

A Local Plan for

Lancaster District

2020 – 2031

Plan period 2011 - 2031



Topic Paper 6: Miscellaneous Policies 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 couldn't be categorised into the other thematic areas are as follows:

POLICY NUMBER	POLICY TITLE	POLICY DESCRIPTION	IMPLICATIONS ON CLIMATE CHANGE
SP4	Priorities for Sustainable Economic Growth	The policy sets out a series of priorities for economic growth in the district that is primarily based on evidence derived from the 'Prospects for Economic Growth' Paper prepared in 2017 and the wider evidence base prepared for the Lancaster District Economy.	The Climate Emergency will seek the Council to support and encourage a wider range of economic opportunities, particularly in the clean energy sector and the delivery of zero carbon homes. This policy could make a clear statement of support for the growth of such economic sectors in the district.
SP9	Maintaining Strong and Vibrant Communities	The policy looks at the spatial dimensions that planning can play to promote healthy and sustainable communities that can include greater social inclusion, health and well-being and the promotion of neighbourhood planning.	There are aspects of this policy that relate to Climate Change, the health and well-being of people will be critical in dealing with extreme weather events. There is also an opportunity to make clear that education within the community of the impacts of climate changes and opportunities to mitigation can be important.
SG4	Lancaster City Centre	The policy sets a strategic approach to regeneration across Lancaster City Centre and the movement of vehicles and people into and through the City Centre area.	The Policy has a keen aim of making the city centre a successful and vibrant place. One of the key issues in achieving this will be through the altering the transport movements through the city centre. The Council are working on a movement strategy with Lancashire CC and the outcomes of which will probably be useful in the context of updating this policy in regard of Climate Change.
SG13	Heysham Gateway, South Heysham	The Heysham Gateway designation reflects a large swathe of land in South Heysham which has historic use in connection with the petro-chemical industry. It is a core focus for regeneration and re-use to facilitate economic growth.	The area is home to a wide range of energy generating uses, including the power station, wind turbines and other smaller sources of generation. This is something which is clearly referred to in this iteration of the Plan but this could be explored further to consider how the Council could provide greater support for the use of the area as a focus for clean energy generation.
DM57	Health and Well-Being	The policy sets out a generic approach towards health and well-being looking at various aspects of development which can impact on people's / communities quality of life and health.	The impacts of Climate Change can affect an individual's quality of life and health. The policy could reflect these challenges better.
DM58	Infrastructure Delivery and Funding	The policy sets out a position on the funding of new infrastructure through planning obligations and the investigation of implementing a Community Infrastructure Levy (CIL).	Impacts of Climate Change can be mitigated (in part) through the provision of new infrastructure. The policy could be clarified that infrastructure to mitigate the impacts of Climate Change will be secured through new development (and set out what these mitigation measures could be).

POLICY NUMBER	POLICY TITLE	POLICY DESCRIPTION	IMPLICATIONS ON CLIMATE CHANGE
DM59	Telecommunications and Broadband Improvements	The policy seeks to promote the increased role of the telecommunications and broadband in everyday lives and encourages improvements to the network through new development.	Improving digital connectivity can assist in reducing the need to travel and address issues such as rural isolation. The policy may be able to be tweaked in order to further promote further improvements to wider connectivity within the district

Outcomes of the scoping consultation (held Sept-Nov 2020)

During the consultation, ‘miscellaneous’ policies (policies that cannot be easily categorised by theme in the way that the remaining policies can (i.e. GBI, Heritage, water management etc.), were often mentioned by the respondents, albeit less frequent than other topics. Issues raised related to the health and wellbeing of people and communities, the consideration of climate change in sustainable growth, the needs of Heysham and the needs of wildlife in infrastructure and Heysham developments.

The enhancement of policies to address sustainable economic growth, the maintenance of strong and vibrant communities, city centre regeneration, the Heysham Gateway designation, the health and wellbeing of communities in the district, the funding of new infrastructure through planning obligations and the increased role of the telecommunications and broadband was supported by the majority of respondents.

Responses received on behalf of developers regarding policies SP9 (Maintaining Strong and Vibrant Communities), DM57 (Health and Wellbeing) and DM58 (Infrastructure Delivery and Funding) were positive, with some of the opinion that the current policy framework is appropriate, compliant with national policy, and no substantial change to the Council’s approach is necessary. Equally, however the importance of developer’s role in impacting quality of life and health was acknowledged. Concern has been raised that strengthening these policies could potentially pose viability implications.

Numerous responses were made where ideas were put forward for how the local plan could 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:

- Heysham Port Ltd., a significant stakeholder of the designation of Heysham Gateway suggest that policy SG13 should be amended to specifically support the provision of energy generation in the Heysham Gateway allocation zone, given the land constraints at the Port and its limitations in delivering a renewable energy scheme. However, any proposal regarding SG13, must carefully consider the habitat regulations, and put mitigation measures in place as required.
- DM59 (Telecommunications and Broadband Improvements) needs to carefully consider the siting of large apparatus and potential impacts on designated sites and AONBs, and should cross reference appropriate policies.
- ‘Sustainable’ must be defined in SP4 (Priorities for Sustainable Growth) and should mention climate change-ready development.
- Providing greater clarity as to whether the Council will introduce a CIL and to give consideration to the viability of this proposal.
- DM58 (Infrastructure Delivery and Funding) should be updated to reflect the Council’s latest position in terms of how they intend to fund and deliver supporting infrastructure to ensure the sustainable delivery of the Local Plan. This would ensure that the necessary strategic infrastructure is delivered prior to development, to avoid a piecemeal approach to

development in South Lancaster.

- High speed broadband infrastructure should be a requirement for developers in all new residential areas, particularly with the growth in home working.

2.0 Policies relating to remaining/miscellaneous policies

The existing policies in the adopted Local Plan that were included within the list of 32 policies in the scoping consultation (but didn't easily fall within the other thematic categories) but are proposed for amendment are as follows:

STRATEGIC POLICIES & LAND ALLOCATIONS DPD

- Policy SP4: Priorities for Sustainable Economic Growth;
- Policy SP9: Maintaining Strong and Vibrant Communities;
- Policy SG4: Lancaster City Centre; and
- Policy SG13: Heysham Gateway, South Heysham.

DEVELOPMENT MANAGEMENT DPD

- Policy DM57: Health and Wellbeing;
- Policy DM58: Infrastructure Delivery and Funding; and
- Policy DM59: Telecommunications and Broadband Improvements.

These policies are set out below, with their associated supporting text. The proposed new policy changes are illustrated as strikethrough red text and new additional text (also highlighted in red).

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?

The policies in this topic paper are mixed in that they do not collectively form a clear theme in the way that other topic papers do, on water management or strategic transport for example. However, their importance is equal in ensuring that the policies are amended where possible to contribute to tackling the climate change agenda.

The policies in this topic paper range from aiming to tackle climate change by seeking to promote the importance of green sectors of the economy through the enhancing of skills and training in green construction, which in turn could facilitate the delivery of greater levels of low-carbon development, through to re-affirming the multifunctionality of Blue / Green Infrastructure Networks in the District. The policies are varied but the aim of adapting to and mitigating climate change impacts, where necessary are constant throughout.

By analysing and amending the policies included within this topic paper it is considered that the outcomes that the policies will ultimately deliver will be improved in environmental and climate change terms.

Proposed Planning Policies

Policy SP4: Priorities for Sustainable Economic Growth

The Strategic Policies & Land Allocations DPD contains a number of strategic policies which provide high-level approaches to key issues. Taken together they provide the strategic basis for planning within the district and their delivery is supported by either site-specific policies or generic planning policies found in the reviewed Development Management DPD.

Policy SP4 sets out the Council's key priorities in terms of promoting economic growth within the district through the plan period. The Policy provides clear direction on the existing economic drivers in the district, anticipated key growth sectors and future locations for economic growth.

POLICY SP4: PRIORITIES FOR SUSTAINABLE ECONOMIC

PROSPERITY ~~GROWTH~~

The district is home to a range of important businesses and organisations that provide a strong economic base in terms of job creation and investment, this base needs to be protected and supported.

The Council will also seek to support sustainable economic ~~growth~~ prosperity and drive forward a Green Economic Recovery within the district particularly where it meets the following priorities:

- The promotion of Bailrigg Garden Village, in particular the development of the Lancaster University Health Innovation Campus and wider employment opportunities associated with Bailrigg Garden Village.
- Growth of the retail and cultural offers for Lancaster and Morecambe to enhance the quantitative and qualitative offers within the respective city and town centres. This should seek to establish improved retail, leisure and cultural heritage offers that link to the enhancement of the wider cultural heritage (for example Lancaster Castle, Lancaster Canal Quarter and Morecambe Seafront) for the benefit of residents and visitors.
- Future expansion of facilities at the Port of Heysham to enable growth in freight operations, a core element of its use following the opening of the Bay Gateway Link Road. Further diversification of the port to enable servicing of the off-shore renewable energy sector will also be supported. Economic growth opportunities, for example port related logistics, will be targeted towards the Heysham Gateway area in South Heysham.
- The regeneration of the Heysham Gateway area to provide expanded opportunities for economic growth and the provision of modern, fit-for-purpose employment units which can provide for small-scale business start-ups though to providing expansion opportunities for existing businesses.
- Growth within the environmental, advanced manufacturing, digital, health and energy

sectors that enhance the district’s already leading role in these areas through the delivery of the Lancaster University Health Innovation Campus and low-carbon energy growth around the Heysham Gateway.

- Sustainable growth at the district’s higher education establishments, including Lancaster University, University of Cumbria and Lancaster & Morecambe College. Improving the opportunities for academic learning and improving the presence of the universities within Lancaster City Centre and within the Lancaster University Estate (including land at the Lancaster University Health Innovation Campus and where deemed appropriate the wider University Estate).
- Supporting sustainable economic growth in the rural economy to ensure that the needs of rural businesses can be supported.
- Supporting the delivery of a skilled workforce through the promotion of apprenticeships and training, particularly focusing on promoting the skills and experience necessary to drive forward the construction of low-carbon and energy efficient homes and buildings.

The Local Plan, through a range of policies within the DPD, will assist in achieving the priorities identified above. The Council will work with key partners and stakeholders order to deliver these priorities through the plan period in order to deliver new jobs and investment in the district.

Supporting text to Policy SP4:

The Council has undertaken a wide range of assessments to underpin its understanding of economic growth opportunities. This has included the preparation of an Employment Land Review (ELR) in 2015 and the ‘Lancaster District: Prospects and Recommendations for Achieving Economic Potential’ initially published in 2015 and subsequently updated in 2017.

The Achieving Economic Potential Report set out a range of strengths, weaknesses, opportunities and threats which need to be taken into account when considering how economic growth could be achieved in the district through the plan period. These included the following:

Strengths	Weaknesses
<ul style="list-style-type: none"> • A Strategic Location, regarded as a centre for commerce, education and culture. • Well connected to the strategic road and rail network and Irish Sea ferry services. • The district has a high employment rate, highlighting a skilled working age population. • The range of cultural and natural assets, the historic value of Lancaster, Morecambe and Carnforth and the proximity to natural assets such as Areas of Outstanding Natural Beauty and National Parks. • The district is a centre of academic excellence with Lancaster University, University of Cumbria and Lancaster and Morecambe College. • The construction of the Bay Gateway improving accessibility between the Port and Power Station and the M6. 	<ul style="list-style-type: none"> • The district is on the outer edges of the Northern Powerhouse, which seeks to direct economic growth to the core urban areas of Liverpool, Manchester, Leeds and Sheffield. • There are a lack of opportunities for small businesses and local start-ups reflected in the number of new businesses operating in the district. • Demographical challenges from an increasingly ageing population and reducing working-age population. • A low level of marketing and tourism resulting in a low level of visitor numbers despite the tourist assets in the district.

Opportunities	Threats
<ul style="list-style-type: none"> • The opportunity to develop and grow a wide range of high value sectors, including energy generation, advanced manufacturing, health innovation and digital. • Growth at the Port in connection with the expansion of service and the completion of the Bay Gateway. • Opportunities for greater retention of young people from the universities through delivering an improved housing offer and cultural and leisure assets in the main urban centres of the district. • Addressing key regeneration initiatives to deliver strategic economic improvements, for example Heysham Gateway. • Enhancing the visitor and cultural offer within the district to benefit local people and increase visitor numbers. 	<ul style="list-style-type: none"> • The uncertainties which arise from the UKs withdrawal from the EU. • The lack of diversity within the local employment market resulting in the district being vulnerable to changes in the economy. • The resilience of critical infrastructure in extreme events, such as at times of flooding.

The assessment of these strengths, weaknesses, opportunities and threats have assisted in preparing a series of priorities for economic growth which are outlined in more detail via Policy SP4 of this DPD.

Policy SP4 What alternative approaches were considered?

The policy remains largely unchanged as SP4 reflects the economic aspirations of the district and seeks to maximise the opportunities for economic growth and job creation. The adopted approach of SP4 does not seek to support economic sectors which actively drive / escalate the causes of Climate Change.

Notwithstanding this, SP4 has been expanded to more explicitly refer to the promotion of economic sectors which can drive forward a green economic recovery allow the district to tap into emerging economic sectors. Therefore the policy has been expanded to provide explicit support for the delivery of low-carbon energy generation.

Further reference has been added in relation to importance of closing the skills gap in terms of sustainable construction techniques so that the opportunities for delivering low-carbon homes and commercial properties can be realised.

Alternatives that were considered for this policy included:

- Not to amend the policy. This option would have failed to reflect the agreed scope of the Climate Change Review of the Local Plan. It would fail to take the opportunity to improve the way in which the Plan can promote a Green Economic Recovery and support the delivery of low-carbon energy generation.

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

The revised policy aims to tackle climate change by seeking to promote the importance of green sectors of the economy in future economic growth ambitions. The Council are aware that there are already economic drivers in the district which can assist in this delivery, for instance a well-established knowledge and energy sector.

Revising the plan to provide greater encouragement of economic growth in these sectors can assist in the Council realising multiple ambitions of stimulating local job growth and wealth, enhancing skills and training opportunities and facilitating growth in important environmental sectors. A good example of this could be through the enhancing of skills and training in green construction it could facilitate the delivery of greater levels of low-carbon development.

The necessary references have been added to Policy SP4 to assist in facilitating such shifts, although it must be recognised that the Local Plan can only play a role in realising these ambitions.

SA/SEA/HRA considerations (completed by consultants AECOM):

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as ‘not amending the policy’ are not necessary to test in the SEA, as they simply represent the baseline position.

With regards to meaningful choices in relation to economic growth, 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
New reference to a Green Economic Recovery.	Economy and employment +ve Lowering carbon emissions +ve	Provides strategic direction, but may require more detailed measures to support the strategy.	Comments noted. Additional information will be provided as the Local Plan continues to be developed.
Clarity on the importance of low carbon energy sectors, particularly around the Heysham Gateway	Economy and employment +ve Lowering carbon emissions +ve	No issues likely.	Comments noted.
Explicit mention of the need to promote skills in low-carbon construction techniques.	Economy and employment +ve Lowering carbon emissions +ve	No issues likely. May be useful to explore how the planning system can influence skills development through planning obligations.	Can consider through employment and skills SPD revisions.

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
Identify the importance of natural capital and ecosystem services when calculating the economic value of	Natural resources +ve Biodiversity +ve Economy and employment +ve	Links could be made with nature recovery strategies and carbon offsetting schemes.	This is something to consider moving forward. It would require a significant evidence base.

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
land and assets. Support economic activities such as land banks for biodiversity net gain and carbon sequestration	Lowering carbon emissions +ve		

HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
Policy SP4	<p>Priorities for Sustainable Economic Growth</p> <p>The policy sets out a series of priorities for economic growth in the district that a primarily based on evidence derived from the 'Prospects for Economic Growth' Paper prepared in 2017 and the wider evidence base prepared for the Lancaster District Economy.</p>	<p>The Climate Emergency will seek the Council to support and encourage a wider range of economic opportunities, particularly in the clear energy sector and the delivery of zero carbon homes. This policy could make it clear there is support for the growth of such economic sectors in the district.</p>	<p>New reference to a Green Economic Recovery.</p>	<p>No Likely Significant Effect. Screened out. The aim of this policy is to support sustainable economic growth within the district. This includes providing new development opportunities for employment in greenfield locations. Construction of new employment sites in greenfield locations has the potential to impact European sites through loss of habitat functionally linked to a European site, and disturbance to species as a</p>	<p>Comments noted.</p>
			<p>Clarity on the importance of low carbon energy sectors, particularly around the Heysham Gateway</p>		
			<p>Explicit mention of the need to promote skills in low-carbon construction techniques</p>		
		<p>Further recommendations</p>	<p>Identify the importance of natural capital and ecosystem services when calculating the economic value of land and assets. Support</p>		<p>For the Local Plan to include such expectations it needs to be clearly expressed, in terms of how such values are robustly calculated and</p>

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
			economic activities such as land banks for biodiversity net gain and carbon sequestration	result of construction activities/ 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 the role that particular types of economic development can play in addressing the climate emergency. The proposed changes will not themselves therefore lead to likely	how expectations will be calculated. This must be done in line with national planning policy. It is not clear how this can be soundly achieved within the Plan.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
				significant effects.	

Policy SP9: Maintaining Strong and Vibrant Communities

Policy SP9 sites within the strategic policy chapter of the Strategic Policies & Land Allocations DPD, helping to set out a strategic planning framework for the district and directing other policies within the Local Plan.

Policy SP9 sets out the Council’s ambitions in relation to the creation of strong, healthy and vibrant communities. This policy is seeking to provide direction on how such communities can be achieved through the delivery of new development, including the provision of appropriate infrastructure and the delivery of open spaces and amenities. It reflects the need for the Plan to assist in the delivery of new jobs and homes to ensure that the aspirations of all sections of the district’s community are met.

POLICY SP9: MAINTAINING STRONG AND VIBRANT COMMUNITIES

The Council recognises the range of communities in the district, whether they be rural communities and/or urban neighbourhoods and supports their long term sustainability throughout the plan period and beyond through making sure that the aspirations of all sections of the community are met.

This will be done through ensuring that sufficient and appropriate provision is made for education and healthcare are for both existing and new residents within the district. In order to achieve this the Council will work with key partners such as Lancashire County Council and the Clinical Commissioning Group to ensure that existing capacity is understood and future needs are identified and planned for.

New development should be resilient to Climate Change. Through its design, construction and occupation phases, a developments’ ability to mitigate and adapt to the impacts of Climate Change should be the golden thread which results in the delivery of low-carbon, energy efficient homes and commercial spaces which can withstand the challenges of our changing climate.

New development should deliver safe, cohesive and healthy communities across the social gradient which benefit from quality homes, good accessibility to open spaces and recreational provision, and support a modal shift in local travel patterns, promoting the role of sustainable transport, particularly cycling and walking.

The Council will seek to protect important facilities that act as hubs of the community, whether they be valuable areas of open space, local services or community buildings and support their improvement and diversification where they retain their long term value to the community they serve.

It is important that local communities have the opportunity to contribute to plan-making through the neighbourhood plan process, where communities take up the option to prepare

a neighbourhood plan for their locality, the Council will seek to provide assistance and support in their preparation.

Supporting text to Policy SP9:

Previous consultation on strategic development options have highlighted the importance that existing residents place on the capacity for infrastructure to cope with current and future demands, particularly in relation to health, education, flooding, transport and utility provision. As a result the Local Plan has been prepared following close dialogue with infrastructure providers such as Lancashire County Council, the North Lancashire Clinical Commissioning Group and United Utilities to assess current capacity issues and ensure that the necessary improvements required to facilitate future growth are factored into future development proposals and its phasing.

The Council is confident that the proposals outlined in this plan can deliver the infrastructure necessary to facilitate growth. Further information on the infrastructure necessary can be viewed in the Infrastructure Delivery Plan (IDP) and accompanying Infrastructure Delivery Schedule (IDS).

The Review of the Local Plan has given the Council opportunities to reconsider its content and direction in the context of Climate Change. In order to promote strong and vibrant communities it will be important that new development provides greater resilience to Climate Change, both in terms of mitigating impacts and causes of Climate Change but also making new development more adaptable.

The opportunities to build such resilience should not be simply a gesture in the process. It should be a core principle of new development and given consideration throughout the process. This should start in the design process but follow through to both construction and occupation phases of a development's life. In considering new development the Council will be looking at how Climate resilience has been built into proposals and whether sufficient opportunity has been taken to promote mitigation and adaptation measures.

The Council recognises that there are many existing facilities serving the districts communities, such as public houses, churches, village halls, GP Practices, healthcare clinics, community gardens, community centres and local shops. The Local Plan will seek to protect such facilities from loss particularly where it is demonstrated that they retain community value. The Local Plan will also seek to identify areas of recreational open space, which are valued by the community, and ensure that such land is protected for the health and well-being of the community.

The aim of the Local Plan is to provide opportunities for all sections of the community across the social gradient to achieve their aspirations. In accordance with national planning policy, the plan seeks to maximise opportunities for economic growth and to meet the housing needs of the local area. Ensuring opportunities for communities to maintain a strong social mix is critical to secure strong and vibrant communities into the future.

Policy SP9 What alternative approaches were considered?

The policy remains largely unchanged as much of the wording is still applicable to the delivery of strong and vibrant communities and are reflective of national planning policy.

Notwithstanding this, SP9 has been expanded to highlight the connections between building strong and vibrant communities and the importance of climate resilience. In order to deliver strong and vibrant communities in the long term then new development will have to deal with the challenges which will

be presented by our changing climate.

The policy has been made more explicit to highlight this connection and that the Council will be seeking to maximise opportunities to build resilience into new development throughout the process from early design through to the occupation of new buildings.

Alternative options that were considered for this policy included:

- Not to amend the policy. This option would have failed to reflect the agreed scope of the climate change review of the local plan. It would have failed to highlight the linkages between building strong, healthy and vibrant communities for the long term and the resilience needs to face future changes to our Climate.

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

The revised policy seeks to boost the expectation for delivery of low-carbon and energy efficient homes, looking at opportunities achieve this through the life-time of new development. This policy provides strategic direction within the Local Plan and highlights the importance of adaptation and mitigation of Climate Change being a ‘Golden Thread’ which should run through all plan-making and decision-taking processes.

This is considered to be a significant strengthening of policy in this regard and highlights the importance and priority that positive actions to addressing Climate Change will be given in the plan-making and decision-taking process.

The policy also re-affirms the importance of working towards a positive modal shift, away from the use of private cars towards more sustainable forms of travel. This strengthens the wider approach taken within the plan towards this matter.

SA/SEA/HRA considerations (completed by consultants AECOM):

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as ‘not amending the policy’ are not necessary to test in the SEA, as they simply represent the baseline position.

With regards to meaningful choices in relation to ‘strong and vibrant communities’ 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
Recognises the need for new developments to mitigate and be resilient to the effects of climate change.	Climate change adaptation +ve Lowering carbon emissions +ve	To ensure policy effectiveness it will be necessary for developments to demonstrate how climate change	Comments noted. This is provided in Policy DM30.

Suggested changes by Lancaster City Council	SA topics likely to be affected	Delivery / potential conflicts	City Council Comments
	Health and wellbeing +ve Population and communities +ve	resilience has been factored into scheme details.	

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
Discourage or prohibit new community facilities being located in areas that are at heightened risk of climate change effects (flooding on site, flooding on access routes, storm surges, excessive heat). Where facilities are in areas of risk, enhanced resilience measures need to be secured.	Climate change adaptation +ve Health and Wellbeing +ve Population and Communities +ve	Building resilience into new developments ought to be a central component of all developments, and should be possible to achieve without excessive additional costs. When considering the lifetime costs of a development, reduced risks and improved resilience would clearly outweigh any initial costs.	These issues are addressed under Policy DM30.

HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
Policy SP9	Maintaining Strong and Vibrant Communities The policy looks at the spatial dimensions that planning can play to promote healthy and sustainable communities	There are aspects of this policy that relate to Climate Change, the health and well-being of people will be critical in dealing with extreme weather events. There	Recognises the need for new developments to mitigate and be resilient to the effects of climate change.	No Likely Significant Effect. Screened out. This policy relates to supporting the long-term sustainability of communities throughout the plan period and	Comments noted

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
	that can include greater social inclusion, health and well-being and the promotion of neighbourhood planning communities.	is also an opportunity to make clear that education within the community of the impacts of climate changes and opportunities to mitigation can be important.		beyond through making sure that the aspirations of all sections of the community are met. This policy does not provide for change and the addition of	
		Further recommendations	Discourage or prohibit new community facilities being located in areas that are at heightened risk of climate change effects (flooding on site, flooding on access routes, storm surges, excessive heat).	the suggested changes would not lead directly to any impacts on European sites.	This will be addressed through the application of national policy and considering all relevant local plan policies (i.e. the Plan should be read as a whole).
			Where facilities are in areas of risk, enhanced resilience measures need to be secured.		

Policy SG4: Lancaster City Centre

The Strategic Policies & Land Allocations DPD identifies a series of strategic sites, the delivery of which will ensure that many of the strategic objectives of the plan are met, whether these be social, environmental or economic. This includes Policy SG4 relating to Lancaster City Centre.

Lancaster City Centre contains many of the core functions of the district, economic and social. It also has a strong historic significant which provides character and uniqueness. Policy SG4 seeks to recognise

the strengths which Lancaster City Centre provides to the district but also the challenges and weaknesses that the centre may have, for instance accessibility, local environment and traffic movements.

SG4 seeks to provide a framework for how solutions to these challenges may be provided which builds on the positive elements which exist and deliver greater benefits to local residents, businesses and visitors to the City.

POLICY SG4: LANCASTER CITY CENTRE

Lancaster City Centre has significant opportunities to improve its role as an economic, cultural and visitor centre within the wider region. However, in order to achieve this there are a number of challenges that must be addressed in relation to infrastructure and unlocking wider economic potential.

To understand how such challenges can be addressed, the Council is in the process of preparing a City Centre Strategy. The strategy will identify a long-term investment framework that seeks to address these challenges and offer potential for future growth and improvement that enhances the City Centre's role in terms of its retail, cultural and leisure offer. The Town Centre Strategy will seek to address the following objectives:

- Improve the City Centre's role as a retail, leisure and cultural centre for both residents and visitors;
- Improve business growth within the Centre of Lancaster;
- Improve the visitor offer arising from the key tourism assets;
- Safeguard those elements that contribute to the significance of the City's rich historic environment whilst also promoting opportunities for its enhancement and its role;
- **Enhancements to Green and Blue infrastructure Networks, both within and connecting to, Lancaster City Centre;**
- Improve the City Centre environment, particularly in relation to Air Quality, through the reduction in traffic movements using the City Centre Gyratory road system **and prioritising more sustainable forms of transport;**
- Improve opportunities for employment and the upskilling of local people; and
- Improve infrastructure and assets within the City Centre.

To ensure these aims are met, the Council will work with all key stakeholders in Lancaster City Centre, including key landowners, local organisations and groups and the wider community to ensure that projects and plans are able to maximise the economic **and environmental** potential of the City Centre.

Car Parking in Lancaster City Centre

Lancaster has a range of car parking areas which are widely distributed across the City Centre and difficult to manage efficiently. The location of existing car parks can also lead to unsustainable patterns of travel and exacerbate congestion on the city centre gyratory system.

The Council will prepare a new car parking strategy for the City Centre which seeks to rationalise the number of car parking areas, allowing them to be managed more efficiently

and reduce the flow of traffic into the gyratory system. The future strategy will address the location of car parking, the number of spaces required and the future role of the Junction 34 Park and Ride facility.

Proposals for development in the City Centre, particularly at Lancaster Canal Quarter, will be expected to support and contribute to the effective delivery of the car parking strategy for the City Centre. Particular consideration will be given to potential car parking arrangements during the construction and operation of the Lancaster Canal Quarter including making best use of the Junction 34 Park and Ride facility.

Lancaster City Centre Movement Strategy

Building on the direction of the Lancaster District Highways and Transport Masterplan, the City and County Councils are working on a Movement Strategy for Lancaster City Centre. The aim of the strategy will be to support the achievement of a modal shift in transport movements, reducing the need to use private cars by promoting more sustainable modes of transport, including Bus Rapid Transit, Cycling and Walking.

Development proposals in Lancaster City Centre will be expected to support and contribute to the effective delivery of the Movement Strategy in Lancaster City Centre.

Supporting text of Policy SG4:

Lancaster City Centre benefits from a mainline railway station with direct and speedy access to London, Scotland and Manchester and lies on the strategically important M6 corridor. It also has strong and improving links with a number of establishments of higher education, most notably Lancaster University.

Like many towns and cities, Lancaster is not immune to the effects of rapid change, economic and financial pressures. The fabric of the centre and its heritage assets require constant care and investment while heavy traffic affects its wider environment. Research has shown that Lancaster does not capitalise enough on its historical assets and, although the potential is recognised, the City has yet to establish itself as a major visitor destination.

The city is very much at the crossroads. Plans are evolving for strategic elements of the centre, including projects at Lancaster Castle and Lancaster Canal Quarter that are starting to have an impact. Evidence of Roman occupation is being unveiled that could be of international importance. Meanwhile, Lancashire County Council is developing measures to reduce the impacts of traffic on the one-way system via the adoption of a new Highways and Transport Masterplan.

The new Visitor Economy Strategy³⁵ for Lancashire recognises Lancaster as one of the county's biggest opportunities for growth. Visitor numbers for Lancashire in 2014 were just over 62 million with a £3.4 billion economic impact. As the heritage centre of the county, it is a place that provides a quality environment for people interested in history, independent shopping and a range of cultural experiences. However, its future growth potential is limited due to a number of challenges, in particular a lack of accommodation options and a dispersed heritage offer in need of interpretation.

It is imperative that all those with a stake in the City Centre come together and support key strategic interventions that will maximise the benefits of major investment in the city centre. In the era of internet and out-of-town shopping, the centres that will succeed in the future will be those that provide a range of attractions and a visitor experience that extends beyond simply shopping. It is important that the future role of Lancaster City Centre seeks to maximise opportunities for people to live in the city

centre (via the creation of new residential opportunities for all sectors of the community), work in the city centre via the creation of new employment opportunities and play in the city centre via protecting and enhancing the cultural and commercial leisure offers in Lancaster.

The Council will encourage and support proposals that provide a more diverse retail offer for the wider city centre area, boosting the number of retailers operating within the city (whether these be national high-street retailers or independent retailers) and providing a much needed qualitative improvement to type of retail floorspace provided in the city. Such improvements will allow Lancaster to re-focus its retail offer and provide a positive balance between independent retailers and national multiples, in time drawing back some of the retail market share that has been lost over recent years.

Whilst improving the retail offer for the wider city centre is a key aspiration, proposals should seek to improve the diversity of town centre uses, seeking to expand the cultural offer of the city centre in both quantitative and qualitative terms and to improve the opportunities for commercial leisure, specifically expanding the role of the food and drink economy. The Council will also be supporting opportunities for Lancaster University to increase its presence and role within the City Centre with regard to its educational, cultural and residential offer recognising the wider benefits for the university and the City as whole from such a partnership.

Whilst seeking to maximise the economic potential of the City Centre and introduce much needed diversity and resilience toward future economic challenges, it is important that improvements also seek to maximise the environmental potential of the centre. The Lancaster has a unique historical core which, if harnessed correctly can not only present great economic opportunity but also visual improvements to local character. Regeneration and improvement should be closely linked to improvements to the wider public realm and green infrastructure networks in and around the City Centre, for instance Lancaster Canal.

These improvements should be supported across the whole city centre. It is important that significant proposals consider the potential impacts on the wider city centre, to ensure that such schemes demonstrate wider benefits to the City Centre as a whole. The Council will work with all key partners in order to improve the role and function of the City Centre. This includes key business stakeholders, such as the Lancaster Business Improvement District (BID) team, transport and heritage stakeholders in order to ensure that sustainable expansion of the City Centre is achieved.

A key element to the future role of the city centre will be the approach to car parking. The Council is currently preparing a new car parking strategy which will seek to address the current challenges to car parking in Lancaster City Centre. The future strategy will seek to ensure that car parking is provided in accessible locations which can be managed efficiently and contributes to reducing the flow of traffic on the city centre gyratory.

Development proposals should seek to acknowledge some of the significant accessibility and transport issues which exist in Lancaster City Centre, particularly the levels of traffic which exists on the gyratory system. There are many causes for the traffic levels on the gyratory system and the City and County Councils are working on the preparation of a Movement Strategy which will seek to promote more sustainable modes of transport, such as the Bus Rapid Transit network and Cycling and Walking Superhighway. The promotion and implementation of schemes which promote and improve sustainable forms of transport will ensure reasonable alternatives to the use of private cars for local trips are provided.

Policy SG4 What alternative approaches were considered?

The policy remains largely unchanged as much of the wording is still applicable to the re-imagining and

re-purposing of Lancaster City Centre, particularly in light of the ongoing COVID 19 Pandemic and its economic impacts.

Notwithstanding this, Policy SG4 has been amended to enhance opportunities to enhance environmental benefits from changes to the City Centre, both in terms of the natural and historic environment. There are a number of Green and Blue Infrastructure networks which run through or close to the City Centre which could be improved and enhanced through future changes to the city centre, for instance Lancaster Canal and the River Lune.

Policy SG4 has also been expanded to make clear that the re-purposing of Lancaster City Centre must seek to prioritise a modal shift away from the use of private cars to make local journeys into the City Centre. This involves the promotion and prioritisation of more sustainable modes of travel, such as public transport, cycling and walking.

Alternative options that were considered for this policy included:

- Not to amend the policy. This option would have failed to reflect the agreed scope of the climate change review of the local plan. It would have failed to provide sufficient clarity of the Council's ambitions around the Climate declaration, the need to promote modal shift and encourage improvements in the City Centre's natural environment.

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

The revised policy draws greater attention towards the importance of links towards blue / green infrastructure which run into and through Lancaster City Centre. This is particularly the case with the potential benefits of improvements to Lancaster Canal as a Green Corridor, facilitating environmental/biodiversity benefits and a sustainable travel route, particularly for pedestrians.

SA/SEA/HRA considerations (completed by consultants AECOM):

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as 'not amending the policy' are not necessary to test in the SEA, as they simply represent the baseline position.

With regards to meaningful choices in relation to 'Lancaster City Centre' 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
Reference to blue and green infrastructure enhancements in the Town Centre Strategy.	Natural resources +ve Climate change adaptation +ve	The policy provides limited detail on what enhancements will be expected, encouraged or prioritised.	The Council will look at providing more details in the future if available.

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
Consideration and protection for street trees could be made stronger by requiring all new developments to ensure a net gain in the number of street trees.	Biodiversity +ve Natural resources +ve Climate change adaptation +ve	There would need to be coordination with highways authorities. It could be difficult to achieve a net gain in street trees for some locations, but no net loss should be possible.	Recommendation noted. The City Council will explore this with key partners including Lancashire County Council in their role as Highways Authority.

HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
Policy SG4	Lancaster City Centre The policy sets a strategic approach to regeneration across Lancaster City Centre and the movement of vehicles and people into and through the City Centre area.	The Policy has a keen aim of making the city centre a successful and vibrant place. One of the key issues in achieving this will be through the altering the transport movements through the city centre. The Council are working on a movement strategy with Lancashire CC and the outcomes of which will probably be useful in the context updating this policy in regard of Climate Change.	Reference to blue and green infrastructure enhancements in the Town Centre Strategy.	No Likely Significant Effect. Screened out. This policy outlines the potential development associated with Lancaster City Centre, including enhancements to blue and green infrastructure. There are no likely potential effects on European sites associated with development within Central Lancaster.	Comments noted

Policy SG13: Heysham Gateway, South Heysham

The Strategic Policies & Land Allocations DPD identifies a further strategic site which is the Council's key regeneration area for economic growth, this area is entitled 'Heysham Gateway' and relates to extensive tracts of land in South Heysham. This area is characterised with a number of existing employment sites which are well located to the Port of Heysham, Heysham Nuclear Power Station and the new Bay Gateway.

Policy SG13 provides a clear approach to the types of land-use would be supported in this location and sets out a series of criteria which would be applied to any future development proposals. The criteria are design to ensure that there is sufficient consideration of the potential environmental impacts (in the context of Morecambe Bay) and enhancement of the existing Green Infrastructure in this area (through enhancing Middleton Nature Reserve).

POLICY SG13: HEYSHAM GATEWAY, SOUTH HEYSHAM

The Council seeks to deliver a regenerated area that capitalises on investment from the Bay Gateway Link Road, the Port of Heysham and the **low-carbon and green** energy sectors by bringing forward in a planned, co-ordinated manner, high quality development sites suitable for key growth sectors, whilst addressing existing infrastructure issues and enhancing the unique environment of the South Heysham area.

Any proposals should have due regard to the content of the forthcoming Investment Framework that is being prepared by the Council. The Framework will set out further details including a vision for this area and a range of targeted interventions that will assist in its delivery.

To achieve this vision, the Council will support proposals for employment uses (B1 Office / Light Industrial, B2 General Industrial and B8 Storage and Distribution) that deliver effective regeneration and improvement to the area. Proposals in the Heysham Gateway area should address the following:

- I. Development should be complementary to the wider uses of the South Heysham and Middleton area addressing amenity issues appropriately;
- II. Include improvements to the local transport network. This should include seeking improvements to the local road network including Imperial Road and Carr Lane and improvements to sustainable transport linkages to the surrounding areas of Heysham, Middleton and White Lund;
- III. Seek to protect the Nature Reserves of Middleton, Heysham and Heysham Moss as identified on the Local Plan Policies Map and where possible provide improvements to the nature reserve in terms of future management, amenity, security and access;
- IV. Contribute to improvements to the green **and blue** infrastructure networks in the Heysham Gateway area, ~~as defined on the Local Plan Policies Map~~. This should include contributions towards the improvement of this land to enhance amenity value in this area;
- V. Proposals will be expected to demonstrate how the SSSI and Biological Heritage Sites will be protected and enhanced and how any residual impacts can be off-set via habitat creation and enhancement. The Council will also expect development proposals to deliver positive benefits to biodiversity through the restoration, enhancement and

creation of appropriate semi-natural habitats within and through the Heysham Gateway Area to maintain, restore and create functional ecological networks;

- VI. Proposals will be sympathetic to their surroundings, particularly in the context of sensitive landscapes, seascapes and environments of the Lune Estuary and Morecambe Bay;
- VII. Address any remaining residual contamination issues and water quality matters in accordance with Policies DM32 and DM36 of the Development Management DPD;
- VIII. Ensure that impacts relating to air quality, either via the construction or operation phases of development, are considered and where necessary appropriately mitigated against. Proposals should seek to address the requirement of Policy DM31 of the Development Management DPD;
- IX. Address issues of drainage, with the Council supporting the preparation of a comprehensive drainage strategy for the wider gateway area; and
- X. ~~Where possible to do so,~~ Development should explore opportunities aimed at minimising energy use and delivering low-carbon development, for instance through reducing emissions and maximising energy efficiency. This should include investigating opportunities to deliver district heating systems in the South Heysham area.

Proposals for development in the Heysham Gateway area should also accord to all relevant national and local planning policy. 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 Minerals and Waste Local Plan.

The Heysham Gateway has also included an area of land to the South of Heysham Moss that has been safeguarded for future use by National Grid as part of the North West Coast Connections Project (identified under Policy SG13.1 on the Local Plans Policies Map).

Future proposals in relation to National Grid Sub-Station land (SG13.1) will need to 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 EN7 of this DPD. In the view of the potential for significant likely effects as a result of this allocation, the requirements of Appendix D of this DPD must be delivered as part of any future proposal.

Supporting text to Policy SG13:

Land at the Port of Heysham and the wider Heysham Gateway area has been identified in the Minerals and Waste Local Plan, prepared by Lancashire County Council and adopted in 2013. Land at the Port of Heysham has been safeguarded under Policy M3 for the importation of aggregate. Land at Lancaster West Business Park has been identified under Policy WM2 for the delivery of large scale built waste management facilities and land at Heysham Industrial Estate identified under Policy WM3 for local built waste management facilities. Development proposals at the Port and within the wider gateway area should have due regard to the content and direction of the Minerals and Waste Local Plan and where necessary, seek dialogue with the Lancashire County Council Minerals and Waste team.

The Council has safeguarded land for the nationally significant infrastructure project – the National Grid Coast Connections Project⁴⁵ – that seeks to improve transmission capacity between Western Cumbria and the existing route of the National Grid along the M6 corridor. Land South of Heysham Moss has been safeguarded for future proposals in relation to the potential engineering works associated with the creation of a tunnel under Morecambe Bay for power cables.

Policy SG13 What alternative approaches were considered?

The policy remains largely unchanged as much of the wording is still applicable to the delivery of sustainable economic growth in the Heysham area and is reflective of national planning policy.

Notwithstanding this, Policy SG13 has been amended to enhance references to the improvements that could be achieved to Green and Blue Infrastructure networks in the locality, for instance at Middleton Nature Reserve. The Council recognise the significant biodiversity value of this area and the opportunity for further habitat improvement over time.

Policy SG13 has also been expanded to clarify the wider aims of the Council and the Local Plan Review in terms of the delivery of low carbon development and the need for greater consideration of energy efficiency and use of renewable energy within new buildings.

Alternative options that were considered for this policy included:

- Not to amend the policy. This option would have failed to reflect the agreed scope of the climate change review of the local plan. It would have failed to harness the opportunities for regeneration in the Heysham Gateway area which maximised opportunities to adapt to and mitigate against the impacts of Climate Change.

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

The revised policy has only provided minor amendments however these amendments will lead to better opportunities and outcomes in addressing Climate Change. Amendments to the policy to reflect the importance of Blue / Green Infrastructure Networks in this area can lead to more opportunities for enhancement through regeneration. Greater emphasis on supporting green and low-carbon economic sectors can assist in the Council's ambitions of driving forward a green economy in the district.

SA/SEA/HRA considerations (completed by consultants AECOM):

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as 'not amending the policy' are not necessary to test in the SEA, as they simply represent the baseline position.

With regards to meaningful choices in relation to 'Heysham Gateway' 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
Clarification of the need to consider the role of low carbon technology in development.	Minimal effects likely, but positive in respect of:	No major changes, so unlikely to have a major bearing on policy delivery.	Comments noted.

Suggested changes by Lancaster City Council	SA topics likely to be affected	Delivery / potential conflicts	City Council Comments
	Lowering carbon emissions		

Further recommendations	SA topics likely to benefit	Delivery and potential conflicts	City Council Comments
<p>Given the importance of the climate emergency, it is considered that the following text should be removed.</p> <p>Where possible to do so development should explore opportunities aimed at minimising energy use and delivering low-carbon development..</p>	Lowering carbon emissions +ve	At the very minimum, important strategic developments should at least explore opportunities for low carbon technologies.	Agree that this might be a useful amendment moving forward in future drafts. This will be explored.

HRA Screening

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
Policy SG13	<p>Heysham Gateway, South Heysham</p> <p>The Heysham Gateway designation reflects a large swathe of land in South Heysham which has historic use in connection with the petro-chemical industry. It is a core focus for</p>	<p>The area is home to a wide range of energy generating uses, including the power station, wind turbines and other smaller sources of generation. This is something which is clearly referred to in this iteration of the Plan but this could</p>	Clarification of the need to consider the role of low carbon technology in development.	<p>No Likely Significant Effect. Screened out. Delivery of infrastructure and development of the further housing growth has the potential to impact European sites through loss of habitat functionally-linked to a European site, and disturbance to</p>	Comments noted

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
	regeneration and re-use to facilitate economic growth.	be explored further to consider how the Council could provide greater support for the use of the area as a focus for clean energy generation.		species as a result of construction activities/ operational stage. These potential impacts still remain with the addition of the suggested	
		Further recommendations	Given the importance of the climate emergency, it is considered that the following text should be removed. Where possible to do so development should explore opportunities aimed at minimising energy use and delivering low-carbon development.	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 the need to consider the role of low carbon technology in development. The proposed changes will not themselves therefore lead to Likely Significant Effects.	Comment noted. Criterion X of Policy SG13 amended accordingly.

Policy DM57: Health and Well-Being

The Local Plan includes the Development Management DPD which contains a series of generic policies which (unless stated otherwise) is applicable to all types of development across the district. These generic policies are used by the Council to determine planning application and supplement the direction of national planning policy, contained in the National Planning Policy Framework (NPPF).

To highlight the important relationship between planning, new development and the health / wellbeing agenda, the Development Management DPD contains policy DM57 which sets out how new development can contribute to improvements in the health and well-being agenda. This can be achieved in a number of ways, for instance through good design and access to recreational opportunities and open space.

POLICY DM57: HEALTH AND WELL-BEING

The Council will expect development in the district to promote health and well-being and contribute to addressing health inequalities. To do this, development should seek to deliver health benefits to all sections of society, but must focus proportionately more to benefiting those lower down the social gradient. Measures to ensure this expectation is achieved are as follows:

- I. Ensuring that development is designed to promote physical activity, through the appropriate arrangement of buildings and uses, access, open space and landscaping and the provision of facilities to support walking and cycling;**
- II. Integrating development with public realm and public transport, and in particular ensuring that local facilities and services are easily accessible by foot or bicycle;**
- III. Ensuring that infrastructure is in place to support development, such as providing or contributing to open space, children's play facilities, food growing, indoor and outdoor leisure provision and healthcare facilities;**
- IV. Ensuring development does not have an adverse impact on the environment such as air, noise and water pollution and remediation of contaminated land prior to development must be undertaken where appropriate;**
- V. Ensuring that development promotes resilience to Climate Change, including adaption measures that provide resilience to extremes in temperature and rainfall.**

The Council will require the submission of Health Impact Assessments for major schemes of more than 100 housing units or 10,000sqm for commercial uses where they are considered to have potential impacts on health and well-being. This will depend on the nature and scale of such development which should be discussed at a pre-application stage.

In order to promote health and well-being across the social gradient the Council will expect proposals to:

- VI. Protect and improve social and community facilities such as healthcare facilities, community halls and indoor leisure provision, and arts and cultural facilities and ensuring that new development contributes appropriately to supporting such infrastructure;**

- VII. Protect, increase and enhance open space provision, allotments and food growing schemes, biodiversity and nature conservation assets and the provision of children's play facilities;
- VIII. Seek to manage access to hot food takeaways such as restricting proposals for new hot food takeaways from locations within 400 metres of secondary schools and working with businesses and developers to promote healthier lifestyles through design and types of use within developments; and
- IX. **In order to achieve greater levels of modal shift for local journeys, S** seek to expand the network of safe pedestrian and cycle routes in accordance with the County Council's Highways and Transport Masterplan and Cycling & Walking Strategy. **Proposals which involve high levels of trip generation should promote and prioritise sustainable forms of transport and be ~~and ensure that areas dedicated to vehicular circulation are~~ designed with pedestrian safety and needs of vulnerable groups in mind.**

Proposals should have due regard to all relevant policies within the Local Plan, in particular Policies DM20, DM27, DM57 and DM61 of the Development Management DPD.

Supporting text of Policy DM57:

Health and wellbeing is a key component of sustainable development and sustainable communities. Development should be delivered in a way that improves health and wellbeing, reduces health inequalities and enhances a sense of wellbeing and safety. Lancaster district is an attractive place to live and therefore it is important that new development consolidates the existing environment and distinctive sense of place. Proposals should utilise high quality design and contribute to residents' sense of wellbeing. Opportunities should be sought to deliver health benefits to all sections of society but must focus proportionately more to benefiting those lower down on the social gradient.

Within national planning policy, guidance is provided on how health should be considered by the planning system. It is clear that as part of delivering on the social dimension of sustainable development that planning has a role in supporting and developing strong, vibrant and healthy communities. **With that it will be important that new development seeks to be resilient to the impacts of Climate Change, both in terms of mitigation and adaptation.**

National planning policy is clear that through both plan-making and decision-taking processes there is a need to take account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Lancaster district, whilst a relatively affluent area, has some significant pockets of deprivation (particularly in Morecambe) which have health related issues. Life expectancy in Lancaster for both men and women is slightly better than the regional average, but lower than the national average with variation in life expectancy across the district.

It is important that the Local Plan contributes to working with these health issues by delivering high quality development that provides a high-quality living environment and encourages healthy lifestyles. Evidence shows that health inequalities are often linked to factors such as poor access to green space and poor housing.

New development should seek to promote accessibility and reduce the reliance on private cars to make local journeys. Through the Council's wider ambitions to promote a modal shift towards more sustainable forms of travel, such as public transport, cycling and walking, this should in turn promote

improvements to people's health and wellbeing – particularly through improvements to cycling and walking links.

A wide range of factors, in addition to the provision of health services, are important for determining public health. Good health is related to good quality housing and development, well designed streets including the layout of neighbourhoods, easy access to cycle and walking networks, opportunities to experience leisure and cultural activities and green and open space. This variety of factors has led to the development of health impact assessments of policies, plans and projects which aim to appraise the health impacts of a proposal.

Policy DM57 What alternative approaches were considered?

The policy remains largely unchanged as much of the wording is still applicable to the health and wellbeing agenda and will assist in the delivery of strong and vibrant communities.

Notwithstanding this, Policy DM57 has been expanded to make reference to the need for Climate Resilience. The impacts of Climate Change may have significant consequences to the health and wellbeing of people and communities and therefore new development needs to be as resilience at possible to its impacts.

To promote the wider aims of the Council in the context of promoting a modal shift away from the use of private car, DM57 has been amended to make clear the health benefits from such as shift, particularly though increases in cycling and walking.

Alternative options that were considered for this policy included:

- Not to amend the policy. This option would have failed to reflect the agreed scope of the climate change review of the local plan. It would have failed to reflect the challenges which the impacts of Climate Change will have on people's health and wellbeing. It would also fail to fairly reflect the Council's wider ambition to promote a modal shift towards more sustainable forms of travel.

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

The revised policy provides reference to the importance of Climate resilience, with regard to this policy resilience is important in terms of how the effects of changes to our climate can affect peoples' health and well-being, particularly in extremes of weather. The wider aims of the plan look to strengthen resilience, for instance in terms of building construction and design, which will lead to more resilience in health outcomes.

The revisions also seek to support the Council's ambitions over modal shift towards more sustainable forms of travel, in the case of boosting health and well-being, this primarily focuses on a shift towards greater levels of cycling and walking through improvement infrastructure and networks.

SA/SEA/HRA considerations (completed by consultants AECOM):

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as 'not amending the policy' are not necessary to test in the SEA, as they simply represent the baseline position.

With regards to meaningful choices in relation to 'Health and Wellbeing' 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
Clause added to ensure development promotes resilience to Climate Change	Health and wellbeing +ve Climate change adaptation +ve	Improvements should be possible to achieve through standard design and layout measures. More costly measures such as ventilation could affect viability.	Comments noted.
Further clarification of the need to support modal shift and prioritise sustainable modes of transport	Transportation +ve Lowering carbon emissions +ve	No major implications for delivery.	Comments noted.

Further recommendations	SA topics likely to be affected	Delivery and potential conflicts	City Council Comments
<i>Is there anything to say about retrofitting / refurb of existing homes and community facilities? In terms of making them more thermally comfortable and adaptable to climate change impacts? – For example, instead of contributing to new facilities, it might be appropriate to fund refurbishments that encourage energy efficient and resilient to CC.</i>	Health and wellbeing +ve Population and communities +ve Lowering carbon emissions Housing Climate change adaptation	Could be difficult to secure high quality new developments as well as contributing to refurbishments.	Comments on suggested further recommendations provided below.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
Policy DM57	Health and Well-Being The policy sets out a position on the funding of new	Impacts of Climate Change can be mitigated (in part) through the provision of new	Clause added to ensure development promotes resilience to Climate Change	No Likely Significant Effect. Screened out. This policy is a statement of intent and	Comments noted

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
	infrastructure through planning obligations and the investigation of implementing a Community Infrastructure Levy (CIL).	infrastructure. The policy could be clarified that infrastructure to mitigate the impacts of Climate Change will be secured through new development (and set out what these mitigation measures could be).	Further clarification of the need to support modal shift and prioritise sustainable modes of transport.	aspiration. The addition of the suggested changes to this policy is not expected to have any implications on European sites.	Comments noted
		Further recommendations	Is there anything to say about retrofitting/ refurb of existing homes and community facilities? In terms of making them more thermally comfortable and adaptable to climate change impacts? – For example, instead of contributing to new facilities, it might be appropriate to fund refurbishments that encourage energy		Any expectations placed on new development must meet the obligation tests of national planning policy in terms of paragraph 56. For instance that obligations need to be directly related to development. It is not clear that the request for retro-fitting existing policies meets such a test.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
			efficient and resilient to CC.		

Policy DM58: Infrastructure Delivery and Funding

Policy DM58 sets out the Councils approach to infrastructure delivery and collecting contributions towards infrastructure from developers. Contributions sought by S106 Agreement must meet tests set out in the NPPF and the Community Infrastructure Levy Regulations. The contributions must be necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development. Contributions collected through a Community Infrastructure Structure Levy can be collected to address wider infrastructure provision. Contributions sought by either means must not result in development being unviable. The Council currently secures contributions by S106 where the tests in the NPPF are met and where viability allows. The introduction of CIL has been explored at several points since its introduction but not yet introduced. The introduction of CIL is again being explored as part of the CELPR viability process.

POLICY DM58: INFRASTRUCTURE DELIVERY AND FUNDING

Development proposals and infrastructure provision will be co-ordinated to ensure that growth within the district is supported, where necessary, by the provision of infrastructure, services and facilities that are required to maintain and enhance the quality of life and responds to the needs of local people, the local environment and the local economy.

Community Infrastructure Levy (CIL)

The Council will continue to investigate the role of the Community Infrastructure Levy (CIL) with the intention of establishing a robust and up-to-date charging mechanism to deliver strategic infrastructure from new development.

Planning Contributions

The Council will require planning contributions where they meet the tests set out in paragraph 56 ~~204~~ (to be updated following the publication of the revised Framework) of the Framework. Such contributions will be secured through S106 legal agreements and/or a Community Infrastructure Levy (CIL). It is recognised that the viability of development is a significant consideration when making requests for financial contributions and as such will only be requested through S106 Agreements for infrastructure that will make development acceptable in planning terms and compensate for any impacts of development.

In particular, development will be expected to provide, or contribute towards, the provision of:

- Measures to directly mitigate its impact, either geographically or functionally, which will be secured through the use of s106 planning obligations;
- The specific requirements as set out in relation to sites that have been identified and allocated within the Strategic Policies and Land Allocations DPD; and
- Infrastructure, facilities and services required to support growth, which will be set out within any future Community Infrastructure Levy (CIL) for the district or Framework

Agreement for Strategic or complex sites and the Broad Location for Growth.

Planning contributions may also be subject to the criteria set out in the CIL Regulations¹ (2010) (as amended) (in particular Reg. 122 and 123) or any successors which require any financial contribution or contributions in kind towards infrastructure to meet a number of criterion.

Assessing Viability

In principle, the inability to secure the necessary contributions either through conditions or agreements to make a particular development acceptable in planning terms (for instance environmental mitigation or compensation) must indicate an unacceptable proposal that should not be approved.

Development viability is a material consideration in assessing development proposals. In some circumstances, requirements for planning obligations may render development at the margins of viability. Where a developer is seeking to reduce contributions or affordable housing provision, they must submit viability assessment at the application stage. Viability Assessments submitted by an application must accord with the Viability Protocol Supplementary Planning Document.

Supporting text of Policy DM58:

It is important that new development contributes towards the delivery of strategic growth. For a number of years the Government has supported Local Planning Authorities in the preparation of a Community Infrastructure Levy (CIL) for their area.

CIL is a charge that local authorities in England and Wales can place on a developer / applications for most types of development in their area. The money generated from CIL can be used (or pooled for future use) to pay for strategic infrastructure improvements within the authority area to realise social, economic or environmental benefits. The CIL charge is based on the size, type and location of development being proposed.

CIL has been promoted by the Government as a more effective and transparent way of securing financial contributions from development and sought to replace the mechanism of Section 106 agreements.

In November 2017 the Government announced that it was to retain CIL as the preferred method of tariff in charging new development for infrastructure requirements (supplemented by the Section 106 process).

The Government undertook a consultation on draft amendments to the CIL Regulations in December 2018 and issued its response in June 2019. The Government recognises the importance of developer contributions in delivering the infrastructure that new homes require. Amendments to the Regulations ~~are proposed~~ were introduced to make the system less complex and more transparent. ~~Proposed amendments~~ The amendments included the removal of restrictions on the pooling of s106 agreements.

~~The Council is undertaking work with a view to adopting CIL to fund the wider infrastructure necessary for the delivery of the growth planned for.~~

¹ <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>

Planning Obligations

The purpose of planning obligations (via the Section 106 process) is to make development acceptable in planning terms. Planning obligations will be sought to compensate and/or mitigate the impact of development that, without that mitigation, would render the development unacceptable in planning terms.

Where necessary, the Council will require infrastructure to be provided through new development. When such requirements are made they will be done so with the full consideration of national planning policy in terms of the reasonableness of the request, in particular paragraph 56 204² of the NPPF which states that planning obligations should only be sought where they meet the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

There are a range of infrastructure requirements that may be necessary to ensure that development is acceptable in planning terms, Table 15.1 below sets out potential types of infrastructure that should be considered (although this should not be considered as an exhaustive list).

Adequate Highways Access & Capacity	GP Surgeries
Education Provision	Hospitals
Nursery Schools	Ambulance Services
Clean Water Supply	Adult Social Care
Adequate Wastewater Capacity	Fire, Police and Rescue Services
Sustainable Drainage Systems	High Speed Internet Access
Energy Supply	Children's Play Areas and Equipment
Cycling and Walking Facilities	Sports Facilities
Public Transport	Supported Accommodation
Car Parking	Open Spaces and Park
Electric Vehicle Charging Points	Social and Community Facilities
Waste Management and Disposal	Allotments
Libraries	Natural and Semi-Natural Green Spaces
Cemeteries and Churchyards	Landscaping
Flood Defences and Drainage Infrastructure	Replacement/ New Habitat

List of Infrastructure that may be secured through CIL or Planning Obligations to make development acceptable and/or meet Local Plan objectives.

The Council is fully aware of the issues around development viability and will work with applicants to ensure that proposals which are granted permission are acceptable in planning terms and are also financially viable.

Where a development is agreed to be unviable, applicants should take all reasonable and practical steps to enable the delivery of required planning obligations through alternative mechanisms including public sector grants. The Council will assist in identifying such mechanisms where known and support the applicant to secure their implementation. Where this cannot be achieved and the necessary infrastructure required to make development acceptable in planning terms cannot be delivered, then

² Paragraph number to be updated following publication of the revised NPPF

planning permission will be refused.

Where issues of viability arise the Council will require applicants to clearly demonstrate the margins of viability through the use of an agreed methodology and open book approach **in accordance with the Viability Protocol Supplementary Planning Document**. Where it is clearly demonstrated that there are issues of viability then the Council will work with the applicant to understand whether alternative sources of funding are available to secure the necessary infrastructure.

Whilst the Council will work with applicants to achieve a positive outcome it is clear that planning permission should not be granted for development that is not considered acceptable in planning terms.

The Council may apply Market Recovery and other such mechanisms in order to receive required contributions upon any uplift in market conditions and this can be written into a Section 106 or similar agreement. No such flexibility will be applied to CIL charges when these are in operation.

In relation to areas that have a neighbourhood plan in place, the relevant town or parish Council will receive 25% of the CIL receipts arising from development that takes place in their area. In areas where there is not a neighbourhood plan, the relevant Town or Parish Council will receive 15% of the CIL receipts where development has taken place and this is capped at £100 per dwelling.

Infrastructure Delivery Plan

The issue of delivering new infrastructure is a key public concern that arises from new development proposals. In order to ensure that the infrastructure issues within the district are clear and understood the Council has prepared an Infrastructure Delivery Plan (IDP)⁷¹. The IDP sets out a range of infrastructure requirements and aspirations that are either necessary to ensure that the impacts of new development are mitigated or where future Section 106 or CIL monies may be used.

Through the planning application process, the Council will expect applicants to have read and understood the infrastructure requirements for the area of their proposal and understand that, dependent on the scale, the location or type of development proposed may result in a request for a contribution towards infrastructure improvements set out within the IDP.

The request will be made in dialogue between the applicant, the Local Planning Authority and the infrastructure provider. Whilst some flexibility may be shown over the scale of contribution delivered, this will be highly dependent on the level of impact arising from the specific development proposal.

Further information on the Infrastructure Delivery Plan can be found on the Council's website at www.lancaster.gov.uk/localplan.

Policy DM58: What alternative approaches were considered?

The policy remains largely unchanged. The introduction of a Community Infrastructure Levy (CIL) is being explored as part of Climate Emergency Local Plan Review Viability Assessment. If the Viability Assessment concludes that a CIL can be viability introduced, the policy will be updated to reflect the revised position.

The opportunity has been taken to clarify when S106s will be used and refer to the potential for the use of Framework Agreements to secure contributions from Strategic and complex sites for the infrastructure associated with growth, including that necessary to deliver development in the Broad Location for Growth.

Reference to the Viability Protocol Supplementary Planning Guidance has been included to bring this to the attention of applications and enhances its status as a material planning consideration.

Alternatives that were considered for this policy were:

- Not to amend the policy. This would have failed to take the opportunity to clarify issues surrounding the use of S106s, Framework Agreements and the Viability Protocol Supplementary Planning Document.

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

The proposed amendments reflect the impact that the additional policy requirements relating to tackling climate change may have upon viability. They seek to ensure that the new policy requirements aimed at tackling climate change can be achieved, unless clear evidence is provided to show that they would adversely affect viability and consequently the delivery of development within the Local Plan.

SA/SEA/HRA considerations (completed by consultants AECOM):

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as ‘not amending the policy’ are not necessary to test in the SEA, as they simply represent the baseline position.

With regards to meaningful choices in relation to ‘infrastructure delivery and fundings’ no reasonable alternatives have been identified at this stage for this SA Topic.

The changes proposed are mostly procedural and for clarity and are therefore unlikely to have any implications for any particular SA Objective. As a result, no assessment is deemed necessary at this stage.

Further recommendations	SA topics likely to be affected	Delivery and potential conflicts	City Council Comments
<p><i>The creation of a carbon offset fund would help to ensure that carbon emissions reductions can be achieved if it is not feasible to do so on site.</i></p> <p><i>Carbon sequestration could be added to the list of potential infrastructure requirements in Table 15.</i></p>	<p>Lowering carbon emissions +ve</p>	<p>Without suitable sequestration opportunities and management arrangements identified, it would be difficult to demonstrate delivery.</p> <p>Details and management arrangements for a carbon offset fund could be established through an SPD.</p>	<p>The policy looks to promote the energy hierarchy prioritising a fabric first approach. The encouragement of off-site measures is not supported within this policy.</p> <p>It is not clear how, under the current national planning policy how Carbon Sequestration can be demonstrated to be achievable.</p>

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
Policy DM58	<p>Infrastructure Delivery and Funding</p> <p>The policy sets out a position on the funding of new infrastructure through planning obligations and the investigation of implementing a Community Infrastructure Levy (CIL).</p>	<p>Impacts of Climate Change can be mitigated (in part) through the provision of new infrastructure. The policy could be clarified that infrastructure to mitigate the impacts of Climate Change will be secured through new development (and set out what these mitigation measures could be).</p>	<p>The creation of a carbon offset fund would help to ensure that carbon emissions reductions can be achieved if it is not feasible to do so on site.</p> <p>Carbon sequestration could be added to the list of potential infrastructure requirements in Table 15.</p>	<p>No Likely Significant Effect. Screened out. This policy details how development will be funded. The addition of the suggested changes to this policy will not have any implications on European sites.</p>	<p>The policy looks to promote the energy hierarchy prioritising a fabric first approach. The encouragement of off-site measures is not supported within this policy.</p> <p>It is not clear how, under the current national planning policy how Carbon Sequestration can be demonstrated to be achievable.</p>

Policy DM59: Telecommunications and Broadband Improvements

Through the Local Plan the Council are keen to recognise the importance of a strong and resilient telecommunications and broadband network for both urban and rural areas. The need for such a network has grown ever more important over the past year with the COVID 19 Pandemic resulting in more home-working, home-schooling and virtual communication. All of this needs a strong network capacity for people to work, learn and connect.

Policy DM58 seeks to ensure that through new development the infrastructure needed to make these connections are in place for new residents. The ability to secure a resilient digital network is key to promoting sustainable development and providing new residents with the critical infrastructure they require.

POLICY DM59: TELECOMMUNICATIONS AND BROADBAND IMPROVEMENTS

Through the publication of a Digital Strategy, the Council are seeking to create a ‘Smart District’ which provides world class connectivity. This will be done through the creation of a full fibre network and the establishment of a 5G network. The provision of greater connectivity will not only allow Lancaster to maximise economic opportunities but also ensure that its communities can access these connections in the way they work, learn and communicate.

In order to achieve greater connectivity, the Council will support the improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in urban and rural areas that have poor or no service provision at all. This is providing that the proposals accord with paragraph 43 of the National Planning Policy Framework and that the following criteria are achieved.

- I. It has been demonstrated that there is no reasonable possibility of sharing existing facilities within the locality;
- II. Installation equipment is sited and designed to minimise its impact on the landscape character and visual amenity of the surrounding area; and
- III. Proposals will not have a detrimental effect upon the character or appearance of the building and local amenity.

All major developments within the district will enable Fibre to the Premises (FTTP). For smaller schemes, the Council will encourage FTTP to be provided where it is practical and viable to do so. Where FTTP cannot be achieved, developers will be expected to support the delivery of the most viable high-speed connection.

Proposals for telecommunications or broadband equipment should pay due regard to their surroundings through sympathetic design, particularly in sensitive townscapes and landscapes. The principles of Policies DM44 and DM46 will apply in relation to the impacts on the natural environment and Policies DM37, DM38 and DM39 in relation to the historic environment.

Supporting text of Policy DM59:

The use of telecommunications equipment, such as mobile phones and the internet, have become essential parts of modern everyday life. Whilst strong network availability exists within many areas of the district, many communities, both urban and rural, suffer from poor access to mobile phone networks and internet broadband. Challenges to this network have become increasingly apparent over through the COVID 19 Pandemic which places an increased emphasis on a good broadband network to allow people to work, learn and communicate with friends and family.

The Council have published a ‘Digital Strategy’ which is seeking to work with partners to secure a stronger network across all parts of the district – both urban and rural. The vision of the strategy is to make Lancaster District a:

- **Smart District** through the provision of world class connectivity, creating a ‘Gigabyte Region’

with full fibre network and the establishment of 5G.

- **Green District**, striving to address the Climate Emergency by using technology to reduce carbon emissions.
- **Health District**, working with the Health Innovation Centre and NHS to develop technology for health and promote healthier lifestyles.
- **Clean District**, using digital technology to improve emptying bins, improving air quality and provide residents with easy ways to report issues with public realm.
- **Fair District**, using technology better to understand the needs of its residents, improve community engagement, address exclusion and deliver community wealth and social value.

To assist in supporting the ambitions of the Digital Strategy, the Council will encourage new development to take forward the visions of the strategy through new development, both in the creation of new homes and commercial / employment spaces. It will support the principle of new infrastructure which supports greater connectivity and innovative design concepts which help to realise the ambitions of the strategy.

~~To encourage growth and improvement to the telecommunications network and access to the internet the Council will support, in principle, proposals for infrastructure required to facilitate such growth which is not covered by the prior approval process.~~

~~This will particularly be the case in areas of strategic growth where there may be only limited existing coverage which will need significant strengthening. These issues are expected to be fully addressed via any planning application and should be considered in the context of relevant site specific policies in the Strategic Policies & Land Allocations DPD.~~

The Council supports the principle of investing in telecommunications. However, in certain locations, telecommunications equipment may cause significant damage to the visual amenity of the locality and the character of the surrounding landscape. Therefore the Council will expect proposals to be appropriately sited and designed to minimise the impact on its locality, whether this is to minimise the impact on the landscape or to minimise impacts on a particular building or setting.

In general it will not be acceptable to position satellite dishes or other telecommunications equipment on the frontage of buildings or other locations where they are highly visible and result in a damaging affect on the visual amenity of the locality. This will be particularly a consideration in areas of high amenity value, whether this is in a Conservation Area or within a designated landscape area such as an Area of Outstanding Natural Beauty (AONB).

The Council will work positively with all stakeholder groups, whether they are groups from the private sector, public sector or local community groups to improve telecommunication networks throughout the district.

Policy DM59: What alternative approaches were considered?

The policy has been amended and updated to reflect the outcomes of the Council's Digital Strategy, which seeks to work with partners to deliver world class connectivity in the district.

Creating a stronger network, with greater capacity and resilience, has become even clearer over the COVID 19 Pandemic as peoples lives have had to adapt to social distancing, remote working, remote learning and virtual communications with friends and family. Policy DM59 has been strengthened to reflect the ever greater importance of creating the necessary infrastructure connections within new development.

Clearly a strong digital network has implications for Climate Change, improvements to communications networks have led to greater levels of home-working and a reduced need for people to travel, for instance for meetings. Reductions in travel have led to more sustainable patterns of travel and a reduction in carbon emissions. The strengthening of Policy DM59 allows for these patterns to continue in the longer term.

Alternative options that were considered for this policy included:

- Not to amend the policy. Whilst this option would have continued to promote the strengthening of the network, it may have failed to capitalise on the demand and opportunity for improvements to both the telecommunications and broadband network. It would have also failed to reflect the aspirations of the Council in relation to the direction of its Digital Strategy.

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

The revised policy looks to strengthen the digital connections within the district. The benefits of a better digital network in the district, both in terms of broadband connections and mobile are opportunities to reduce carbon emissions, for instance through reducing the need to travel. Providing a better digital network can also help realise other aims of the Council in terms of promoting its economic and social ambitions towards a lower carbon society.

The revised policy will strengthen the Council’s ability to achieve this, particularly in ensuring that new development can be made digitally resilient to benefit new residents and businesses.

SA/SEA/HRA considerations (completed by consultants AECOM):

Alternatives in the context of SA/SEA need to be strategic in nature, meaningful and deliverable. Procedural choices such as ‘not amending the policy’ are not necessary to test in the SEA, as they simply represent the baseline position.

With regards to meaningful choices in relation to ‘telecommunications and broadband improvements’ no reasonable alternatives have been identified at this stage for this SA Topic.

Further recommendations	SA topics likely to be affected	Delivery and potential conflicts	City Council Comments
<p><i>To provide a ‘fallback position’ it could be useful to state what the minimum acceptable standards for broadband provision would be where FTTP is not deemed practical. For example the most viable high speed connection.</i></p> <p><i>The requirement for development to be ‘future proofed’ could be included where FTTP is not deemed</i></p>	<p>Economy and infrastructure</p> <p>Lowering carbon emissions</p> <p>Housing</p> <p>Health and wellbeing</p> <p>Transportation</p>	<p>There ought to be no major conflicts with other policies by requiring FTTP broadband.</p> <p>Delivery should not be an issue given that there are viability and practicality clauses in the policy.</p>	<p>Comment noted. Responses to future recommendations set out below.</p>

Further recommendations	SA topics likely to be affected	Delivery and potential conflicts	City Council Comments
<i>practical. For example, the inclusion of ducting for future fibre.</i>			

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
Policy DM59	Telecommunications and Broadband Improvements The policy seeks to promote the increased role of the telecommunications and broadband in everyday lives and encourages improvements to the network through new development.	Improving digital connectivity can assist in reducing the need to travel and address issues such as rural isolation. The policy may be able to be tweaked in order to further promote further improvements to wider connectivity within the district	With regards to meaningful choices in relation to 'telecommunications and broadband improvements' no reasonable alternatives have been identified at this stage for this Topic.	No Likely Significant Effect. Screened out This policy relates to improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in rural areas. Telecommunications and broadband improvements	Comments noted.
		Further recommendations	To provide a 'fallback position' it could be useful to state what the minimum acceptable standards for broadband provision would be where FTTP is not deemed practical. For example, the most viable	have the potential to impact European sites through temporary loss of habitat functionally-linked to a European site, and disturbance to species as a result of construction activities. These	Comments Noted and amendment made to Policy DM59.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
			high-speed connection.	potential impacts still remain with the addition	
			The requirement for development to be 'future proofed' could be included where FTTP is not deemed practical. For example, the inclusion of ducting for future fibre.	of the suggested change 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 improvements to such infrastructure to (for example) maximise opportunities for home working and minimise the need to travel, resulting in a positive effect on emissions. The proposed changes will not themselves	Comments Noted. Not clear that the requirements expected would pass the NPPF obligation tests therefore not included.

Policy Number	Policy Title and Description	Implications on Climate Change	Suggested Changes by Lancaster City Council	Screening Outcome	City Council comments
				therefore lead to Likely Significant Effects.	