow greater distances to be covered and hilly terrain to be less of a constraint.

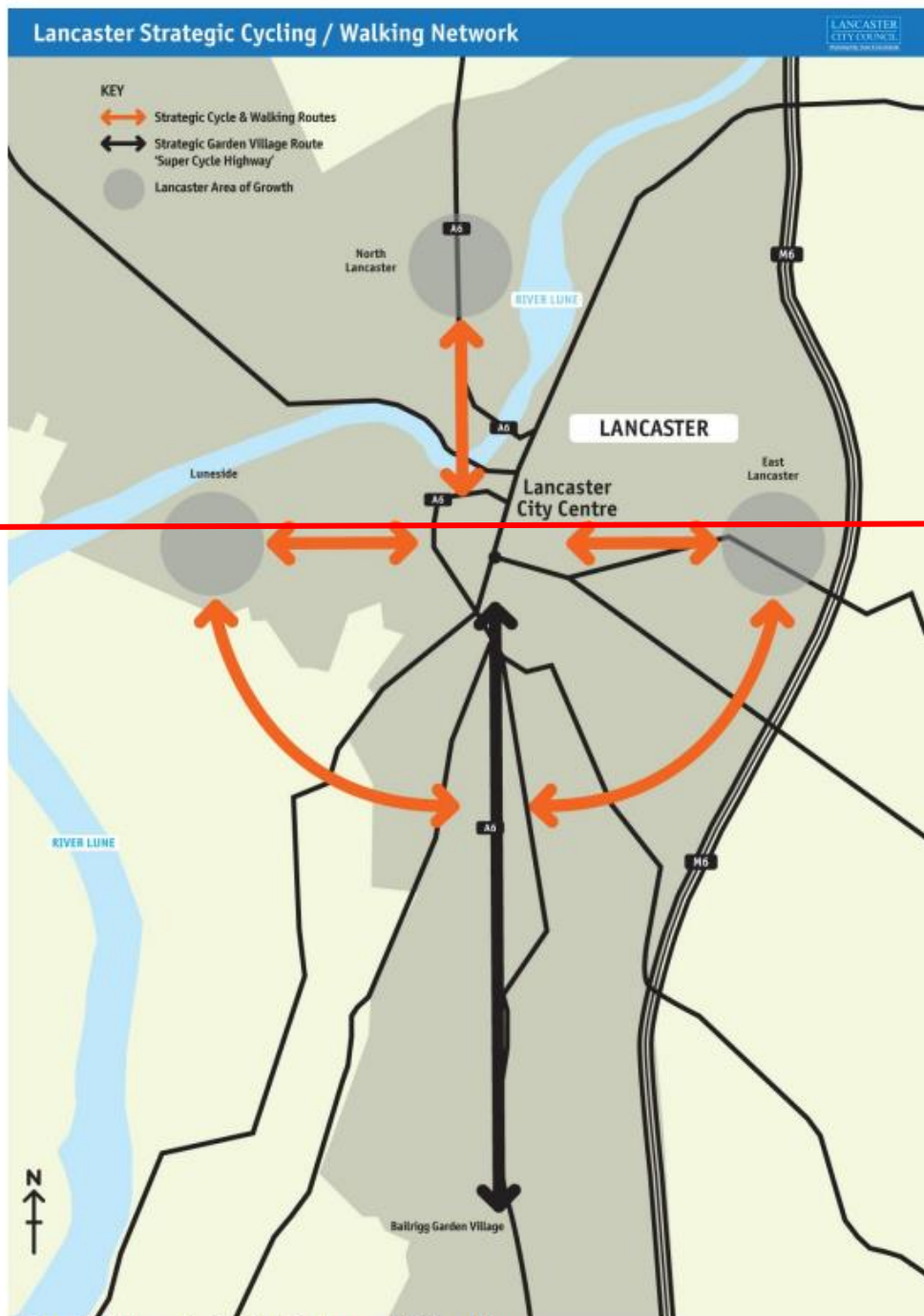
The Council also recognises the leisure and tourism related benefits, particularly of the green corridor routes between Lancaster and Morecambe and the River Lune Millennium Park. Proposed extensions to the Lune Valley route to Wray and Wennington will enhance this already popular route.

Cycle and walking paths should, where applicable, be designed and improved to ensure they are usable by all including those with disabilities. (See Section 6 of LTN 1/20). Similarly supporting infrastructure such as signalised crossings should be appropriately designed for those with physical impairments.

21.13 Housing growth identified within the Local Plan is particularly focused in and around Lancaster.

Maximising the potential of journeys by cycling and walking will be important in terms of minimising impacts on the highway network in and around Lancaster city centre. ~~The~~ PAN 08 focusses on these specific areas of growth and sets out how future development should compliment and enhance the existing network in order to provide attractive and useable pedestrian and cycle routes. The use of off-site contributions will be secured in order to ensure future growth is well connected to the network.

21.14 Figure 24.1 identifies a strategic network within Lancaster which links areas of growth to the major traffic generators within Lancaster. As developments come forward during the plan period, improvements to cycle and walking infrastructure ~~should~~ will be expected, to contribute to the development of this strategic network.



**Figure 24.1:** Lancaster Strategic Cycling and Walking Network

Figure 24.1 to be replaced by:

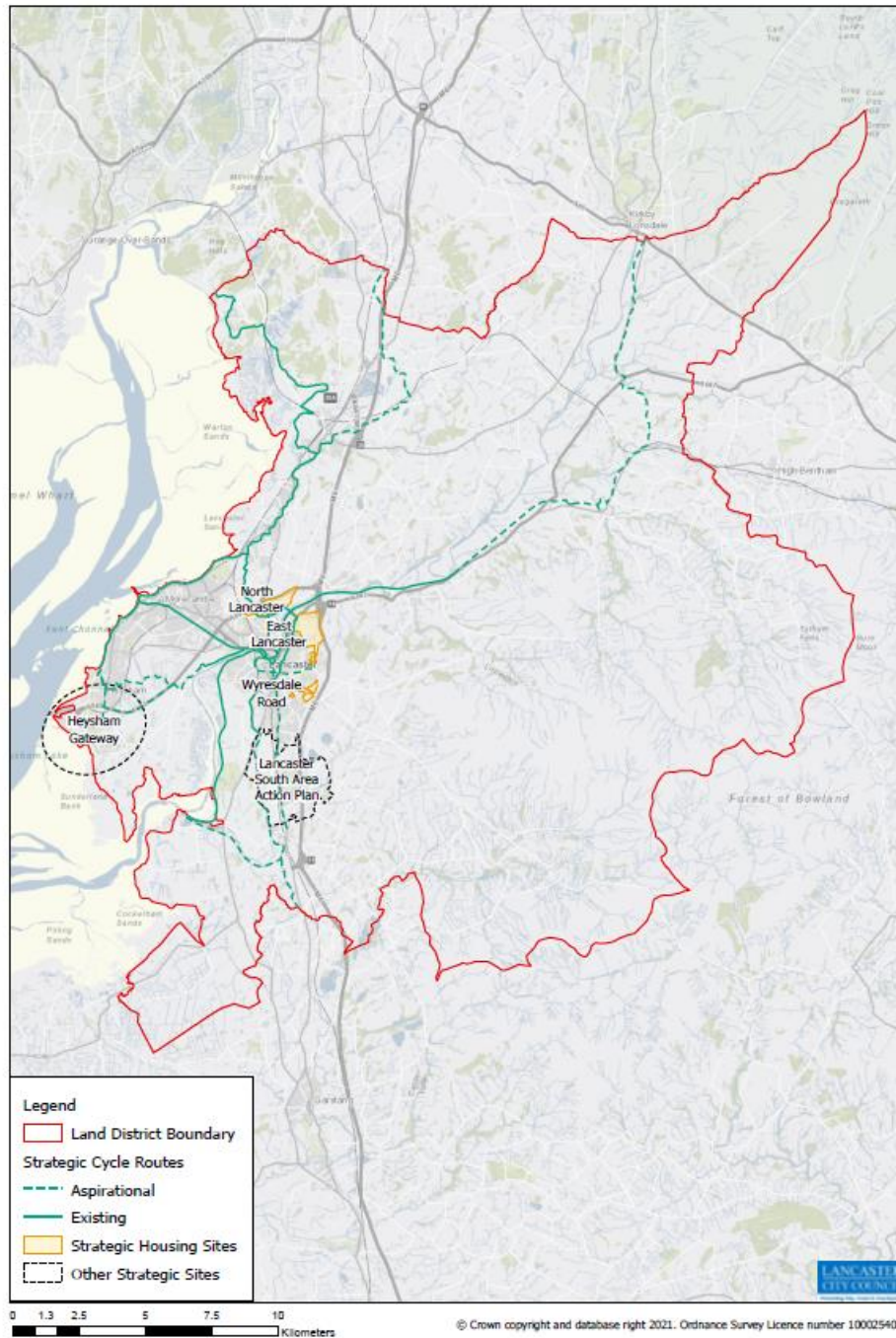


Figure 24.1: A map showing the strategic cycling and walking networks across the District. It highlights the existing networks and aspirational extensions of the network.

### Policy T2: What alternative approaches were considered?

The Council considered the listing of specific cycle network schemes and projects within the Policy. This is an approach used elsewhere and provides clarity on where interventions should take place and be supported. At present Policy T2 only identifies the Cycle Superhighway. The County Council are currently drafting the Lancaster Local Cycling and Walking Infrastructure Plan. At this stage it would be difficult to provide a definitive list of projects but once this has been published it should provide a clear

set of priorities within the district that can be reflected in future iterations of the Local Plan.

In formulating this policy, the Council also liaised with key stakeholders to ensure that the approach taken as the most appropriate. There was consensus at the stakeholder meeting that this was the case.

#### How does this policy ensure better outcomes in relation to Climate Change?

Amendments to this policy appear minor but do strengthen the approach considerably. The policy no longer aims to encourage or seek to support cycling and walking but will prioritise this. The shift in the policy title is also clear that LCC aim to continue to develop this network. The additional updated mapping (since Local Plan adoption) is also a clear example that the shift to active travel is a dominant feature of the Local Plan in an attempt to mitigate the effects of climate change in terms of greenhouse gas emissions.

#### SA/SEA/HRA Considerations:

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as whether to list projects or not are not necessary to test in the SEA, as they would not lead to different outcomes in terms of sustainability.

With regards to meaningful choices in relation to the walking and cycling network, no reasonable alternatives have been identified at this stage for this SA Topic.

Suggested changes by Lancaster City Council	SA topics likely to be affected	Delivery / potential conflicts	City Council Comments
<i>More certainty provided in the support of improvements and expansions to the network, including how developments will contribute to the development of the strategic network</i>	Transport +ve Health and wellbeing +ve Lowering carbon emissions +ve Air Quality +ve	It would be beneficial to clearly set out how developers are expected to contribute towards the development of the network, especially where there is no obvious nearby network improvement opportunities identified. Would the developer be expected to deliver infrastructure elsewhere?	For the strategic sites and South Lancaster this is achieved through the updated Planning Advisory Note 08 referenced in the supporting text, para 21.13. Additional text has been added in the supporting text to say off-site contributions can be used to improve the network.

<b>Suggested changes by Lancaster City Council</b>	<b>SA topics likely to be affected</b>	<b>Delivery / potential conflicts</b>	<b>City Council Comments</b>
<i>Redefining the Superhighway for cycling purposes (instead of walking and cycling)</i>	Transport +ve and -ve Health and wellbeing +ve and -ve Lowering carbon emissions +ve and -ve Air Quality +ve and -ve Population and communities -ve	Whilst this is beneficial in terms of reducing issues associated with shared use spaces and in line with the latest government guidance on cycle infrastructure delivery, it is likely to result in those with a reduced ability to cycle being disadvantaged.	Comments noted. Further amendments are not considered necessary. The Development Plan as a whole seeks to create and facilitate opportunities for all cyclists. This has been strengthened further through the review.
<i>Makes specific reference to the 'local cycling and walking infrastructure plan' to outline the network needs and specific interventions required to meet these needs. Outlines how the 'cycling and walking' Planning Advisory Note (PAN08) links growth with network enhancements.</i>	No significant effects predicted	Changes to supporting text provide clarity on delivery, but not likely to affect policy compliance.	Comments noted.

<b>Further recommendations</b>	<b>SA topics likely to be affected</b>	<b>Delivery and potential conflicts</b>	<b>City Council Comments</b>
<i>Highlighting the protection of strategic <b>pedestrian</b> routes would help to mitigate potential negative impacts associated with the cycle superhighway not being a shared user space (acknowledged that this move away from shared spaces is in line with LTN1/20 cycle infrastructure design guidance). This could refer to pedestrian only routes, such as pavements or footpaths.</i>	Transport +ve Health and wellbeing +ve Lowering carbon emissions +ve Air Quality potentially +ve Population and communities +ve	There could be potential issues related to providing pedestrian routes on roads which may experience issues with air quality; potential low traffic 'quiet' routes could be looked into.	Wording to be amended to clarify that Cycle Superhighway would include segregated pedestrian and cycle provision.

Further recommendations	SA topics likely to be affected	Delivery and potential conflicts	City Council Comments
<i>Further policy wording could ensure appropriate supporting infrastructures (bicycle repair stations, locking facilities) are provided at key stopping locations along the strategic routes, as well as key services along the route and at key destinations.</i>	Economy and employment +ve  Transport +ve  Population and communities +ve	Such detail might be more appropriate in an SPD.	Additional wording has been provided in the policy to include the provision of secure cycle parking as part of the development of the network.

#### HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy T2	<b>Cycling and Walking Network</b> The policy seeks to identify and promote the cycling network in the district through identifying actual cycle routes and aspirational routes. The policy seeks to link with the aspirations of the Highways and Transport Masterplan prepared by the County Council.	The Local Plan Review is based on addressing Climate Change and clearly an element of addressing this matter will be promoting the use of sustainable forms of transport, particularly cycling and walking. This policy is positively worded and promotes these forms of transport but the scope of the policy could be widened to address all forms of cycling and walking infrastructure,	More certainty provided in the support of improvements and expansions to the network, including how developments will contribute to the development of the strategic network.  Redefining the Superhighway for cycling purposes (instead of walking and cycling)  Makes specific reference to the 'local cycling and walking infrastructure plan' to outline the network needs and specific interventions	No Likely Significant Effect. Screened out. This policy relates to promoting and enhancing existing walking and cycling routes, and as such implementation of this policy is unlikely to have adverse impacts on European sites. The implementation of the suggested changes to this policy is considered to have no adverse impacts and potentially some beneficial effects on the	Wording to be amended to clarify that Cycle Superhighway would include segregated pedestrian and cycle provision.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
		not merely routes.	required to meet these needs. Outlines how the 'cycling and walking' Planning Advisory Note (PAN08) links growth with network enhancements.	European sites.	
		Further Recommendations	Highlighting the protection of strategic pedestrian routes would help to mitigate potential negative impacts associated with the cycle superhighway not being a shared user space (acknowledged that this move away from shared spaces is in line with LTN1/20 cycle infrastructure design guidance). This could refer to pedestrian only routes, such as pavements or footpaths.		Wording to be amended to clarify that Cycle Superhighway would include segregated pedestrian and cycle provision.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
			Further policy wording could ensure appropriate supporting infrastructure s (bicycle repair stations, locking facilities) are provided at key stopping locations along the strategic routes, as well as key services along the route and at key destinations.		Comments noted and more detail will be considered as part of the SLAAP

### Public Transport Corridors

## **POLICY T4: PUBLIC TRANSPORT CORRIDORS**

The Council has identified the following routes as key public transport corridors within the district where frequent and regular public transport services will be promoted:

- The Caton Road Gateway between M6 junction 34 and Lancaster city centre
- The A6 Corridor between Lancaster University and Lancaster city centre
- Lancaster Road / Morecambe Road between Lancaster city centre and Morecambe town centre.

Developments that generate significant levels of traffic movements should be supported by frequent high quality public transport linking them to Lancaster City Centre or other key destinations, such as the main urban centres and employment areas. Where there are deficiencies in existing services developers will be required to ensure the provision of such new services or enhanced existing services, as necessary, from first occupation of the development for a period of up to 10 years, or five years after last occupation, whichever comes sooner. For all development, public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development. Secure cycle parking should be provided at public transport hubs.

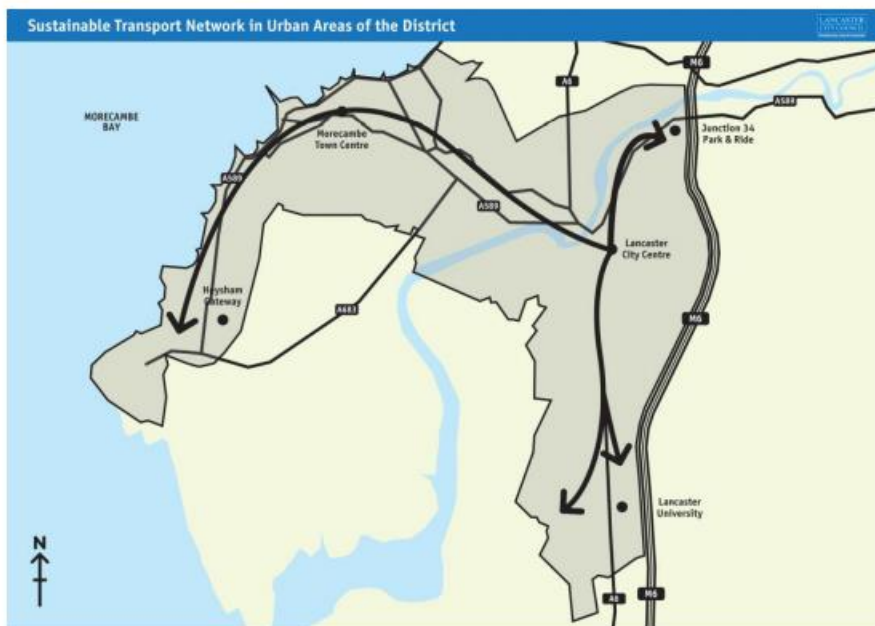
In particular the Council will work with Lancashire County Council in developing and implementing a Better Buses scheme ~~to investigate opportunities for a Rapid Reach Bus Rapid Transit Service~~ within the main urban areas of the district between Lancaster University and the proposed Bailrigg Garden Village, ~~and~~ Lancaster city centre – Morecambe town centre and the industrial areas of Heysham.

**In relation to rail services, the Council will work collaboratively to investigate opportunities to improve regional rail linkages from both Morecambe and Carnforth.**

**Supporting text:**

24.22 There are a number of key public transport routes in the district that are well patronised and are an important component for people accessing their homes, places of work, or the main centres of the district. The Council has sought to identify these routes as key public transport corridors (via Policy T4 below) where opportunities to improve these services further will be explored through the plan period.

24.23 The Highways and Transport Masterplan sets out proposals to investigate how public transport services can be made more frequent and regular within the urban areas of the district. This primarily involves the investigation of a ~~bus rapid transit~~ **proposed Better Buses** service which, utilising key routes, can effectively link the district's residential and employment areas with a high quality and high frequency public transport system.



**Figure 24.2:** Sustainable Transport Network in the Urban Areas of the District

24.24 The Council will support Lancashire County Council in investigating how such a service can be achieved, funded and delivered with the role of the Community Infrastructure Levy being considered to be a key source of funding in order to deliver a future scheme of this nature. ~~To date work has focused on a Bus Rapid Transit service running between Jn 34, through the City centre and to the~~

~~University. Route options have been assessed but as yet no fixed route has been determined.~~ Further information on this can be found within the accompanying Infrastructure Delivery Plan (IDP).

Developments likely to generate significant levels of traffic movements include, but are not limited to:

- Strategic housing allocations
- Proposals coming forward through Lancaster South Broad Location for Growth (including Bailrigg Garden Village)
- Future Employment Growth area identified under Policy EC2
- Other residential development where there are deficiencies in existing services.

Transport hubs are locations where there is a shift between one transport mode to another or passengers transfer from one service to another. Public transport hubs include bus stations, park and ride facilities, train stations or potentially bus stops that accommodate more than one route.

24.25 Opportunities that seek to improve rail linkages will also be explored by both the Council and Lancashire County Council to ensure that access to rail services, particularly regional services within the North West, are improved where the opportunities arise to do so. In particular, improving rail services at both Morecambe and Carnforth and improving rail connectivity around Morecambe Bay and through to Cumbria will be explored during the plan period.

24.26 In rural locations, access to public transport remains vital but is becoming more challenging to deliver and subsidise. The City Council will work in partnership with all relevant partners to explore innovative opportunities to deliver more flexible approaches to public transport that meet the needs of the rural community but also offer a financially viable long-term solution to the challenge of providing public transport in rural areas.

24.27 For all development, public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development. A reasonable, safe walking distance is considered to be 400m (on average 5 minutes). Secure cycle parking must be provided at public transport nodes in line with guidance in section 11.6 of LTN1/20 Cycle Infrastructure Design.

#### **Policy T4 What alternative approaches were considered?**

The diagram will be updated to reflect the rail network within the district. The inclusion of additional rail stations was considered, most notably at Bailrigg. There are no firm proposals but it has been discussed as part of the Garden Village proposals and is something that will be considered within the emerging South Lancaster Area Action Plan.

Proposals for a Bus Rapid Transit service between Lancaster and the University formed part of the HIF proposal developed by the County and District Councils. Consultants were commissioned to look at route options and a preference was made focusing on two corridors to the east and west of the A6. However, these routes have not finalised and it is considered that to identify them within this review would be premature. [The BRT scheme has also been replaced with a Better Buses scheme which will be developed by the County Council taking into account the recently published National Bus Strategy.](#)

At present bus services and the proximity of development to bus stops and train stations is currently considered as part of the planning process. The additional text in the Policy relating to the provision of services in new development and cycling and walking distances in para 24.7 provides clarity on these matters. The reference to the provision of secure cycle parking at bus/rail stations and stops is important in encouraging 'end to end journeys' by sustainable modes and could be included within the Policy itself subject to further consultation.

In formulating this policy, the Council also liaised with key stakeholders to ensure that the approach taken as the most appropriate. There was consensus at the stakeholder meeting that this was the case.

#### **How does this policy ensure better outcomes in relation to Climate Change?**

The policy gives clear direction for promoting public transport corridors. The updated policy now requires that developers ensure the provision new services or enhance existing services, and demands that public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development, thus increasing the prominence and availability of public transport modes, thereby reducing greenhouse gas emissions by diminishing private car use directly supporting climate mitigation.

#### **SA/SEA/HRA Considerations:**

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices are not necessary to test in the SEA, as they would not lead to different outcomes in terms of sustainability.

<b>Suggested changes by Lancaster City Council</b>	<b>SA topics likely to be affected</b>	<b>Delivery / potential conflicts</b>	<b>City Council Comments</b>
<i>Ensuring developers provide new or enhanced public transport to developments for a minimum period.</i>	Economy and employment +ve Transport +ve Air pollution +ve Population and communities +ve Lowering carbon emissions +ve	There may be some viability issues related to services being provided from the outset, especially where new services are required, and uptake of accommodation is slow.	This will need to be considered on a case-by-case basis.
<i>Ensuring services are accessible by walking or cycling from all parts of the development</i>	Economy and employment +ve Transport +ve Air pollution +ve Population and communities +ve Health and wellbeing +ve Lowering carbon emissions +ve	May have implications for layout. On larger sites, it may be difficult to ensure good access from all parts of the developments without expanded routes.	Comments noted. This will need to be considered on a case-by-case basis.
<i>Removal of the rapid transit bus service between Lancaster city centre, Morecambe town centre and the industrial areas of Heysham</i>	Economy and employment -ve Transport -ve Air pollution -ve Population and communities -ve Lowering carbon emissions -ve	Removal from the masterplan by Lancashire County Council? Outside the scope of the Lancaster Local Plan?	The text has been amended to ensure that it is factually correct and now refers to a Better Buses scheme which includes Morecambe and Heysham.

<b>Further recommendations</b>	<b>SA topics likely to benefit</b>	<b>Delivery and potential conflicts</b>	<b>City Council Comments</b>
<i>Provide alternative flexible approaches which developers could help provide public transport for initial residents, whilst viability of new public transport schemes are questionable. This could be looked at in conjunction with the plan to look into adopting a flexible rural public transport offering.</i>	Population and communities +ve  Transport +ve	Delivery and management of small scale temporary transport solution could be difficult.	This can be explored with the Highways Authority and if necessary additional wording in the supporting text can be provided.
<i>Provide bicycle locking infrastructure at public transport access nodes to help support intermodal and networked connectivity</i>	Health and wellbeing +ve  Transport +ve	May be more appropriate for an SPD.	This can be explored with the Highways Authority but transport nodes at present have good levels of provision.

## HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy T4	<b>Public Transport Corridors</b> The policy seeks the promotion of enhancing public transport corridors across the main urban areas of the district, supporting the Lancaster District Highways and Transport Masterplan	The Local Plan Review is based on addressing Climate Change and clearly, an element of addressing this matter will be promoting the use of sustainable forms of transport, for instance improvement of public transport links. This policy is positively worded and seeks to promote principle public transport corridors within the district; however, consideration should be given to how the scope of the policy could be potentially expanded. However, this will have to be in the context	Ensuring developers provide new or enhanced public transport to developments for a minimum period. Ensuring services are accessible by walking or cycling from all parts of the development. <b>Removal of the rapid transit bus service between Lancaster city centre, Morecambe town centre and the industrial areas of Heysham</b>	No likely Significant Effect. Screened out. This policy identifies existing key transportation routes in the district and any opportunity to improve/ promote these existing public transport corridors, specifically in terms of public transport services. The implementation of the suggested changes to this policy is considered to have no adverse impacts and potentially some beneficial effects on the European sites.	Comments noted.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
		of the preparation of the Local Transport Plan 4 (which will be prepared.			
		Further recommendations	Provide alternative flexible approaches which developers could help provide public transport for initial residents, whilst viability of new public transport schemes are questionable. This could be looked at in conjunction with the plan to look into adopting a flexible rural public transport offering.		Comments noted.
			Provide bicycle locking infrastructure at public transport access nodes to help support intermodal and networked connectivity		Policy to be amended to refer to provision at transport nodes

## Air Quality

### **POLICY EN9: AIR QUALITY MANAGEMENT AREAS**

The Council has designated three Air Quality Management Areas (AQMAs) within the district in order to improve levels of air quality. These AQMAs are identified on the Local Plan Policies Map in the following locations:

POLICY EN9.1	Central Carnforth	POLICY EN9.3	Galgate
POLICY EN9.2	Central Lancaster		

Developments that are located within or adjacent to AQMAs will be expected to ensure that they do not contribute to increasing levels of air pollutants within the locality and adequately protect their users from the effects of poor air quality.

Any development proposals will be expected to have regard to all relevant policies contained within the Local Plan, in particular Policy DM31 of the Development Management DPD which relates to development and air quality.

#### Supporting text:

22.49 It is important that the air that sustains life is clean. The Council is responsible for monitoring the air quality of the district. The Government's National Air Quality Strategy requires Lancaster district to meet national standards for eight air pollutants: benzene, 1, 3 butadiene, carbon monoxide, lead, nitrogen dioxide, particulate matter and sulphur dioxide. Progress made in achieving better air quality in the district is reported to the Department for Environment Food and Rural Affairs (DEFRA).

22.50 Some areas of the district may require special attention in relation to air quality. There are three Air Quality Management Areas (AQMAs) that have been designated by the Council due to the affect on air quality caused by emissions from adjacent high volume traffic corridors<sup>70</sup>. These include AQMAs at Galgate, Lancaster City Centre and Carnforth town centre. As air quality continues to be monitored, it is possible that AQMAs may be revoked, amended or newly designated in the future.

22.51 In order to address air quality issues in Air Quality Management Areas, the Council has defined two separate zones of interest. Zone 1 relates to the actual AQMAs including the areas surrounding them that provide potential pathways / gateways into the AQMAs – for example key transport routes into the AQMAs. Zone 2 relates to the area outside of the Zone 1 boundary. Further information on these zones can be found by contacting the Environmental Health team.

22.52 In accordance with Policy DM31 of the Development Management DPD, development proposals that are in or may significantly affect existing AQMAs (i.e. within Zone 1) are likely to need to be assessed by specialists in relation to air quality with regard to the impact (including any cumulative impacts) that the proposal and its associated traffic could have on air quality.

22.53 Where development is proposed within (or may significantly affect) existing AQMAs, the Council will expect that any risks to occupiers' health or overall environmental quality to be mitigated and the mitigation to be included within the development proposal. Where existing air quality levels are close to Objective levels (e.g. Scotforth Road. Carnforth and Caton Road, Lancaster or developments that are large in scale – assessments are also likely to be required. Further detailed guidance will be provided to assist developers on requirements and can be found in the Low Emissions and Air Quality Planning Advisory Note (or successor documents).

22.54 Assessments generally focus on road transport related impacts, however where development include emission releasing processes such as combustion sources, or where development may be impacted upon through such sources (existing or where planning approval has been granted), these are also likely to need assessment by an air quality specialist. Details of the assessment and any required mitigation should be included with the development proposal. Air pollution can also be caused by non-road transport, including railways. Where changes to these sources are proposed, air quality impacts must be assessed as part of any proposed development submission.

#### **Policy EN9 What alternative approaches were considered?**

This policy remains unchanged at this point as we are not seeking to delete any of these designations or amend their boundaries. Therefore the only policy approach for this policy was to keep the existing, sound Local Plan policy as adopted.

#### **How does this policy ensure better outcomes in relation to Climate Change?**

This adopted 'sound' Local Plan policy remains unchanged as it is operating well and already contributing to climate change mitigation.

#### **SA/SEA/HRA Considerations:**

No changes made to policy, and therefore no further appraisal necessary.

#### *HRA Screening*

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy EN9	<b>Air Quality Management Areas</b> This policy applies to the designated Air Quality Management Areas (AQMAs) in Lancaster City Centre, Carnforth Town Centre and Galgate. This policy merely seeks to define the parameters of the AQMAs only.	Given the high-level nature of the designation, it means the scope for amendment is limited. Direction over how air quality can be improved in these areas is covered in other policies within the plan.	No changes made to policy, and therefore no further appraisal necessary.	No Likely Significant Effect. Screened out. Policy remains unchanged and has previously been through the HRA process which concluded no LSE.	Comments noted.

#### **Air Quality Management and Pollution**

### **POLICY DM31: AIR QUALITY MANAGEMENT AND POLLUTION**

All development proposals must demonstrate that they have sought to minimise the levels of air polluting emissions generated and adequately protect their new users, and existing users, from the effects of poor air quality.

Development which is located within an Air Quality Management Area (AQMA), or any development which has the potential to, individually or cumulatively, contribute to increasing levels of air pollution, will be required to demonstrate how either on-site or off-site mitigation measures will be put in place to reduce the air quality impact. Any proposal must not significantly worsen any emissions or air pollutants in areas where pollution levels are close to objective / limit value levels.

Proposals should contribute towards delivering the actions detailed within the Lancaster District Air Quality Action Plan, once in place.

Any proposal must not worsen any emissions or air pollutants in areas that could result in a breach of, or worsen site-level critical loads for ecosystems within relevant Internationally designated nature conservation sites during both construction and operational phases. Air Quality Assessments must be submitted for relevant development proposals, as outlined in the Council's Validation Guide.

All development proposals will be expected to take account of the Council's forthcoming SPD on Low Emissions and Air Quality.

Supporting text:

9.17 Air quality and pollution are widespread concerns at both district and national level. The Council has a range of activities underway to deal with these issues<sup>35</sup>. There are currently three locations where air quality ~~does~~ ~~has~~ not ~~met~~ ~~meet~~ the national air quality objectives that aim to protect people's health and the environment. These are the centre of Lancaster, the centre of Carnforth, and Galgate crossroads and each location has been declared an Air Quality Management Area (AQMA).

9.18 The largest AQMA is located in the centre of Lancaster, where emissions from vehicles on the one-way system contribute toward high levels of nitrogen dioxide. These designations are regularly monitored, [the recordings of which are set out in the Council's Air Quality Annual Status Report<sup>1</sup>](#), and amendment to these areas (as well as considering the potential for further designations) will be implemented as appropriate. ~~The impact of the Bay Gateway on the three AQMA's is being monitored.~~

9.19 The Council has published an Air Quality Strategy<sup>36</sup>. The direction of this strategy has also been incorporated into the Highways and Transport Masterplan for Lancaster District which is available on the Lancashire County Council website.

9.20 The Council will ensure that proposals for all new development regardless of location will seek to minimise polluting emissions by applying standard emission reduction measures. The Council will also seek to ensure developments do not have an unacceptable negative impact on local air quality particularly in relation to their impact on AQMA's or on areas where pollution levels are close to air quality objective levels. Similarly, proposals for new development should not put people's health at risk by introducing new exposure to areas where pollution levels are above or close to air quality objective levels. Exposure assessments should be prepared for residential schemes and where appropriate other developments (e.g. offices and day nurseries) within AQMAs in order to protect living conditions for residents and users of the space.

9.21 The Council will seek to ensure that proposals for all new development, regardless of location, have sought to minimise the levels of air polluting emissions during the construction and operation phases of development through appropriate on-site and off-site mitigation.

9.22 Development which is located in [or close to AQMAs, as set out in the supporting Planning Advisory Note and forthcoming Supplementary Planning Document](#), will be carefully considered in terms of their individual and cumulative impacts within the designated area, and it will be expected that mitigation is

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<sup>1</sup> [Air quality reports - Lancaster City Council](#)

put forward to reduce the air quality impact arising from each proposal. The Council will not support proposals which would significantly worsen any emissions or air pollutants where pollution levels are close to their objective limits.

9.23 In relation to nitrogen oxide levels, 'significantly worsen' means an increase of 0.1µg/m<sup>3</sup> or more in the annual mean nitrogen level (all local AQMA's are designated due to likely exceedance of objective standards for nitrogen dioxide). In relation to nitrogen oxide levels 'close to' objective / limit value levels, this means that the nitrogen dioxide pollution levels are indicated to be at or above 85% of the air quality objective/ limit value, *which for the annual mean level is at or above 34ug/m<sup>3</sup>.*

9.24 An Air Quality Assessment (AQA) will be required where proposals are within or have the potential to adversely affect the AQMA, where emissions exceed recommended thresholds or where the proposal is of such a scale that it could itself result in the designation of a new AQMA. Further guidance on this is provided in the Council's Planning Validation Guide. AQAs should include emission and concentration assessments.

9.25 The Council ~~will seek to~~ *is working* with Lancashire County Council in the preparation of a new *Air Quality Action Plan linked closely to the new transport proposal being developed for Lancaster. A Supplementary Planning Document relating to Low Emissions and Air Quality* ~~which~~ *will be drawn up and linked to* ~~based on~~ the outcomes of the District's Air Quality Action Plan. ~~and~~ This will build upon the previous work undertaken to prepare a Planning Advisory Note on this matter.

9.26 One of the ways in which the Council will seek to minimise the impact of new development on air quality will be to ensure that development provides a suitable level of infrastructure for the charging of electric / plug-in hybrid vehicles. *To help facilitate this, the Council is preparing a **Promotion of Electric Vehicles and Charging Infrastructure** Supplementary Planning Document to provide further guidance and aid the delivery of charging infrastructure.* The provision of facilities and infrastructure to enable and encourage walking and cycling and the use of lower emission transport options such as ultra-low emission car sharing / car hubs / fleet vehicles, will also be key mitigations measures. Opportunities to secure improvements via Travel Plans will also be encouraged. ~~This could include the establishment of a low carbon fund to help incentivise and fund future households to buy electric/low emission vehicles.~~

*The Planning Practice Guidance clearly states that: "mitigation options will need to be locationally specific, will depend on the proposed development and need to be proportionate to the likely impact".* Examples of possible mitigation measures set out in the Planning Practice Guidance include:

- Maintaining adequate separation distances between sources of air pollution and receptors;
- Using green infrastructure, in particular trees, where this can create a barrier or maintain separation between sources of pollution and receptors;
- Appropriate means of filtration and ventilation;
- Including infrastructure to promote modes of transport with a low impact on air quality (such as electric vehicle charging points and measures to facilitate and promote cycling);
- Controlling dust and emissions from construction, operation and demolition; and
- Contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Whilst nitrogen dioxide is the pollutant that has led to the designation of the District's three Air Quality Management Areas (AQMA's), of increasing concern is the impact of particulate matter on air quality levels, in particular PM<sub>2.5</sub>, as set out in the Government's Clean Air Strategy and the emerging Environment Bill. The national Clean Air Strategy (2019) clearly sets out aims to reduce existing exceedances of PM<sub>2.5</sub> concentrations across the UK, so that the number of people living in locations above the WHO guideline annual mean level of 10µg/m<sup>3</sup> is reduced by 50% by 2025. On this basis, the Council therefore expects new development to consider the impact of development in relation to both national and WHO air quality standards with the sought outcome of minimising both particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) and nitrogen dioxide (NO<sub>2</sub>) emissions.

9.27 Particulate emissions from solid fuel combustion plants are generally greater than emissions from equivalent gas and electric installations and therefore, impact adversely on local air quality. Consequently, in urban areas the use of solid fuel installations in new development will be discouraged.

#### **Policy DM31 What alternative approaches were considered?**

This policy remains unchanged at this point as the it is not considered that the policy requires any update in the context of climate change. Any updates to the position will be set out in the forthcoming SPD as set out in the policy. Therefore the only policy approach for this policy was to keep the existing, sound Local Plan policy as adopted.

#### **How does this policy ensure better outcomes in relation to Climate Change?**

This adopted 'sound' Local Plan policy remains unchanged as it is operating well and already contributing to climate change mitigation.

### SA/SEA/HRA Considerations:

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as whether to make changes to the policy are not necessary to test in the SEA, as they would not lead to different outcomes in terms of sustainability.

With regards to meaningful choices in relation to the air quality management, no reasonable alternatives have been identified at this stage for this SA Topic.

Some recommendations have been made through the SA that could lead to potential enhancements in terms of a number of sustainability topics.

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
<i>Recommend specific planting within developments which help to mitigate issues relating to particulate matter. Example of Cotoneaster Franchetii (evidence).</i>	Air quality +ve Biodiversity +ve Health and wellbeing +ve	Such information and detail could be more appropriate within an SPD.	Green and blue infrastructure is also recommended through the revised PPG wording as a mitigation measure. Supporting text has been amended to include the list of possible mitigation measures set out in the PPG which includes green infrastructure, such as trees, which can act as a barrier or maintain separation between sources of pollution and receptors.
<i>Areas which have been identified as 'close' to the objective/limit value could be identified in order to ensure increased certainty in case of potential disputes. In this sense, the word 'close' could also benefit from a clearer definition.</i>	Air quality +ve	Areas of concern may not be an issue over the full life of the Local Plan, and thus may become out of date.	Comments noted. Air quality levels vary year on year and so reference has been made to the Annual Status Report that Environmental Health produce each year. Proposals should undertake their own assessment/modelling work to determine levels, as its rare that a monitoring site is located in the exact

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
			<p>location of a development and pollution increase also needs to be ascertained, and so 'close to' cannot be determined from looking at Council monitoring data.</p> <p>In relation to nitrogen oxide levels 'close to' objective / limit value levels means that the nitrogen dioxide pollution levels are indicated to be at or above 85% of the air quality objective/ limit value. Have added in additional text to say 'which for the annual mean level is at or above 34ug/m<sup>3</sup>'</p>

#### *HRA Screening*

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy DM31	<p>Air Quality Management and Pollution</p> <p>The policy sets a general approach to air quality matters which seeks to minimise emissions. The Policy also sets an approach to developments located within designated Air Quality Management Areas (AQMAs)</p>	<p>Air Quality matters are a clear consideration to many when addressing Climate Change and with core areas of the district (such as Lancaster City Centre) surrounding from (at times) poor levels of air quality then a strengthened policy position may be</p>	<p>This adopted 'sound' Local Plan policy remains unchanged as it is operating well and already contributing to climate change mitigation.</p>	<p>No Likely Significant Effect. Screened out. Policy remains unchanged and has previously been through the HRA process which concluded no LSE.</p> <p>Recommendation: Although Cotoneaster franchetii is not currently listed under Schedule 9 of</p>	

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
		beneficial. Any amendments to the policy could be supported through the work on.		the Wildlife & Countryside Act 1981 (as amended), the list is frequently updated. It is recommended that species of Cotoneaster be avoided in planting schemes. Visit <a href="https://www.museumoflondon.org.uk/application/files/4915/2604/2216/2018-05-11-phytosensor-final-web-ok-compressed_1.pdf">https://www.museumoflondon.org.uk/application/files/4915/2604/2216/2018-05-11-phytosensor-final-web-ok-compressed_1.pdf</a> for alternative air quality plants.	
		Further Recommendation	Recommend specific planting within developments which help to mitigate issues relating to particulate matter. Example of Cotoneaster franchetii (evidence).		Green and blue infrastructure is also recommended through the revised PPG wording as a mitigation measure. Supporting text has been amended to include the list of possible mitigation measures set out in the PPG which includes green infrastructure, such as trees, which can act as a barrier or maintain separation between sources of pollution and receptors.
			Areas which have been identified as 'close' to the objective/limit value could be identified in order to ensure		Comments noted. Air quality levels vary year on year and so reference has been made to the Annual Status Report

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
			increased certainty in case of potential disputes. In this sense, the word 'close' could also benefit from a clearer definition.		<p>that Environmental Health produce each year. Proposals should undertake their own assessment/modelling work to determine levels, as its rare that a monitoring site is located in the exact location of a development and pollution increase also needs to be ascertained, and so 'close to' cannot be determined from looking at Council monitoring data.</p> <p>In relation to nitrogen oxide levels 'close to' objective / limit value levels means that the nitrogen dioxide pollution levels are indicated to be at or above 85% of the air quality objective/limit value. Have added in additional text to say 'which</p>

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
					for the annual mean level is at or above 34ug/m <sup>3</sup>

### Enhancing Accessibility and Transport Linkages

## **POLICY DM60: ENHANCING ACCESSIBILITY AND TRANSPORT LINKAGES**

The Council will ~~seek to~~ ensure that development proposals, particularly those that will generate significant footfall and motorised vehicle journeys, are located where sustainable travel patterns can be achieved. This will seek to ensure that higher density mixed-use developments are located in accessible centres or in close proximity to main public transport routes.

Proposals should minimise the need to travel, particularly by private car, and maximise the opportunities for the use of walking, cycling and public transport. Development proposals will be supported where they ~~seek to~~:

- I. Make the best use of existing public transport services and, where appropriate provide opportunities for improving and sustaining the viability of those services;
- II. Ensure that there is convenient access for walking and cycling to local amenities, including education, employment and community facilities;
- III. Create buildings and places that are easily accessible for the whole community, particularly those with disabilities;
- IV. Develop an innovative and flexible approach to the delivery of public transport in rural areas of the district;
- V. Include measures that address matters of highway safety to the satisfaction of the local highway authority;
- VI. Ensure that the proposal site can be accessed safely both during the construction and occupation phases of development;
- VII. Make appropriate provision for parking in accordance with Policy DM62 and the car parking standards set out in Appendix E of this document, in terms of both the number of spaces provided and their location in relation to the development, to encourage sustainable travel patterns and avoid congestion and adverse highway safety impacts caused by excessive on-street parking; and
- VIII. ~~Be~~ **Are** designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles in accordance with paragraph ~~32~~ **108** of the National Planning Policy Framework. This should address issues such as highway efficiency and excessive volumes of traffic, fumes and noise and also where possible road infrastructure should seek to complement and enhance the landscape and townscape.

**Where proposals are not able to achieve this, it must be clearly demonstrated that significant impacts can be addressed through the preparation of a Travel Plan in accordance with Policy DM63.**

**Development proposals should seek to maximise efficiency and capacity on the existing transport and highway network. Where such capacity is insufficient to accommodate the proposal, the provision of new transport and highway infrastructure will be sought as a priority. Depending on the scale, nature and location of development, new infrastructure, either in whole or in part, will be required to enable the properly phased implementation of the development. Where capacity is insufficient, and inadequate mitigation measures are proposed to remediate this issue, then planning permission is likely to be refused.**

**Supporting text:**

16.7 Development proposals should seek, through their design, construction and operation phases to address the issues of car parking and safe highway access. Appropriate design features should ensure that congestion around the site is minimised and that a safe highway environment is achieved.

16.8 Development proposals that generate significant footfall and traffic should, in accordance within Policy DM63 of this document, prepare a travel plan which sets out the potential implications on local transport networks and linkages, and how any negative impacts will be addressed through mitigation and compensatory measures. Development proposals that the Council believe generate a significant highway impact but fail to address such issues through an appropriate travel plan will not be permitted.

16.9 Proposals that generate significant levels of development and which, as a consequence, generates significant levels of new traffic movement, including those greenfield sites which have been allocated through the Strategic Policies and Land Allocations DPD, will be expected to provide or contribute towards necessary improvements to the local transport network.

16.10 It is important that development proposals seek early engagement with the responsible highway authorities, including Lancashire County Council and Highways England. With relation to Highways England, proposals should have due regard to their most up to date guidance.

**Policy DM60 What alternative approaches were considered?**

The Policy provides the overall approach to transport related matters and there is limited scope to alter the wording further at this stage. Detailed aspects relating to sustainable transport are dealt with elsewhere.

**How does this policy ensure better outcomes in relation to Climate Change?**

The policy wording amendments are relatively minor as, as set out above, there are limited options to alter this at this stage. The wording is strengthened however in that it will no longer 'seek' to ensure but will instead now ensure that policy requirements are met. The policy as it stands considers climate change by achieving sustainable travel patterns, thereby mitigating the impacts of climate change.

#### **SA/SEA/HRA Considerations:**

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as whether to make changes to the policy are not necessary to test in the SEA, as they would not lead to different outcomes in terms of sustainability.

With regards to meaningful choices in relation to 'enhancing accessibility and transport linkages', no reasonable alternatives have been identified at this stage for this SA Topic.

<b>Suggested changes by Lancaster City Council</b>	<b>SA topics likely to be affected</b>	<b>Delivery / potential conflicts</b>	<b>City Council Comments</b>
<i>Rather than 'seeking' to enhance accessibility and transport linkages, changes require such measures to be a part of development proposals.</i>	Transport +ve Economy and employment +ve Health and wellbeing +ve Air pollution +ve Lowering carbon emissions +ve	Unlikely to affect deliverability or viability, but should better ensure that the aims of the policy are taken into account.	Comments noted.

#### *HRA Screening*

<b>Policy Number</b>	<b>Policy Title and Description</b>	<b>Implications on Climate Change</b>	<b>Suggested changes by Lancaster City Council</b>	<b>Screening Outcomes</b>	<b>City Council Comments</b>
Policy DM60	Enhancing Accessibility and Transport Linkages The policy seeks to promote modal shift and sustainable forms of transport rather than prioritising the private car. The policy also looks at land-use patterns to ensure that	Given a key element of the Climate Change agenda is the reduction of travel movements then promotion of modal shift. Therefore scope of the	Rather than 'seeking' to enhance accessibility and transport linkages, changes require such measures to be a part of development proposals	No Likely Significant Effect. Screened out. This policy provides details of how new development should minimise the need to travel, and	Comments noted.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
	sustainable locations are chosen for development with high footfall.	policy could be expanded.		increase the opportunity to access development by walking, cycling or public transport. The implementation of the suggested change to this policy will not have any implications on European sites.	

**DM61: [Prioritising Walking and Cycling](#)**

## **POLICY DM61: [PRIORITISING WALKING AND CYCLING](#)**

### **Walking**

To protect, maintain and improve the pedestrian environment, the Council will ensure that development proposals:

- I. **[Prioritise pedestrian movements](#), ~~M~~maintain, and ~~where possible~~ improve the existing pedestrian infrastructure in accordance with Policy T2 of the Strategic Policies & Land Allocations DPD, including the Public Rights of Way (PROW) and ~~g~~[Green & Blue](#) infrastructure network;**
- II. **Ensure that no adverse impacts are created for the pedestrian environment, particularly in relation to pedestrian safety, and provide appropriate pedestrian access for all sections of the community;**
- III. **Improves the safety and security of the pedestrian environment through the use of appropriate design and lighting.**

Where development proposals affect a Public Right of Way, the Council will expect routes to be retained along existing alignments. Appropriate alternative diversion routes will be considered where it is not feasible or appropriate to retain the existing route, to the satisfaction of Lancashire County Council.

Development that will generate a significant level of footfall should be located within central or highly accessible locations, which provide good access for pedestrians and have due consideration to the criteria set out in (I) to (III) above and any other relevant guidance provided on this matter.

### **Cycling**

To build on the previous success of Lancaster's designation as a 'Cycling Demonstration Town' the Council will ensure that development proposals do not adversely impact on the

existing cycling network or cycle users. Development proposals should ~~also encourage~~ prioritise cycling movements, (along with pedestrian movements), to provide greater opportunities for cycle users through good design, and deliver appropriate cycle access. Proposals should also include appropriate linkages to the existing cycle network and secure and covered cycle parking and storage facilities. Design of new infrastructure should be of high quality and in accordance with Local Transport Note 1/20 Cycle Infrastructure Design (Section 14).

Cycling improvements should be equitably implemented across all communities within the district ~~on the social gradient, but with a particular focus on those lower down the gradient.~~

Non-residential development proposals are expected to ~~should also promote~~ provide shower changing facilities for staff.

The Council will, ~~where possible~~, support the growth of the local cycling network within the district (as defined in Policy T2 of the Strategic Policies and Land Allocations DPD) to encourage and maintain the growth of cycle usage as a viable and suitable form of transport, and recognise the value of such a network in creating a coherent network of green infrastructure. Support will be given to proposals that seek ~~to enhance and improve~~ delivery or improvement of aspirational routes as well as the existing network, in accordance with the County Council's Cycling and Walking Strategy and Policy T2.

16.11 The pedestrian environment and the opportunities for people to access key services on foot are acknowledged to be very important. Civic spaces and public realm should be accessible and inclusive for all pedestrian users. A good pedestrian environment has been recognised to be beneficial to an individual's well-being whilst also bringing economic benefits to town centre locations.

16.12 By encouraging a range of uses, particularly key services, within either town or local centres, this policy aims to allow residents and visitors the ability to reach the facilities they require without the need to travel long distances. This could be equally appropriate in areas of high accessibility with good linkages to a range of transport modes. For many this will involve walking for part of the journey so it is therefore important to ensure that the pedestrian environment is of a high standard.

16.13 The Council will seek to promote a safe pedestrian network within the district in accordance with Policy T2 of the Strategic Policies & Land Allocations DPD. A safe network means safety from other road users such as motor vehicles and cyclists. Management of other road users including speed restrictions, sufficient widths, segregation and, where appropriate, well designed crossing facilities which can reduce conflicts between users ~~will be required.~~ The use of low traffic neighbourhoods should be sought to help minimise through traffic and P proposals should also seek to create well designed pathways,

natural surveillance, appropriate levels of lighting, CCTV and good levels of maintenance can improve actual and perceived security. Such design features will be encouraged within new development.

16.14 The Council will seek to protect the established Public Rights of Way (PROW) within the district; this includes footpaths of local importance but also footpaths of national importance, including the English Coastal Path Route. Development proposals that affect recognised Public Rights of Way should, in the first instance, seek to incorporate existing routes satisfactorily within the proposal. Where this is demonstrated to not be possible the Council will expect proposals to provide adequate alternative arrangements through the appropriate diversion of existing routes.

16.15 The Council is not the highway authority for the district, this is the role of Lancashire County Council. ~~The Council will work in partnership with key stakeholders, particularly Lancashire County Council, to identify areas for improvement and to improve the pedestrian environment within the district. Cycling and Cycle Networks~~ The Council is working closely with the County Council on the development of a Local Cycling and Walking Infrastructure Plan. The LCWIP sets out the Highways Authorities priorities for interventions over the short/medium term across the district. Its primary concern is to encourage modal shift and inevitably has a focus on the main urban areas of the district.

16.16 There is a high level of cycle use within the district which has grown through the success of Lancaster as a 'Cycle Demonstration Town'. Cycling is seen by many as a sustainable and economic form of transport for local trips and leisure uses. There is further potential growth in cycle use as an alternative to the private car for shorter journeys in the district, particularly around the urban areas of Lancaster, Morecambe, Carnforth and Heysham.

16.17 There is already a strong network of cycle routes within the district, which is are used and provides sustainable linkages between urban centres. These are not just local linkages, but they also link in with the National Cycle network, which include the Way of the Roses and the Morecambe Bay cycle route. ~~Therefore, opportunities exist to encourage the growth of cycle use at a local level, but also as an opportunity to attract visitors into the district.~~ The wider benefits of an attractive cycling/walking network is recognised and should be encouraged, most notably in terms of supporting the tourist economy as well as improving health and increasing biodiversity. The Council will look to support increased usage of cycling and walking through the implementation of ~~the Lancashire Cycling and Walking Strategy and~~ Policy T2 of the Strategic Policies & Land Allocations DPD and the emerging LCWIP.

16.18 The Council will seek to ensure that development proposals protect and link in with the existing cycle network but also, where appropriate, contribute to the improvement and extension of these networks. The Council will work with relevant partners to ensure that the standard of cycle networks

are improved, maintained and expanded where possible, including projects such as the Morecambe Bay Cycle Route and the Lune Valley Greenway.

Facilities for cyclists are important as well as developing the network itself, in terms of encouraging higher levels of use. The provision of showers in non-residential development is important in encouraging commuting by cycle and this is expected on proposals where there are 5 staff or more.

16.19 Cycle and footpath networks not only provide an important sustainable transport alternative, but also provide an important component of the local green infrastructure network, providing green corridors through urban areas. Therefore, the Council will seek to protect their integrity and the benefits they provide to the natural environment.

16.20 Section 14 of the LTN1/20 sets out the basic principles and objectives for new infrastructure in development proposals. Infrastructure should be made up of the following elements:-

- Dedicated space for cycling
- Quiet mixed traffic streets
- Traffic free routes
- Junctions treatments and crossings
- Cycle parking

~~Consideration should be given to should not only consider the linkages with the surrounding cycle network, but also through their design, encourage cycling through the layout and orientation of buildings, ensuring that facilities for cycling, such as parking and storage are fully considered as part of the proposal.~~

#### **Policy DM61 What alternative approaches were considered?**

The Policy changes above are considered to strengthen the Policy and reflect paragraph 110 of the NPPF which highlights the need to prioritise walking and cycling in new development.

The additional wording also reflects the introduction in 2020 by the DfT of Local Transport Note 1/20. This provides guidance to local authorities on delivering high quality cycling infrastructure and includes the planning and design of new routes and the provision of cycle parking. The guidance supports the Government's pro cycling agenda (Gear Change: a bold vision for cycling and walking) and seeks to improve current levels of provision, both in terms of quality and quantity. It will be challenging to implement through the planning process but is considered appropriate to include as part of this review.

## How does this policy ensure better outcomes in relation to Climate Change?

This changes to this policy now mean that walking and cycling are clearly prioritised ensuring that active travel is given appropriate level of attention and the pedestrian environment will be improved, thereby increasing the appeal of walking (and cycling as well as adaptive mobility) as an alternative to the private car. The introduction of the requirement of development proposals being in accordance with Local Transport Note 1/20 is a significant change and again, will ensure development is designed with walking and cycling at the forefront instead of the private car. This policy supports a reduction in transport related emissions and thereby contributes to District wide emissions reductions targets and climate mitigation.

### SA/SEA/HRA Considerations:

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. With regards to meaningful choices in relation to walking and cycling, no reasonable alternatives have been identified at this stage for this SA Topic. Some recommendations have been made through the SA that could lead to potential enhancements in terms of a number of sustainability topics.

<b>Suggested changes by Lancaster City Council</b>	<b>SA topics likely to be affected</b>	<b>Delivery / potential conflicts</b>	<b>City Council Comments</b>
<i>Prioritisation of pedestrian and cycling movements (rather than encouragement of these measures)</i>	<i>Transport +ve Air quality +ve Lowering carbon emissions +ve Health and wellbeing +ve</i>	As a vital component of sustainable development, it is considered necessary for such measures to be a standard component of developments.	Comments noted.
<i>Linking pedestrian movements to blue infrastructure, as well as green</i>	<i>Transport +ve Air quality +ve Health and wellbeing +ve Biodiversity ?</i>	There is a need to ensure that biodiversity and water quality is not adversely affected by recreational pressures of increased footfall/cycling.	Comments noted. Additional amendments are not considered necessary. The development plan should be read as a whole with both water quality and biodiversity protected through other policies.
<i>Ensuring proposals are in accordance with LTN 1/20 guidance</i>	<i>Transport +ve Population and communities +ve</i>	It would be beneficial to include adherence to LTN1/20 on the validation checklists.	Comments noted. Opportunity to include this reference will be explored.

<b>Further recommendations</b>	<b>SA topics likely to be affected</b>	<b>Delivery and potential conflicts</b>	<b>City Council Comments</b>
<i>It would be beneficial to add wording which provides support to schemes which adopt the principles of low traffic neighbourhoods into their design from the outset.</i>	<i>Population and communities +ve Air quality +ve Health and wellbeing +ve Transport +ve</i>	This is most effective from the outset of an areas design, rather than attempting to retrofit to existing neighbourhoods. Consequential increases in car journeys elsewhere can also be mitigated by not locating roads which may see increased traffic in close proximity to housing or outdoor recreation areas.	Comments noted additional text has been included in the supporting text. Its something that can be explored further in the SLAAP
<i>Links to green/blue infrastructure should ensure that any biodiversity assets or designations along these spaces are not vulnerable to recreational pressures</i>	<i>Biodiversity +ve</i>	Links to environmental protection objectives would be strengthened.	Comments noted. Additional amendments are not considered necessary. The development plan should be read as a whole with biodiversity assets and designations protected through other policies within the Plan.
<i>Wording which ensures any facilities (on or off site) likely to be used by residents of a development are provided with cycle locking facilities.</i>	<i>Economy and employment +ve Transport +ve Population and communities +ve</i>	No issues or conflicts with other SA Objectives are likely.	The provision of off-site cycle parking could be explored particularly in relation to the provision of cycle hub within the city centre but is more suited to Policy DM62

#### HRA Screening

<b>Policy Number</b>	<b>Policy Title and Description</b>	<b>Implications on Climate Change</b>	<b>Suggested changes by Lancaster City Council</b>	<b>Screening Outcomes</b>	<b>City Council Comments</b>
DM61	Walking and Cycling The policy seeks to promote the role of cycling and walking to make local journeys and contribute to the agenda of modal	The role of cycling and walking is already important and this is emphasised in the existing	Prioritisation of pedestrian and cycling movements (rather than encouragement of these measures)	No Likely Significant Effect. Screened out. This policy aims to ensure that development	Comments noted

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
	shift. The policy seeks to encourage expansion of the network and other associated infrastructure that would promote greater role for cycling and walking.	policy. However, perhaps more clarity can be provide in relation to how new cycling projects could be delivered.	Linking pedestrian movements to blue infrastructure, as well as green	proposals maintain and enhance walking and cycling linkages. This policy relates to promoting walking and cycling routes, and as such implementation of the suggested changes to this policy is unlikely to have adverse impacts on European sites.	
			Ensuring proposals are in accordance with LTN 1/20 guidance		Low Traffic Neighbourhoods to be referenced in supporting text and considered further in the SLAAP
		Further recommendations	It would be beneficial to add wording which provides support to schemes which adopt the principles of low traffic neighbourhoods into their design from the outset		
			Links to green/blue infrastructure should ensure that any biodiversity assets or designations along these spaces are not vulnerable to recreational pressures		Comments noted. Additional comments are not considered necessary. The development plan should be read as a whole with biodiversity assets and designations protected through other policies.
			Wording which ensures any facilities (on or off site) likely to be used by residents of a		Comments noted. On site facilities are covered by Policy DM62. Off site provision

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
			development are provided with cycle locking facilities		will be considered as part of SLAAP

**DM62: Vehicle Parking Provision [and electric vehicle charging points](#)**

## **POLICY DM62: VEHICLE PARKING PROVISION [AND ELECTRIC VEHICLE CHARGING POINTS](#)**

### **Car Parking Provision**

In relation to the provision of car parking, development proposals will be considered acceptable where:

- I. The design of the proposals incorporates provision of car and cycle parking that accords with the levels and [layout requirements set out in Appendix E](#) of this document;
- II. The minimum levels of car parking for people with impaired mobility as set out in Appendix E are achieved; and
- III. Parking facilities are shared where location and patterns of use permit.

Where garage provision is to be provided, these should be of a sufficient size to be genuinely used by a car and should include an internal space of at least 6 metres long by 3 metres wide [that can also accommodate cycle storage appropriate for the dwelling size \(see Appendix E\)](#).

Car free development, or development proposed which incorporates very limited car parking provision, will **only** be considered acceptable in appropriate locations where there is clear justification for the level of provision proposed. Proposals should give consideration to the current and proposed availability of alternative transport modes, highway safety, servicing requirements, the need of potential users and the amenity of occupiers of nearby properties and other parking facilities.

Acceptable locations include:

- [Lancaster City Centre](#);
- [Morecambe Town Centre](#); and
- [Carnforth Town Centre](#).

### **Electric Vehicle Charging Points**

All new development and changes of use with associated car parking shall provide, as a minimum:

1. [One charging unit for each dwelling with an associated space.](#)

2. 20% of communal parking spaces to be provided with standalone chargers. Ducting/cabling/supply capacity must also be provided/ensured for all parking spaces.

Further detail is provided within the Provision for Electric Vehicle Charging Points for Development Supplementary Planning Document.

Further detail is provided within the Provision for Electric Vehicle Charging Points for Development Supplementary Planning Document.

**Cycle Parking Provision**

Adequate and secure ~~vehicle and~~ cycle parking facilities should be provided to serve the needs of the proposed development. Such facilities should be well designed and convenient to use. The level of provision should be in accordance with revised Appendix E and their design should be in accordance with the guidance set out in Local Transport Note 1/20 Cycle infrastructure and Design.

**Supporting text:**

4.1 Development should provide adequate car parking to ensure that excessive levels of on-street parking are avoided, which could reduce highway efficiency, highway safety and adversely affect local amenity. Standards for vehicle and cycle parking are set out in Appendix E of this document.

~~4.2~~ Car free development or proposals with limited parking provision will be considered appropriate where alternative transport modes can be shown to be available. Close proximity to transport hubs such as in urban centres may be considered appropriate locations, as would proposals within the South Lancaster Area Action Plan, where high levels of public transport are expected to come forward.

~~4.34.2~~ The level of car parking provision in non-residential development varies significantly according to the nature of the proposed use. Flexibility is required to reflect the availability of non-car alternatives that may influence the requirement of car parking spaces. In areas where alternative travel choices are available careful consideration of the availability of car parking spaces can help reduce car usage, particularly where this is combined with effective travel planning. However, it is important to ensure that adequate parking provision for people with impaired mobility is provided in convenient locations including those with mobility scooters.

~~4.44.3~~ New development which is likely to cater to those who use a mobility scooter will be expected to make provision for storage areas and charging points on the ground floor. The number of spaces is set out in Appendix E. The design of the storage spaces and the number of provided charging points will be determined on a case-by-case basis.

~~4.54.4~~ For proposals that will generate visitor trips (this can be either residential or commercial

uses), it should be demonstrated that an appropriate number of visitor spaces are provided over and above the standards set out in Appendix E.

4.64.5 Encouraging the shared use of car parking spaces, by taking advantage of activities where the peak demands do not coincide, can reduce the overall number of spaces required. This in turn reduces the amount of land used. However, conflict between peoples demand for residential parking and town centre parking prohibits the reliance on using public car parks for residential parking, due to the potential adverse impact on the availability of town centre parking for town centre users.

4.74.6 The City Council seeks to support the use of sustainable forms of transport, which includes the use of electric vehicles. In order to support the use of such vehicles supporting infrastructure will need to be put in place to support their use. The City Council will support proposals which seek to deliver opportunities for the use of electric vehicles. To assist with the implementation of this, the Council has produced a Planning Advisory Note on 'The Provision of Electric Charging Points for Vehicles in New Development', which is available on the Council's website.

4.84.7 The need for modal shift and the recent Government guidance on cycling infrastructure (LTN 1/20) demonstrate that requirements for the level and quality of cycle parking in new development are increasing. Appendix E (to be revised) sets out minimum levels of provision for different development types and reflects the standards set out in LTN1/20 (Section 11). The design of cycle storage provision is important and should be well located and convenient to use for all users, including those with non-standard cycles, and adhere to the design guidance within LTN 1/20 (Section 11) or any subsequent Government guidance.

#### **Policy DM62 What alternative approaches were considered?**

Modal shift and demographic changes are leading to increased use of mobility scooters. It is proposed that Disability parking provides an allowance for mobility scooters. This could be as part of the overall requirement In Appendix E or considered separately.

The introduction of DfT LTN 1/20 Cycle Infrastructure Design is important in terms of cycle parking provision and sets out higher standards that can be reflected in a revised Appendix E of the adopted

Local Plan. There is currently no design guidance in the Local Plan with regards to cycle storage and the reference to LTN1/20 will provide greater clarity on this matter.

If the proposed changes to this policy are taken forward it will be important that Appendix E is amended. This will need to take account of cycle parking, including cargo bikes and other non-standard cycles, and mobility scooters.

The inclusion of guidance on Eclectic Vehicle Charging Points is also a significant amendment to the policy approach. Not including this would have meant a key opportunity to tackle climate change was missed.

The alternative to this approach was to 'do nothing' and leave the policy unamended. However it is considered that the introduction of LTN1/20 is important as it provides clear guidance on the matter of mobility scooters and a step forward in terms of cycle parking provision.

#### **How does this policy ensure better outcomes in relation to Climate Change?**

Promoting modal shift increases the appeal of alternative transport modes to the private car. The reduction in car use and encouraging the use of electric vehicles through the installation of charging points will inevitably have an impact on greenhouse gas emissions, contributing to the mitigation of climate change. Whilst the existing policy did work towards this, the strengthened wording set out above makes the requirements clearer and will ensure better outcomes in relation to tackling climate change.

#### **SA/SEA/HRA Considerations:**

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. With regards to meaningful choices in relation to vehicle parking provision, no reasonable alternatives have been identified at this stage for this SA Topic.

Some recommendations have been made through the SA that could lead to potential enhancements in terms of a number of sustainability topics.

<b>Suggested changes by Lancaster City Council</b>	<b>SA topics likely to be affected</b>	<b>Delivery / potential conflicts</b>	<b>City Council Comments</b>
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Introduction of standards and principles for the provision of electric charging points.	<i>Health and wellbeing +ve</i> <i>Air quality +ve</i> <i>Transport +ve</i> <i>Lowering carbon emissions +ve</i>	None likely.	Comments noted
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Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
<i>Specific cycle parking provisions could be detailed, for example a minimum number of locking facilities per dwelling, as well as a requirement of all facilities within the site to be complemented with cycle locking facilities.</i>	Economy and employment Population and communities Transport	No major conflicts or delivery issues likely.	This is already covered by Appendix E – this is being reviewed in the light of the standards contained in LTN 1/20.

#### HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy DM62	<b>Vehicle parking provision and electric vehicle charging points</b> The policy sets out parking standards for vehicular parking but also includes parking for cycles in new development. The levels of provision are set out in Appendix E of the DPD.	The policy, and corresponding Appendix, could be updated to reflect the latest guidance from the DfT, which sets higher levels of provision	Ensures that developers must provide a sufficient number of vehicle charging points for all new development and changes of use with associated car parking.	No Likely Significant Effect. Screened out. This policy provides details of how to ensure that development proposals provide suitable car parking provision within the plans. This policy is statement of intent and inclusion of the 'further recommendat	Comments noted
		Further recommendation	Specific cycle parking provisions could be detailed, for example a minimum number of		This is provided within Appendix E

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
			locking facilities per dwelling, as well as a requirement of all facilities within the site to be complemented with cycle locking facilities.	ion' would not have any implications on European sites.	

### Transport Efficiency and Travel Plans

## **POLICY DM63: TRANSPORT EFFICIENCY AND TRAVEL PLANS**

The Council will support proposals that maximise opportunities for the use of sustainable modes of travel. Development proposals should make appropriate contributions (having due regard to cost-effectiveness) to improve the transport network and transport infrastructure, particularly to facilitate walking, cycling and public transport (bus and rail) to encourage the use of alternative forms of transport from the private car, **in order to assist in reducing carbon emissions and addressing the Climate Emergency declaration.**

Proposals that would generate a high number of trips or visits, or generate significant traffic movements on the local highway network should be located in a sustainable location which can be accessed through a variety of transport modes. Proposals should not give rise to traffic volumes that exceed the capacity of the local road network without mitigation measures being agreed, nor cause harm to the character of the surrounding area.

To demonstrate the likely impacts of a development proposal a 'Transport Assessment' or 'Transport Statement' may be required. This requirement will be dependent on the size, nature, scale, location and potential impact of the proposal. The requirement for such an assessment or statement is set out in the Council's Planning Application Validation Guide.

The 'Travel Plan' will also be required where the development involves significant residential, commercial or employment development or non-residential institutions including schools, colleges, universities and hospitals.

Development proposals will be supported where a Travel Plan can demonstrate that **modal shift is being prioritised, that** appropriate mitigation measures can be achieved, and a clear approach is identified to deliver such measures.

### Supporting text:

16.25 All development introduces a level of change to the surrounding environment, and new development will need to be integrated into the local transport network so that the district will be able to accommodate growth in a sustainable manner. For larger developments, both a transport statement and Travel Plan will be required so that the transport impacts of development proposals are identified and addressed.

16.26 Transport assessments are required to assess the impact of development proposals on transport infrastructure, including the capacity of roads, public transport, footfall at rail stations, walking and cycling infrastructure. They are required to present qualitative and quantitative information about the anticipated transport and related environmental impacts before, during and after the implementation of the proposed development. This should include details of accessibility of the site by all transport modes to all users, including those with specialist requirements.

16.27 For major development, applicants will be required to demonstrate that the transport assessment has informed the design of the proposed development and the accompanying travel plan. Effective transport management should be identified, including appropriate mitigation of the impacts. The mitigation identified may need to be addressed through a range of measures, including planning obligations, s278 works and/or a travel plan.

16.28 Travel Plans are a key management tool for implementing any transport solutions highlighted as a mitigation measure, and are one of the primary tools for mitigating the negative transport impacts of any development proposal. Travel Plans are required to detail the developer's response to any transport issues highlighted in the development proposal and to deliver sustainable transport objectives with a package of measures to promote sustainable transport. This includes measures to achieve a modal shift to the most sustainable forms of transport, such as walking and cycling, and improvements in air quality.

16.29 A Travel Plan will be a requirement for all large development proposals or proposals that are expected to have a significant impact on the local transport networks. Such a plan should be based on the Department for Transport's guidance on Transport Assessments and look at linkages with rail and bus services, pedestrian and cycling networks. The Travel Plan will be required to set out the ongoing management arrangements to deliver the outcomes of the Travel Plan, a monitoring schedule and an outline of the approach taken to monitoring and reviewing - which is an essential component of a travel plan.

## Policy DM63 What alternative approaches were considered?

The Policy provides the approach to the use Travel Plans and there is limited scope to alter the wording further at this stage. Detailed aspects relating to sustainable transport are dealt with elsewhere.

## How does this policy ensure better outcomes in relation to Climate Change?

The amendment to this policies, whilst appearing to be minimal, are important in encouraging modal shift and reducing carbon emissions, thereby mitigating the impacts of climate change.

### SA/SEA/HRA Considerations:

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. With regards to meaningful choices in relation to travel plans, no reasonable alternatives have been identified at this stage for this SA Topic. Instead, the SA process has been utilised to provide a broad commentary on the policy amendments and make further recommendations for enhancement where appropriate.

Suggested changes by Lancaster City Council	SA topics likely to be affected	Delivery / potential conflicts	City Council Comments
<i>Slight changes to clarify the role of travel plans in addressing climate change.</i>  <i>Clarification that modal shift should be prioritised in travel plans.</i>	<i>Health and wellbeing +ve</i> <i>Air quality +ve</i> <i>Transport +ve</i> <i>Lowering carbon emissions +ve</i>	None likely.	Comments noted.

### HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
<b>Policy DM63</b>	<b>Transport Efficiency and Travel Plans</b> The policy seeks to promote a strategic approach to travel movements within large development through the promotion of travel plans.	The policy could be updated to provide greater clarity on the importance of having strategic thinking in relation to transport	Slight changes to clarify the role of travel plans in addressing climate change.  Clarification that modal shift should be prioritised	No Likely Significant Effect. Screened out. This policy sets out how new developments ensure that they contribute toward	Comments noted.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
		matters in large development, particularly in the context of Climate Change.	in travel plans.	improving the transport network. Alternative forms of travel, to the private car, are encouraged. Any proposal that will generate high visitor numbers will be required to undertake a Transport Assessment. The policy states that 'proposals should not give rise to traffic volumes which exceed the capacity of the local road network without mitigation measures being agreed, nor cause harm to the character of the surrounding area' The addition of the suggested change to this policy will not have any implications on European sites.	

## Lancaster District Highways and Transport Masterplan

### **POLICY DM64: LANCASTER DISTRICT HIGHWAYS AND TRANSPORT MASTERPLAN**

Lancashire County Council has published a Highways and Transport Masterplan for Lancaster District, which sets out a range of strategic transport interventions to address existing transport issues within the district and will seek to improve the network in light of strategic growth proposals within the district. Key issues that are addressed in the Masterplan include:

- Improvement to highway capacity on the A6 Corridor between Lancaster City Centre and Galgate.
- Improvements to traffic management in Lancaster City Centre to provide greater priority to public transport, pedestrian and cycling movements.
- Improvements to connectivity around Morecambe Bay improving rail services and improving cycling and walking linkages.
- Establishing a new Rapid Transit System between South Lancaster – Lancaster City Centre – Junction 34 Park and Ride ~~– Morecambe – Heysham.~~

Proposals which by their scale, location and nature, compromise the delivery of strategic highway and transport improvements in the district, as outlined in the Highways and Transport Masterplan, will not be supported.

Where appropriate, the Council ~~may seek~~ **will require** contributions towards the delivery of new infrastructure to achieve the aims and objectives set out in the Highways and Transport Masterplan where such contributions are reasonable and directly related to the development proposed, in line with national planning policy.

Schemes that seek to address the above issues will form important elements of the Infrastructure Delivery Plan (IDP) and will be critical to the delivery of major development sites. These are addressed in more detail within Policies SG3, SG8 and SG10 of this DPD.

#### Supporting text:

16.xx Lancaster City Council define modal shift as the change in travel behavior from journeys made by private motor car to sustainable modes of transport (public transport, walking and cycling) through the delivery of measures set out in the County Council's Lancaster Highways and Transport Masterplan.

16.30 Lancashire County Council adopted and published the Lancaster District Transport and Highways Masterplan in October 2016, which sets out a range of strategic transport interventions that address existing transport issues within the district. These include improvements to both the road network and also to opportunities to access more sustainable forms of public transport, cycling and walking.

16.31 The Highways and Transport Masterplan not only identifies improvements to address existing issues but also seeks to plan forward for strategic growth arising out of the local development plan. The preparation of the Highways and Transport Masterplan has been closely aligned with the preparation of the local development plan, particularly in relation to the assessment of the suitability of strategic areas of growth.

16.32 Lancaster City Council has been fully involved in the preparation of the Highways and Transport Masterplan with the final masterplan fully complimenting the proposals that are set out within this local development plan. The City and County Councils will continue to work together in order to investigate and implement the interventions identified in the Highways and Transport Masterplan. [A new, updated Highways and transport Masterplan is anticipated to be published by Lancashire County Council within 2021, however work on this has been delayed due to the Covid-19 pandemic.](#)

#### **Policy DM64 What alternative approaches were considered?**

It is proposed that the content of this policy is unchanged as it remains consistent with the masterplan so there is no reason for wholesale change. As set out in the supporting text, we anticipate that a new LTP is on the way and that will lead to an update to the masterplan itself. As a result there are no alternative approaches for revising this policy.

#### **How does this policy ensure better outcomes in relation to Climate Change?**

There are no amendments made to this adopted 'sound' policy.

#### **SA/SEA/HRA Considerations:**

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. With regards to meaningful choices in relation to the Highways and Transport Masterplan, no reasonable alternatives have been identified at this stage for this SA Topic.

Instead, the SA process has been utilised to provide a broad commentary on the policy amendments and make further recommendations for enhancement where appropriate.

Suggested changes by Lancaster City Council	SA topics likely to be affected	Delivery / potential conflicts	City Council Comments
Removal of the rapid transit bus service between Lancaster city centre, Morecambe town centre and the industrial areas of Heysham	<i>Economy and employment -ve</i> <i>Transport -ve</i> <i>Air pollution -ve</i> <i>Population and communities -ve</i> <i>Lowering carbon emissions -ve</i>	Removal from the masterplan by Lancashire County Council? Outside the scope of the Lancaster Local Plan Review?	The text has been amended to ensure that it is factually correct.
Added certainty that developments <u>will</u> contribute towards the delivery of the Highways and Transport Masterplan	<i>Transport +ve</i> <i>Economy and employment +ve</i> <i>Air quality +ve</i>	No issues likely to arise from a firmer position on the need to contribute to the delivery of the masterplan.	Comments noted.

#### HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy 64	<b>Lancaster District Highways and Transport Masterplan</b> The policy sets out the key approaches take in the Lancaster District Transport and Highways Masterplan (prepared by Lancashire County Council) and ties them to the growth proposed through the Local Plan.	The County Council are currently amending and updating the direction taken in the Highways and Transport Masterplan (through LTP4) then this policy could be updated to reflect changes arising from this work.	Removal of the rapid transit bus service between Lancaster city centre, Morecambe town centre and the industrial areas of Heysham  Added certainty that developments will contribute towards the delivery of the Highways and Transport Masterplan	No Likely Significant Effect. Screened out. This policy relates to how key issues in the Lancaster District Transport and Highways Masterplan will be addressed by future schemes. The policy itself will not lead to development, as such, the addition of the suggested changes to	Comments noted.

				this this policy will not have any implications on European sites.	
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### Transport and Connectivity

## **POLICY SP10: IMPROVING TRANSPORT CONNECTIVITY**

Lancashire County Council has prepared and published a Highways and Transport Masterplan for Lancaster district. The core elements of this masterplan are to address existing issues with the local and strategic transport network and to identify future improvements necessary to facilitate strategic development growth within the district. The improvements set out in the masterplan expect greater promotion of a variety of sustainable methods of transport rather than over reliance on the private car to make local journeys.

The Council has played a key role in the preparation of this masterplan and fully supports the aspirations contained within it. The Council will continue to assist and support the delivery of important and necessary transport infrastructure within the district, whether this be to address current issues or where it is critical in the delivery of strategic growth of homes and jobs.

New development will be expected to be sited in sustainable locations that ensure a range of transport options and seek to reduce the need to travel. **The promotion of active travel is a key consideration in the determination of applications in ensuring the Climate Emergency Deceleration is tackled.** Where it is appropriate and necessary to do so, development proposals will be expected to contribute to the delivery of important transport infrastructure. Where strategic developments are likely to result in traffic impacts that will require mitigation in the form of projects identified in the Highways and Transport Masterplan then funding will be sought via developer contributions. The principles and requirements within Policy DM64 will apply.

**Lancashire County Council's Movement Strategy will be a key consideration in assessing proposals within Lancaster City Centre.**

### Supporting text:

11.6 Lancashire County Council adopted and published the Lancaster District Transport and Highways Masterplan in October 2016. This sets out a range of strategic transport interventions to address existing transport issues within the district. These include improvements to both the road network and improving opportunities to access more sustainable forms of public transport, cycling and walking.

11.7 A key element of infrastructure delivery is to improve highway capacity on key corridors (for example the A6 Corridor between Junction 33 and Lancaster City Centre) to address community concerns on this matter. It is important that new infrastructure seeks to improve traffic movements at key locations on transport corridors, and importantly provide realistic alternatives to the private car through projects such as the Bus Rapid Transit Service and the Cycling / Walking Superhighway.

11.8 The Highways and Transport Masterplan not only identifies improvements to address existing issues but also seeks to plan forward for strategic growth arising out of the Local Plan. The preparation of the Transport Masterplan has been closely aligned with the preparation of the Local Plan, particularly in relation to the assessment of the suitability of strategic areas of growth.

11.9 The implementation of the Local Plan, and the development of the strategic sites within the district will be critical to the delivery of new and improved transport infrastructure and presents the opportunity to unlock funding that will be vital to implement the schemes identified. Key elements of the Highways and Transport Masterplan include:

- Improving traffic management in Lancaster City Centre with a focus on improving the environment and encouraging a greater role for sustainable transport. [This is reflected further in Lancashire County Council's Movement Strategy](#). Improved traffic management would also see Caton Road positioned as the principal gateway into Lancaster City Centre from the M6 from both the north and south.
- The Reconfiguration of Junction 33 of the M6 to a position between Galgate and Lancaster University providing a more direct and reliable connection to the motorway from South Lancaster, to add more capacity and reduce bottlenecks. This would help reduce traffic levels on the A6 corridor, particularly in South Lancaster and through Galgate.
- Encouraging a greater role for public transport, particularly through connections within the main urban areas. This includes the progressive implementation of a Bus Rapid Transit system between South Lancaster, Lancaster City Centre, Morecambe and Heysham to provide a fast, more frequent and, importantly, regular public transport services between main centres.
- Promoting improved cycling and walking linkages throughout the district to make walking and cycling safe and convenient for an increasing number of local journeys, either for commuting or leisure purposes. Improvements should include making best use of existing features such as canal towpaths. Support will be given to new infrastructure such as the Cycle Superhighway.

- Investigating the business case for better rail connections to Morecambe and around the whole Morecambe Bay area, taking account of connections into Cumbria, particularly from Carnforth.
- Increasing the opportunities for using 'Ultra Low Emission Vehicles' (such as electric cars) through the provision of necessary infrastructure resilience – for example electric charging points.
- Car free development, particularly in elements of the strategic allocations, to be developed in the context of improvements to the public transport network, in particular the Bus Rapid Transit system.

11.10 The Council will work with all relevant stakeholders – including Lancashire County Council, Lancashire Enterprise Partnership, transport providers, the development industry and other relevant stakeholders to ensure that the infrastructure necessary to deliver strategic growth is delivered in a timely and appropriate manner, which results in real improvements in the transport networks within the district from road, rail and bus.

11.11 In relation to growth in South Lancaster and specifically Bailrigg Garden Village, the Council will work with partners to maximise opportunities to access the local and strategic road network to the south, particularly through improving connections to the M6 at Junction 33.

11.12 The Council will work in partnership with other agencies to improve highway capacity in a northerly direction from South Lancaster towards Lancaster City Centre. However, the main focus in this direction will be the delivery of strategic improvements to both the public transport system, through a Bus Rapid Transit service and the creation of a Cycling and Walking Superhighway. It is envisaged that these strategic interventions will support a modal shift towards more sustainable forms of transport to make local trips around Lancaster and the wider urban area of the district. These matters will be addressed in more detail via the Lancaster South Area Action Plan DPD.

11.13 With regard to wider improvements in the cycling and walking network, the Council will work towards increasing the use of sustainable modes of transport and increasing the use of cycling and walking as a means of accessing the workplace, services and as a form of recreation. The Council will work with Lancashire County Council to implement the findings of the Lancashire Cycling and Walking Strategy 2016 – 2026 .

## Policy SP10 What alternative approaches were considered?

It is proposed that the content of this policy is unchanged as it remains consistent with the masterplan so there is no reason for wholesale change. We anticipate that a new LTP is on the way and that will lead to an update to the masterplan itself.

## How does this policy ensure better outcomes in relation to Climate Change?

The focus of this policy does not allow significant scope for climate change amendments, however those that have been made, whilst appearing to be minimal, are important in encouraging modal shift and reducing carbon emissions, thereby mitigating the impacts of climate change.

### SA/SEA/HRA considerations:

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. With regards to meaningful choices in relation to 'transport connectivity' no reasonable alternatives have been identified at this stage for this SA Topic. Instead, the SA process has been utilised to provide a broad commentary on the policy amendments and make further recommendations for enhancement where appropriate.

<b>Suggested changes by Lancaster City Council</b>	<b>SA topics likely to be affected</b>	<b>Delivery / potential conflicts</b>	<b>City Council Comments</b>
Active travel promotion emphasised as a key consideration in determining applications	<i>Health and wellbeing +ve</i> <i>Air quality +ve</i> <i>Transport +ve</i> <i>Lowering carbon emissions +ve</i>	Unlikely to be any major issues.	Comments noted.
Lancashire County Council's 'movement strategy' a key consideration within Lancaster City Centre developments, placing sustainable travel within Lancaster city centre and whilst accessing Lancaster city centre as key considerations.	<i>Health and wellbeing +ve</i> <i>Air quality +ve</i> <i>Transport +ve</i> <i>Lowering carbon emissions +ve</i>	Unlikely to be any major issues.	Comments noted.

### *HRA Screening*

<b>Policy Number</b>	<b>Policy Title and Description</b>	<b>Implications on Climate Change</b>	<b>Suggested changes by Lancaster City Council</b>	<b>Screening Outcomes</b>	<b>City Council Comments</b>
SP10	<b>Improving Transport Connectivity</b>	The policy is also relatively positive	Active travel promotion emphasised	No Likely Significant Effect.	Comments noted.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
	This sets out a strategic approach towards transport improvements in the district and closely relates to the County Council's Highways and Transport Masterplan and its aims and aspirations. It seeks to encourage the significant infrastructure improvements required to address both current issues and future growth aspirations. It also seeks to encourage modal shift towards more sustainable modes of transport.	towards climate change and the promotion of sustainable modes of travel. However, there may be further opportunities to expand the scope of the policy to include further issues relating to transport, for example charging infrastructure, which could help promote green forms of transport.	as a key consideration in determining applications Lancashire County Council's 'movement strategy' a key consideration within Lancaster City Centre developments , placing sustainable travel within Lancaster city centre and whilst accessing Lancaster city centre as key considerations.	Screened out. This policy relates to promoting the improvement of transport links throughout the district. Lancaster District Council fully supports the Lancaster Highways and Transport Masterplan which encourages sustainable transport. The addition of suggested changes to the policy would not lead directly to any impacts on European sites.	

## The Port of Heysham

### **POLICY SG12: PORT OF HEYSHAM AND FUTURE EXPANSION OPPORTUNITIES**

The Council recognises the benefits that are brought to the national, regional and local economy through the Port of Heysham and the Port related facilities that surround it. Through the Local Plan the Council will support the widening of facilities at the Port to encourage diversification, future growth and expansion.

To facilitate such growth the Council will support the development of greenfield land off the Bay Gateway at Imperial Road (as identified under Policy SG12 and shown on the Local Plan Policies Map) to allow for uses which seek to improve the operating efficiency of the Port and support the diversification of uses on the Port site itself.

In delivering the expansion of Port-related facilities on land at Imperial Road, the following issues should be fully addressed:

- I. The preparation of a suitable and appropriate landscaping plan that seeks to retain existing natural features, including making the best use of the topography of the site and the provision of landscaping buffers where necessary;
- II. Proposals through 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 that addresses the issues of flooding and mitigation to the satisfaction of the Environment Agency and the Lead Local Flood Authority;
- III. The submission of a comprehensive drainage plan to set out how surface water drainage will be managed on site. Proposals should have due regard to the SuDs hierarchy that is set out in Policy DM34 of the Development Management DPD;
- IV. Appropriate safeguarding of the National Grid that is in close proximity to the site;
- V. The delivery of a highways scheme to the satisfaction of Lancashire County Council which provides a primary vehicle access point onto Imperial Road to appropriately address matters of highway capacity and highway safety; and
- VI. The creation of improved linkages to Heysham and the wider urban areas of Lancaster and Morecambe through improvements **to bus corridors services in line with Policy T4 and cycling and walking linkages in line with Policy T2 of the SPLA DPD.**

The Council will seek contributions to the wider improvements within the Heysham Gateway area, particularly in relation to improving accessibility by all forms of transport, this includes a contribution towards the connection of the southern end of Imperial Road with Middleton Road which would link up the wider Gateway area and provide a greater level of accessibility into this site.

Future proposals should seek to address all relevant elements of the Local Plan and have due regard to the direction of Lancashire County Council's Waste and Minerals Plan.

**Future proposals will need to have fully considered the Council's commitment to addressing climate change and demonstrate that no Internationally designated site would be adversely affected by development either alone or in combination with other proposals, as per the requirements of Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.**

**Supporting text:**

17.10 The Port of Heysham is of national, regional and local importance in economic terms. The facility is a key economic driver that generates jobs and investment into the area. It is responsible for freight and passenger services to the Republic of Ireland, Northern Ireland and the Isle of Man. Both the Lancashire Economic Partnership and the Council recognise the economic benefits that the port brings to the district, in terms of jobs and investment (both with regard to the port directly and other associated businesses), and will seek to encourage and secure future growth at the port to continue to provide such economic benefits<sup>44</sup>.

17.11 The Council acknowledges that the opportunities for further physical growth and expansion of the port facility are limited, particularly due to the close proximity of other employment uses and Heysham Nuclear Power Station. There are also localised issues relating to lorry parking that can result in problems relating to local amenity and highway safety.

17.12 To assist with the growth of freight and passenger business, further opportunities for expansion are required and, due to the constrained nature of its surrounding this will require significant re-modelling work in the local area. To assist with an expansion of future operations at the Port and to address issues relating to lorry parking, the Local Plan has identified a site adjacent to the Bay Gateway and Imperial Road under Policy SG12.

17.13 The allocation of land at Imperial Road is to increase the level of services operating out of the Port of Heysham. This could enable a more efficient use of the land within the port area for a greater range of uses, and provide land improved services and logistical provision connected to the port.

17.14 The Council also acknowledges the potential need for the diversification of uses at the Port to maintain economic stability through the plan-period and therefore will encourage growth in the Port as a base for support for off-shore renewable energy projects and other energy projects that occur in the Irish Sea / Morecambe Bay area. It will also be necessary to safeguard the marine dredging wharf,

which is used by vessels charged with maintaining safe and navigable shipping channels, and protect it against inappropriate neighbouring development.

### Policy SG12 What alternative approaches were considered?

The development of networks and routes serving the port by sustainable modes of transport is referred to under bullet VI. of the policy. Given the existing function of the port as roll on, roll off port there is limited scope to amend the policy further at this stage.

### How does this policy ensure better outcomes in relation to Climate Change?

Only small amendments have been made to this policy however it makes clear that future proposals will need to have fully considered the Council's commitment to addressing climate change.

### SA/SEA/HRA considerations:

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable.

With regards to meaningful choices in relation to the Port of Heysham, no reasonable alternatives have been identified at this stage for this SA Topic. Instead, the SA process has been utilised to provide a broad commentary on the policy amendments and make further recommendations for enhancement where appropriate.

Suggested changes by Lancaster City Council	SA topics likely to be affected	Delivery / potential conflicts	City Council Comments
Improvements to bus corridor and active travel connectivity from Heysham to both Lancaster and Morecambe.	<i>Economy and employment +ve</i> <i>Health and wellbeing +ve</i> <i>Air quality +ve</i> <i>Transport +ve</i> <i>Lowering carbon emissions +ve</i>	Does Policy T4 still directly support a bus corridor to Heysham?	Text has been corrected in Policy T4 to include Heysham.
Full consideration must be given to the Council's commitment to addressing climate change in proposals.	<i>Lowering carbon emissions +ve</i>	No major issues likely.	Comments noted.

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
Reference within this policy to whether the 'bus corridors' are in addition to the 'Bus Rapid Transit' could strengthen the clarity of the policy.	<i>Transport +ve</i>	Removal of the routes between Lancaster, Morecambe and Heysham from the	Text has been amended and clarified.

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
		masterplan by Lancashire County Council?	
More specific reference to how proposals are expected to have fully considered the Council's commitment to addressing climate change could be provided. This could be split between construction and operational phases as well as secondary effects (eg. transport requirements, impact on flood risk etc).	<i>Lowering carbon emissions</i> <b>+ve</b>	No major issues or conflicts with other SA objectives likely.	The policy wording includes references to transport policies T2 and T4. Additional amendments are not considered necessary. The development plan should be read as a whole.

#### HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
Policy SG12	<b>Port of Heysham and Future Expansion Opportunities</b> This policy applies to the Port of Heysham and its operations with port-operating land. The policy seeks to support the Port as a key economic driver within the district. It seeks to support the expansion of port related facilities in the local area and also the diversification of uses at the port, for example the use of the port as a base for serving the offshore wind	There is clearly scope to look again at this policy in relation to climate change to whether the operations at the port can be undertaken in a sustainable manner (there is high HGV usage) and whether greater weight of support can be given to the role of renewable energy generation within the	Full consideration must be given to the Council's commitment to addressing climate change in proposals.	No Likely Significant Effect. Screened out. Development at the Port of Heysham has the potential to impact European sites depending on how it is delivered and designed, through loss of habitat functionally linked to a European site, and disturbance to species as a result of construction activities/	Comments noted

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested changes by Lancaster City Council	Screening Outcomes	City Council Comments
	farms in Morecambe Bay.	Port (both in generation and facilitation).		operational stage. These potential impacts still remain with the addition of the suggested changes although cannot be fully explored and resolved until planning applications come forward. This therefore requires further consideration as part of application-specific HRA. However, the changes to policy are related to greater clarity regarding bus rapid transit and sustainable transport. The proposed changes will not themselves therefore lead to Likely Significant Effects.	
		Further recommendations	Reference within this policy to whether the 'bus corridors' are in addition to the 'Bus Rapid Transit' could strengthen the clarity of the policy		Wording in Policy T4 to be clarified so that strategic corridor includes Heysham
			More specific reference to how proposals are expected to have fully considered the Council's commitment to addressing climate change could be provided. This could be split between construction and operational phases as well as secondary effects (e.g. transport requirements, impact on flood risk etc).		Comments noted. Further amendments are not considered necessary. Other factors, including building design and flood risk are considered elsewhere in the plan and it should be read as a whole.