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A Local Plan for

CLEAN VERSION

Lancaster District

2020 – 2031

Plan period 2011 - 2031



SUBMISSION VERSION

**Part One: Climate Emergency review of
the Strategic Policies & Land Allocation
Development Plan Document
[March 2022]**

Submission Version

FOREWORD

In light of the declaration of a climate emergency made by Lancaster City Council in January 2019, and the rapidly evolving recognition that climate change will have a significant impact on all aspects of our lives, the City Council has made the dynamic and ambitious decision to review the Local Plan to seek better environmental outcomes for the District as a whole, ultimately assisting with the delivery of the net zero carbon ambition of the council.

The Local Plan Review looks at a range of topic areas, from water management and green and blue Infrastructure, through to energy efficiency standards, sustainable design, and renewable energy generation as well as strategic transport and heritage considerations in the context of climate change. The policies that are included in the Local Plan Review will remain in place through to the early 2030's and be used in the determination of all planning applications received by Lancaster City Council.

The Climate Emergency Local Plan Review is prepared in consultation with the local community, key stakeholders and the development industry and is subject to Examination by an independent planning Inspector to ensure that the plan is 'sound' and has been prepared in accordance with national legislation and has followed the correct procedures.

This Climate Emergency Local Plan Review continues to support the adopted Local Plan's aim of promoting opportunities for housing and employment and deliver the infrastructure necessary to achieve sustainable development, but now goes further in positively and proactively considering climate change adaptation and mitigation in planning for development - to ensure that future generations have places to live and work.

The Council believes that this Climate Emergency Local Plan Review correctly places sustainability at its heart, whilst balancing the need for delivering the district's future development. The review recognises the increased importance that climate change impacts can have, whilst continuing to preserve the special characteristics of our district.

The Local Plan Review essentially reviews two key documents. The first is the Strategic Policies and Land Allocations Development Plan Document (DPD) which sets out a spatial vision and strategy for the district and establishes what the strategic development needs of the district are; and then describes how those needs will be distributed through a series of land allocations to identify where development needs will be met and where areas that are of specific economic, environmental or social importance will be protected.

The second is the Development Management DPD, which sets out the planning policies that will be used to determine planning applications.

Together these two documents make up the adopted Local Plan and guides how the future development needs of Lancaster District are met. It is these two DPDs that are being revisited as part of the Climate Emergency Local Plan Review.

Lancaster District is a very special place for all who live, work and visit here; from the coastline of Morecambe Bay to the rolling landscape of the Lune Valley, the seaside towns of Morecambe and Heysham, the historic city of Lancaster, Carnforth with its nationally-significant railway-heritage, our many distinct villages, our two Areas of Outstanding Natural Beauty. We all share the desire to conserve and enhance and protect our unique district for generations to come.

Councillor Gina Dowding
Portfolio Holder for Strategic Planning and Place Making

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Please Note: Existing and new paragraph numbering will be re-ordered following the adoption of the Development Plan Document

1. Introduction

- 1.1 The Climate Emergency Review of the Strategic Policies and Land Allocations Development Plan Document (DPD) is a key document in the local plan for Lancaster district. This document sets out the spatial vision and plan for the future of the district and how it will be delivered. It is also the document that identifies land to meet future development needs and land that should be protected for its environmental, social and economic importance.
- 1.2 Our district must rise to the challenges facing it and its communities over the next 20 years and beyond. The district requires new homes, jobs and infrastructure to support the needs and aspirations of people who live in this area, both now and in the future. The Local Plan describes and quantifies what those needs are and sets out how the Council plans to meet them.
- 1.3 In preparing the adopted Local Plan, the Council worked proactively with the local community and key stakeholders to best address the needs of the district. As part of this process, the Council has drawn upon an extensive evidence base that is referenced throughout this document. This represents the final iteration of the adopted plan which represents a sound and legal compliant planning framework for the district. It also includes the proposed changes as a result of the Climate Emergency Review.
- 1.4 This Climate Emergency Review of the Strategic Policies and Land Allocations DPD is accompanied by a number of other planning documents that together form the proposed reviewed local plan for Lancaster district. These DPDs include the following:

Development Management DPD¹: Sets out a series of generic planning policies that are used by Development Management Officers and Planning Committee to determine planning applications. These policies may be applicable to development anywhere in the district outside of the Yorkshire Dales National Park. The Council first adopted a Development Management DPD in December 2014 and Adopted a Reviewed Version in 2020. The DM DPD also contains the proposed climate emergency local plan review matters.

Morecambe Area Action Plan DPD²: Sets out a range of interventions for Central Morecambe to regenerate the town centre improving its functionality for both visitors and residents. Interventions include proposals for development but also improvements to public realm and connectivity around the town centre. This was adopted by the Council 2014; it is not being reviewed as part of this climate emergency local plan review process.

Arnside & Silverdale AONB DPD³: Lancaster City Council has worked jointly with South Lakeland District Council to prepare a DPD for the Arnside & Silverdale Area of Outstanding Natural Beauty. This DPD was adopted in March 2019 and is part of the Local Plan for both districts. It describes how local development needs in the AONB will be addressed. It adds local planning policies that are locally relevant to the shared characteristics of the AONB. This DPD is not being revisited as part of the climate emergency Local Plan review.

¹ <http://www.lancaster.gov.uk/planning/planning-policy/development-management-dpd>

² <http://www.lancaster.gov.uk/sites/regeneration/morecambe-area-action-plan>

³ <http://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd>

Lancaster South Area Action Plan DPD⁴: The Strategic Policies and Land Allocations DPD has identified a broad location for growth in South Lancaster, including development of Bailrigg Garden Village. The DPD will contain a range of development principles that should be seen as a golden thread in plan making and decision taking. In order to provide more detail on the locations for growth and the delivery of critical infrastructure the Council have commenced work on a Lancaster South Area Action Plan DPD that will compliment Policy SG1 of this DPD.

Gypsy and Traveller Site Allocations DPD⁵: The Council will begin work in 2020 on the preparation of a site specific DPD to identify how the needs of these specific communities will be met within the district. This will be done through the allocation of land for transit and permanent pitches to address evidenced needs. This will complement the generic approach taken in Policy DM9 of the Development Management DPD.

- 1.5 These documents are accompanied by the policies map which identifies where policies apply and what specific uses land is allocated for by policies. It shows areas allocated for development and areas which the Council has identified for protection from development. Although the local plan does not have an urban area policy an urban area boundary is also shown on the policies map; this boundary is intended only to be helpful in delineating the land within the district which is not subject to the Open Countryside policy (Policy EN3 of this DPD).
- 1.6 It is important that the local plan, the policies it contains and the allocations it makes be read as a whole and not in isolation. Development proposals should have due regard to all relevant policies and allocations in the local plan.
- 1.7 The Council will continue to investigate the need for further development plan documents including the provision of an Infrastructure Charging Schedule making use of the most up to date and appropriate tariff method to ensure that mechanisms are put in place to deliver strategic infrastructure.
- 1.8 Beyond the plans prepared locally, the Council consider the Lancashire Waste and Minerals Plan part of the statutory development plan for the district and the policy and direction of this plan should be given material consideration in both the plan-making and decision-taking process. Land to the east of Cowan Bridge and the A65 forms part of the Yorkshire Dales National Park, proposals for development within the National Park area should come forward in accordance with the Yorkshire Dales National Park Local Plan.

How has this Local Development Plan Document been Prepared?

- 1.9 Local planning authorities have a legal requirement to prepare and maintain local plans for their areas. Local plans must be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics of their areas, and take full account of relevant market and economic signals (paragraph 31 of the 2021 NPPF⁶) The Housing White Paper, entitled 'Fixing our Broken Housing Market'⁷ was published by the Government in

⁴ <http://www.lancaster.gov.uk/planning/planning-policy/>

⁵ <http://www.lancaster.gov.uk/planning/planning-policy/gypsy-and-traveller-accommodation>

⁶ National Planning Policy Framework (MHCLG 2021) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁷ Housing White Paper 'Fixing our Broken Housing Market' (DCLG 2017) <https://www.gov.uk/government/publications/fixing-our-broken-housing-market>

February 2017 and sets out a clear intention to boost housing construction across the country to achieve the delivery of between 225,000 and 275,000 new homes per year to keep up with population growth and start to tackle years of under-supply.

New paragraph 1

The NPPF was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019 and 20 July 2021. This report relies upon the 2021 version of the NPPF. Therefore, all subsequent references to the NPPF in this report are references to the 2021 version, where previous versions of the NPPF are referred to this will be made clear.

New paragraph 2

Following the adoption of the Local Plan a number of changes have been made to Permitted Development Rights and the Use Class Order. In determining a planning proposal, the Local Planning Authority will be mindful of any such changes and consider their implications in relation to the application of policy.

New paragraph 3

In addition, the Planning White Paper 'Planning for the Future' was published in August 2020⁸. This set out possible future reforms of the planning system to "*streamline and modernise the planning process, bring a new focus to design and sustainability, improve the system of developer contributions to infrastructure, and ensure more land is available for development where it is needed*"⁹. As part of the White Paper proposals, there is an intention that the planning system support efforts to combat climate change and ensure the planning system can effectively address climate change mitigation and adaption and facilitate environmental improvements.

- 1.10 As the Local Plan Key Diagram (Chapter 5) identifies, the strategic growth identified will have far-reaching effects for this district. The decisions made on the location of development were based on a thorough assessment of all reasonable alternatives. The evidence to support this assessment and the choices made have been assisted through engagement and dialogue with key stakeholders, the local community, the sustainability appraisal process, cooperation with neighbouring local authorities and other statutory bodies, and the analysis of information and additional research.

Engagement with the Local Community

- 1.11 To be effective the local plan policies must be based on a thorough understanding of needs, opportunities and constraints within the district. Previous consultation events which have assisted with the preparation of the adopted Local Plan¹⁰ include:
- **Strategic Options for Growth Consultation** (Summer 2014): This set out a range of different options to deliver sufficient growth to meet the district's needs. This included the options of urban extensions, reviewing the Green Belt, distribution of development throughout the district, the expansion of a small number of villages and the creation of a new settlement.
 - **People, Homes and Jobs Consultation** (Autumn/Winter 2015): This set out a hybrid approach to meeting future development needs via a mixture of urban extensions, Green

⁸ [Planning for the future \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁹ [Planning for the future - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

¹⁰ Full details on these consultation events can be found via the Consultation Reports prepared by the City Council and available on the Council's website at [About the Local Plan & Planning Policy - Lancaster City Council](#)

Belt review and village expansion. This consultation identified a number of specific sites that had the potential (in principle) to significantly contribute to meeting development needs.

- **Draft Local Plan Consultation** (Winter / Spring 2017): The Council prepared a draft local plan which included a Strategic Policies & Land Allocations DPD and a Development Management DPD which set out emerging land allocations for the future direction of development and areas which should be protected for their environmental, social and economic value. The Development Management DPD set out a series of generic policies for a range of planning topics, updating the local policy position from the adopted 2014 Development Management DPD.
- **Publication Stage** (Spring 2018): The Publication version represented the final, formal opportunity for interested parties to comment on the content of the DPD in terms of soundness and legal compliance. The representation that were made at this stage formed the basis for the Public Examination and were submitted to the Inspector for consideration.
- **Public Examination** (Summer 2018 – Summer 2019): The Public Examination process provided independent examination of the plan by an independent Planning Inspector who considered the soundness of the Plan (i.e. its consistency with national planning policy) and its legal compliance (i.e. whether it meets all the legal requirements of plan making). The Examination was focussed around a series of Hearing Sessions where any remaining objections to the Local Plan were considered by the Inspector in relation to whether they affect the soundness and/or legal compliance.
- **Review of the Local Plan (Climate Emergency Review): (Summer 2020- present):** The processes outlined above set out how the Local Plan was taken from inception through to adoption (on the 29th July 2020). The Local Plan Review began immediately following adoption and has progressed through scoping stage consultation prior to reaching this Regulation 18 stage. The 8-week scoping exercise was undertaken between 26th September and 20th November 2020 and saw engagement with the local community and key and statutory stakeholders. The aim was to set out the proposed scope of the Local Plan review, the policies that the Council were proposing to potentially amend and to establish an overall understanding of what consultees felt the Climate Emergency local plan review should contain. The review is only concerned with matters directly related to climate change. Issues such as housing numbers and allocations have not been revisited.

The Duty to Co-operate

- 1.12 The introduction of the Localism Act in 2011¹¹ placed the responsibility of ‘Duty to Co-operate’ on local authorities, where planning issues cross-administrative boundaries they must jointly address areas of common interest. This requirement is reinforced by paragraph 24-27 of the 2021 National Planning Policy Framework. Lancaster City Council has worked closely with neighbouring authorities, Lancashire County Council and other bodies, such as utility providers, to help prepare a Local Plan that ensures that any local or cross-boundary impacts have been fully considered.
- 1.13 As far as possible, the adopted Local Plan reflects a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any plans that have been made in neighbouring authorities. The Council prepared a ‘Duty to Co-operate

¹¹ HM Government (2011) Localism Act (Section 21)

Statement of Compliance’ that sets out how the authority have discussed cross-boundary matters with their neighbours. In accordance with the 2012 National Planning Policy Framework the Council will seek to update its understanding of strategic cross boundary issues through the preparation of Statements of Common Ground. As part of the Climate Emergency Local Plan review, the Council has continued to engage and meet with neighbours and will update its Duty-to-Co-operate Statement of Compliance in preparation for publication alongside the Regulation 19 Stage DPD.

Evidence Base

- 1.14 An up-to-date evidence base, providing information on the key social, economic and environmental characteristics of the area is vital to the preparation of the Local Plan. In particular, projections for future growth are a major influence in determining development requirements for the district. In addition to the evidence base that underpins the adopted Local Plan, some additional updates have been produced alongside this regulation 18 stage DPD. Some of these are addendums or updates to existing documents, whilst some are new documents which relate to the climate change scope of the review
- 1.15 The evidence base should be proportionate to the role and context of the job being undertaken by the plan and relevant to the place in question. Given the strategic and complex nature of the issues addressed by this plan, the unique and constrained character of the district and its potential to affect areas beyond the district boundary, the supporting evidence that accompanies this plan is extensive and comprehensive.
- 1.16 To address our understanding via evidence, a significant level of study and assessment work has been undertaken by both officers of the Council and independent consultants to inform our understanding of the role of the Local Plan. Consultants can provide advice that is specialist, independent and objective.
- 1.17 This Climate Emergency Local Plan Review plan has been undertaken on the basis of the evidence and information available at the time of preparation. The Council will continue to monitor and refine the plan where necessary as and when new relevant evidence becomes available as part of the monitoring and review of the plan-making process. To view the Council’s evidence base in more detail please visit the Council’s website.

Sustainability Appraisal

- 1.18 The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development and that, to this end, economic, social and environment gains should be sought jointly and simultaneously through the planning system. It indicates that plans need to take local circumstances into account so that they respond to the different opportunities for achieving sustainable development in different areas.
- 1.19 It is a legal requirement that new plans must be subject to a process of Sustainability Appraisal and a Strategic Environmental Assessment (SEA)¹².
- 1.20 A Sustainability Appraisal (SA) was prepared alongside the adopted Local Plan by independent consultants Arcadis. As part of this Climate Emergency Local Plan review, an addendum has been prepared. This has been prepared by independent consultations AECOM and has

¹² <http://www.lancaster.gov.uk/planning/planning-policy/>

informed the preparation of the Regulation 19 document. The Scoping Stage of the appraisal was consulted on as part of the Council's initial Scoping consultation in September- November 2020. Further SA work was undertaken to inform the Regulation 18 consultation in July – September 2021. This work is contained in the supporting Topic Papers. The SA addendum explains the methodology by which the policies in the DPD have been subjected to sustainability appraisal from the outset and describes how the work relates to the existing SA of the Local Plan. It demonstrates how the appraisal has informed the promotion of sustainable development in the district, with a specific focus on climate change matters.

- 1.21 The SA for the adopted Local Plan considered the impact of individual sites on sustainability objectives and also the cumulative impacts of allocations within and around individual settlements. Where potential adverse impacts were identified, mitigation measures were set out to remove or reduce the adverse effects and enhance beneficial effects. The SA also demonstrated how key stakeholders and the public were consulted at the various stages of plan preparation and how their representations influenced the content of the DPD. In addition, it set out recommendations for monitoring the social, environmental and economic effects of implementing the Strategic Policies and Land Allocations DPD.

Habitats Regulation Assessment

Habitats and species of international nature conservation importance have historically been protected by the European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna (The Habitats Directive). This was transposed into British law via the Conservation of Habitats and Species regulations 2017. Following the UK's withdrawal from Europe a number of amendments have been made to the Conservation of Habitats and Species Regulations (2017) to ensure that they remain operable post January 2021. Most of these changes involve transferring functions from the European Commission to the appropriate authorities in England and Wales.

The amended regulations continue to identify a national site network comprising protected sites previously identified as part of the EU's Natura 2000 ecological network. The national site network includes Special Areas of Conservation (SACs), and Special Protection Areas (SPAs). Ramsar sites whilst not included as part of the national site network remain protected in the same way as SACs and SPAs. Government policy statements have been issued making clear that they should be afforded the same level of protection afforded to SPAs and SACs.

Under the Regulations, an assessment is required where a plan or project may give rise to significant effects upon a protected sites.

- 1.22 Within Lancaster District there are eight such designated sites within its boundary, with a further eight sites within a 20km radius of the district boundary.
- 1.23 Initial screening of the Local Plan was undertaken by independent consultants Arcadis. This identified the likely impacts on International sites of the plan, either alone or in combination with other projects or plans, and considered whether these impacts may have a significant effect on the integrity of the sites qualifying habitats and/or species. Whilst a number of sites and policies were screened out for further assessment, a number of sites were identified as having potential, either alone or in combination, for likely significant effects on International sites, triggering the need for Appropriate Assessment and a more detailed assessment of their

impact on the integrity of the International Sites.

- 1.24 Having undertaken the Appropriate Assessment, Arcadis were confident that with the mitigation measures proposed and now included within the Plan there will be no adverse effects on the integrity of identified International sites.

A full Habitats Regulation Assessment Report incorporating the initial screening exercise and Appropriate Assessment is available alongside the adopted Local Plan via the Council website. As part of the Climate Emergency Local Plan review, an addendum to this HRA has been produced by independent consultants AECOM.

Structure of this Document

- 1.27 This Strategic Policies and Land Allocations DPD sets out the strategic planning policies for the district, identifies the locations for development and sets out a range of land-use allocations that seek to identify sites for their environmental, economic or social importance.
- 1.28 The Climate Emergency Review of the Strategic Policies and Land Allocations DPD is structured as follows:
- **Chapter 1:** Provides an introduction to the Local Plan process, and the evidence base underpinning the proposals and set out within the document.
 - **Chapter 2:** Provides a Spatial Portrait for the district, setting out some of the key economic, environmental and social information that defines Lancaster district.
 - **Chapter 3:** Sets the Spatial Vision for the district, outlining the aspirations for the district through the plan period.
 - **Chapters 4 & 5:** Provide the Strategic Objectives for which the Local Plan will be assessed on and includes a Key Diagram that illustrates the main aspects of the plan.
 - **Chapters 6 to 11:** Provide a series of strategic policies on the locations where strategic development growth will be located to meet identified needs.
 - **Chapters 12 to 24:** Set out a series of both strategic and land allocations policies relating to economic, environmental and social matters.

Further Information

- 1.29 If you wish to discuss any aspect of this DPD, or wider planning policy matters, please contact a member of the Planning and Housing Policy Team on the details provided below.

PLANNING AND HOUSING POLICY TEAM	
GENERAL ENQUIRIES	01524 582383
EMAIL ADDRESS	planningpolicy@lancaster.gov.uk
WEBSITE	www.lancaster.gov.uk/planning-policy
POSTAL ADDRESS	Planning and Housing Strategy Team, Planning and Place Service, Directorate for Economic Growth and Regeneration, Lancaster City Council, Lancaster Town Hall, PO Box 4, Dalton Square, Lancaster, LA1 1QR.

2. A Spatial Portrait of Lancaster District

- 2.1 Lancaster is the most northerly district in Lancashire and covers an area of approximately 565 square kilometres. It contains the coastal towns of Morecambe and Heysham, the historic City of Lancaster, the railway-heritage town of Carnforth and an extensive rural area including two Areas of Outstanding Natural Beauty (AONB) – the Forest of Bowland AONB and the Arnsdale & Silverdale AONB. The district is bounded to the south by the Lancashire authorities of Wyre and the Ribble Valley, to the east by the North Yorkshire authority of Craven and to the north by the Cumbrian authority of South Lakeland. The part of the district to the north east of Cowan Bridge is in the Yorkshire Dales National Park (YDNP). Planning responsibilities for this area are with the YDNP Authority.

Unique Landscapes

- 2.2 Over 90% of the district is rural with drumlin fields and rolling upland farmland forming the predominant landscape types. This is complemented by coastal drumlins along the coast of the district, the floodplain valley of the River Lune and the wooded limestone hills and pavements at Silverdale. Together these landscapes provide the setting for the main settlements of Lancaster, Morecambe, Heysham and Carnforth and mark the transition from the urbanised landscapes west of the Pennines, to the rural landscapes and national parks in Northern England. The proximity of these landscapes to the main settlements is a particular asset of the district, with residents and visitors readily able to access the countryside.
- 2.3 Complementing the main urban settlements are many villages that are home to distinct communities. These villages play different roles in delivering services and facilities for local residents and the wider rural area of the district.

Key Transport Linkages

- 2.4 The district's main transportation network is shown in the Key Diagram (Chapter 5). The district has very strong transport linkages with the North West Region and nationally. The West Coast Mainline provides services north, towards Cumbria and Scotland, and south towards Preston, Manchester and London. Additionally there are rail services from Lancaster, Carnforth and Morecambe to Leeds and Barrow and the Lancaster Canal runs through the district.
- 2.5 The presence of the M6 motorway also provides strong road connectivity within the region. Whilst the district has endured congestion and pollution on its local highway network, most notably Lancaster City Centre, Caton Road (Lancaster), Galgate and Carnforth, the Bay Gateway now directs port-related traffic to avoid these areas. Additional highway improvements to provide further capacity to help deliver the plan's development requirements are necessary. The district's urban areas are relatively well served by buses with quality bus routes connecting Lancaster, Morecambe and Heysham with Lancaster University.
- 2.6 Heysham Port has benefited from significant investment over recent years and now operates as one of the North West's main ports providing freight services to the Republic of Ireland, Northern Ireland and a passenger route to the Isle of Man. These links have been further strengthened recently due to the opening of the Bay Gateway. In addition to its traditional port functions, Heysham Port has a role as an offshore supply base for gas fields. The port is also well located to serve as an operation and maintenance base for offshore wind turbines in

the Irish Sea.

- 2.7 The identification of Lancaster and Morecambe as one of the original six cycle demonstration towns in 2005 has ensured that the district benefits from a high quality and well used cycle network, with over 75km of cycle paths across the district. This includes lanes on the highway network and canal network, as well as off road-shared paths. Cycle use is particularly high, reflecting the district's compact urban form and comprehensive cycle network. However, more can be achieved to further increase participation in cycling and public transport use, and improve the quality of experience for pedestrians.

Positive Economic Potential

- 2.8 The district has one of the most self-contained labour markets areas in Lancashire; approximately 83% of its residents live and work in the area. Employment is focused on a number of key economic sectors that are well related to the key economic drivers of the district – Lancaster University, Lancaster Royal Infirmary, the University of Cumbria, Heysham Nuclear Power Station and the Port of Heysham. The recent completion of the Bay Gateway also presents opportunities for economic growth based on the increasing accessibility to a range of transport nodes.
- 2.9 Economic forecasts for the forthcoming plan period predict significant opportunities for economic growth in a range of knowledge-based industries, the energy and environmental sectors, the visitor economy and port related employment. Positive growth in a wide range of economic sectors could see the growth in the region of 9,500 full-time equivalent jobs over the course of the plan period¹³.
- 2.10 The economic potential of the district is well recognised by the Lancashire Economic Partnership (LEP). Lancaster is identified within its Strategic Economic Plan¹⁴ as a major location for economic and housing growth.

Strong and Diverse Communities

- 2.11 At 143,500¹⁵ people, the district has the second largest population of the local authorities in Lancashire. However, the population density is low, with an average of 249 per square kilometre. It has the second lowest population density in Lancashire.
- 2.12 The presence of the two universities in the district is reflected within the district's age profile: there is an above average proportion of people recorded in the 15-24 age range. Students are concentrated in a small number of electoral wards, particularly in areas of urban Lancaster. The completion of purpose-built student accommodation in Lancaster centre has greatly increased the number of students living in the city and this trend is expected to continue.
- 2.13 The district also has an above average proportion of people in the 65+ age range¹⁶, reflecting

¹³ Review of the Employment Land Position for Lancaster District (January 2015)

¹⁴ [Lancashire Enterprise Partnership - \(lancashirelep.co.uk\)](http://lancashirelep.co.uk)

¹⁵ 2016 Mid-year Estimates

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

¹⁶ Lancaster District Independent Housing Requirements Study (October 2015)

both the district's ageing population and its attractiveness as a retirement destination for many. The future challenges for the district will be to maintain the high degree of economic self-containment and sustainability in order to create a robust and skilled workforce to meet its economic needs.

- 2.14 Population projections for the district suggest that there will be growth in the population through the plan period, particularly in the older population. Consequently, achieving this economic potential requires intervention to address the challenges of an ageing workforce, poor graduate retention and low inward migration.
- 2.15 The 2015 Indices of Multiple Deprivation identifies 10 lower super output areas within the district that fall within the most deprived in the country. This includes areas in north Lancaster, Lancaster City Centre, Morecambe and Heysham. As a result, these areas remain a key focus for regeneration and renewal. Central Morecambe is identified as the foremost Regeneration Priority Area in the district and an Action Plan to regenerate this important town is currently being implemented¹⁷.
- 2.16 The district has approximately 62,000 houses, 69% of which are owner occupied. The census reveals that the district contains a mixture of household types and property sizes. The district has a less than average number of one bedroom and 4+ bedroom properties. Housing affordability is an issue; many areas, most notably Silverdale and Slyne-with-Hest, have above average house prices when compared to the rest of Lancashire.

Natural Environment

- 2.17 The district is renowned for both the quality and diversity of its natural environment with many of its assets protected by local, national and international designations. These include parts of two Areas of Outstanding Natural Beauty and the largest wetland area in the UK at Morecambe Bay, which is internationally protected due to its wetland habitat and birdlife. In total, environmental designations cover 74% of the district (a total of 42,064 hectares). This environmental quality distinguishes the district from the more urbanised local authorities within Lancashire and provides residents and visitors to the district with a strong sense of place and a good quality of life.
- 2.18 In addition to these designations the district is also home to a network of green and blue spaces, corridors and chains, including Lancaster canal which runs through the district. Together these enable people and wildlife to move freely between areas, enhancing recreation opportunities and wildlife migration. These include local nature reserves, biological heritage sites and geological heritage sites that provide further protection to local environment assets in the district.
- 2.19 With a significant number of watercourses in the district, including the River Lune, Keer and Conder and their tributaries, large areas of the district are at risk from both river and coastal flooding which was highlighted in the floods in the winters 2015 and 2017 and flood events that have occurred since this time. The risks from flooding will remain a key challenge into the future with approximately 23% of the district being located in Flood Zone 3 (areas that are

¹⁷ <http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan>

identified to be at the greatest risk from flooding)¹⁸.

Built Heritage

- 2.20 The district has a rich and diverse historic environment, which includes over 1,300 listed buildings, 38 conservation areas, 37 scheduled monuments and 3 registered parks and gardens. The scale of the designated heritage assets within the district is comparable to the major cities of Liverpool and Manchester. The number of non-designated heritage assets is vast and continually being understood, as is the archaeological picture, and its potential to yield further evidence.

Lancaster

- 2.21 Lancaster's location beside the River Lune was a strategic one, sited to control the main western route between England and Scotland. A Roman fort was built here in the first century AD to guard the river crossing, and in the Middle Ages a royal castle was built on the site for the same reason. Its position along the Lune enabled Lancaster to become a significant trading port by the late 18th Century. More recently, its purpose as a crossing place also resulted in it becoming a military town, first to defend the river crossing and the route inland, and later as the home of one of the country's greatest regiments.
- 2.22 Lancaster's role as a port and the importation of materials, such as cotton, resulted in new industry, and associated mills and workers' housing, as well as the development of new products in the 19th Century such as oil cloth and linoleum using imported materials like linseed, oil and cork. This industry resulted in a real variety of buildings from factories and warehouses, to the large homes of the Williamson and Storey families, and the public buildings and parks financed by them.
- 2.23 The terrain of the city makes Lancaster a place of views, over the city itself or out of it towards the estuary, the Bay and the mountains of Cumbria. The response to the city's gradient can be seen from the famous view of the Castle and Priory overlooking the river crossing, to the steep slopes covered in terraced housing, and the towering grade I listed Ashton Memorial that dominates views of the city from the east and west.
- 2.24 Since Lancaster's Grade I listed Castle ceased to be a prison in 2012, it has undergone several years of conservation and renovation work carried out by the Duchy to bring the fabric into good repair. This work is ongoing, as well as finding users for many of the buildings, but throughout, the Castle has been open to the public and has become a popular visitor attraction. The archaeological potential in and around the Castle is great, and will continue to be understood.
- 2.25 Two of the districts Grade II* listed buildings at risk and on the national HAR Register are in Lancaster. One of which is St John's Church. This building sits within an area identified for a future Heritage Action Zone (HAZ).

Morecambe

- 2.26 Morecambe was a popular Victorian seaside resort famed for its unrivalled views from the Promenade across the Bay, to the Lakeland hills. The resort grew in a short time, as a result of

¹⁸ Environment Agency Flood Mapping <https://www.gov.uk/check-long-term-flood-risk>

the coming of the railway in 1850. It boomed in the 1880s and 90s, catering especially for the mill workers from Yorkshire.

- 2.27 Whilst many of the resort's places of entertainment have been lost, some do remain including the grade II* listed Victoria Pavilion (known as the Winter Gardens), though this is on Historic England's Heritage at Risk (HAR) register, and the former Alhambra Theatre. Streets of substantial stone terraces, once boarding houses, illustrate the resort's former popularity, as well as a number of Art Deco buildings, including the grade II* Midland Hotel. Just in-land from the Promenade can be found evidence of Morecambe's past as the fishing village of Poulton-le-Sands, with its collection of vernacular buildings.
- 2.28 Morecambe has seen much investment in recent years, and has been the subject of two Townscape Heritage Initiative (THI) schemes that have resulted in some very successful projects, and acted as a catalyst for further regeneration within the town. Morecambe has two conservation areas.

Carnforth

- 2.29 Carnforth has special historic and architectural interest as a small market town which owes its present form to rapid expansion in the second half of the 19th century. It has been designated as a conservation area. On North Road, some earlier houses have survived, reflecting the town's origins as a farming community.
- 2.30 The town centre has a strong and consistent character resulting from the extensive survival of late nineteenth century architecture. The Carnforth Ironworks and the railway prompted the building of terraced housing for working people. The railway heritage of Carnforth is nationally important and eight of the railway structures are listed, three of which are grade II* listed. However, there is no public access to them and there are concerns about the poor condition of these structures.
- 2.31 For this reason Carnforth Conservation Area has been placed on Historic England's Heritage at Risk (HAR) Register. Non-designated buildings such as the railway station also contribute strongly to the character of the conservation area. The public realm is dominated by the A6 which brings heavy traffic.

Rural District

- 2.32 The district's outlying rural area is extensive and populated by a large number of settlements of special architectural or historic interest, ranging from small hamlets to larger villages. A great number of these villages (27) are conservation areas, some of which have conservation area appraisals, although work is ongoing to ensure that they all do. In addition, townscape character assessments have been produced for 62 rural settlements in the district.

3. A Spatial Vision for Lancaster District

- 3.1 The delivery of strong and vibrant communities must be balanced with the protection and enhancement of the natural and built environment. This is one of the main challenges for any Local Plan to address. This is no more evident than in Lancaster district where the diverse, unique and high quality urban and rural environment distinguishes it from many other areas of both the county and the wider region.
- 3.2 Whilst the Local Plan must seek to maintain this balance it must also ensure that the people who live, work and visit, both current and future generations, also have their needs and aspirations met. This means providing opportunities for growth that are ambitious, but realistic, in accordance with national planning policy, to ensure that future growth can be sustainably directed and takes place at the right location at the right time.
- 3.3 The proposed vision for the district is taken from the Council's Corporate Plan at the point of the Submission in May 2018. It provides a description of what the Council intend the district to look like in the future. The Council proposes to adopt this as the vision for the Local Plan setting out clearly what it hopes to achieve in implementing the plan. This will be reviewed throughout the lifetime of the plan.

THE SPATIAL VISION FOR LANCASTER DISTRICT 2031

Through the delivery of the Local Plan, the Council will achieve the following aspirations:

- To maintain and enhance the district's role within the wider sub-region of Lancashire and Cumbria in terms of delivering the right levels of growth, in the right places, at the right time which are accompanied by the infrastructure necessary to achieve sustainable development and meet evidenced needs.
- To welcome and retain investment, residents, students, and talented employees in order to achieve a well-educated, well-employed, well-housed population that is in long-term balance with the needs of a growing local economy with much more potential.
- That the district will comprise sustainable, distinctive, healthy and cohesive communities where residents enjoy the advantages of a level of self-containment that supports growth and diversity in distinctive local businesses whilst minimising the need to commute. New development will promote positive urban design to create a distinctive sense of place.
- That the district's unique natural and historic environment will be protected and / or enhanced to maintain a distinct sense of place and conserve designated landscapes, townscapes and important habitats and wildlife.
- The increased travel and movement needs of our growing population, increased visitor numbers and expanding businesses will be met by a better range of sustainable, efficient, multi-modal transport options, with improved town centre environments achieving increasing levels of walking, cycling and public transport use.

- The district will be recognised as an excellent environment for growing businesses with a strategic transport network that supports development in the energy, logistics, education, arts and research sectors.
- Our communities will support development that allows existing and future residents to enjoy a quality of life that is enhanced by excellent leisure and cultural opportunities in an environment where our natural and built heritage assets are acknowledged, respected and maintained.

This vision includes specific ambitions for our district's local areas:

MORECAMBE AND HEYSHAM	Home to a confident community with a regenerated living, working and leisure environment. The town will be a focal point on Morecambe Bay where enjoyment of, and the opportunities to interact with, the wider natural environment are safely, responsibly and positively interpreted and supported.
LANCASTER	A prosperous and growing historic city with a thriving knowledge economy, driven by successful Universities that attract the most capable students to a welcoming environment featuring a good retailing, leisure and cultural offer and an historic environment that is managed with a rigour appropriate to its regional significance.
CARNFORTH	A successful and growing market town that has further developed its transport links and promoted its significant transport heritage to achieve and enhance its role as a busy centre for the rural areas of north Lancashire and south Cumbria.
COAST AND COUNTRYSIDE	Conserved and enhanced environments with a more diverse network of vibrant rural communities acting as hubs for services and businesses that provide for local needs and directly support farming, forestry and fisheries.

4. Strategic Objectives for the Local Plan

- 4.1 The Local Plan contains and is built on five overriding objectives, supported by a series of more detailed sub-objectives that together provide a link between the vision and the development strategy itself.

SO1	DELIVERY OF A THRIVING LOCAL ECONOMY THAT FOSTER INVESTMENT AND GROWTH AND SUPPORT THE OPPORTUNITIES TO DELIVER THE ECONOMIC POTENTIAL OF THE DISTRICT
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THIS WILL BE DELIVERED BY:

- Retaining existing jobs and promote additional job creation to support a total of 54,000 FTE jobs by 2031, supporting better paid, more satisfying and better quality employment mix focused on the right sectors;
- Capitalising on the district's identification as a centre of excellence for knowledge led growth, exploiting future opportunities at Lancaster University, University of Cumbria and Lancaster University Health Innovation Campus;

- Developing the district's role in the energy sector by utilising its expertise in the nuclear power and renewable energy industry and investment in energy infrastructure in south Heysham;
- Capitalising on the accessibility of the district, maximising the opportunities provided by its location on the main strategic rail and road network and opportunities at the Port of Heysham;
- Promoting the vitality, viability and accessibility of Lancaster city centre capitalising on the heritage and cultural assets of the city to create a thriving destination for retail, culture and leisure activities, securing its role as a regional centre for North Lancashire and South Cumbria and the regeneration of the Lancaster Canal Quarter;
- Promoting the historic and cultural centre of Lancaster, the coastal town of Morecambe, the Market Town of Carnforth and the rural areas of the district to boost visitor numbers in the district.
- Maintaining the momentum of renewal in Morecambe to support the implementation of the Morecambe Area Action Plan and opportunities for investment and renewal in the West End;
- Support heritage-led regeneration in Carnforth and strengthen its role as an important market town;
- Promoting regeneration at key regeneration areas including Morecambe town centre, Morecambe West End, Heysham Gateway, Luneside, Caton Road Gateway and White Lund Employment Area to encourage physical regeneration and promote economic growth in the district;
- Supporting the delivery of housing that contributes to sustainable development and boosts opportunities for economic growth;
- Securing a balanced portfolio of employment sites that ensures there is sufficient supply and range of locations available for job creation and economic growth;
- Retaining a hierarchy of retail centres across the district that provide key services to local residents and provide good accessibility to the main centres of the district via a range of sustainable transport modes;
- Addressing the clear imbalances in the district's ageing population by encouraging growth in the district's working age population through the promotion of economic growth and new housing and a cultural offer that is attractive to a wide range of age groups;
- Maximising the retention of graduates from the district's Higher Education establishments and boosting the levels of skilled workers in the district to promote economic growth;
- Making the most of the district's geographical position on Morecambe Bay, the location of two Areas of Outstanding Natural Beauty, the Yorkshire Dales National Park, which is partly within the district and the nearby Lake District National Park; and,
- Supporting rural diversification, rural job creation and rural economic growth through encouraging and securing appropriate growth of existing and new rural businesses.

SO2	PROVISION OF A SUFFICIENT SUPPLY, QUALITY AND MIX OF HOUSING TO MEET THE CHANGING NEEDS OF THE POPULATION AND SUPPORT GROWTH AND INVESTMENT.
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THIS WILL BE DELIVERED BY:

- Delivering housing in the district to support economic growth and meet housing needs in the most sustainable locations including Lancaster, Morecambe, Heysham, Carnforth and other identified Sustainable Settlements;
- Building a range of house, sizes and tenures to meet the needs of all members of the community;
- Ensuring that new development is well designed, sustainable and meets the required energy and water efficiency standards;
- Developing high quality housing that is appropriate and affordable for current and future residents particularly within rural areas of the district, contributing to the creation of a balanced housing market;
- Securing the long-term sustainability of rural communities by supporting well designed and located rural housing of appropriate tenure to meet local needs;
- Seeking to bring back into use residential properties which have suffered from long-term vacancy in order to make a contribution towards meeting housing needs;
- The preparation, implementation and on-going maintenance of a Brownfield Register to ensure that there is a full understanding of available brownfield land and ensuring that where appropriate to do so development proposals for such sites can come forward in a positive and proactive manner; and
- Addressing the specific needs of the Gypsy, Traveller and Travelling Showpeople communities to ensure their needs can be met through the course of the plan period.

SO3	PROTECT AND ENHANCE THE NATURAL, HISTORIC AND BUILT ENVIRONMENT OF THE DISTRICT.
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THIS WILL BE DELIVERED BY:

- Respecting, conserving and enhancing the character, setting and local distinctiveness of places, buildings and landscapes through positive urban design and siting of development and encouraging new development to make a positive contribution, in order to retain the district's unique character and identity;
- Maintaining and enhancing the character and heritage of the district's settlements;
- Conserving and enhancing the district's heritage assets and their settings in a manner appropriate to their significance, so that they can continue to be enjoyed by this and future generations;
- Recognising the historic environment's potential for investment and ensuring that it informs regeneration projects in order to secure better outcomes for sustainable growth;
- Realising the tourism and visitor potential and economic benefits of the district's historic environment, and ensuring that engagement with and access to it are increased;
- Recognising and respecting the international importance of Morecambe Bay and Duddon Estuary, Morecambe Bay Pavements, Bowland fells, Leighton Moss and Calf Hill/Crag Wood, where possible securing opportunities for habitat restoration and enhancement within them and protecting them from inappropriate development and increased recreational pressure;

- Conserving and enhancing the natural beauty and special qualities of the district's two Areas of Outstanding Natural Beauty (AONB), securing appropriate opportunities for sustainable growth linked to the natural environment and landscape capacity;
- Protecting, enhancing and extending the connectivity of our green and blue spaces, corridors and chains that make up the wider green and blue infrastructure network, harnessing the multifunctional value and benefits such spaces can provide in adapting and mitigating to the impacts of climate change, providing new and maintaining existing ecological corridors, preventing habitat fragmentation and allowing species adaptation and migration and protecting natural features which provide local distinctiveness including mature trees and ancient woodland, hedgerows and ponds;
- Mitigate and adapt to the causes and impacts of climate change;
- Promoting the prudent use of resources, utilising sustainable brownfield opportunities to meet development needs, minimising the generation of waste, promoting recycling and preventing where possible or mitigating against, the effects of air, water and soil pollution, noise, smells and fumes;
- Minimising and reducing the risk of flooding to people and property; and,
- Establishing clearly defined Green Belt boundaries, which will be robust and endure for the long term.

SO4	PROVISION OF NECESSARY INFRASTRUCTURE REQUIRED TO SUPPORT BOTH NEW AND EXISTING DEVELOPMENT AND THE CREATION OF SUSTAINABLE COMMUNITIES.
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THIS WILL BE DELIVERED BY:

- Working with infrastructure providers to ensure that the infrastructure required to support the community is provided in the right place and at the right time;
- The investigation, delivery and implementation of a infrastructure charging system which ensures that development contributes to the needs of the community and the delivery of sustainable development;
- Protecting and enhancing existing social and community infrastructure including education, health, cultural and leisure facilities. Improving and promoting community health and well-being across the social gradient in line with an understanding of predicted future needs and current gaps in provision;
- Protecting and enhancing existing natural infrastructure which forms part of the district's green and blue infrastructure network, including the identification and protection of functionally linked land, managing associated land use practices and potential recreational disturbance and ensuring the continued protection of protected species and their associated habitats;
- Ensuring that people have access to services in a location which are delivered by a means that is convenient, ensuring that development provides the opportunity for healthier lifestyles through the provision of high quality green infrastructure, recreation, leisure and sports facilities; and,
- Seeking opportunities to reduce the opportunity for crime and anti-social behaviour.
- Working to reduce levels of air pollution within the district, particularly in the designated Air Quality Management Areas (AQMAS) of Lancaster City Centre, Carnforth Town Centre

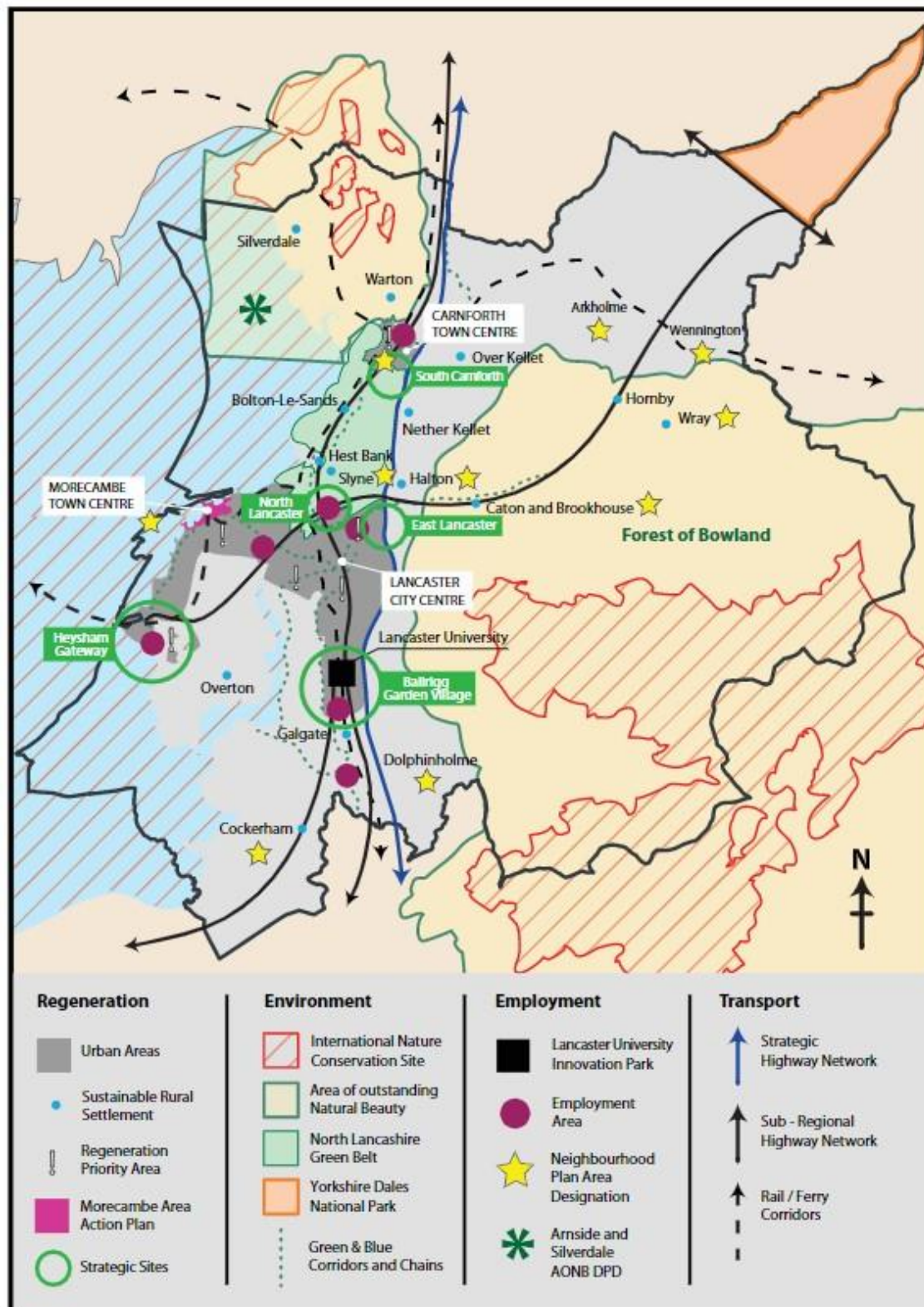
and Galgate, and other major transport corridors within the district.

SO5	DELIVERY OF A SAFE AND SUSTAINABLE TRANSPORT NETWORK THAT IMPROVES BOTH CONNECTION WITHIN AND OUT OF THE DISTRICT, REDUCING THE NEED TO TRAVEL AND ENCOURAGING MORE SUSTIANABLE FORMS OF TRANSPORT.
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THIS WILL BE DELIVERED BY:

- Concentrating development in sustainable locations that are accessible by a variety of modes of transport, particularly public transport, walking and cycling;
- Encourage behavioural change to a switch to active travel modes to reduce greenhouse gas emissions, by reducing the dominance of car use and prioritising cycling and walking.
- Improving transport connectivity around Morecambe Bay through improvement to rail services at Morecambe and Carnforth and improvements to cycling and pedestrian routes;
- Promoting the delivery of Lancashire County Council’s Cycling and Walking Strategy by improving access across the district and supporting the development and enhancement of an integrated transport network, including footpaths and cycleways and making use of existing features such as Lancaster Canal;
- Promoting the delivery of the Lancaster District Highways and Transport Masterplan, prepared by Lancashire County Council, to encourage sustainable travel and deliver improvements in the local transport network;
- Improving rural accessibility including improved broadband access in rural areas; and,
- Retaining a sufficient level of parking within the main urban centres of the district.

5. Key Diagram for Lancaster District



6a. Presumption in Favour of Sustainable Development

POLICY SP1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework.

It will always work proactively with applicants to jointly find solutions, which means that proposals can be approved wherever possible, and secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no relevant Development Plan policies, or policies which are most important for determining the application are out-of-date (footnote 8 of The Framework), then the Council will grant planning permission unless material considerations indicate otherwise, taking into account whether:

- Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the guidance in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework [the Framework] indicate that development should be restricted (highlighted via Footnote 7 of the Framework).

- 6.1 In accordance with paragraph 11 of the 2021 National Planning Policy Framework, all documents that form part the Local Plan have been prepared with a presumption in favour of sustainable development.
- 6.2 To confirm the Council's commitment towards the delivery of sustainable development this Strategic Policies and Land Allocations DPD includes a policy in relation to the presumption in favour of sustainable development (Policy SP1) as set out below.
- 6.3 The delivery of sustainable development within the district can only be achieved through a partnership approach between the Local Planning Authority, applicants / developers and other relevant private and public stakeholders.
- 6.4 The preparation of this Local Plan has benefitted from the co-operation, input, support and advice from the general public, neighbouring authorities, the development industry and other stakeholders in reaching its content and aims. A commitment to continuing co-operation will remain throughout the plan period to make sure that sustainable development and growth is

achieved both within the district and within the wider sub-region.

6b Strategic Climate Change Policy

- 6.5 The declaration of a Climate Emergency has led to increased consideration of climate change issues and how the climate emergency declaration outputs will be met. The detail of the Climate Emergency Local Plan Review ensures that Climate Change is at the heart of decision making in the district with Policy CC1 considered in assessing all proposals.

POLICY CC1: RESPONDING TO CLIMATE CHANGE AND CREATING ENVIRONMENTAL SUSTAINABILITY

The Local Plan ensures that Lancaster District achieves its social, economic and environmental aspirations, in pursuing sustainable development. Sustainable development is the accomplishment of environmental protection and improvement, climate change mitigation and adaptation, maximised wellbeing and economic prosperity, without negatively impacting the ability of future generations to do the same.

Lancaster District will become a low carbon, water sensitive district with a thriving economy, where development is considerate of its natural, historic and cultural assets, through taking a holistic approach to sustainable development, which will protect and preserve the district for generations to come. To achieve this, appropriate mitigation for the environmental and climatic impacts of development should be embedded within all development proposals from the outset.

All development will integrate the principles of sustainable design and construction into the design of proposals.

In response to the climate emergency declaration made by Lancaster City Council, the content of this Plan Review will aim to assist in the Council's ambitions towards a reduction of carbon emissions to net zero by 2030. This Plan will support those ambitions by ensuring:

1. That new and existing development minimise emissions and maximise the use of renewable energy and resources;
2. That new development mitigates emissions and lessens the effects of climate change through incorporating measures which provide climate change adaptation and increased climate resilience;
3. That development maximises opportunities to encourage a modal shift in transportation from private car use to accessible active travel and sustainable transport through considered design;
4. That development contributes positively to environmental gain by improving the connectivity and multi-functionality of the Green and Blue Infrastructure network in the district, protecting habitats and ecosystems, strengthening nature recovery networks, and ensuring biodiversity net gain;
5. That the importance of the use of recycled and low embodied carbon materials is recognised;

6. That the natural functioning of river processes are improved or maintained, avoiding placing development in areas at risk of flooding and ensuring new development contributes to reducing flood risk on and off site, and
7. That development recognises the important role that the district's soils provide in mitigating climate change through carbon storage and sequestration.

7. The Role and Function of our Towns and Villages

- 7.1 Lancaster district is one of 14 local authorities in Lancashire and is the most northerly within the county. The district shares its borders with both Cumbria and Yorkshire. When looking at the growth and development of Lancaster district consideration must be given to the impact it will have on these surrounding areas.
- 7.2 Policies SP2 and SP3 set out the locational priorities and development principles to help achieve sustainable growth in Lancaster district. The existing provision of services and facilities in the towns and villages, and the capacity and potential for them to provide additional services has been carefully considered to establish the settlement hierarchy for Lancaster district.

POLICY SP2: LANCASTER DISTRICT SETTLEMENT HIERARCHY

The Council will support proposals for development in the settlements set out below, provided that they are of a nature and scale that is proportionate to the role and function of that settlement or where they have been specifically identified in this plan to meet the strategic growth needs of the district. The role each settlement category will play in the future growth of the district is explained below:

1. **REGIONAL CENTRE** – this will provide the focus for future growth in the district and will accommodate the majority of new development.
2. **KEY SERVICE CENTRE & MARKET TOWNS** – these will play a supporting role to the Regional Centre and will accommodate levels of new residential and economic development to serve more localised catchments.
3. **SUSTAINABLE RURAL SETTLEMENTS** – these settlements will provide the focus of growth for Lancaster district outside the main urban areas subject in the AONBs to the constraints of the protected landscapes where a landscape-capacity approach will be taken.
4. **RURAL VILLAGES** – these settlements will accommodate development that meets evidenced local needs only.

LANCASTER			1. REGIONAL CENTRE
MORECAMBE & HEYSHAM			2. KEY SERVICE CENTRE
CARNFORTH			2. MARKET TOWN
COCKERHAM	GALGATE	OVERTON	3. SUSTAINABLE RURAL SETTLEMENTS OUTSIDE OF AREAS OF OUTSTANDING NATURAL BEAUTY
BOLTON-LE-SANDS	HALTON	OVER KELLET	
NETHER KELLET	HEST BANK	SLYNE-WITH-HEST	
WARTON	SILVERDALE	BROOKHOUSE	3. SUSTAINABLE RURAL SETTLEMENTS WITHIN AREAS OF OUTSTANDING NATURAL BEAUTY
CATON	HORNBY	WRAY	
ALL OTHER SETTLEMENTS			4. RURAL VILLAGES

- 7.3 The settlement hierarchy provides the basis for the growth strategy in Lancaster district. The strategic policies of this DPD look in more detail at the spatial distribution of housing, employment and retail development in Lancaster district. The key to sustainable growth is to ensure that these different types of development are located as closely as possible to places where they are needed.
- 7.4 These distributions have had regard to the general location principles set out in Policy SP2 and have been considered in relation to each other (i.e. the location of new housing has taken account of where new employment and services are to be developed and vice versa). Proposals for new infrastructure will also be expected to have regard to the locational priorities, particularly in terms of the scale of development.

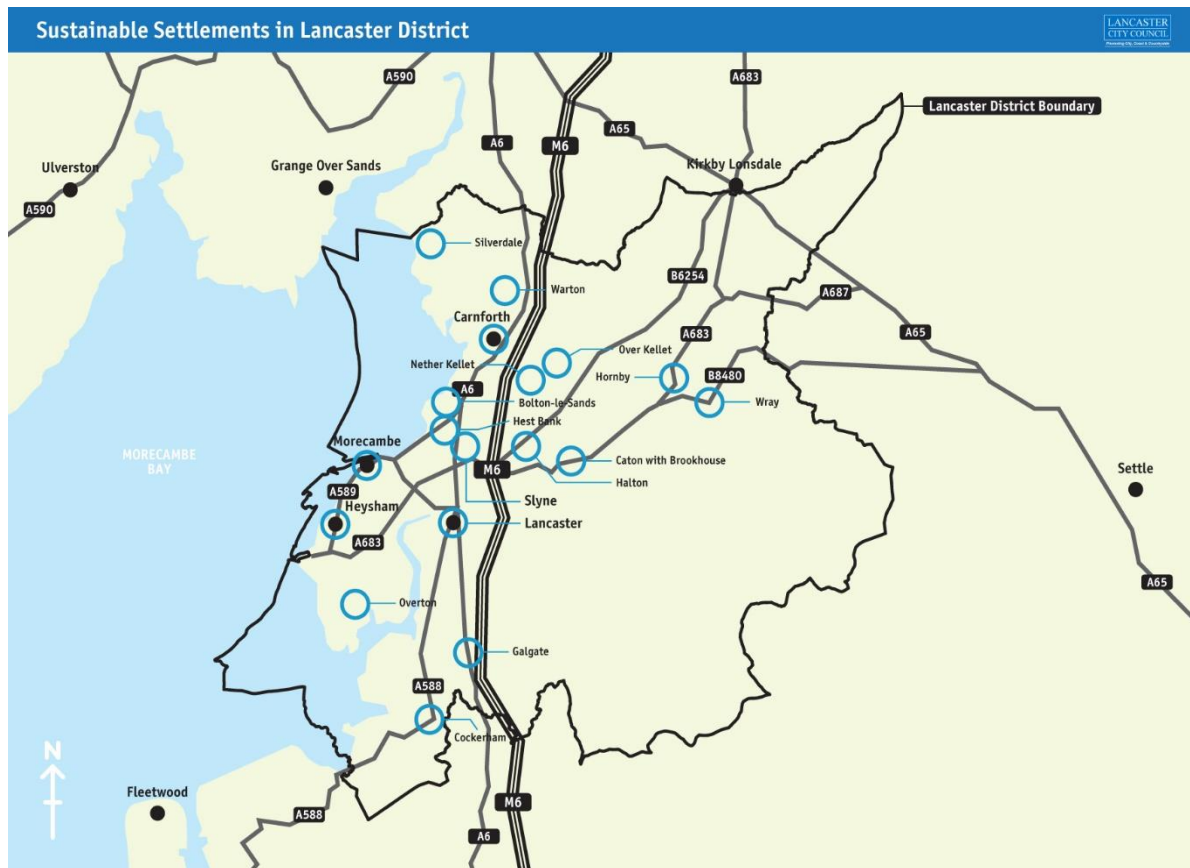


Figure 7.1: Sustainable Settlements in Lancaster District

- 7.5 The core principles in the 2012 version of the National Planning Policy Framework (paragraph 17) indicated that planning should recognise the intrinsic character and beauty of the countryside and contribute to conserving and enhancing the natural environment. The direction of these core principles have been taken forward into the 2021 NPPF. Consequently, development should relate well to the existing urban forms of settlements to help protect the open countryside and the landscapes contained within it.
- 7.6 To inform this hierarchy, the Council prepared a ‘Sustainable Settlement Review’¹⁹ that considered the future role of all settlements in the district (excluding the main urban areas of Lancaster, Morecambe, Heysham and Carnforth). The Review looked at matters such as service provision (either the settlement itself or its accessibility to provision in other settlements), employment opportunities, population density, settlement form and environmental constraints to come to conclusions on which rural settlements should be considered ‘sustainable’ and capable of growth within this plan period.
- 7.7 The settlement hierarchy sets out that the main urban area in the district is Lancaster, which has regional importance particularly economically and commercially. Morecambe and Heysham are key service centres for the district, providing a significant range of important services to the district and Carnforth represents the northern hub of the district as a market town, serving a large rural hinterland.

¹⁹ Sustainable Settlement Review (2017) <https://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-information>

- 7.8 The settlement hierarchy also sets out a range of sustainable settlements that offer more limited service provision (either within the settlement itself or within close proximity). These settlements are considered to represent the areas where sustainable levels of rural growth would be supported. The Council has made a distinction between sustainable settlements which are located within the two Areas of Outstanding Natural Beauty (AONB), where development will be supported through a landscape capacity-led approach. This will ensure that the protected landscape designation in these areas are given significant consideration in accordance with national planning guidance.
- 7.9 The remaining villages are not considered to be sustainable locations for future development and should only support small-scale development where there is an evidenced local need to do so.

Development Strategy

POLICY SP3: DEVELOPMENT STRATEGY FOR LANCASTER DISTRICT

The development strategy aims to meet the development needs of the district by promoting an urban-focused approach to development that is supplemented with additional large strategic development sites in greenfield locations that can be developed for housing and employment.

Urban-focused development will be concentrated towards the main urban areas of Lancaster, Morecambe, Heysham and Carnforth for residential, retail, employment and leisure development, seeking to maximise opportunities and support for regeneration in sustainable brownfield locations. To supplement this approach, a range of strategic greenfield sites have been identified on the edge of Lancaster to meet future development needs.

The Council will continue to lead, enable and support a wide range of initiatives that are designed to regenerate disadvantaged areas. Seeking to promote stronger and healthier communities, encouraging greater social inclusion, removing barriers to investment and enabling sustainable growth across the district to ensure land is used in the most efficient and sustainable manner.

In addition to the main urban areas of the district, development will be supported in sustainable settlements as defined in the settlement hierarchy.

Development in other rural villages will only be supported where it is clearly demonstrated that it is meeting proven local needs.

In general, the scale of planned housing growth in rural areas will be managed to reflect existing population size, be proportionate to existing scale and character of the settlement and the availability of, or the opportunity to provide, infrastructure, services and facilities to serve the development and the extent to which development can be accommodated within the local area.

In allocating land for development, the Council have had regard to Areas of Outstanding Natural Beauty, the North Lancashire Green Belt, areas of flood risk, the historic environment and designated wildlife sites, when establishing the scale, extent and form of development. A landscape capacity-led approach to development will be taken in the AONBs. Great weight will be given to the principle of conserving the landscape and natural beauty, wildlife and cultural heritage of the AONBs. The relevant constraints are highlighted within this Local Plan.

Through this strategy, development opportunities will be created for economic, social and environmental well-being and the needs of future generations.

- 7.10 New development and the allocation of sites will be encouraged to make effective use of land via the re-use of vacant buildings and previously developed land, provided they are not of high environmental value, in order to help recycle land and make a positive contribution to regeneration within the district. The Council is clear that all significant existing brownfield sites have been identified as part of this Local Plan. The Council has prepared a brownfield register which identifies all remaining brownfield sites (allocated or otherwise) that may have development opportunity for residential-led development.
- 7.11 Consideration will be given to the viability of developing such sites in terms of the levels of obligations required. Where appropriate to do so, the Council will look to identify opportunities for funding and other mechanisms to bring previously developed land back into use.
- 7.12 It is recognised that in order to not unduly restrict development, to ensure that the levels of growth that are proposed within this Local Plan are delivered and to take account of prevailing market conditions, a range of greenfield sites will be needed for future development needs. The Local Plan seeks to identify locations to meet such strategic needs that are well related to existing settlements.
- 7.13 In order to establish the development strategy for the district the Council have undertaken a number of consultation exercises to develop and investigate reasonable alternatives to deliver the development needs of the district.
- 7.14 In 2014, the Council consulted on a series of ‘*Strategic Options*’²⁰. This consultation set out five strategic options for meeting future growth needs, these included urban extensions, reviewing the Green Belt, distribution of development throughout the district, the significant expansion of a limited number of village, and the creation of a new settlement.
- 7.15 These options were refined through the consideration of available land and physical constraints that may affect the potential distribution of development and consideration of the responses received from the consultation.
- 7.16 In 2015, the Council undertook the ‘*People, Homes and Jobs*’ consultation²¹. This identified a three-part hybrid option for meeting development needs using elements of the approaches

²⁰ Strategic Options (2014) <http://www.lancaster.gov.uk/planning/planning-policy/land-allocations-dpd>

²¹ People Homes Jobs (2015) <http://www.lancaster.gov.uk/planning/planning-policy/land-allocations-dpd>

from the previous consultation: urban expansion of the main settlement of Lancaster, a review of the Green Belt and the potential significant expansion of the village at Dolphinhholme, to the south of the district. The other potential approaches, the delivery of strategic development by distributing development throughout the district and the creation of a new settlement were not advanced further.

- 7.17 In preparing this Local Plan this approach has been refined further, looking at the potential constraints to development (particularly in terms of environmental constraint and infrastructure delivery), how such constraints may be overcome, the availability of land to meet development needs in the context of such constraints, and the response from the community and stakeholders on matters of suitability, availability and deliverability. This has led to a strategy that continues to promote an urban focussed approach to future development needs but equally acknowledges that in meeting future needs strategic greenfield sites will be required alongside the delivery of smaller sites.
- 7.18 The development strategy, as proposed in Policy SP3, relies on a diverse approach to meeting future development needs. The main focus for development will be Lancaster with urban extensions to the east, north and substantially to the south. These sites can deliver significant levels of new housing and economic growth, enhancing the status of Lancaster's sub-regional importance to both Lancashire and Cumbria. The extent to which Sustainable Settlements and Rural Villages within Areas of Outstanding Natural Beauty (AONBs) can support development needs will vary according to opportunities and constraints of the specific locality, including the ability to complement the local landscape and settlement character of the protected landscapes of the AONBs.
- 7.19 The development strategy ensures that only development that can be accommodated without harm to the AONBs primary purpose (to conserve and enhance the natural beauty, wildlife and cultural heritage of the area) will be permitted. This will be achieved whilst maintaining a positive approach to development, recognising that appropriately located and designed development can contribute to conserving and enhancing the landscape and settlement character, including where appropriate opportunities for regeneration and redevelopment to be delivered.
- 7.20 To supplement an understanding of sites that may be appropriate to meet development needs, the Council has undertaken a review of the North Lancashire Green Belt²². The reasons for undertaking such a review included the length of time since its original designation (no review had been undertaken since its original designation 25 years ago) and the scale of evidenced development needs that has been identified.
- 7.21 The completed Green Belt Review, which was prepared by the Council with its approach verified by independent consultants, ARUP²³. The Review highlights the relative value of the land and boundaries in the North Lancashire Green Belt in relation to the five purposes of the designation as defined by paragraph 80 of the 2012 National Planning Policy Framework.
- 7.22 The Review has highlighted a number of areas that no longer perform their Green Belt

²² <https://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-information>

²³ <https://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-information>

functional roles as originally intended in 1991. This is particularly the case in North Lancaster where the Bay Gateway, between Junction 34 of the M6 and the Heysham peninsula, has had a significant effect on the openness of the land to north Lancaster.

- 7.23 It is important to note that the Green Belt Review is only one element of a comprehensive range of evidence that underpins the Local Plan. Decisions made in this plan take account of all relevant evidence; where these are opposing planning objectives, decisions that allow for the achievement of priorities may need to be made to ensure that a plan that can meet its strategic objectives is prepared.

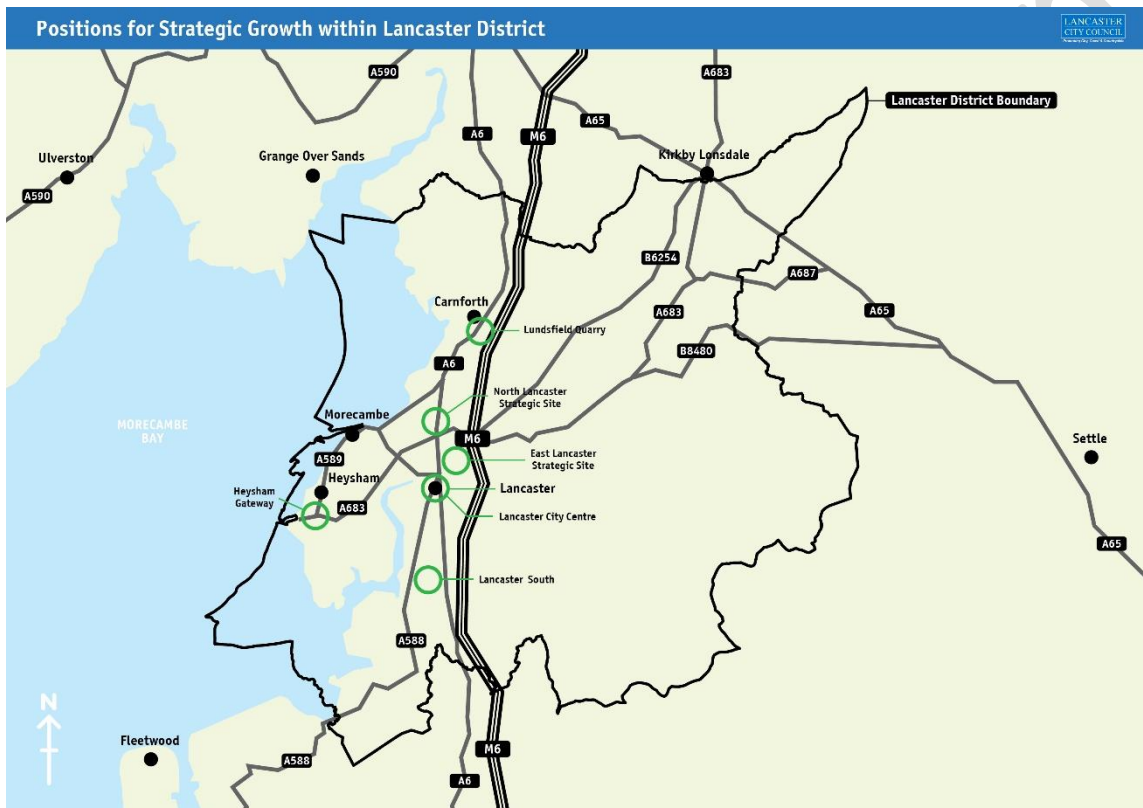


Figure 7.2: Areas of Strategic Growth in Lancaster District

- 7.24 The levels of growth anticipated through the plan period remain a significant challenge with environmental and infrastructure constraints both serving to limit opportunities for further expansion. While new opportunities may be limited, the Council acknowledge that society is evolving with evidence indicating a move back to more central based living and higher density developments supporting a less car-orientated society. Work undertaken at Lancaster University via the Future of Cities project explores this in more detail noting the growing importance of our cities in meeting future society needs, forming important transport and resource hubs. Higher density developments supported by new technologies and innovative design are key to this and are, where appropriate, supported by the Council. An expectation for high-density development is therefore anticipated and supported in the later years of the Plan. This will be kept under review.
- 7.25 The Council believes that the development strategy, as proposed, provides for a range of growth opportunities within the district. The Local Plan has maximised the levels of opportunity for the regeneration of vacant brownfield sites, but recognises that large strategic

greenfield sites are necessary. In identifying such sites, the issues of infrastructure, physical constraints, the availability of land and its deliverability within the plan period has been fully considered.

8. Economic Growth

- 8.1 Stimulating economic growth is a national²⁴, regional²⁵ and local²⁶ priority. Lancaster district is well placed to take advantage of opportunities for economic growth over the course of the plan period, with a range of significant economic drivers already established in the district (for example the Port of Heysham and Lancaster University) and recent investment in the Bay Gateway designed to open up access to the Heysham Peninsula and stimulate economic growth.
- 8.2 The Government, Local Enterprise Partnerships (LEPs) and local authorities all play an important role in establishing the conditions for economic growth in a range of different ways. Within Local Government, it is Lancashire Local Economic Partnership's role to develop a sub-regional approach to economic growth (via the preparation of a Strategic Economic Plan – SEP), with the assistance of the local authority who set out locally important economic priorities via an Economic Strategy.
- 8.3 The Council have identified economic growth as one of its corporate priorities within their Corporate Plan. The existing economic base, emerging opportunities for growth and the availability of a comprehensive evidence base that identifies growth opportunities in specific economic sectors provide an ideal opportunity to determine how the Council can prioritise economic development and regeneration via the Local Plan process to achieve a positive and lasting economic impact for the district.
- 8.4 The rationale for local authorities taking an active role in encouraging economic growth is clear. Economic growth leads directly to better standards of living and quality of life arising from more and better jobs, higher and more secure incomes, better access to good housing, education and training, leisure, health and strong public services in a quality environment.
- 8.5 Whilst the district is well placed to realise the benefits from economic growth potential, there are key challenges to securing such opportunities. The district, like many areas of the country, has an increasingly ageing population and, at the same time, a reducing working-age population (i.e. those between 16 and 64 years old). Such a reduction in the working age population reduces the supply of skilled workers for the existing jobs in the district. To ensure there are people to fill the current jobs within the district, the Council must be positive in seeking to attract people to migrate into the district. Ultimately, merely for the district to stand still in economic terms there must still be growth, and the Council must provide opportunities to increase the working-age population.
- 8.6 However, this is not the full story. The district has a range of economic assets which are locationally tied to this area, whether this be the Port of Heysham, the Nuclear Power Station

²⁴ Industrial Strategy 2017

²⁵ Lancashire Strategic Economic Plan 2017

²⁶ Lancaster District Economic Prospects Report (Turley 2017)

or the centres for Higher Education. Many of these facilities are recognised to have the opportunity for growth and expansion over the course of this plan period and therefore placing even greater demands of the local workforce. As a result planning for economic standstill is not sufficient.

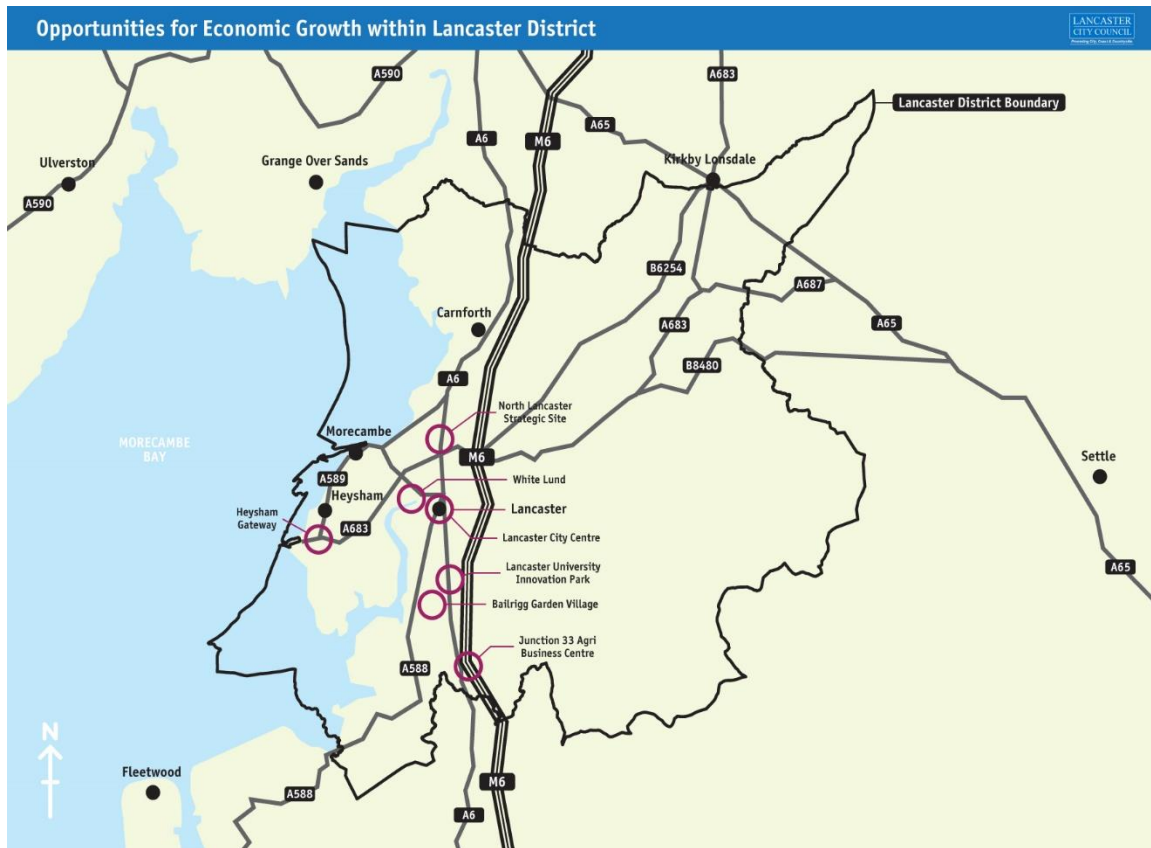


Figure 8.1: Opportunities for Economic Growth in Lancaster District

- 8.7 To ensure that opportunities for economic growth are secured, it is vital a robust and sound Local Plan secures greater opportunities for the retention of young people in the district, whether this be the retention of young people leaving secondary education who have been born and bred in the district or the retention of graduates from both Lancaster University and the University of Cumbria. To enable this retention, and to attract other skilled workers into the district, the Council must seek to plan positively in terms of delivering sufficient housing to meet future economic demands and improve the cultural, retail and leisure offer available within the district.
- 8.8 That is the context to which this Local Plan has been prepared, to directly facilitate the economic growth of key sectors through the allocation of land to provide a flexible portfolio of employment sites and in-directly, through the delivery of opportunities for greater levels of housing and improvements to the services provided in the district.

Economic Growth Priorities

POLICY SP4: PRIORITIES FOR SUSTAINABLE ECONOMIC PROSPERITY

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 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 local food supply chain and local food systems including its skills, jobs, non-profits, education, infrastructure, land, transportation, and communities. Particularly supporting agroecological food systems and the importance local food

supply chains have in addressing food poverty, addressing climate adaptation and mitigation, and supporting community resilience.

- 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, and;
- To support transition to a low carbon economy, supporting major renewable energy projects inappropriate location and where they do not conflict with other policies in the Local Plan.

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.

- 8.9 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.
- 8.10 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 UK's 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.

- 8.11 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.

The Delivery of New Jobs

POLICY SP5: THE DELIVERY OF NEW JOBS

The Council will seek to encourage and promote positive economic growth within the district in line with levels of growth forecasted within its evidence base. Accordingly the Council will seek to promote opportunities for economic growth in the following locations via new or expanded employment allocations:

LANCASTER UNIVERSITY HEALTH INNOVATION CAMPUS	This site will seek to boost opportunities for knowledge-based industries on land adjacent to Lancaster University.
HEYSHAM GATEWAY, SOUTH HEYSHAM	Building on the strong linkages to the M6 via the Bay Gateway and access to the Port of Heysham, the Heysham Gateway will seek to regenerate and expand existing employment areas in South Heysham to create more modern and fit-for-purpose employment opportunities.
LANCASTER CANAL QUARTER	The creation of an extension to the existing city centre will allow for the growth of a range of city centre uses, including in the retail, leisure, employment and cultural sectors and opportunities for residential development. It will also provide the opportunity for a greater presence for Lancaster University within the town centre.

NORTH & SOUTH LANCASTER BUSINESS PARKS	As part of the strategic allocations of land at North of Lancaster, the plan will allocate areas of land for the creation of high-quality B1 uses to meet the evidenced need for further office space ²⁷ . The Lancaster South Area Action Plan DPD will also investigate employment opportunities in wider South Lancaster area.
JUNCTION 33 AGRI-BUSINESS CENTRE, GALGATE	To boost opportunities for growth within the rural economy, the plan will allocate an Agri-Business Centre, focussed around the relocation of the Farmers Auction Mart. Such an allocation will be for businesses that are ancillary to agricultural and forestry uses.
<p>To facilitate and support opportunities for economic growth across the Plan Period, the Local Plan seeks to allocate 59.5 hectares of employment land to provide for the creation of new jobs in a variety and range of economic sectors as identified both within the Employment Land Review, the ‘Achieving Economic Potential for Lancaster District’ Report and the Lancashire Economic Partnerships’ Strategic Economic Plan (SEP)²⁸.</p>	

- 8.12 In order to achieve the economic growth priorities identified in Policy SP4 the Local Plan will have to ensure that appropriate opportunities are identified through the allocation of land and appropriate policy provision is put in place to support growth.
- 8.13 The Council prepared an Employment Land Review (ELR) in 2015 which sought to identify potential future job growth within the district during the course of the plan period. Making use of Experian projections the ELR concluded that opportunity existed for approximately 9,500 FTE jobs to be created in the district over the course of the plan period, which could be boosted further through the delivery of specific projects. In particular, opportunities for growth are recognised in the sectors set out in the table below.

CONSTRUCTION	ACCOMMODATION AND FOOD SERVICES
CIVIL ENGINEERING	PROFESSIONAL SERVICES
WHOLESALE	ADMINISTRATION AND SUPPORT SERVICES
RETAIL	EDUCATION
LAND, TRANSPORT, STORAGE AND POST	

- 8.14 The presence of the Port of Heysham, Lancaster University and the University of Cumbria proposals for regeneration, and the expansion in the offer for both Lancaster City Centre and Central Morecambe, means that the Council consider that the opportunities for expansion and growth in these economic sectors represent a reasonable and genuine expectation through the course of the plan period.

²⁷ In relation to Policy SG9 (North Lancaster Strategic Site), an area of 2 hectares of employment land will be provided within the strategic allocation. The Council will support residential development in this employment area should it be demonstrated that, following a robust marketing exercise (which has taken place for no less than 2 years following adoption of the Local Plan), that there is no market demand for the identified use. Such a marketing exercise should demonstrate that the site has been marketed using the appropriate media sources at a realistic price for the identified use.

²⁸ Lancashire Economic Partnership – Strategic Economic Plan (SEP) [Lancashire Enterprise Partnership - \(lancashirelep.co.uk\)](http://lancashirelep.co.uk)

- 8.15 Through the course of the plan period, the Council will continue to monitor whether the economic expectations projected remain realistic in light of any changes to the national or local economy and where necessary will act accordingly to deliver economic growth opportunities.
- 8.16 Within this Local Plan, there are a number of locations where economic growth will be focused. Firstly, the Local Plan will seek to maintain a healthy and robust portfolio of employment sites throughout the district that will permit a range of employment uses. This portfolio is identified in Policy EC1 of this DPD. Secondly, a number of new employment sites have been identified that provide greater opportunity for economic growth, investment and job creation. These allocations will be focused on the delivery of a wide range of jobs that will appeal to all levels of educational attainment. These sites are set out in Policy SP5 and in more detail in Policy EC2 of this DPD.
- 8.17 Policy SP5 sets out the areas of specific growth in the economy that will be promoted in this Local Plan, the delivery of these sites are set out in more detail within site specific policies elsewhere within this DPD, specifically Chapter 18 which relates to employment, the economy and regeneration.

9. Housing Delivery and Distribution

- 9.1 Everyone has the right to a safe, decent and affordable home that meets their needs, in a community where they need to live. This is at the heart of delivering a special vision for Lancaster district. Housing is the most extensive land use and, its relationship with jobs, services and transport networks is a key ingredient in helping achieve sustainable communities.
- 9.2 The number of new homes provided, together with their location and their affordability are key issues for the Local Plan to address in order to provide high quality homes that reflect local people's needs and aspirations.
- 9.3 On average people are living longer, marrying later, having fewer children per family, and there are more divorces than in previous generations. This means household sizes are decreasing overall, thus the number of new separate homes needed to house the same population is increasing. In Lancaster district the average household size is projected to be 2.13 by 2032 (Office of National Statistics) which is lower than the national average.
- 9.4 The significant increases in the number of people aged 65 or over also has major implications for the type of housing required. New housing is needed to meet the needs of residents within the district and to accommodate changing household patterns. The number of houses needed to be built also takes account of people moving into the area from elsewhere and the need to create movement and churn in the established housing market.
- 9.5 The Council's evidence shows that a number of underlying problems will emerge in the future which, if not addressed, will begin to impact on the ability of the self-contained nature of the district to support the local economy and deliver economic growth. Evidence suggests that although the population will continue to increase through the plan period, the working age population (i.e. those aged between 16 and 64) will decline. There are significant levels of young people who expect to leave the area, and they are not currently being counterbalanced

by new families and workers moving into the area. Equally, despite being home to two universities (one of which is recognised to be one of the top 10 universities in the country) the rate of graduates who are choosing to stay in the district has reduced. It is important that the Local Plan recognises these problems and puts in place positive approaches to deal with them.

- 9.6 The positive contributions that new housing makes is sometimes overlooked. The provision of good quality housing contributes to a stronger economy, providing opportunities for economies to expand, investment to take place and jobs to be created. It also provides important choice in the housing market ensuring that people can better meet their changing housing needs, for example opportunities for older people to downsize if they choose to. New affordable housing also provides an opportunity for younger members of the community to have the opportunity to live in a place where they have grown up instead of being forced to move away from friends and family.

Assessment of Housing Need

- 9.7 Paragraph 47 of the 2012 National Planning Policy Framework places a responsibility on every local planning authority to plan for their full objectively assessed housing need. This is achieved by identifying an Objectively Assessed Need figure (OAN) for housing and then exploring opportunities available to deliver it through planning policy. The OAN is determined using nationally applicable guidance to consider a wide range of evidence on demographics, economic potential and local housing market circumstances to arrive at a recommended level that would allow the needs arising from both demographic change and a growing economy to be realised. The recommendation informs the basis of a specific housing requirement which is established within the Local Plan.
- 9.8 Housing land comes forward on sites that have been specifically allocated in a Local Plan and on sites that were not known about at the time of plan preparation. In both cases planning applications must be approved before development can commence. Applications are assessed in accordance with policies in the Development Management DPD.
- 9.9 In early 2013 the Council commissioned Turley Associates to provide an OAN for Lancaster district. An initial report was published in January 2014; the emerging recommendation informed the “*Strategic Options*” Consultation in summer 2014. In early 2015 the Council re-commissioned Turley Associates to reconsider their recommendation in light of newly released demographic information (household projections from the CLG)²⁹. In October 2015 Turleys updated their recommendation on housing requirements, providing an OAN of between 650 and 700 dwellings per annum and a total of between 13,500 and 14,000 over the plan period. This recommendation informed the “*People Homes and Jobs*” Consultation in October 2015³⁰.
- 9.10 In February 2016 after a period of much challenge and reflection on the correctness or otherwise of the Turley OAN recommendation the Council formally decided that the recommendation had established the evidence base upon which the Local Plan should be prepared.

²⁹ Lancaster Independent Housing Requirements Study (2015) <https://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-information>

³⁰ <http://www.lancaster.gov.uk/planning/planning-policy/land-allocations-dpd>

- 9.11 The determination of an OAN provides a recommendation on an area's need for housing based at a point in time³¹. Planning policy must then establish the ability of that area to deliver the need having regard to the available supply, deliverability and the sustainable capacity of the area in the context of the constraints established in national planning policy, and having regard to any cross-boundary un-met need. Through this process a housing requirement is established.

Determining a Housing Requirement

- 9.12 As described in the background paper 'Assessing the Reasonable Alternatives' the Council describe in detail the range of consultation stages which have been undertaken in order to establish how development needs can be met. This has included a Scoping Exercise with regard to broad concepts of housing delivery (undertaken in the summer of 2014) and a more site specific approach within the 'People, Homes and Jobs' consultation (undertaken in the autumn of 2015). These consultations have been supplemented by a thorough and robust site assessment process, including a number of 'Call for Sites' exercises which have established a comprehensive understanding of land availability across the district, and consequently, the deliverability of this land for new development via the preparation of a Strategic Housing and Employment Land Availability Assessment (SHELAA).
- 9.13 In considering how housing needs can be met (as with any type of development), it must be considered in the context of the wider environment and the genuine ability to deliver sustainable development in accordance with national planning policy. In this context the evidence base and wider consultation responses confirm that Lancaster District is a highly constrained housing market area which makes the identification of land for development exceptionally challenging. These constraints are summarised below.
- 9.14 Firstly, the diverse range of environmental designations across the district which can either directly or indirectly be detrimentally impacted by new development. These designations include the protected landscapes of the Arnsdale and Silverdale AONB and the Forest of Bowland AONB and the protected habitats found in Morecambe Bay and along the Lune Valley. Further to these extensive environmental designations, the location of the district on the coast and estuary of the River Lune mean that large areas of the district are at significant risk from either coastal or fluvial flooding. The district also includes areas of Green Belt.
- 9.15 Secondly, the constrained nature of local infrastructure presents significant challenges in delivering new development without major investment. For example the district has long suffered with a poor and inefficient highway network, particularly with and between its main urban areas. These deficiencies are now beginning to be resolved through the opening of the new Heysham – M6 Link Road (the Bay Gateway) but this has not in itself sufficiently addressed the constrained local highway network across the district, particularly within Lancaster itself.
- 9.16 As the Local Plan (and accompanying background papers) describes, the Council has been proactive and comprehensive in seeking potential opportunities to meet the evidenced requirements for housing. The Council's Brownfield Register provides an up-to-date and clear understanding of the brownfield resource within the district, with the remaining significant

³¹ A new 'OAN Verification Study' (Turleys 2018) is now available to view from the following link:
<https://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-information>

brownfield sites identified for development purposes and regeneration within this Local Plan.

- 9.17 The Council has rigorously assessed all opportunities to deliver its full objectively assessed need for housing. Through this work, the Local Plan identifies a broad area of growth in South Lancaster as well as two strategic allocations at East Lancaster and North Lancaster. All three are expected to deliver significant levels of growth on what are largely undeveloped greenfield sites. These will be supplemented by a number of smaller greenfield allocations across the district.
- 9.18 Despite having maximised the opportunities for delivery in consideration of the identified infrastructure and physical constraints there is still not sufficient supply to meet the Objectively Assessed Housing Need figure in full. Having considered all options for growth the Local Plan concludes that in the context of the constraints described it is unable to deliver the level of growth envisaged in the Housing Requirement Study (Strategic Housing Market Assessment).
- 9.19 Policy SP6 establishes what the Council consider to be a deliverable and realistic housing requirement for the district. Through Policy SP6 the Local Plan sets out how the Council will seek to deliver 10,440 new dwellings over the period 2011/12 to 2030/31, equivalent to an annual average requirement of 522 dwellings per annum. The 522 dwelling per annum figure has been rolled forward for an additional three years, 2031/32 to 2033/34, to cover the full 15 year delivery period required by the National Planning Policy Framework. This means that in housing deliver terms the plan will cover a period of 23 years.
- 9.20 The delivery of 522 dwellings per annum represents a substantial uplift in development from that currently set in the adopted Core Strategy. The Local Plan acknowledges that the ability to deliver this uplift is challenging with the plan reliant on the delivery of a number of strategic sites which are not anticipated to contribute significantly to the supply until the later stages of the plan period. On this basis and in order to deliver an aspirational but realistic Local Plan Policy SP6, whilst seeking to deliver an overall housing requirement equivalent to an annual average range of 522 dwellings per annum, the Local Plan establishes a stepped programme of delivery, identifying a series of uplifts programmed to coincide with the delivery of strategic sites within the district. The stepped approach is set out in Table 9.1 of this DPD.
- 9.21 The Local Plan identifies what it considers to be a realistic housing requirement for the district, delivering the full element of demographic need identified in the Housing Requirement Study as well as a level of uplift sufficient to secure economic opportunities across the district. It is important to note that in all instances the stepped housing requirement is a net minimum figure for new homes in the district and where opportunities exist for additional sustainable development these will be supported in consideration against other policies within this Local Plan.

PLAN PERIOD		HOUSING REQUIREMENT	REQUIREMENT TOTAL
Pre-Adoption	2011/12 to 2018/19	Continue the application of the adopted 400 dwellings per annum requirement	3,200
Post Adoption Years 1-5	2019/20 to 2023/24	Apply the stepped increase to 485 dwellings per annum	2,425

PLAN PERIOD		HOUSING REQUIREMENT	REQUIREMENT TOTAL
Post Adoption Years 6-10	2024/25 to 2028/29	Apply the stepped increase to 685 dwellings per annum	3,425
Post Adoption Years 11-12	2029/30 to 2030/31	Apply the stepped increase to 695 dwellings per annum	1,390
TOTAL			10,440
Years 13-15	2031/32 to 2033/34	Roll forward the annualised average figure of 522 dwellings for the additional NPPF 3 years.	1,566
TOTAL			12,006

Table 9.1: Table to show the stepped approach taken to housing delivery through the course of the Local Plan Period.

- 9.22 Whilst mindful of past delivery the Local Plan must look forward and can no longer be hampered by past infrastructure constraints nor by placing a reliance on piecemeal development which effectively make the constraints worse without offering any strategic solutions to these problems. The plan must instead move to a position whereby it supports and brings forward much needed housing, economic growth and infrastructure at the same time. Policy SP6 allows the Council the opportunity to achieve this.

POLICY SP6: THE DELIVERY OF NEW HOMES

Between 2011/12 and 2030/31 the Council will seek to deliver a 20 year housing requirement of 10,440 new dwellings. This will be delivered through the follow step-changes in the housing requirement.

2011/12 to 2018/19 – 400 dwellings per annum

2019/20 to 2023/24 – 485 dwellings per annum

2024/25 to 2028/29 – 685 dwellings per annum

2029/30 to 2030/31 – 695 dwellings per annum

Beyond the Plan Period the annualised average rate of 522 dwellings has been rolled forward to cover a longer trajectory of 23 years.

The above growth represents a net minimum figure for new homes in the district. Opportunities for further growth in addition to this will be supported where it represents sustainable development and is in accordance with relevant national and local planning policy.

The delivery of the housing requirement will be realised through maximising opportunities for the regeneration of brownfield land within the district, the delivery of large strategic greenfield sites adjacent to urban areas and the delivery of smaller greenfield sites across the district. The opportunities for housing delivery are highlighted in the table below:

POLICY REF	SITE NAME	TOTAL NO OF DWELLINGS	NO OF DWELLINGS ANTICIPATED IN THE PLAN PERIOD
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STRATEGIC DEVELOPMENT SITES			
SG1	SOUTH LANCASTER BROAD LOCATION OF GROWTH	3,500	1,205
SG7	EAST LANCASTER STRATEGIC SITE	930	525
SG9	NORTH LANCASTER STRATEGIC SITE	700	700
SG11	LAND AT LUNDSFIELD QUARRY	250	225
TOTAL STRATEGIC SITE CONTRIBUTION THROUGH THE PLAN PERIOD			2,655
H1	RESIDENTIAL DEVELOPMENT IN URBAN AREAS	935	
H2	RESIDENTIAL DELIVERY IN RURAL AREAS	409	
DOS1 – DOS8	DEVELOPMENT OPPORTUNITY SITES	776	481
-	NON-ALLOCATED SITES WITH PERMISSIONS	966	
-	PENDING DECISIONS ON NON-ALLOCATED SITES AS OF 01/01/19	251	
-	STUDENT ACCOMMODATION	2,249	
SITES IDENTIFIED VIA ARNSIDE AND SILVERDALE AONB DPD		21	
ADDITIONAL SUPPLY INCLUDING NEIGHBOURHOOD PLAN DELIVERY EXPECTATIONS		557	
COMPLETIONS 2011/12-2017/18		2,595	
TOTAL		11,119	

The Council will continue to monitor and review the requirements for housing need within the district, both in terms of changes to Government policy at a national level and changes to local circumstances in terms of delivery rates, economic growth and other relevant factors in line with the Monitoring Report out in Chapter 25 of this DPD.

Gypsy and Traveller Provision

The Council will bring forward a Gypsy and Traveller Allocation Sites DPD for the purposes of allocating sufficient land to meet the current and future accommodation needs of the Gypsy and Traveller community. The preparation of this DPD will meet the need to provide for 8 pitches for those of the community who meet the Government's Planning Policy for Traveller Sites (2015) definition, and will seek to provide for a further additional 16 pitches for those of the community who require accommodation under a cultural need.

Monitoring of sites will inform future requirements, and may show a change in the level of need over the plan period. In the context of a potential change in overall need and the current emergence of a separate DPD on allocation sites for Gypsy and Travellers windfall sites which may be brought forward should be considered against criteria in policy DM9 of the Development Management DPD

Housing Delivery

- 9.23 The Policy is supported by a detailed housing trajectory (Appendix E) covering the 23 year delivery period. This adopts a baseline date of the 1st April 2011 and describes delivery based on completions to date, anticipated completions pre-adoption and anticipated completions for the full 15 year post-adoption period set out in the table below.

	Plan Period Year	Completions	Delivery Expectation
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Pre-adoption	2011/12 – 2017/18	2,595	
Pre-adoption	2018/19		318
First five years post adoption	2019/20 – 2023/24		3,354
Years 6-10 post adoption	2024/25 – 2028/29		3,802
Years 11-15 post adoption	2029/30 – 2033/34		2,245
TOTAL	12,314		

Table 9.2: Anticipated Housing Delivery in Lancaster District through the Plan Period

- 9.24 The Council are comfortable that the allocation of land within the Local Plan will lead to a wide range of opportunities for development which will more than sufficiently provide for housing delivery within the first five years of the plan with further opportunities for growth identified in the latter periods of the plan as new infrastructure facilitates the release of further potential across the district.
- 9.25 The Council will continue to monitor and review the Local Plan and projected delivery rates and in particular the timescales for delivery of Bailrigg Garden Village as described in Policy LPRM1. Should the current assumptions for delivery alter in the future due to unforeseen circumstances then the Council will consider it necessary to enter into the process of early review to investigate how housing delivery rates can be maintained in the later years of this plan period.

Gypsy and Traveller Provision

- 9.26 In 2017 the City Council as part of the evidence base for the Local Plan published a Gypsy and Traveller, and Travelling Show People's Accommodation Assessment (GTAA). The study identified a need for the full Local Plan period (2011/12 to 2030/31) of 24 pitches to meet cultural needs, of which 8 of these pitches are for the purposes of those who meet the Planning Policy for Traveller Sites (PPTS) definition. The PPTS identifies that there is unmet need over the first five years of the plan (to 2021/2022) for 16 pitches for cultural needs, of which 6 are required for those meeting the PPTS definition.
- 9.27 The 2017 GTAA has not evidenced any need for Travelling Showpersons plots during the plan period. The 2017 GTAA has not evidenced any need for the provision of transit pitches during the plan period. The Council acknowledges the unmet need over the first five years and policy DM9 of the Development Management DPD provides a positively worded criteria based policy for the provision of new gypsy and traveller accommodation where windfall sites may come forward. In order to meet the full need including the cultural needs that exist within the district the Council is committed to bringing forward a separate Allocation Sites DPD for the purposes of Gypsy and traveller sites at the earliest opportunity with work beginning on a 'call for sites' process during the early part of 2018.

10. The Natural and Historic Environment

- 10.1 As identified within the Spatial Portrait, Lancaster district is a unique place with a variety of townscapes and landscapes that define it as an area. Many of the most important townscapes and landscapes have been protected specifically for their importance, through designations

such as Conservation Areas or as Areas of Outstanding Natural Beauty.

- 10.2 The district contains varied landscapes, from the coastlines of Morecambe Bay to the rural uplands of the Forest of Bowland, which define the district and in many cases are recognised for their regional, if not national, importance. The Local Plan will seek to protect the value of all important landscapes. Development proposals, through their design and scale should be sympathetic to their locality and complement the setting of the landscapes that surround them.

Protecting the Historic Environment

POLICY SP7: MAINTAINING LANCASTER DISTRICT'S UNIQUE HERITAGE

Lancaster district has an extraordinarily rich and varied historic environment which is described in more detail through this chapter of the Plan. The heritage assets within the district have all played a major role in helping to shape the district's distinctive identity.

The character of the district is shaped by both the local landscape and townscape built heritage. The district has a rich cultural history that dates back to the Roman prehistoric period and contains a large range of historical assets that chronicle the history of the district through the ages. These are important assets that are protected, either via listing or other designation, from proposals that would harm their heritage significance. These are set out in the list below. The Local Plan will ensure that these designations are protected or enhanced so that their long-term status can be secured.

- Extensive evidence of prehistoric activity, with settlement remains and field systems in the eastern uplands, and defended enclosures such as Warton Crag;
- Major Roman sites such as the forts at Lancaster and Over Burrow, with a network of roads and civilian settlements and industrial sites such as the Quernmore Pottery Kilns;
- Evidence of Dark Age and early medieval activity in the eastern uplands and at St Patrick's Chapel, Heysham and its rock-cut graves;
- Motte and Bailey Castles along the Lune Valley, attesting to the Norman Conquest of the area and later medieval fortifications, including those in Lancaster, Halton, Hornby, Melling, Arkholme and Whittington;
- Medieval ecclesiastical sites such as Cockersands Abbey and Lancaster Priory and many village churches of a similar date;
- Remaining historic agricultural structures which have shaped the character of our rural areas and provide evidence of earlier farming practices and innovation;
- Remnants of the district's industrial heritage including Lancaster Canal, Glasson Dock, Lune Aqueduct, railway heritage including the significant former Carnforth Motive Power Depot, warehouses, mills and other significant buildings, including those

associated with the smaller industries of furniture and stained glass manufacture and brewing;

- Evidence of the district's maritime heritage and the significant role it played in international trade, including river frontage, Custom House and warehouses of St George's Quay, Sunderland Point and Glasson Dock, Lancaster's 'outport';
- Evidence of Lancaster's role as a regional centre of mental healthcare provision throughout the 19th Century and early 20th Century, with significant buildings such as Standen Park House, the Moor Hospital, including Ridge Lea and the Royal Albert Hospital;
- Evidence of Lancaster's great military associations and home of the Kings Own Regiment, including the White Cross Barracks, former Bowerham Barracks (now the University of Cumbria campus) and Westfield Memorial Village;
- Significant education buildings which reflect the development of the education system of this country, but also demonstrate some of the finest architecture including Lancaster Royal Grammar School, Ripley St Thomas School, the Storey Institute and Morecambe's former Art and Technical School;
- Key cultural assets encompassing designed landscapes, including public parks and cemeteries, museums, assembly rooms, theatres, libraries and commemorative structures, such as war memorials, the Queen Victoria Memorial, Ashton Memorial and the seaside heritage of Morecambe;
- The 18th Century and early 19th Century townhouses, many of which are intact in Lancaster;
- The extensive network of tightly enclosed streets, backstreets and ginnels in Lancaster City Centre as well as the few remaining yards or courts, such as Swan Court, where the poorest housing tended to be found, packed in and accessed through arches off the main streets;
- Buildings associated with Lancaster's significant role as the host of the Assize Court from the 16th Century including the Castle and Judge's Lodgings; and
- The high quality civic and institutional buildings such as the Old and New Town Halls.

The Council recognises the features which make the district special, and is in the process of producing a district-wide Heritage Strategy which will help inform the evolving evidence base of the Local Plan. The Local Plan will be used as a vehicle to pro-actively manage the historic environment, protect it from inappropriate development and explore opportunities to improve and enhance the significance, character, appearance and archaeological significance of Lancaster's heritage assets and their settings.

The Council will also explore opportunities to maximise wider public benefits and reinforce Lancaster's unique identity through the promotion, understanding, interpretation and enjoyment of the district's historic environment.

As well as fulfilling its statutory duties, the Council will:

- a) Seek to identify, protect and enhance local heritage assets;
- b) Promote heritage-led regeneration, including development opportunities in Lancaster City Centre;
- c) Produce and review conservation area appraisals and management plans;
- d) Develop a positive strategy to safeguard the future heritage assets at risk;
- e) Adopt a proactive approach to utilising development opportunities to increase the promotion and understanding of the district's archaeology; and
- f) Regularly review the district's Heritage Strategy.

- 10.3 The Local Plan identifies a number of areas that would benefit from regeneration and renewal, including a number of historical areas in the Centre of Lancaster and Morecambe. At the very heart of regeneration in these areas should be the protection and conservation of the historic fabric of the area to ensure that they can be utilised and enjoyed by current and future generations.
- 10.4 Whilst many historic features are statutorily protected, there are other historical assets that are not formally designated but nevertheless have local historical value. To identify these more local historical assets the Council has made use of local listings to ensure that their value is recognised within the planning process.

Protecting the Natural Environment

POLICY SP8: PROTECTING THE NATURAL ENVIRONMENT

Lancaster district contains important landscapes, species and habitats that are valued features of the natural environment. Development must protect, maintain, enhance and extend the district's green and blue spaces, corridors and chains that make up the wider green and blue infrastructure network, and their multifunctional value, integrity and connectivity to ensure the network is as resilient as possible to the impacts of climate change.

The Council recognises the importance of biodiversity and geodiversity, and has prepared a Local Plan that will seek to protect sites of recognised importance; it will also seek to protect areas of land that are functionally linked to areas which are of International and / or National importance. The Council also recognises the importance of biodiversity net gain and nature recovery, and contributing towards strengthening the National Nature Recovery Network to restore and enhance the natural environment, working with the responsible authority to produce a Local Nature Recovery Strategy to deliver these requirements in accordance with the Environment Bill. Development proposals will be expected to protect, maintain and enhance the district's biodiversity and geodiversity, and other green and blue infrastructure functions, through the appropriate location of

uses, sympathetic design, sustainable construction techniques and appropriate mitigation measures.

Lancaster district is not immune to the effects of Climate Change, in particular the associated risks from extreme weather events and increasing levels of rainfall and sea level rise. The Local Plan has been prepared in consultation with the Environment Agency, Lancashire County Council (the Lead Local Flood Authority for Lancaster district) and United Utilities to ensure that flood risk issues are clearly considered, flood resilience is addressed, and the impacts of future growth will not create new flooding issues or exacerbate existing problems and seeks to reduce flood risk overall.

The Council will continue to work with all relevant partners, stakeholders and communities to address issues of flood risk, whether from river, sea or other sources, to implement schemes that will reduce overall flood risk or better manage the continuing effects of Climate Change. Development proposals in areas of known flood risk will be expected to consider their direct and in-direct impacts on flooding and include appropriate mitigation measures to ensure water is managed correctly.

- 10.5 Lancaster district has a unique range of environmental designations, from International importance (such as Morecambe Bay) down to sites that have local value – such as Biological Heritage Sites. The Lancaster District is also home to two Areas of Outstanding Natural Beauty (AONB's); Arnsdale and Silverdale and the Forest of Bowland.
- 10.6 The Local Plan has the responsibility to ensure that important landscapes, species and habitats are protected from development that would be harmful and inappropriate. A range of international, national and locally designated sites have been identified within the plan that are protected from future development. Taken together, the Local Plan identifies types of historic, landscape and natural features of value, considering each through detailed and specific policies in order to explain their significance and the reasons to protect and conserve them.

New paragraph 4

To inform the Local Plan Review, the Council have produced a Green and Blue Infrastructure Strategy, which highlights the multifunctional values and benefits of the district's green and blue spaces, corridors and chains, which make up the existing green and blue infrastructure network, and explores opportunities for the enhancement and expansion of this network. Ultimately the aim is to ensure the green and blue infrastructure network is as resilient as possible to the potential impacts of climate change, and can ultimately reduce, and mitigate and/or adapt to the consequences the district faces as a result of changes in our climate. For example, habitat fragmentation, which can then lead to habitat degradation and species loss. The interactive map that accompanies the written Strategy has been produced as a tool to be used as early on as possible in the design process to guide and inform planning proposals to ensure the valuable role that green and blue infrastructure can provide is taken into account from the start of the design of new development. The role of this map is not to allocate land but to identify the known key elements of the existing green and blue infrastructure network across the district to be taken into consideration, and spatially identify ways in which the network can be enhanced and/or extended, to ensure the benefits our green and blue spaces,

corridors and chains provide are maximised. This will be a live interactive map that will be updated as data becomes available to ensure the tool is kept up-to-date and remains as useful as possible.

- 10.7 In identifying future growth areas, in particular the release of strategic greenfield sites, the Council have been mindful of the balance that is needed between the competing needs of protecting the environment against the need to deliver sufficient growth to meet the district's housing and economic needs, whilst also addressing the subsequent implications that may arise as a result of climate change.
- 10.8 In order to achieve this a range of ecological and landscape work has been undertaken, along with Sustainability Appraisal and Habitats Regulation Assessment³². Together these provide a clear understanding of the potential environment effects of new development. These have been critical in influencing both the allocation of land and, most importantly, the detail of the policy contained within the plan.
- 10.9 Climate change remains a key issue for the Local Plan to address. This can be achieved through supporting schemes that seek to promote more sustainable forms of transport, sustainable construction methods, the delivery of low carbon and renewable energy, increases and enhancements to green and blue infrastructure, and ensuring that development is adequately protected from flood risk.
- 10.10 The district has suffered from extreme weather events and flooding – December 2015 saw significant flooding occur along the River Lune especially to property in Lancaster and Halton and further events in the South Lancaster, Galgate and Halton occurred in November 2017. There have also been flood events in other areas of the district since then too. The Local Plan has been prepared with these risks in mind, with allocations made on land that is not vulnerable to future flooding and with an expectation that development should be designed in such a way as to not create new flooding issues in future or exacerbate current problems, for example through the effective implementation of green infrastructure natural flood management techniques.

11. Delivering Infrastructure

- 11.1 There are many elements to maintaining a strong and vibrant community. This includes ensuring that there are a core range of facilities to meet basic local needs, assets of community value are protected, providing opportunity for sustainable growth of communities and expanding the range of housing. These are seen by the Council as critical elements of achieving sustainable communities.

³² [About the Local Plan & Planning Policy - Lancaster City Council](#)

Strong and Vibrant Communities

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, community 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.

- 11.2 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.
- 11.3 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)³³.

New paragraph 5

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 the impacts and causes of Climate Change but also by making new development more adaptable.

New paragraph 6

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.

- 11.4 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.
- 11.5 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.

Transport and Connectivity

POLICY SP10: IMPROVING TRANSPORT CONNECTIVITY

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

³³ Infrastructure Delivery Plan and Schedule (2018) [Evidence, monitoring and information - Lancaster City Council](#)

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

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

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

- 11.6 Lancashire County Council adopted and published the Lancaster District Transport and Highways Masterplan³⁴ in October 2016. This sets out a range of strategic transport interventions to address existing transport issues within the district. These include improvements to both the road network and improving opportunities to access more sustainable forms of public transport, cycling and walking and ensuring accessibility of all routes for all users including those using accessible mobility aids and those with disabilities.
- 11.7 A key element of infrastructure delivery is to improve highway capacity on key corridors (for example the A6 Corridor between Junction 33 and Lancaster City Centre) to address community concerns on this matter. It is important that new infrastructure seeks to improve traffic movements at key locations on transport corridors, and importantly provide realistic alternatives to the private car through projects such as the Better Buses Scheme and the Cycling / Walking Superhighway.
- 11.8 The Highways and Transport Masterplan not only identifies improvements to address existing issues but also seeks to plan forward for strategic growth arising out of the Local Plan. The preparation of the Transport Masterplan has been closely aligned with the preparation of the Local Plan, particularly in relation to the assessment of the suitability of strategic areas of growth.
- 11.9 The implementation of the Local Plan, and the development of the strategic sites within the district will be critical to the delivery of new and improved transport infrastructure and presents the opportunity to unlock funding that will be vital to implement the schemes

³⁴ Lancaster District Highways and Transport Masterplan (2016)
<http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan.aspx>

identified. Key elements of the Highways and Transport Masterplan include:

- Improving traffic management in Lancaster City Centre with a focus on improving the environment and encouraging a greater role for sustainable transport. This is reflected further in Lancashire County Council's Movement Strategy. Improved traffic management would also see Caton Road positioned as the principal gateway into Lancaster City Centre from the M6 from both the north and south.
- The Reconfiguration of Junction 33 of the M6 to a position between Galgate and Lancaster University providing a more direct and reliable connection to the motorway from South Lancaster, to add more capacity and reduce bottlenecks. This would help reduce traffic levels on the A6 corridor, particularly in South Lancaster and through Galgate.
- Encouraging a greater role for public transport, particularly through connections within the main urban areas. This includes the progressive implementation of a Better Buses Scheme between South Lancaster, Lancaster City Centre, Morecambe and Heysham to provide a fast, more frequent and, importantly, regular public transport services between main centres.
- Promoting improved cycling and walking linkages throughout the district to make walking and cycling safe and convenient for an increasing number of local journeys, either for commuting or leisure purposes. Improvements should include making best use of existing features such as canal towpaths. Support will be given to new infrastructure such as the Cycle Superhighway.
- Investigating the business case for better rail connections to Morecambe and around the whole Morecambe Bay area, taking account of connections into Cumbria, particularly from Carnforth.
- Increasing the opportunities for using 'Ultra Low Emission Vehicles' (such as electric cars) through the provision of necessary infrastructure resilience – for example electric charging points.
- Car free development, particularly in elements of the strategic allocations, to be developed in the context of improvements to the public transport network, in particular the Better Buses Scheme.

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

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

11.12 The Council will work in partnership with other agencies to improve highway capacity in a northerly direction from South Lancaster towards Lancaster City Centre. However, the main focus in this direction will be the delivery of strategic improvements to both the public transport system, through a Better Buses Scheme and the creation of a Cycling and Walking Superhighway. It is envisaged that these strategic interventions will support a modal shift towards more sustainable forms of transport to make local trips around Lancaster and the

wider urban area of the district. These matters will be addressed in more detail via the Lancaster South Area Action Plan DPD.

- 11.13 With regard to wider improvements in the cycling and walking network, the Council will work towards increasing the use of sustainable modes of transport and increasing the use of cycling and walking as a means of accessing the workplace, services and as a form of recreation. The Council will work with Lancashire County Council to implement the findings of the Lancashire Cycling and Walking Strategy 2016 – 2026³⁵. The cycling and walking network will be expanded and designed to be accessible to all users including those who may be using it with adapted cycles, people living with disabilities, and those using adaptive mobility aids such as wheelchairs, mobility scooters or crutches.

12. Lancaster South Broad Location for Growth (including Bailrigg Garden Village)

- 12.1 The 2012 National Planning Policy Framework (paragraph 47) states that in order to deliver a wide choice of high quality homes and to boost significantly the supply of housing, local planning authorities should identify a supply of specific, deliverable sites for years one to five of the plan period and specific developable sites, or broad locations of growth for years 6-10 and, where possible years 11-15 of the plan.
- 12.2 The 2012 National Planning Policy Framework also states that the supply of new homes can sometimes be best achieved through planning for a larger scale development, such as new settlements or extensions to existing villages and towns that follow the principle of Garden Cities. For instance paragraph 52 of the 2012 NPPF states that *‘Working with the support of local communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development. In doing so, they should consider whether it is appropriate to establish Green Belt around or adjoining such new development.’*
- 12.3 Responding to the Department of Communities and Local Government’s call for locally led Garden Village proposals in March 2016³⁶, the Council concluded that the best approach to the delivery of sustainable growth in South Lancaster would be through the development of a self-contained Garden Village which focuses on the delivery of high quality development that has a strong link with a series of open spaces and the wider countryside. As a result the proposals for residential and commercial development in South Lancaster will be expected to have the development principles of the Garden Village, as described in Policy SG1, at their core.
- 12.4 The Local Plan Policies Map has identified in South Lancaster a Broad Location for Growth under Policy SG1 in which the Council will prepare a specific Development Plan Document entitled ‘Lancaster South Area Action Plan’) which will form part of the wider Local Plan for the district.
- 12.5 Growth in South Lancaster will facilitate both significant residential and economic growth to

³⁵ Lancashire Cycling and Walking Strategy: <https://www.lancashire.gov.uk/media/917305/6469-cycling-and-walking-strategy.pdf>

³⁶ <https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities>

meet long term residential and economic needs within the district. Development in this area will include the delivery of at least 3,500 new homes, of which 1,205 new homes during this plan period and the remainder to follow through future plan periods.

- 12.6 Furthermore, the Garden Village proposes a range of employment and commercial opportunities to attract business, investment and jobs into the district. This includes the realisation of the Lancaster University Health Innovation Campus which is considered to be of regional economic importance to the North West, the delivery of a new local service centre which will include opportunities for convenience and comparison retailing (to meet evidenced local needs only) and the investigation of further employment land to allow for business development.

Lancaster South Broad Location for Growth (including Bailrigg Garden Village)

POLICY SG1: LANCASTER SOUTH BROAD LOCATION FOR GROWTH (INCLUDING BAILRIGG GARDEN VILLAGE)

The Council has identified a broad location for growth in South Lancaster, including for the development of the Bailrigg Garden Village, on the Local Plan Policies Maps. This will be a major mixed-use development which focuses on the delivery of at least 3,500 new houses, a number of opportunities for employment and economic opportunities including the delivery of Lancaster University Health Innovation Campus and wider University related expansion.

Key Growth Principles for Development in the Broad Location for Growth

The Council has defined a range of principles which will be at the very core of the planning and development in South Lancaster and for the Garden Village. These will be explored in more detail via the forthcoming Lancaster South Area Action Plan DPD for this area. These principles include:

1. Involving local communities in pro-active consultation about the creation of new development.
2. Securing high-quality urban design which promotes sustainable, attractive places to live, defining a sense of place and creates a sense of community for its new residents.
3. Seeking a modal shift in local transport movements between South Lancaster, the Garden Village, Lancaster University Campus and Lancaster City Centre and beyond into the employment areas of Morecambe and Heysham through the delivery of a Better Buses Scheme and Cycling and Walking Superhighway network.
4. Delivering a wide range of market and affordable housing, in terms of type and tenure to ensure that opportunities to live in the Garden Village are available to all sections of the community and contribute significantly to the creation of cohesive, balanced communities and thereby assist the district in meeting its evidenced housing needs within the Local Plan period.
5. Ensuring that the necessary infrastructure to achieve sustainable growth is delivered in the right place, at the right time, to address strategic constraints to the delivery of future development in the South Lancaster area.
6. The creation of sufficient areas of high quality open spaces to provide a distinct sense of place and deliver a network of green corridors and walking and cycling routes

across the South Lancaster area to the benefit of the local environment and residents. The delivery of such spaces and routes should make for distinct areas of separation between the new development and the urban edge of Lancaster, Bailrigg Village and Galgate and give potential to bring forward a new country park.

7. Development proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for this area.
8. The creation of healthy and cohesive communities through the delivery of high quality development and the correct levels of services, open space and infrastructure which is provided in safe and accessible locations.
9. The sympathetic masterplanning of new facilities and growth within the campus of Lancaster University for a range of educational facilities, student accommodation, visitor accommodation and ancillary uses located primarily at the Bailrigg Campus, the Lancaster University Health Innovation Campus and in appropriate locations within the wider University estate in the context of its sensitive landscape setting.
10. Safeguarding Lancaster University's Bailrigg Campus, by ensuring that development in South Lancaster and for the Bailrigg Garden Village is well planned and does not have an adverse impact on the University Campus and its setting.
11. Taking proper account of the need to design new development to minimise its contribution to, and the impacts of, Climate Change and to ensure that new development is resilient and adaptable to the effects of Climate Change.
12. Managing water and run-off to safeguard development, assuring public safety and amenity with active measures within new development to reduce flood risk downstream for both existing and new residents and businesses.
13. Offering opportunities for national housebuilders to work alongside local construction firms and encourage training opportunities for local people, particularly through the construction phases of the development. The Garden Village should also include opportunity for the provision of self-build and custom-build properties.
14. To ensure innovative urban design both in terms of the layout and density of new development and the specific design of new buildings. This should include the application of appropriate new technologies for buildings and transport where possible. Proposals should investigate opportunities for localised heating systems in the South Lancaster area.
15. Addressing longstanding constraints and capacity issues in the strategic and local road network through improvements to traffic management and physical interventions to increase network capacity and advantage sustainable travel. This will involve the re-configuration of Junction 33 of the M6 to afford direct motorway access into the South Lancaster area and remove traffic from Galgate which is currently designated as an Air Quality Management Area (AQMA).

To support the delivery of growth in the South Lancaster area, including development of the Bailrigg Garden Village, there will be a requirement for a wide range of both locally important and strategically important infrastructure, including new highways, public transport network, education provision, new local centre(s), open spaces and green network. These are set out in Policy SG3 of this DPD and will be addressed in more detail through the preparation of the Lancaster South Area Action Plan DPD.

Proposals will need to demonstrate that no Internationally designated sites would be adversely affected by development either alone or in combination with other proposals, as per the requirements of Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, development proposals must accord with the requirements of Appendix D of this DPD.

Mechanism for Delivery of Growth in South Lancaster, including Bailrigg Garden Village

The Council will prepare and implement a specific Development Plan Document (DPD) for this broad location for growth, entitled the 'Lancaster South Area Action Plan DPD'. The purpose of the forthcoming DPD will be as follows:

- A. To provide additional detail on how the Key Growth Principles set in this policy will be delivered;
- B. To set out a Spatial Development Framework as a basis for further masterplanning, to help guide the preparation of future planning applications and against which future development proposals and planning applications will be assessed; and
- C. To facilitate and support the co-ordination and timely delivery of the infrastructure necessary to facilitate growth in this location.

Development within the broad location for growth in advance of the Lancaster South Area Action Plan DPD will be permitted provided that:

1. There would be no prejudice to the delivery of the wider Bailrigg Garden Village (including its infrastructure requirements) and would not undermine the integrated and co-ordinated approach to the wider Bailrigg Garden Village development; and
2. That the development would conform with and further the Key Growth Principles described in Policy SG1; and
3. That the opportunities for sustainable transport modes have been fully considered and that the residual impacts upon the transport network will not be severe.

The potential for the future re-configuration of Junction 33 of the M6 and highway network improvements in South Lancaster will be an integral part of this forthcoming DPD.

To ensure the timely delivery of the Bailrigg Garden Village, work on the wider DPD has already commenced and is anticipated to be ready for adoption within the first five years of the plan (i.e. before 2022).

Development Principles for the Garden Village

- 12.7 The achievement of positive design and construction is a basic expectation of all new development regardless of location. In the case of the Garden Village and wider growth in South Lancaster the Council has greater expectations given the opportunities to create a new, self-contained, settlement. Across the broad location for growth in South Lancaster the Council will require a very high standard of urban design to deliver new development in a holistic and comprehensive manner, creating an attractive environment and a distinct sense of place which provides a sense of identity.

- 12.8 Design of development within South Lancaster and the Garden Village should be innovative in its manner. Using positive urban design it should seek to deliver distinctive layouts, making use of natural features and topography, applying a variety of densities in the appropriate locations and seeking to use design and construction methods which seek to futureproof buildings. The Garden Village should explore opportunities for car-free development in some areas which can make the best use of significant investments to be made into a Better Buses Scheme (linking the Garden Village to Lancaster City Centre and employment areas beyond) and the proposed Cycling and Walking Superhighway network. This should also include investigating opportunities for localised energy delivery through the role of district heating systems and the opportunities to encourage a greater role for electric vehicles via the provision of infrastructure for electric vehicles.
- 12.9 Transport, and the movement of vehicles and people, is key to development within the Garden Village and within South Lancaster as a whole. There are key interlinkages and interdependencies in the transport network, particularly between Lancaster City Centre and the South Lancaster area, including the Garden Village which require improvements to ensure that modal shifts toward more sustainable forms of transport can be successfully achieved. This means that the Lancaster South Area Action Plan DPD will need to address transport in a holistic manner looking at interlinkages with the wider urban area.
- 12.10 The delivery of new housing is a significant element of the Garden Village with at least 3,500 new homes being developed within the Garden Village (1,205 of which are anticipated within this plan period). It is important that new development in South Lancaster, including development within the Garden Village, provides opportunities for people from all sections of the community to live and work there. Accordingly, new development must provide for the widest range of housing. This should include an appropriate mix of market and affordable housing. Affordable housing should be properly integrated within the proposed location for growth and deliver a full range of housing products allowing people to rent and buy affordable properties.
- 12.11 The creation of new housing should also ensure that it provides a well-balanced variety of homes in terms of size and tenure. The size and tenure of new housing should seek to meet the Council's evidenced needs for new housing within the district, making sure there is an appropriate range of housing for all sections of the community.
- 12.12 New commercial and residential development should be delivered by volume national developers, smaller local and regional construction companies and should investigate the provision on-site for individuals to construct their own homes or businesses by custom build programmes. Such a diversity in construction partners will ensure that year-on-year delivery can be boosted.
- 12.13 A key principle of the Garden Village is to provide a 'garden environment' in which new development is set within. To achieve this the Action Plan DPD will identify a wide range of green and ecological networks which can provide a wide range of benefits. Key networks can provide opportunities for sustainable transport movements (particularly cycling and walking), recreational uses and wider benefits to the natural environment and people's quality of life.
- 12.14 Part of the green network will be the creation of Areas of Separation which will ensure visual

separation between the new development and the existing boundaries of South Lancaster and ensure that self-contained settlements, such as Bailrigg Village and Galgate, do not merge with the wider urban areas of the district and the new growth proposed in South Lancaster.

- 12.15 The delivery of green networks will be a fundamental principle of the sustainable approach toward the management of water, reducing flood risk issues associated with the River Conder, Ou Beck and Burrow Beck. The starting point for future development in South Lancaster and Bailrigg Garden Village should be the management of water, seeking to set aside land which can be used for water management which can include the creation of wetland and balancing ponds to address drainage and benefit the local environment. Water management proposals should be at the very heart of new development and deliver water quality improvements to the local catchment to encourage improvement in habitat and species, and reduce flood risk for both existing and new residents.
- 12.16 At the core of the growth proposed in South Lancaster will be the delivery of new strategic infrastructure to facilitate new growth, this is described in Policy SG3 of this DPD and will be addressed in more detail via the preparation of the Lancaster South Action Plan DPD. It is important that necessary infrastructure which is both local and strategic in nature is delivered in the right place, at the right time, to ensure that development can be achieved in a sustainable manner for the benefit of new and existing residents and local businesses. Planning for necessary infrastructure should start during the preparation of the Lancaster South Action Plan DPD.
- 12.17 In preparing an Area Action Plan DPD it is important that the key principles which are described in Policy SG1 are fully addressed and form the cornerstones of future detailed policy and planning guidance contained within the future DPD and further masterplanning.

Mechanisms for Delivery of Growth in South Lancaster (including Bailrigg Garden Village)

- 12.18 Policy SP6 of this DPD sets out the overall housing target and identifies a wide range of development sites which will be required to meet that Local Housing Need. The broad location for growth has identified opportunities to deliver in the region of 3,500 new homes, 1,205 of which the Council believes can be realistically delivered during the course of this plan period up to 2034, due to the strategic infrastructure required to facilitate growth.
- 12.19 However, the sheer scale of the developed proposed in the South Lancaster area, the constrained context to which it is being delivered in and the need for public sector intervention in the delivery of strategic infrastructure means that significant work still needs to be undertaken. Beyond the matters of infrastructure, the complex nature of land ownership with the broad location for growth requires detailed discussion and exploration with key stakeholders. Such discussion will ensure that matters such as landowner expectations are understood and acceptable agreements across all parties are achieved.
- 12.20 To facilitate this the Council has begun work on a specific Development Plan Document, entitled 'Lancaster South Area Action Plan DPD' which will set a framework for future development within the South Lancaster area, including Bailrigg Garden Village. The DPD will set out a Spatial Development Framework which will focus on achieving delivery within the middle five year period of the plan and will seek to direct opportunities for delivery way beyond the conclusion of this plan period.

- 12.21 The Council has already begun to prepare this DPD, with early scoping work being undertaken in October 2017. It is anticipated that work will be completed on the DPD in 2022 and ready for implementation from that point forward. This is anticipated to tie in with the concurrent funding bids to Government in order to deliver the strategic infrastructure necessary.
- 12.22 The Council anticipates that housing delivery will begin contributing to meeting the district's housing needs by the later part of the first five years of the plan, with rates increasing through the middle to later stages of the plan period and beyond into the next plan period. The Council believes it is reasonable that levels of growth could be accelerated in the Garden Village to match future demands within the latter stages of the plan period once strategic infrastructure needs have begun to be addressed.
- 12.23 In exceptional circumstances, the Council may permit development proposals that are in advance of the finalisation of the Lancaster South Area Action Plan DPD. As previously stated the Council will not seek to support piecemeal development, however where proposals are consistent with the key growth principles set out in Policy SG1 of this DPD and do not prejudice the wider delivery of Growth in the South Lancaster area (including the Bailrigg Garden Village) then development will be permitted.

Lancaster University Health Innovation Campus

POLICY SG2: LANCASTER UNIVERSITY HEALTH INNOVATION CAMPUS

The Council will support the development of a high quality Innovation Campus in the South Lancaster area for a range of knowledge-based and research businesses that provides strong linkages with its position in South Lancaster and in relation to Lancaster University, which is directly south of this site.

Given the site's location within the Broad Location for Growth in South Lancaster, new development should seek to investigate how the development principles as set out in Policy SG1 of this DPD can be addressed. This policy approach applies until such time that the Lancaster South Area Action Plan DPD has been adopted.

Development proposals for this site should be brought forward which builds positively on the first phase of development for the campus, which began in 2018. Proposals should seek to address the following matters:

- I. The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which reflect the undulating topography of this location. The landscaping scheme should seek to create landscape buffers between the development site and the A6 which also has due regard to local residential amenity and the historic assets in the locality;
- II. The creation of an attractive entrance point into the Innovation Campus from the A6 with appropriate landscaping to the site's frontage with the A6. This should include the setting back of development by approximately 30 metres from the A6;

- III. The incorporation of cycling and pedestrian access with positive linkages to the existing network, including improvements to cycling and walking links from this site into Bailrigg Garden Village, Lancaster University Campus and Lancaster City Centre and proposals should seek to connect with the Cycling and Walking Superhighway proposed in this area. Proposals for cycling and walking should include the retention of Bailrigg Lane as a pedestrian and cycle route;
- IV. The submission of a detailed design statement, recognising the site's location within the Bailrigg Garden Village area and its location on a key transport corridor (the A6). The design, layout and material used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its occupants;
- V. The avoidance of large areas of hard-standing and car parking. Proposals should seek to screen areas of car parking when viewed from off-site locations;
- VI. Contribute to the delivery of a green corridor network which will run through the Bailrigg Garden Village area. Opportunities for enhancing biodiversity, recreation and leisure uses should be investigated via any application;
- VII. The protection and enhancement of Ou Beck , a designated Biological Heritage Site (BHS), as a wildlife corridor with new planting and habitat creation provided as part of any scheme;
- VIII. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- IX. The preparation of a Flood Risk Assessment that details how, through the design, construction and occupation phases of development, proposals will deal with the matter of flood risk, particularly in relation to the Ou Beck watercourse and the surface water issues across the site. This should include suitable and appropriate mitigation measures which can be delivered to the satisfaction of the relevant authorities;
- X. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the Sustainable Drainage Hierarchy, design features and requirements set out in Policy DM34 of the DM DPD; and
- XI. Proposals should include a detailed Travel Plan, in accordance with Policy DM63 to ensure opportunities to reduce transport movements by private vehicles are minimised and the opportunities to access the site via the Better Buses Scheme and Cycling and Walking Superhighway are maximised;

Development proposals should give due consideration to all other relevant planning policies, particularly those contained within the Development Management DPD (DM DPD).

- 12.24 A key element of growth in South Lancaster, and the wider district, is the delivery of the Lancaster University Health Innovation Campus which is sited on land directly to the north of the existing University Campus and identified under Policy SG2 on the Local Plan Policies Map.
- 12.25 The delivery of the Innovation Campus has been a long-standing aspiration of the Council who, along with the Lancashire Local Economic Partnership recognise the regional potential of this site to deliver new knowledge based employment, training and research premises tied to the

University. It is anticipated that the Innovation Campus will have a focus on medical and health research alongside other knowledge-led businesses. When fully realised, the Innovation Campus has the potential to deliver in the region of 2,000 new jobs for the district and attract up to £100 million of investment over the course of the plan period.

- 12.26 Planning permission was granted for the first phase of the Innovation Campus in 2016. Given its current planning status the Council anticipates that the delivery of the Campus can begin in advance of the DPD for South Lancaster and that the impacts of new development in this location can be satisfactorily accommodated with improvement to local infrastructure.
- 12.27 Proposals for future phases of the Innovation Campus should have due regard to the emerging approaches taken in this DPD particularly in relation to the locality of the Innovation Park and the potential delivery of new infrastructure.
- 12.28 The Health Innovation Campus is a significant element of future economic growth in South Lancaster and the Garden Village, and occupies a prominent position alongside the A6, a key southern gateway into Lancaster City Centre. As a result, development proposals will be expected to be of a high standard which reflect a high quality Innovation Park. This should be reflected in the design, layout and materials used.
- 12.29 The site's position alongside the A6 provides a great opportunity to maximise benefits and access to sustainable transport networks and should provide strong pedestrian linkages towards the A6 corridor in order to access the proposed Better Buses Scheme and improve cycling and walking linkages, connecting into the Cycling and Walking Superhighway which will link South Lancaster and the Garden Village with Lancaster City Centre. Where appropriate, proposals should be accompanied by a Travel Plan which highlights how private vehicle movements should be minimised and how access to more sustainable forms of transport will be maximised.
- 12.30 Given the site's proximity to Ou Beck, proposals will be expected to address any residual matters of flood risk and address matters of drainage in a comprehensive and sustainable manner, making use of the Sustainable Drainage Hierarchy and SuDS design features and requirements in accordance with Policy DM34 of the Development Management DPD.

Infrastructure Requirement and Delivery in South Lancaster

POLICY SG3: INFRASTRUCTURE DELIVERY FOR GROWTH IN SOUTH LANCASTER

In delivering strategic growth in South Lancaster and the Bailrigg Garden Village it is critical that the necessary strategic infrastructure can be delivered, at the appropriate time, to make development acceptable in planning terms and to ensure that both the individual and cumulative impacts on local infrastructure are fully addressed.

As stated in Policy SG1 of this DPD, it is the Council's intention to prepare a specific DPD for the delivery of the Garden Village (the Lancaster South Area Action Plan DPD) which will address the delivery of infrastructure to facilitate development. The forthcoming DPD

will address matters relating to financing and delivery, the phasing of new infrastructure and its specific location.

The Council expects that all development contained within the designation of the Broad Location for Growth, including Bailrigg Garden Village, should contribute to infrastructure requirements in a fair and equal manner. The Council will not permit piecemeal development in this area which does not seek to address matters of strategic infrastructure in accordance with the expectations of Policy SG1 of this DPD.

The forthcoming DPD will seek to address the following infrastructure matters relating to:

- The reservation and management of land to ensure the effective management of water, providing flood mitigation and new habitats for wildlife.
- The delivery of access into the Strategic Highways Network via a reconfiguration of Junction 33 of the M6 to the satisfaction of the strategic and local highways authority. In order to achieve this the Council has identified an area of search for the newly reconfigured Junction 33 via Policy T1.2 of this DPD.
- Improvements to the local road network as appropriate to address recognised capacity issues and issues of highway safety to the satisfaction of the local highways authority.
- Improvements to the public transport network, specifically the creation of a Better Buses Scheme linking South Lancaster to Lancaster City Centre, Morecambe and the Employment areas on the Heysham Peninsula to provide genuinely realistic alternatives to private vehicle use.
- Improved cycling and walking linkages from South Lancaster to the north, towards Lancaster City Centre and the south, towards Galgate. This will be through the creation of a Cycling and Walking Superhighway which will provide a safe and attractive route for pedestrians and cyclists. Improvements will also be sought for improvements to walking and cycling links along the Lancaster Canal.
- The delivery of sufficient education places at both a primary and secondary school level to the satisfaction of the local education authority.
- The delivery of new local centre(s) provision which will include a range of local services and community facilities in an accessible location for both new residents and existing residents in South Lancaster. The new centre(s) provision should seek to meet the basic needs of residents to the South of the City and not seek to compete with the retail / commercial offer found in Lancaster City Centre. This should also seek to investigate the needs for new health facilities within the local centre(s).
- The provision of sufficient public open space to fully meet the amenity and recreational needs of the residents in the Garden Village.

The Council has prepared an Infrastructure Delivery Plan (IDP) which accompanies the Local Plan. The IDP has already sought to set out projects which will be necessary for the delivery of the Garden Village and will continue to be updated via the preparation of the specific DPD relating to Bailrigg Garden Village and South Lancaster.

- 12.31 There are a number of infrastructure requirements that must be addressed in order to deliver sustainable growth in the South Lancaster area. This must be integral to any future development proposals and the preparation of a Lancaster South Area Action Plan DPD.

Without the delivery of necessary strategic and local infrastructure it cannot be demonstrated that growth to the scale proposed is acceptable in planning terms.

- 12.32 It will be for the preparation of the separate DPD to explore in more detail the matters of infrastructure (both in a strategic and local sense) in terms of location, design and detailed delivery. However, the Council has a clear understanding over the scale of infrastructure which is required and these requirements are already reflected within the Infrastructure Delivery Plan (IDP) and specifically within the accompanying Infrastructure Delivery Schedule (IDS). These documents set out the infrastructure necessary to make development acceptable in planning terms. The IDP has begun to set out the projects required, their indicative costs, the methods of funding that will be used for delivery and the timescale in the plan period where infrastructure must be delivered.
- 12.33 A key challenge for growth in South Lancaster is the improvement to highway capacity on the A6 corridor between Junction 33 of the M6, Galgate and Lancaster City Centre and providing direct access from growth in South Lancaster to the M6 motorway.
- 12.34 In order to improve accessibility to the motorway network, the City and County Councils are working with Highways England to create a reconfiguration of Junction 33 of the M6. Such a reconfiguration will include shifting part of the junction northwards towards Lancaster University to create a staggered junction that provides both direct access into the Garden Village and a bypass of Galgate for traffic accessing the M6. Information on this project is set out in more detail via the Highways and Transport Masterplan. It is important to note that access to the M6 will be retained for traffic to the south of the district and into areas of Wyre district.
- 12.35 To improve highway capacity on the A6 corridor, the City Council and Lancashire County Council propose a range of infrastructure schemes beyond Junction 33 improvements, which cumulatively will result in improved highway capacity along the A6 corridor. Other key infrastructure improvements will include the following:
- Supporting the route of a new Better Buses Scheme, as set out in the Lancaster District Highways and Transport Masterplan that will provide regular public transport services between Lancaster University, Bailrigg Garden Village, South Lancaster, Lancaster City Centre, Morecambe, Heysham and Junction 34;
 - Improving linkages into the local cycling and walking network and promoting the use of cycle and pedestrian routes to access Lancaster City Centre and the implementation of a Cycling and Walking Superhighway;
 - The creation of a distributor roads within the Garden Village to provide appropriate and safe access into the local highway network, specifically Scotforth Road / Lancaster Road (the A6) and Ashton Road (the A588). It is anticipated that highway improvements will be required on both the A6 and A588 in relation to highway management and highway capacity.
 - Facilitating the use of low-emission vehicles. In particular the provision of electric charging points within new development; and
 - Supporting the implementation of a HGV movement strategy to limit HGV access through Carnforth, Lancaster, Morecambe and Heysham with the aim to encourage HGV drivers to

utilise the Bay Gateway.

- 12.36 However, the wider funding mechanisms for these improvements will be primarily sourced from other public sector intervention, in particular anticipated funding via the Housing Infrastructure Fund (HIF). A bid to secure funding has been made to the HIF process, seeking to secure funding for infrastructure which will facilitate the delivery of new housing and economic growth within the Garden Village. Public sector funding will be supplemented by funding from the private sector through the delivery of new development which will seek to address funding gaps in the creation of new infrastructure. Funding from the development industry will be secured through an appropriate charging mechanism which will address infrastructure delivery in a fair and equal manner.
- 12.37 Whilst highway and transport improvements represent the greatest challenge to delivery, development of this size and scale at this location requires a further range of infrastructure that is needed to make this area a genuinely sustainable location for growth.
- 12.38 There is an identified need for further education facilities to be provided within the Garden Village; this includes the need for further primary and secondary school provision across the wider area. New primary school provision will be delivered directly as part of the development in South Lancaster and in partnership with Lancashire County Council. The delivery of a secondary school meets a wider strategic need for Lancaster and whilst located in South Lancaster it should be funded through an appropriate infrastructure tariff which will be applied to wider growth within the district. Whilst it is anticipated that funding will be generated from an infrastructure tariff, it is expected that a site for a new secondary school will be delivered within the South Lancaster area with its precise location investigated as part of the DPD.
- 12.39 A new local centre will be necessary to provide basic local services and community facilities for both existing and new residents of South Lancaster. The precise location of the new local centre (or local centres) will be investigated in more detail as part of the Lancaster South Area Action Plan DPD. However, the future role of new local centre(s) should include uses that meet localised needs only and not seek to compete with other local centres or Lancaster City Centre. The facilities provided should include a medium-scale foodstore, in accordance with Policy TC3 of this DPD. The Council will continue to engage with Morecambe Bay Clinical Commissioning Group (CCG) to understand future health requirements associated with development in South Lancaster.

13. Central Lancaster

- 13.1 Lancaster City Centre is unique and exceptional in many ways but is still to fully realise its status and potential as one of England's twelve heritage cities. The city needs to articulate its vision more clearly, in order to achieve significant investment to enhance its uniqueness and raise its profile at a national level.
- 13.2 Lancaster has a long and fascinating history that dates back to Roman times. The city has an outstanding historic environment that includes Lancaster Castle. Lancaster is a quirky, vibrant and friendly centre with a compact, safe, pedestrianised shopping centre containing a mix of

main high street retailers and independent shops with a diverse food and drink offer. The city centre also contains a wide range of arts and cultural attractions, including theatres and performance venues, festivals, museums, parks and open spaces are on offer. The city is located on the edge of outstanding countryside and close to two Areas of outstanding Natural Beauty and Morecambe Bay.

Lancaster City Centre

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 local food supply chains and local food systems particularly aimed at reducing the climate and environmental impact of food and drink choices of local residents and visitors;
- 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 Better Buses Scheme, 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.

- 13.3 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.
- 13.4 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.
- 13.5 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.
- 13.6 The new Visitor Economy Strategy³⁷ 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 £3.4billion 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

³⁷ <http://www.marketinglancashire.com/news/2014/6/10/a-new-visitor-economy-strategy-for-lancashire-a2747>

offer in need of interpretation.

- 13.7 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.
- 13.8 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.
- 13.9 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.

New paragraph 6

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 and blue infrastructure networks in and around the City Centre, for instance Lancaster Canal.

- 13.10 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.
- 13.11 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.

- 13.12 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 Better Buses Scheme 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.

Canal Quarter, Central Lancaster

POLICY SG5: CANAL QUARTER, CENTRAL LANCASTER

The regeneration and development of the Canal Quarter will be critical to enhancing Lancaster City Centre's role and function as a sub-regional centre, as identified in Policy TC1.1 of this DPD, to boost retail, cultural and leisure offers for residents and visitors and continue to meet the needs of people across North Lancashire and South Cumbria.

Development in the Canal Quarter should be brought forward in the context of the Development Framework which will be prepared in the form of a Supplementary Planning Document (SPD). The framework will build on the direction of this policy and support the phased regeneration of the Canal Quarter area and provide a document which can be applied in flexible and adaptable manner.

Future proposals will be expected to involve a mix of main town centre uses which will create diversity within the city centre. This mixture should look to include a range of retail, cultural, leisure, education, residential and employment uses that will complement the wider centre and provide for balanced place-making within the Canal Quarter area itself. Proposals must provide connections between the new development and wider city centre in order to create a sustainable extension to Lancaster City Centre.

Future proposals should seek to complement and support the role and function of the existing uses within the city centre and ensure that there is strong connectivity between the two areas.

The Council will support sympathetic regeneration and redevelopment of the Canal Quarter where proposals address the following matters:

DESIGN REQUIREMENTS

- I. Ensuring sensitive integration of new buildings with old, seeking to repair and incorporate the existing fabric and retain buildings and features that are of historic importance. Proposals should make use of the 'Lancaster Canal Corridor: Assessment of Heritage Values and Significance' produced in 2012;
- II. Development proposals must be of a high standard of design which is sympathetic to the local area, making use of local design styles, local materials and where possible,

the re-use of stone and architectural features from cleared buildings. The implications of the roofscape should also be considered having regards to impacts on key views in to, and through, the Canal Quarter;

- III. Development proposals should effectively utilise its frontage with Lancaster Canal, where levels permit, to provide opportunities for innovative connectivity, design and improved public realm in accordance with Policy T3 of this DPD;

TRANSPORT REQUIREMENTS

- IV. Sufficient and appropriate provision is made for vehicle parking in accordance with the strategy highlighted in Policy SG4 of this DPD and Policy DM62 of the Development Management DPD;
- V. Provide positive integration between the Canal Quarter and the wider city centre in relation to the urban form and connectivity for all users. Key areas for integration into the highway network will be through linkages to the east towards Bulk Road and Lancaster Canal, to the south towards the A6 (Pointer Roundabout) and Lancaster Canal and to the west with provision of an appropriate crossing of the Lancaster City Centre Gyratory to connect the Canal Quarter to the historic core of the city centre;
- VI. Development should complement the proposals and direction of the Lancaster District Highways and Transport Masterplan, promoting the role of cycling and walking in accessing the Canal Quarter, incorporating suitable linkages into the surrounding highway network and contributing to alleviating congestion issues in Lancaster City Centre through a reduction in the need for through-traffic;

ENVIRONMENTAL CONSIDERATIONS

- VII. The preparation of a drainage strategy for the site which sets out how water will be managed appropriately to reduce the run-off rates and reduce flood risks in the locality. This must, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of the relevant authorities;
- VIII. Development proposals should ensure that biodiversity is protected, particularly the biological features for which the Lancaster Canal BHS is identified, investigate measures to deliver enhancements to key local habitats and species and improve the connectivity to the district's wider ecological network.

Any proposal should also have due regard to the relevant policies contained within the Development Management DPD and the recommendations of the Local Plan (Part One) Sustainability Appraisal.

- 13.13 The Council will continue to support proposals for the regeneration of the land at Canal Quarter in Central Lancaster, encouraging the expansion of the City's retail, leisure and cultural offer to both local residents and visitors. Improvements in the Canal Quarter will provide the opportunity to enhance Lancaster's role as a sub-regional centre in accordance with Policy TC1.1 of this DPD. This growth is considered essential to enable the district to retain and attract the workforce, students and visitors it needs to sustain economic growth.
- 13.14 The principles of redevelopment and regeneration at the Canal Corridor North site have been widely accepted via previous planning decisions. Importantly, during the 2009 Public Inquiry into regeneration of the then Canal Corridor the Secretary of State acknowledged that there

was no available and sequentially preferable site (or combination of sites) which could accommodate town centre growth of the scale proposed, even if disaggregated (paragraph 16 of the Secretary of State's decision). Whilst the composition of any future scheme may be different (in terms of the uses proposed and the way that it is phased) the scale of the regeneration project will remain the same and therefore the Council is comfortable that the Canal Quarter site, as identified under Policy SG5 of this DPD, is still the sequentially preferable location to deliver opportunities for comprehensive regeneration and improvements to the city centre.

- 13.15 The Local Plan will seek to support a flexible range of uses in the Canal Quarter site where they boost the existing role and function on the city centre. Suitable uses will include a mix of both comparison and convenience retailing which seek to complement the existing offer, cultural uses which complement and improve the existing facilities at the Dukes and Grand Theatres and commercial leisure uses, in particular placing a greater emphasis on growing the food and drink offer within the city centre, as well as residential development.
- 13.16 The Canal Quarter is expected to be a place where people can live, work and enjoy their spare time, therefore redevelopment of this site for employment / business purposes which support the emerging economic growth sectors (as defined in the Council's Economic Strategy) will be supported by the Council. In particular, the Council will support the creation of business spaces for digital and creative industries, professional services and other knowledge based sectors.
- 13.17 The redevelopment of the Canal Quarter will result in the regeneration of a significant area of land to the east of the city centre which will, in due course, expand the boundaries of the city centre. The Council is clear that proposals for the Canal Quarter should seek to complement the existing offers provided in the wider centre and should not seek to compete with, or detract from, existing businesses, retailers or cultural / leisure offers within the city centre.
- 13.18 Development in the Canal Quarter should come forward in line with the forthcoming Development Framework for the site, which will be prepared as a Supplementary Planning Document (SPD) to support the policy direction outlined in Policy SG5 of this DPD. It is the intention of this Development Framework to ensure that the regeneration of the Canal Quarter can be implemented in a phased approach which can provide flexibility and adaptability in how development can evolve in this area.
- 13.19 Any proposal must ensure positive integration with the existing city centre in order to attract users of the city centre to the Canal Quarter and vice versa. The Council would therefore expect proposals to incorporate good linkages for pedestrians, in particular an appropriate crossing of the Lancaster City Centre Gyratory. Proposals should contribute towards improving the pedestrian environment within the city centre, supporting the Lancaster District Highways and Transport Masterplan in promoting strong linkages around the city centre and into the city centre from surrounding residential areas.
- 13.20 As described in Policy SG4 of this DPD, the city centre will evolve into a hub for public transport, with the delivery of a new Better Buses Scheme which will connect Bailrigg Garden Village, Central Morecambe and Heysham and the growth areas in East Lancaster and North Lancaster to the city centre. The regeneration of the Canal Quarter must ensure that connectivity to and from these public transport nodes is achieved in such a way that promotes

its use and increases pedestrian footfall in and around the city centre.

- 13.21 The city centre is home to an ever increasing number of students from Lancaster University and the University of Cumbria who have an important role in maintaining a healthy and vibrant city centre. The regeneration of the Canal Quarter provides the opportunity for a greater presence for Lancaster University and to improve the links between the areas of higher education and the city as a whole. The Council will seek to support a greater university presence in the city centre through the creation of new cultural, education and leisure facilities which will improve the overall city centre offer.
- 13.22 The Council will continue to facilitate the provision of student accommodation in the district, recognising the most preferable locations for such uses are either on campus itself or within the city centre. However, specific consideration and justification will need to be given around the appropriateness of siting significant volumes of student accommodation within the Canal Quarter. This is due to the significant amount of student accommodation which has been given permission across the city centre in recent years. The Council will seek to balance the demand and opportunities for student accommodation development within the Canal Quarter with the need to promote a sustainable mix of uses, encourage year round activity and deliver a comprehensive and balanced place-making agenda.
- 13.23 The Canal Quarter involves the regeneration of an area which, in places, has significant historic value. The site includes a number of historic buildings which, where it is appropriate and possible to do so, should be retained. The Council has undertaken a heritage assessment of the historic assets found within the Canal Quarter, entitled 'Lancaster Canal Corridor: Assessment of Heritage Values and Significance' (2012). The findings and recommendations of this assessment work should underpin future proposals.
- 13.24 Developers and agents for this site will be expected to work with both the City Council and Historic England to consider the most important aspects of the historic environment to be retained as part of their planning application(s) and should have due regard to the relevant policies of the Development Management DPD.
- 13.25 The regeneration of the Canal Quarter presents a significant opportunity for a step-change in improving the function and role of the city centre. However, it is important that the regeneration of this area seeks to benefit the city centre as a whole, in particular ensuring that the existing business and retailers also see benefits and improvements arising from the regeneration of the Canal Quarter.
- 13.26 In order to achieve this, and to clearly define how such benefits will be delivered, the Council will seek improvements through the preparation of a 'Town Centre Strategy' which will be prepared in collaboration with key city centre stakeholders. The strategy will set out a positive and proactive approach towards regeneration, improvement and renewal, building on the successes of recent projects such as 'Square Routes' and 'Beyond the Castle' to ensure that the benefits which arise from the regeneration of the Canal Quarter, particularly in terms of increased investment and footfall, are shared with the whole city centre.

Lancaster Castle and Lancaster Quay

POLICY SG6: LANCASTER CASTLE AND LANCASTER QUAY

The Council will support the appropriate regeneration and re-use of the Grade I Listed and nationally significant Lancaster Castle and associated buildings with the aim of creating a historical and cultural centrepiece for the city.

Lancaster Castle

The conservation-led regeneration of the Grade I Listed Lancaster Castle for a range of uses that are appropriate and sympathetic to its historical importance and strategic location within Lancaster will be supported where:

- I. Development proposals restore and protect the intrinsic qualities of the castle, including its historic fabric, archaeological assets and layout;
- II. Proposals incorporate high quality design and the use of materials that respect the character and setting of the historic assets on site;
- III. Proposals are accompanied by a viable Conservation Strategy for the ongoing maintenance of the Grade I Listed Building;
- IV. Proposals make a significant and positive contribution to enhancing the attractiveness of Lancaster City Centre as a visitor destination;
- V. Proposals promote strong linkages to create a positive integration between the proposal, the existing city centre, rail station and Quay Meadows;
- VI. Proposals do not have an adverse impact on traffic and highway management in the city centre, or the amenity or operation of neighbouring residents and businesses;
- VII. Proposals utilise the area's sustainable location in relation to public transport services and take account of the actions set out within the Lancaster District Highways and Transport Masterplan; and
- VIII. Proposals seek to preserve or enhance the character and appearance of the Lancaster Conservation Area.

The Council will expect proposals for the regeneration of Lancaster Castle to be prepared utilising the experience of both officers of the Council and representatives from Historic England.

Lancaster Quay

Building on the work being undertaken as part of the 'Beyond the Castle' project the Council will support development proposals which seek to improve linkages between the City Centre and the Quay, promoting the archaeological importance of the area.

Proposals will be supported where they encourage a greater visitor and leisure offer for Lancaster and enhance the attractiveness of the city as a visitor centre, provided it is demonstrated to be appropriate within the Lancaster Conservation Area and, where relevant, to the Listed Building status.

Quay Meadow and Vicarage Field

Quay Meadows and Vicarage Field will be maintained as a flagship area of archaeological heritage and greenspace within the City. Furthermore, the Council will continue to improve urban green spaces around Lancaster Castle and down to St George's Quay via the 'Beyond the Castle' project.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD and the recommendations of the Local Plan (Part One) Sustainability Appraisal.

- 13.27 Lancaster is widely recognised as a city with exceptional cultural heritage with its historic buildings and streetscape attracting large numbers of visitors each year. The Castle, Priory and the surrounding quay area are at the heart of this heritage, providing a focus for visitors and residents keen to explore the historic past of the city.
- 13.28 Until recently these assets were under-appreciated, with the castle in use as a prison and closed off to the public. Indeed the surrounding quay area is poorly integrated with the rest of the city offering little to the visitor economy. The Council is keen to address this, encouraging proposals that seek to rejuvenate the historic core of the city and strengthen its position as a quality destination for both visitors and residents of the district.
- 13.29 The Council has sought to understand how the potential for Lancaster, in terms of enhancing its cultural offer and visitor experience, can be realised. In 2011 the Council prepared a Cultural Heritage Strategy which sought to consider how the cultural offer of Lancaster, in terms of its historic buildings, historical legacy and existing cultural offer could be enhanced to maximise economic potential in the city centre. Following on from this Strategy, the Council undertook a number of interventions in the city centre to improve pedestrian movements and enhance the public spaces in the centre via the 'Square Routes' project. This work has seen significant improvements in the visual amenity and attractiveness of the city centre.
- 13.30 Whilst this has provided a good starting point for the city centre in realising its potential, there is further work to be done. The Council has been working with Lancaster Business Improvement District (BID) in order to market Lancaster more effectively to increase visitor numbers, and the Council continues to prepare a wider review of its cultural assets in the city centre, particularly in terms of its museums, to ensure best use is made of these assets for the benefits of local people and visitors.
- 13.31 In terms of its cultural and heritage offer the most significant asset in Lancaster City Centre is Lancaster Castle and its surrounds, including Lancaster Priory. The closure of the Lancaster HM Prison in 2012 at the castle has provided the opportunity for it to be used in the future as a nationally important visitor destination which will have economic benefits not only for the city centre but the district as a whole.
- 13.32 With the castle vacant there are now opportunities to pursue proposals for a heritage-led regeneration of the wider area. The owners of the castle, the Duchy of Lancaster, have already invested significant sums in order to start restoring the historic fabric of the building and make better use of the space within the castle, creating improvements to the visitor experience. It remains the long term aspiration both of the Duchy and the Council to sensitively restore the castle to make it a key visitor destination.

- 13.33 In taking forward future opportunities the Council will look to secure proposals in line with Policy SG6 of this DPD and the recommendations of its Cultural Heritage Strategy. Whilst the strategy was published in 2011, its called for the expansion of the visitor experience at Lancaster Castle remains as valid today as at the time of its publication and is reflected in more recent documentation³⁸.
- 13.34 Any future development proposals should be taken forward through a conservation led approach that focuses on the historical importance of the castle and its strategic location within the urban fabric of the city. Opportunities to support the range of heritage-led and public realm regeneration proposals, including the Council's 'Square Routes' and 'Beyond the Castle' projects³⁹ should be investigated. These projects seek to improve public realm and accessibility both within this area and the wider city centre.
- 13.35 The Council will seek to support improvements and investment to the wider castle precinct and quay areas to the north, including the Priory, church yard and amphitheatre. Investment in these assets offer opportunity to regenerate this area of the city, utilising their historic past and capitalising on their proximity to each other and the wider city centre. The Council will look to support development that complements this heritage resource and secures improved visitor related development in these areas.
- 13.36 In developing proposals for this area the Council has identified New Quay Meadows and Vicarage Field for its potential to accommodate new and improved recreational / amenity space for the city centre. Proposals should look to retain and maintain this area of open space with opportunities for enhancement supported. Future proposals will need to be consistent with the designation, and potential future expansion of Vicarage Field as a Scheduled Ancient Monument with disturbance in this area kept to a minimum including the provision of new paths and tree planting.

14. East Lancaster Strategic Site

- 14.1 East Lancaster has been identified as a potential area of growth in the district with the opportunity to provide significant delivery of residential development over a range of sites and locations.

East Lancaster Strategic Site

POLICY SG7: EAST LANCASTER STRATEGIC SITE

Greenfield land identified on the Local Plan Policies Map surrounding Ridge Farm, East Lancaster, has been allocated as a site for residential-led development. The Council expects that once fully developed, the site will accommodate approximately 930 dwellings and the range of infrastructure that is necessary to facilitate these new homes.

³⁸ <http://www.lancaster.gov.uk/news/2016/jun/new-report-makes-recommendation-on-future-museum-provision>

³⁹ <http://www.lancaster.gov.uk/business/regeneration>

Future planning applications will be required to address the following matters:

General Requirements and Infrastructure Delivery

- I. A comprehensive masterplan for the whole site will be required with future planning application(s) which addresses phasing and the delivery of infrastructure to make the development acceptable in planning terms, including addressing the requirements of Policy SG8 of this DPD in relation to wider strategic infrastructure needs in the East Lancaster area;
- II. The development should be appropriate phased, including the relocation of Lansil Golf Club (and associated facilities) to a satisfactory and appropriate location to secure their long-term future;
- III. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs of the locality to supplement the strategic improvements identified in Policy SG8 of this DPD. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD
- IV. Build an appropriate mix of house types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment;
- V. Affordable housing requirements will be determined in accordance with Policy DM3 (The Delivery of Affordable Housing) of the Development Management DPD. Where there are demonstrable constraints on viability which prejudice the delivery of development proposals, these need to be discussed at the earliest opportunity with the Council, preferably prior to submission of any relevant planning application. Viability matters will be determined in accordance with Policy DM3 and other national or local planning policy deemed consequential.

Design Considerations

- VI. The masterplan required by Criterion I shall recognise the site's prominent location on the eastern edge of Lancaster, its relationship with the Urban Setting Landscape to the east of the site (as identified under Policy EN5 of this DPD) and its position within the setting for Ashton Memorial which is a Grade I Listed Building. The design, layout and materials used should be sympathetic to the locality to create a strong sense of place, providing a well-designed and high-quality environment for its residents;
- VII. Support will be given to development which adopts sustainable construction and design practices in accordance with Policy DM30, aimed at minimising energy use, reducing emissions and maximising energy and water efficiency. Proposals must also deliver electric charging points and other associated infrastructure for electric vehicles in accordance with Policy DM62 of the Development Management DPD;
- VIII. Future planning application(s) should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS); and

Environmental Considerations

- IX. The submission of a suitable and appropriate landscaping plan that seeks to retain existing natural features, including the retention of woodland, copse, trees, ponds

- and hedgerows and make the best use of the topography of the site. Landscaping should seek to enhance the site's prominent location on the edge of Lancaster;
- X. The protection in perpetuity of the allocated Urban Setting Landscape which runs to the east of the site, as defined by Policy EN5 of this DPD. Any future proposals for the site should seek positive inter-relationship with this area of local landscape importance;
- XI. Future planning application(s) should contribute to the delivery of green corridor and ecological network in the East of Lancaster with opportunities for enhancing biodiversity, recreation and leisure uses to be investigated via any application;
- XII. No net loss in the value of the Biological Heritage Sites (BHS) and ancient woodland at Long Bank Wood, Lancaster Canal and Newton Beck Valley, with evidence of how identified BHS will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create functional ecological networks;
- XIII. The preparation of a Flood Risk Assessment that details how, through the design, construction and occupation phases of development, the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of the relevant authorities;
- XIV. The submission of a comprehensive drainage plan that sets out how surface water will be managed on the site. Proposals should have regard to the Sustainable Water Drainage Hierarchy design features and requirements as set out in Policy DM34 of the Development Management DPD;
- XV. Future planning application(s) should ensure that the residential amenity of new residents is mitigated from surrounding uses, in particular the noise and air quality impacts from the adjacent M6 motorway; and
- XVI. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;

Transport Considerations

- XVII. The delivery of a highways scheme which provides safe, suitable and appropriate access onto both Caton Road and Quernmore Road to the satisfaction of the local highway authority. Further access points should be investigated into the Ridge Estate for cycling, walking, public transport and emergency vehicles only; and
- XVIII. The incorporation of cycle and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal Towpath) and adjacent areas including Caton Road, the Ridge Estate and wider links towards the Lune Valley via Grimeshaw Lane.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation the requirements of Appendix D must be delivered as part of any future proposal.

Any future planning application(s) that are submitted for this area will be expected to take fully into account all other relevant policies within the Local Plan.

- 14.2 Land surrounding Ridge Farm to the east of Lancaster has been identified for residential development as part of a sustainable urban extension to Lancaster. The site covers an area of approximately 120 hectares and has been identified as having an indicative capacity for approximately 930 dwellings.
- 14.3 This site mainly consists of undulating, open farmland that occupies a raised position above the River Lune which is located to the north. The site includes a number of drumlins and glacial valleys that traverse the site north - south. The site is bounded by the M6 motorway to the east, Caton Road to the north, residential development on the Ridge Estate to the west and Ridge Lane to the south. The site also includes Lansil Golf Course, which remains active and well used by the local community.
- 14.4 There is significant potential for growth in East Lancaster, which creates new housing to meet identified needs. Land has already been allocated for employment purposes at Caton Road and Lancaster Business Park. Further residential growth is also identified directly south of this site at Grab Lane (Policy H4), Ridge Lea Hospital (Policy H3.1), Stone Row Head (H3.2) and Lancaster Leisure Park and Auction Mart (Policy H5). Such growth compliments recent developments at Lancaster Moor Hospital and Nightingale Hall Farm. The Council will expect all new development proposals in East Lancaster to address the cumulative infrastructure issues of development (outlined in more detail via Policy SG8) and provide cumulative benefits to the wider East Lancaster area.
- 14.5 In allocating this site for development purposes the Council recognises the significant potential that it provides in helping to meet the district's long-term housing needs through a well-planned, comprehensive development of the site. The Council will welcome a collaborative approach with landowners and developers in the preparation of a masterplan prior to any planning application being submitted for determination.
- 14.6 The Council will expect proposals to come forward for the entire site, recognising the interlinked issues that need to be addressed for the site to come forward. In particular, proposals need to set out how the Lansil Golf Club will be satisfactorily relocated in order for the development to achieve a primary access onto Caton Road. The Council will expect prospective developers of the site to continue to positively engage with the Golf Club to secure the optimum result for both the golf course and the delivery of a sustainable development.
- 14.7 The primary point for vehicular access will be from Caton Road. The provision of an access point should be delivered to the satisfaction of the Lancashire County Council and should not seek to prejudice Caton Road's role as a key gateway into Lancaster City Centre, as defined by the Lancaster District Highways and Transport Masterplan. An important secondary access point must also be achieved to the south, linking the site to Quernmore Road. Whilst linkages into the existing Ridge Estate will be encouraged, these improvements should be limited to cycling, walking and public transport links only.
- 14.8 Given the site's close proximity to Lancaster City Centre, the Council will support the

improvement of strong cycling and walking links to promote sustainable travel patterns. In particular, improvements should be made to linkages along the Lancaster Canal towpath and Caton road Cycleway to make these routes safe and convenient for cyclists and walkers accessing the city centre.

- 14.9 Proposals should identify how they will address the delivery of infrastructure that is necessary to make the development acceptable in planning terms. Detail of the necessary infrastructure is set out in Policy SG8 of this DPD. The Council will support the logical long-term phasing of the site. However, the Council will not support the piecemeal development of the site that does not address wider issues for the East Lancaster area.
- 14.10 Given the potential for strong linkages with Lancaster City Centre from East Lancaster area, the Local Plan does not seek to propose anything more than the provision of a local centre that can meet the basic service needs of residents in the locality (broadly defined by Policy TC1.11 of this DPD). The Council will expect, through the masterplan and accompanying planning application that provision is made for the delivery of local services and community facilities on the site via a small parade of shops and services.
- 14.11 The site occupies a prominent location on the entrance to Lancaster and so the Council will look to secure development that positively adds to this area of Lancaster through high quality designed proposals that relate sensitively to the landscape quality of this area. This is particularly the case in relation to the areas of Urban Setting Landscape that occupy land to the east of the site. Development proposals will be expected to address the requirements of Policy DM46 in relation to development affecting Urban Setting Landscapes. Particular regard and attention will also need to be given to the potential impact upon the historic setting and significance of Ashton Memorial, in accordance with Policy DM39, and also the landscape and visual impacts upon the Forest of Bowland AONB.
- 14.12 The site has a strong relationship with Lancaster Canal, which is a distinctive feature and is designated as a Biological Heritage Site (BHS). As previously mentioned, proposals should seek to maximise opportunities to use the canal for cycling and walking linkages but also new development should seek a positive relationship with the Canal through positive design and layout. Development proposals should leave a sufficient buffer between the canal to mitigate environmental impact and allow for future maintenance of the canal.
- 14.13 Development proposals should be of a high standard of design and construction and be sensitive to the edge of settlement location of this proposed site. The Council will expect any masterplan submitted to be accompanied by a detailed landscaping plan that will set out how landscaping issues will be addressed, both within the site and the creation of appropriate buffer zones and around the edge of the site. Development proposals should make the best use of the topography of the site, locating development in the areas that generate the least impact on the local landscape; this includes leaving the tops of the drumlins free from development.

Infrastructure Requirements in East Lancaster

POLICY SG8: INFRASTRUCTURE REQUIREMENT & DELIVERY FOR GROWTH IN EAST LANCASTER

In delivering strategic growth in East Lancaster it will be essential that the strategic and necessary infrastructure is delivered, at the appropriate time, to make development acceptable in planning terms and ensure that both the individual and cumulative impacts on local infrastructure are fully addressed.

The infrastructure that is required to make strategic growth in East Lancaster achievable is set out in more detail within the Council's Infrastructure Delivery Plan (IDP), which accompanies this Local Plan. In delivering future proposals for growth the Council will require the development site identified via Policy SG7 to address the following issues in a fair and equal manner:

- I. The provision of additional school places at a primary level. To achieve this it is expected that new development will fund the creation of a new primary school within Strategic Site SG7 in an appropriate, convenient and accessible location to be agreed with the education authority. The new primary school should be Single Form Entry in size however it should be provided on a plot which could be expanded in the future to create a two-form entry school. The delivery of the new school should be commissioned and delivered in partnership with the education authority.
- II. The provision of additional school places at a secondary level. To achieve this it is expected that contributions will be made towards the delivery of a new secondary school in South Lancaster which will increase the range of secondary school places in the district to meet projected future needs.
- III. The delivery of a new local centre within the Strategic Site SG7 (identified as TC1.11 on the Local Plan Policies Map) in a convenient and accessible location. The local centre should include a range of local services and community facilities that can be accessed by both new and existing residents in the East Lancaster area. The scale of the local centre should deliver in the region of 400sqm of convenience retailing floorspace and in the region of 200sqm of comparison retailing floorspace.
- IV. The creation of a new country park, as identified under Policy SC5 of this DPD. The facility should be appropriately managed (preferably via a private management company) to provide significant opportunities for amenity space within the East Lancaster area. The new Country Park should make best use of the local topography to deliver wider landscape and amenity benefits.
- V. The creation of improved cycling and walking linkages between the proposed growth in East Lancaster, Caton Road Employment Area, Lancaster City Centre, the Ridge Estate and new developments to the South of Strategic Site SG7. Opportunities for improvements along the Lancaster Canal should be explored by the applicant and delivered by the Canal and River Trust. Proposals should come forward with appropriate mechanisms for the future maintenance of the new routes.
- VI. Contributions should be made towards improvements to public transport, with a particular emphasis on how bus services can be linked with the site providing a local service between this area of growth and Lancaster City Centre. The Council will

expect such improvements to be investigated jointly with Lancashire County Council and local bus operators. Consideration should be given to the integration of the proposed Better Buses Scheme to demonstrate how new development in East Lancaster will be better connected to wider areas through the provision of more frequent, sustainable public transport services.

VII. The provision of sufficient utility infrastructure, working with the relevant infrastructure providers to ensure that such provision is achieved in a timely manner.

The Local Plan seeks to identify further housing growth in the East Lancaster area, in particular land at Grab Lane (Policy H4) and land at Lancaster Leisure Park and Auction Mart (Policy H5). It is anticipated that contributions will be sought from these developments where it is considered that their development will cause impacts, either individually or cumulatively on the infrastructure outlined in this policy.

In particular, beyond the on-site contributions to meet localised open space needs, the Council may expect contributions towards the improvement of Williamson Park so that the park may better accommodate increased use of its facilities associated with the demands of new development in the locality. However, given the scale of open space contributions associated with the East Lancaster Strategic Site (SG7) and the delivery of a new Country Park in this location, development proposals within Policy SG7 will be exempt from this requirement.

Where necessary and appropriate to do so, applicants may be required to enter into legal agreements that set out further detailed mechanisms and timings for the delivery of necessary infrastructure identified in this policy. Where off-site works are required then these can either be physically provided or appropriate contributions can be made for third parties to deliver.

- 14.14 There are a number of infrastructure requirements that must be addressed in order for development in East Lancaster to be achieved. Without the delivery of necessary infrastructure, it cannot be demonstrated that, both individually and cumulatively, the scale of growth proposed in this area is acceptable in planning terms.
- 14.15 In order to address matters of infrastructure within the Local Plan, the Council has prepared an Infrastructure Delivery Plan (IDP)⁴⁰ that sets out the infrastructure necessary to make development acceptable in planning terms. The IDP sets out the projects required, their indicative costs where known, the methods of funding that will be used for delivery and the timescale in the plan period where infrastructure must be delivered.
- 14.16 A key challenge to growth in East Lancaster are the cumulative impacts of development on existing provision. For example, the levels of accessibility in this area to the City Centre are relatively low. Linkages by foot, bike or public transport are limited and, should further residential growth be promoted through the plan in this area, then improvements for both new and existing residents are necessary.

⁴⁰ <http://www.lancaster.gov.uk/planning/planning-policy>

- 14.17 As a result the Council will seek, at a minimum, opportunities to improve levels of cycling and walking into the city centre from the East of Lancaster. This will include building on the existing cycling and walking network and supporting its promotion and growth in accordance with the Lancashire County Council's Cycling and Walking Strategy⁴¹. In relation to public transport, the Council will continue dialogue with transport providers to ascertain whether opportunities exist for the creation of new services (or the diversion of existing services) to provide a regular bus link to the city centre. Improvements to these networks will be secured by a mixture of both Section 106 agreements and an appropriate charging schedule.
- 14.18 In relation to the East Lancaster Strategic Site, a key consideration is the delivery of suitable access provision onto Caton Road, which is the primary gateway into Lancaster City Centre from the M6 motorway. The Council will not support proposals that place a restraint or restriction on the free movement of traffic along the Caton Road Gateway. The Council has, through discussions with Lancashire County Council, identified that a primary access onto Caton Road can be achieved without compromising the free flow of traffic, however the detailed design of any future junction needs to be agreed with the local highways authority. It will be for the development to provide the funding required to deliver such improvements through conditions and the Section 278 process.
- 14.19 There is an identified need for further education facilities to be provided in East Lancaster. This includes the need for further primary school provision to be provided on Site SG7. New primary school provision will be delivered directly as part of the development of SG7 in partnership with Lancashire County Council. The delivery of a secondary school meets a wider strategic need for Lancaster and therefore should be funded through an appropriate charging schedule. It is anticipated that the delivery of a new facility will occur in the South Lancaster area in accordance with the direction of the local education authority.

15. North Lancaster Strategic Site

- 15.1 Following the North Lancashire Green Belt Review⁴² the land between the existing urban edge of North Lancaster and the new Bay Gateway is no longer considered to provide the level of openness and permanence necessary for a continuing Green Belt designation. As a result, the boundaries of the Green Belt have been amended, shifting the defined Green Belt boundary north making use of the Bay Gateway as a feature of permanence that can provide a robust and long-term boundary between the urban area of Lancaster and the open countryside to the north.
- 15.2 The shift in Green Belt designation has provided the opportunity for the allocation of land to meet residential and employment development needs of the district in a location that has strong access to the national motorway network, key employment areas in the district and Lancaster City Centre.

⁴¹ <https://www.lancashire.gov.uk/media/917305/6469-cycling-and-walking-strategy.pdf>

⁴² <http://www.lancaster.gov.uk/planning/planning-policy>

North Lancaster Strategic Site

POLICY SG9: NORTH LANCASTER STRATEGIC SITE

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall / Beaumont Hall in North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 700 dwellings and a range of infrastructure necessary to facilitate these new homes.

An area of 2 hectares of B1 employment land will be provided within the strategic allocation on land to the east, accessed via Kellet Lane. The Council will support residential development in this employment area should it be demonstrated, following a robust marketing exercise (which has taken place for no less than 2 years following the adoption of the Local Plan), that there is no market demand for the identified use. Such a marketing exercise should demonstrate that the site has been marketed using appropriate media sources at a realistic price for the identified employment use.

Future planning applications will be required to address the following matters:

General Requirements

- I. A comprehensive masterplan for the whole site will be required with any future planning application(s). The masterplan should address phasing and the delivery of infrastructure to make the development acceptable in planning terms, including the requirements of Policy SG10 of this DPD in relation to wider strategic infrastructure needs in the North Lancaster area;
- II. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs of the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- III. Building an appropriate mix of house types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment
- IV. Affordable housing requirements will be determined in accordance with Policy DM3 (The Delivery of Affordable Housing) of the Development Management DPD. Where there are demonstrable constraints on viability which prejudice the delivery of development proposals, these need to be discussed at the earliest opportunity with the Council, preferably prior to submission of any relevant planning application. Viability matters will be determined in accordance with Policy DM3 and other national or local planning policy deemed consequential.

Design Considerations

- V. The submission of a bespoke Design and Access Statement with future planning application(s), recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster and its proximity to the Bay

Gateway which is to the north. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents;

- VI. Support will be given to development which adopts sustainable construction and design practices in accordance with Policy DM30, aimed at minimising energy use, reducing emissions and maximising energy and water efficiency. Proposals must also deliver electric charging points and other associated infrastructure for electric vehicles in accordance with Policy DM62 of the Development Management DPD;
- VII. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD, providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- VIII. Appropriate safeguarding to the satisfaction of National Grid / Electricity Northwest from the overhead powerlines which run across the site.

Environmental Considerations

- IX. The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which makes the best use of the topography of the site. The landscaping scheme should seek to create landscape buffers between the development site and the Bay Gateway Link Road to the north and the West Coast Mainline to the west and the residential areas to the south;
- X. The creation of green buffers, informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s), between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
- XI. Provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas for recreation, such as public open space within the development;
- XII. The identification of the Valley Meadow Habitat Creation Area detailing how this will be maintained and protected. This should be prepared in dialogue with Lancashire County Council having regards to the Meadow Habitat Licence Agreement;
- XIII. Future planning application(s) will be expected to fully assess the potential affect upon the setting and significance heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of proposed development. Where potential concerns may arise, mitigation measures should be put in place. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- XIV. The provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site;
- XV. Future planning applications(s) should fully and satisfactorily address amenity issues, including noise and air quality issues which arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;

- XVI. Future planning application(s) will be required to demonstrate how they will contribute to the delivery of green infrastructure corridors and ecological networks, identifying opportunities for enhancing biodiversity, recreation and leisure uses and integrating the delivery of the site with improved functionality of both the district's ecological and green infrastructure networks;
- XVII. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced. The Council will expect development proposals to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create function ecological networks;
- XVIII. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of the Authorities; and
- XIX. The submission of a comprehensive drainage plan that sets out how surface water will be managed on the site. Proposals should have due regard to the Sustainable Drainage Hierarchy, design features and requirements as set out in Policy DM34 of the Development Management DPD;

Transport Considerations

- XX. The site shall, subject to detailed technical design, include an internal road layout to provide for an unfettered vehicle and pedestrian / cycle access (to an adoptable standard) from Slyne Road (A6) to Hammerton Hall Lane;
- XXI. The phasing required as part of the comprehensive masterplan should ensure that the land north and south of Hammerton Hall Lane can be delivered early in the plan period (in accordance with the housing trajectory);
- XXII. The delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority. Further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- XXIII. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only; and
- XXIV. Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.

Any future planning application(s) that are submitted for this area will be expected to take fully into account all other relevant policies within the Local Plan.

- 15.3 Land to the north of Beaumont Hall has been identified for development as part of a sustainable urban extension to North Lancaster. Incorporating land to the west and east of the A6 and covering an area of 60.7 hectares of land the area provides a logical and sustainable urban extension to the north of the City. An indicative capacity for 700 dwellings and 2 hectares of high quality B1 employment land has been identified.
- 15.4 Located on predominantly pastoral farmland the site is bounded to the north by the new Bay Gateway, to the east by Kellet Lane, to the west by the west coast mainline and to the south by existing residential areas of Skerton. The Lancaster Canal cuts through the site in a north south direction.
- 15.5 The area is characteristic of the 'Low Coastal Drumlins' Landscape Character Type it is located within, with its pastoral landscape emphasising the undulating drumlin nature of the local topography and existing vegetation. A low coastal drumlin occupies a prominent north to south location within the site.
- 15.6 There are number of properties within the site that are excluded from re-development and require sensitive future consideration. They include St Johns Hospice, the Grade II listed Beaumont Hall and the local heritage asset of Hammerton Hall. It is important that development proposals are accompanied by a heritage impact assessment that looks at any potential impacts, particularly the setting, of these locally and nationally important heritage assets. The Council has prepared a series of heritage assessments that will form the basis for future impact assessments.
- 15.7 There are a range of residential and commercial uses that currently occupy the site and will continue to do so during and after development. The Council will expect that through the masterplanning and application process these interested parties will have the opportunity to engage in its preparation to address any localised concerns that they may have, particularly relating to matters of residential amenity.
- 15.8 In allocating this site for development, the Council recognises the significant potential that it provides in helping to meet the district's long-term development needs (contributing to both housing and employment needs) through a well-planned, comprehensive development of the site. Once completed the site will form a sustainable urban extension to the north of Lancaster.
- 15.9 Situated in a highly sustainable location the site offers strong linkages to Lancaster City Centre as well as services and facilities to the south in Skerton. Opportunities to strengthen these linkages will be sought with increased permeability and legibility encouraged both within and into adjacent areas.
- 15.10 The Council will expect all new development proposals in the North Lancaster area to address the cumulative issues of development and provide cumulative benefits to the wider area in relation to improvements to community facilities and wider environmental quality.
- 15.11 The Council will expect a comprehensive masterplan to come forward for the entire site, recognising the interlinked issues that need to be addressed for this strategic site. This is particularly in relation to the range of necessary infrastructure that is required to make

development in this location acceptable. Whilst the Council will support the logical long-term phasing of the site, the Council will not support the piecemeal development of the site that does not address wider issues for the North Lancaster area.

- 15.12 The site occupies a prominent gateway location on the northern entrance to Lancaster. As a result, the Council will expect development to positively add to the locality and the setting of the wider area. Development proposals should be of a high standard of design and construction, and be sensitive to the edge of settlement location of this proposed site. The site incorporates a number of landholdings that should be protected and sensitively treated, including St John's Hospice and Hammerton Hall. Any submitted masterplan should provide a significant green buffer between any proposed development and these properties, to protect both general amenity and visual amenity for users of the hospice.
- 15.13 The site includes the Grade II Listed building at Beaumont Hall. The building and its wider setting must be preserved as part of any proposed development. Any submitted masterplan should provide significant green buffers between any proposed development and this property to protect both the general and visual amenity in this locality.
- 15.14 The Council will expect any masterplan submitted to be accompanied by a detailed landscaping plan setting out how landscaping issues will be addressed and managed, both within the site and through the creation of appropriate buffer zones around the edge of the site. Development proposals should make the best use of the topography of the site, locating development in the areas that generate the least impact on the local landscape.
- 15.15 The masterplan and accompanying planning application must address the delivery of sufficient infrastructure to make the development acceptable in planning terms; in particular the provision of appropriate highway improvements in the North Lancaster area and the provision of new and improved education provision.
- 15.16 Proposals should include a primary access onto A6 (at a safe and appropriate point to be agreed with the Lancashire County Council) and investigate secondary access points provided at Barley Cop Lane, Kellet Lane and Halton Road. All access points should be incorporated to the satisfaction of Lancashire County Council. Increased traffic levels on local roads will necessitate minor improvements to the existing road network.
- 15.17 In order to meet an identified deficit in office space (as identified in the Council's Employment Land Review) in the district, the Council have identified the potential delivery of 2 hectares of B1 employment land on the eastern part of the North Lancaster Strategic Site (accessed from Kellet Lane). However, mindful of the need for housing delivery within the district, the Council will support residential development in this area should it be demonstrated that a robust and thorough market exercise has taken place which demonstrates that there has been no demand for the site. The marketing exercise should demonstrate that the site has been marketed for employment purposes for no less than 2 years of the site becoming available for development (i.e. the formal adoption of the plan and allocation of the site). The marketing of the site should be clearly demonstrated to be robust in terms of making use of the appropriate media (both locally and nationally) and ensure that it is marketed for a realistic price for the identified employment use.
- 15.18 The allocation should deliver a sustainable urban extension to the existing settlement area.

Proposals should demonstrate how the development would integrate with the existing urban fabric of Lancaster, encouraging permeability for walking into Skerton, the city centre and to other adjacent development sites. Any masterplan should also include the provision of a new local centre identified under Policy TC1.12, which provides commercial opportunities to meet local service provision for new and existing residents in the North Lancaster area only.

- 15.19 The masterplan will be expected to address the recognised infrastructure requirements for the North Lancaster area, as defined within the most-up-to-date Infrastructure Delivery Plan (IDP) and Policy SG10 of this DPD.

Infrastructure Requirement and Delivery in North Lancaster

POLICY SG10: INFRASTRUCTURE REQUIREMENT & DELIVERY FOR GROWTH IN NORTH LANCASTER

In delivering strategic growth in North Lancaster it will be essential that the strategic and necessary infrastructure is delivered, at the appropriate time, to make development acceptable in planning terms and ensure that both the individual and cumulative impacts on local infrastructure are fully addressed.

The infrastructure that is required to make strategic growth in North Lancaster achievable is set out in more detail within the Council's Infrastructure Delivery Plan (IDP), which accompanies this Local Plan. In delivering future proposals for growth the Council will require the development site identified via Policy SG9 to address the following issues in a fair and equal manner:

- I. The provision of additional school places at a primary level. To achieve this it is expected that new development will fund the creation of a new primary school within the site in an appropriate, convenient and accessible location to the east of the A6 to be agreed with the education authority. The new primary school should be Single form Entry in size however should be provided on a plot which could be expanded in the future to create a two-form entry school. The delivery of the new school should be commissioned and delivered in partnership with the education authority;
- II. The provision of additional school places at a secondary level. To achieve this it is expected that contribution will be made towards the delivery of a new secondary school in South Lancaster which will increase the range of secondary school places in the district to meet projected future needs;
- III. The delivery of a new local centre within the Strategic Site SG9 (identified as TC1.12 on the Local Plan Policies Map) in a convenient and accessible location. The local centre should include a range of local services and community facilities that can be accessed by both new and existing residents in the North Lancaster area. The scale of the local centre should deliver in the region of 400sqm of convenience retailing floorspace and in the region of 200sqm of comparison retailing floorspace;
- IV. The creation of improved cycling and walking linkages between the proposed growth in North Lancaster, Ryelands Park and beyond to Lancaster City Centre. Opportunities for improvements along the Lancaster Canal should be explored.

Proposals should come forward with appropriate mechanisms for future maintenance of new routes;

- V. Contributions should be made towards public transport, with a particular emphasis on how bus services can be linked with the site providing a local service between growth in this area and Lancaster City Centre along the A6. The Council will expect such improvements to be investigated jointly with Lancashire County Council and local bus operators;**
- VI. The provision of sufficient utility infrastructure, working with the relevant infrastructure providers to ensure that such provision is achieved in a timely manner;**
- VII. The delivery of appropriate improvements to the local road network, particularly on Lancaster Road (A6), Kellet Lane, Halton Road and Barley Cop Lane, to the satisfaction of Lancashire County Council; and**
- VIII. The provision of sufficient levels of open space of all typologies. This should include the provision of amenity open space (making best use of the topography of sites and considering the relationships between amenity space and sustainable drainage systems) and recreation spaces. The delivery of open space should have due regard to the local needs for open space in the North Lancaster area.**

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

- 15.20 There are a number of infrastructure requirements that must be addressed in order for a sustainable urban extension to be achieved in North Lancaster. Without the delivery of necessary infrastructure it cannot be demonstrated that growth to the scale proposed is acceptable in planning terms.
- 15.21 In order to address matters of infrastructure within the Local Plan, the Council has prepared an Infrastructure Delivery Plan (IDP)⁴³ that sets out the infrastructure necessary to make development acceptable in planning terms. The IDP sets out the projects required, their indicative costs, where known the methods of funding that will be used for delivery and the timescale in the plan period where infrastructure must be delivered.
- 15.22 A key challenge will be to ensure that new development in the North Lancaster area facilitates sufficient expansion to the capacity of the local highway network to ensure the free flow of traffic and a safe and efficient highway network. Whilst strategic improvements have already been made in the North Lancaster area, through the construction of the new Bay Gateway Link Road, this provides more strategic access between the M6 and Heysham. New development proposals will have to address the impacts of increased traffic on the local road network, particularly the A6, Halton Road, Kellet Lane and Barley Cop Lane. As a result, the following improvements will be expected to be delivered directly through the development of Site SG9:
- Appropriate access arrangements are achieved onto the A6 (the primary vehicular access point into the sites) to ensure there are no severe impacts on highway capacity and that the proposal does not impact on highway safety;

⁴³ <http://www.lancaster.gov.uk/planning/planning-policy>

- Improvements to ensure that there are a range of opportunities to access Lancaster City Centre by means of sustainable transport. This should include access to public transport and cycling and walking linkages; and
- Appropriate access arrangements to the local road network to provide opportunities for filtration into the existing network, for instance onto Kellet Road, Halton Road and Barley Cop Lane.

- 15.23 The above proposals will be funded via legal agreements to ensure the delivery of sustainable development in North Lancaster and ensure that the impacts on the local highway network are not severe.
- 15.24 Improvements to the local highway network should be supplemented by the promotion of more sustainable forms of travel to access local services in accordance with the Lancashire County Council Highways and Transport Masterplan. This should include contributions towards new and improved cycling and walking linkages between North Lancaster and Lancaster City Centre. Improvements to public transport are also required, particularly providing access to the business park which forms part of this urban extension and it will be expected that applicants for the site enter into constructive discussions with local public transport operators to deliver and secure direct bus access.
- 15.25 The funding mechanisms for these will vary. The delivery of new highway improvements will be secured via legal agreements from all landowners ensuring that improvements are made at a time appropriate in the phasing of development. Contributions towards wider infrastructure improvements, such as improvements to the wider cycling and walking linkages will be secured through an appropriate charging tariff / planning obligation to support the implementation of Lancashire County Council's Cycling and Walking Strategy⁴⁴.
- 15.26 There is an identified need for further education facilities to be provided in North Lancaster. This includes the need for further primary school provision. The delivery of a new primary school will be directly funded by the development of the whole site with all parties required to contribute to its delivery. The delivery of a secondary school is also necessary, however, this is to meet wider strategic needs within Lancaster and is to be located in South Lancaster within site SG1. There will be a requirement for development in the north of Lancaster to contribute to meet this strategic need via contributions through an appropriate charging tariff / planning obligation.
- 15.27 A new local centre will be necessary to provide basic local services and community facilities for both existing and new residents of North Lancaster. The Council believes that the most appropriate location for a new local centre is on land in close proximity to the A6 (as broadly defined by TC1.12 of this DPD). The new local centre should only include uses that meet a localised need to the North Lancaster area and should not seek to compete with other local centres or Lancaster City Centre. The Council will not support the development of a foodstore within this local centre as sufficient capacity already exists to the north of the River Lune.

⁴⁴ <https://www.lancashire.gov.uk/media/917305/6469-cycling-and-walking-strategy.pdf>

16. South Carnforth

- 16.1 Carnforth is the third largest settlement within the district, identified as a Market Town within the settlement hierarchy, and is considered to be the northern hub of the district, providing key services to the rural communities in the north of the district. It also has strong public transport links that may be further enhanced via the delivery of the Lancaster District Transport and Highways Masterplan⁴⁵. As a result, Carnforth is considered to be a highly sustainable location for future development growth, which can build on its strong and improving transport links within the wider region.

Land at Lundsfield Quarry, South Carnforth

POLICY SG11: LAND AT LUNDSFIELD QUARRY, SOUTH CARNFORTH

Brownfield land identified on the Local Plan Policies Map at Lundsfield Quarry, South Carnforth, has been allocated as a site for residential-led development. The Council expects that once fully developed that this brownfield site will accommodate approximately 250 dwellings.

A comprehensive masterplan for the whole site and a bespoke Design and Access Statement(s) will be required with future planning applications. The masterplan will address the phasing and delivery of infrastructure requirements that will be negotiated through the planning application process and any viability implications will be shared in full with the Council and taken into account when assessing planning application(s).

Future planning applications, will be required to address the following matters:

General Requirements

- I. The delivery of infrastructure to make the development acceptable in planning terms, for instance in relation to highway and transport improvement, education and open space provision;
- II. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs of the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- III. Building an appropriate mix of house types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment;
- IV. Affordable housing requirements will be determined in accordance with Policy DM3 (The Delivery of Affordable Housing) of the Development Management DPD. Where there are demonstrable constraints on viability which prejudice the delivery of development proposals, these need to be discussed at the earliest opportunity with the Council, preferably prior to submission of any relevant planning application.

⁴⁵ <http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan.aspx>

Viability matters will be determined in accordance with Policy DM3 and other national or local planning policy deemed consequential.

Design Considerations

- V. The submission of a masterplan and accompanying Design and Access Statement, recognising the sites prominent location in the centre of Carnforth and its relationship to the adjoining Lancaster Canal. The design, layout and materials used should be sympathetic to the locality to create a strong sense of place, providing a well-designed and high-quality environment for its residents;
- VI. Support will be given to development which adopts sustainable construction and design practices in accordance with Policy DM30, aimed at minimising energy use, reducing emissions and maximising energy and water efficiency. Proposals must also deliver electric charging points and other associated infrastructure for electric vehicles in accordance with Policy DM62 of the Development Management DPD;
- VII. Future planning applications should ensure that they do not prejudice the ongoing access to and operation of Carnforth Rangers Football Club;
- VIII. Future planning application(s) should seek to provide a positive inter-relationship with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- IX. Future planning application(s) should seek to maximise the waterside setting of this location and the opportunities this provides in terms of providing an attractive waterside frontage. Proposals should also seek to delivery infrastructure improvements relating to Canal Infrastructure, particularly in relation to the Canal Towpath and also investigating opportunities for the re-opening of the Marina.

Environmental Considerations

- X. The submission of a suitable and appropriate landscaping plan that seeks to maximise the retention of existing natural features, including the retention of trees and hedgerows, and makes the best use of the topography of the site. Landscaping should seek to enhance the sites position along the Lancaster Canal;
- XI. To provide new homes owners with 'Home Owner Packs'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay Coastline) to recreational pressure, promote the use of alternative areas for recreation such as public open space within the development;
- XII. Future planning application(s) should contribute to the delivery of a green corridors and ecological networks within South Carnforth with opportunities for enhancing biodiversity, recreation and leisure uses;
- XIII. Future planning application(s) will be expected to address the issues surrounding Lundsfield Quarry North and Lancaster Canal Biological Heritage Sites (BHS) with evidence of how the development will seek to protect and enhance the BHS including proposals to off-set impacts via new planting and habitat creation. 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 site to maintain, restore and create functional ecological networks;

- XIV. Future planning application(s) will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- XV. Future planning application(s) should seek to investigate and address any potential impacts arising from previous land-uses on the site;
- XVI. The preparation of a Flood Risk Assessment that details how, through the design, construction and occupation phases of development, the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of the relevant authorities;
- XVII. The submission of a comprehensive drainage plan that sets out how surface water will be managed on the site. Proposals should have due regard to the Sustainable Drainage Hierarchy, design features and requirements as set out in Policy DM34 of the Development Management DPD;

Transport Considerations

- XVIII. The delivery of improvements to the existing highway network, particularly any necessary improvements to Kellet Road and a highways scheme which provides safe, suitable and appropriate access onto both Kellet Road to the north to the satisfaction of the local highways authority; and
- XIX. The incorporation of cycle and pedestrian access with strong and positive linkages to the existing network including improvements to cycling and pedestrian links from the site into Carnforth Town Centre. This could include the creation of a new pedestrian / cycle bridge across Lancaster Canal; and
- XX. Contributions should be made towards improvements to public transport, with an emphasis on how bus services can be linked with the site providing a local service to Carnforth Town Centre. The Council will expect such improvements to be investigated jointly with Lancashire County Council and the local bus operators.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation the requirements of Appendix D must be delivered as part of any future proposal.

Any future planning application(s) that are submitted will be expected to take fully into account all other relevant policies within the Local Plan.

- 16.2 The former Lundsfield Quarry site has been allocated for residential development. The site was previously home to a concrete works and a marina for the canal. The concrete works is now redundant, and the marina has also closed. Redevelopment of this site is supported by the Council as it offers the opportunity to regenerate and bring back into use a large brownfield site and the marina, providing much needed housing, securing wider environmental and amenity improvements and delivering enhanced connectivity across Carnforth.
- 16.3 The Council will expect a comprehensive approach to be taken towards new development, utilising a masterplan approach to address the cumulative impacts of development and deliver cumulative benefits to the wider area.

- 16.4 The development of the Lundsfield Quarry site for housing has been supported by the Council for a number of years, having been previously identified for housing within the previous Local Plans and, more recently through the planning application process. Whilst planning permission have now lapsed for the site, the Council believes that this site provides a sustainable location for residential development and the opportunity to regenerate a large brownfield site within the town. In 2017, the Homes and Communities Agency (now Homes England) purchased the Lundsfield Quarry site and are now actively working to regenerate the site.
- 16.5 In continuing support for the delivery of this site, the Council will look to secure development that utilises the site's central location, providing increased connectivity between the site, the town centre and adjacent residential areas. Whilst centrally located, the site suffers from poor accessibility with limited connectivity between the site and the town centre due to the Lancaster Canal which presents a barrier to movements. The Council has in the past sought to address this through a requirement for a new crossing of the canal for pedestrians and cyclists. The delivery of such a link between the South Carnforth area and the town centre remains a key priority for any future regeneration plans for this site.
- 16.6 The allocation includes the Lundsfield Quarry Biological Heritage Site (BHS). Whilst the Council looks to protect and enhance existing BHS resources, it is recognised, that redevelopment of the site offers the opportunity to secure wider environmental improvements to the wider BHS area, resulting in a net gain to the biodiversity asset. In delivering this, future development proposals will need to clearly demonstrate how the BHS and other nearby areas will be enhanced and managed. This should ensure that there are net gains in biodiversity value and that appropriate safeguards are included to secure the future protection of this resource.
- 16.7 In allocating this site for development purposes, the Council recognises the potential that it provides in helping to meet the district's long-term housing needs through well-planned, comprehensive development of the site. The Council will welcome a collaborative approach with the landowner and developer prior to any planning application being submitted for determination.
- 16.8 In promoting improved linkages to Carnforth town centre, opportunities to enhance the local cycling and walking networks through the site should be explored. Of particular importance to the sustainability of this area is the delivery of a strong link between Lundsfield Quarry and Carnforth town centre, which includes a pedestrian / cycle crossing of the Lancaster Canal at an appropriate and logical location.

17. South Heysham

- 17.1 South Heysham was first identified as a priority area within the 2008 Core Strategy. Although exhibiting scars from its previous industrial uses, the area contains extensive parcels of land, much of which is in public ownership that could be redeveloped to capitalise on the demand generated by the new Bay Gateway.
- 17.2 The land around South Heysham and Middleton village is one of the district's key regeneration priority areas, known as 'Heysham Gateway'. It contains large areas of vacant that is suitable for redevelopment. The Heysham Gateway area contains infrastructure of national

importance, namely the Port of Heysham, Heysham Nuclear Power Station and a range of extensive energy installations. It also suffers from the physical after effects of large-scale industrial processes that ended in the 1980s. Paradoxically, it also contains important wildlife habitats and provides many recreational opportunities for local residents.

- 17.3 Given the importance of the area, and the challenges faced in realising its potential, agreeing a clear vision for the future of Heysham Gateway and a strategic, comprehensive approach to its regeneration is absolutely critical. This is required to inform a range of decisions including planning, marketing and utilising land assets.
- 17.4 In recent years, a great deal of work has taken place to gain a better understanding of the area. This has included site investigations, gauging levels of demand, quality infrastructure requirements and determining the best mix of uses in terms of physical regeneration and job creation.
- 17.5 As part of this process, the Lancaster Regeneration Property Partnership has worked with both Lancashire County Council, Lancaster City Council and local stakeholders to obtain up-to-date market information and has undertaken extensive survey work to better understand possible constraints to development. Such investigation has improved understanding that residual land contamination is not a significant issue in many areas of the Heysham Gateway.
- 17.6 Following on from this background work, the Council has agreed that priority should be given to the delivery of economic growth that is locally generated and creates jobs in areas such as manufacturing, power generation, research and development. That said, there is a realisation that the Port of Heysham is an asset of national importance. Therefore, development that supports its operation and growth also needs to be accommodated, even if the direct jobs created by storage, servicing and logistical uses may be relatively low.
- 17.7 The opportunity exists to radically improve the local environment to benefit local residents and the ecological importance of the area. Addressing existing problems, principally local access (particularly via Imperial Road), land drainage, flood risk and the remaining land contamination must all be included in future plans for the area.
- 17.8 To fully realise the ambitions for the Heysham Gateway, everyone with an interest in the area needs to be on-board and address the development principles set out in the Local Plan. Investment decisions need to be co-ordinated to maximise their impact, as should future promotion and marketing activities.
- 17.9 As a result, the following development principles are proposed, aimed at transforming the Heysham Gateway area into a high quality, sustainable employment area that can fully realise the Port of Heysham's role as one of the UK's main ports for trade with the Irish Republic, Northern Ireland and the Isle of Man, and capitalise on other key growth sectors. The development principles for the Heysham Gateway are to:
- (a) Provide a range of sites to meet the needs of key growth sectors with priority given to job creation, energy generation, environmental technology and port related uses;
 - (b) To support this growth, development land will be made available, existing areas improved, infrastructure deficiencies addressed and a co-ordinated approach to redevelopment taken; and

- (c) Undergo a radical transformation by removing dereliction and contamination and improving the local environment.

The Port of Heysham

POLICY SG12: PORT OF HEYSHAM AND FUTURE EXPANSION OPPORTUNITIES

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

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

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

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

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

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

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

- 17.10 The Port of Heysham is of national, regional and local importance in economic terms. The facility is a key economic driver that generates jobs and investment into the area. It is responsible for freight and passenger services to the Republic of Ireland, Northern Ireland and the Isle of Man. Both the Lancashire Economic Partnership and the Council recognise the economic benefits that the port brings to the district, in terms of jobs and investment (both with regard to the port directly and other associated businesses), and will seek to encourage and secure future growth at the port to continue to provide such economic benefits⁴⁶.
- 17.11 The Council acknowledges that the opportunities for further physical growth and expansion of the port facility are limited, particularly due to the close proximity of other employment uses and Heysham Nuclear Power Station. There are also localised issues relating to lorry parking that can result in problems relating to local amenity and highway safety.
- 17.12 To assist with the growth of freight and passenger business, further opportunities for expansion are required and, due to the constrained nature of its surrounding this will require significant remodelling work in the local area. To assist with an expansion of future operations at the Port and to address issues relating to lorry parking, the Local Plan has identified a site adjacent to the Bay Gateway and Imperial Road under Policy SG12.
- 17.13 The allocation of land at Imperial Road is to increase the level of services operating out of the Port of Heysham. This could enable a more efficient use of the land within the port area for a greater range of uses, and provide land improved services and logistical provision connected to the port.
- 17.14 The Council also acknowledges the potential need for the diversification of uses at the Port to maintain economic stability through the plan-period and therefore will encourage growth in the Port as a base for support for off-shore renewable energy projects and other energy projects that occur in the Irish Sea / Morecambe Bay area. It will also be necessary to safeguard the marine dredging wharf, which is used by vessels charged with maintaining safe and navigable shipping channels, and protect it against inappropriate neighbouring development.

Heysham Gateway, South Heysham

POLICY SG13: HEYSHAM GATEWAY, SOUTH HEYSHAM

⁴⁶ [Lancashire Enterprise Partnership - \(lancashirelep.co.uk\)](https://lancashirelep.co.uk)

The Council seeks to deliver a regenerated area that capitalises on investment from the Bay Gateway Link Road, the Port of Heysham 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 network in the Heysham Gateway area. 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. 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.

- 17.15 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.
- 17.16 The Council has safeguarded land for the nationally significant infrastructure project – the National Grid Coast Connections Project⁴⁷ – 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.

Heysham Nuclear Power Station

POLICY SG14: HEYSHAM NUCLEAR POWER STATION

Managing Nuclear New Build

The Council will support the construction of a new nuclear power station on the nominated site at Heysham Nuclear Power Station provided that the following matters are adequately addressed:

⁴⁷ [Connections | National Grid ET](#)

- I. It has been demonstrated that the development proposals sufficiently mitigates for the inevitable environmental affects;
- II. It has been demonstrated that the proposal has adequately accounted for and mitigated against where necessary the combined local impacts of a new build power station and the decommissioning on the nuclear site at the same time;
- III. Future proposals will need to demonstrate that no Internationally designated sites would be adversely affected by development either alone or in combination with other proposal as per the requirements of Policy EN7 of this DPD;
- IV. Opportunities for education and learning as part of any future development are promoted;
- V. That opportunities for district heating is investigated, which utilises the excess heat produced from the site, including the benefits that this could provide for the wider community;
- VI. Opportunities to encourage sustainable transport modes, which should be clearly set out within a properly monitored and managed Travel Plan; and
- VII. That surrounding uses and occupiers are not adversely impacted as a result of the development proposals.

Through the Local Plan, the Council will seek to safeguard and protect the nominated site and its surroundings for the potential future construction of nuclear reactor(s) from inappropriate development that would constrain the future development of the facility.

Safeguarding Existing Nuclear Facilities

The Council will have regard to the safeguarding of existing facilities at Heysham Power Station from inappropriate development, in line with Government Policy. The Council will consult with and take into account the advice of the Office of Nuclear Regulation (ONR) in determining relevant planning applications.

- 17.17 The Government has confirmed in National Planning Policy Statements⁴⁸ (EN1 and EN6) that new nuclear power stations will be necessary if the UK is to meet its carbon reduction targets and meet the nation's energy needs. A decision on the potential locations of any new nuclear power stations will be taken at a national level and the various regulators would assure safety, security and radiological issues of design proposals.
- 17.18 Heysham is one of the locations that has been safeguarded as a potential site for new nuclear provision and will be considered as part of the national strategic assessment. If an application for an additional nuclear station were to be made, it would be submitted to the Planning Inspectorate (or its successor body) under the Planning Act 2008, with any decision on this matter being taken by the Secretary of State. The Council would be a statutory consultee.
- 17.19 The Council recognises the economic benefits that a further nuclear reactor could provide to the local economy, in particular the creation of jobs that would be associated with both the construction and operation phases of development. Therefore, the Council in principle supports the development of a new nuclear reactor on the Heysham site.

⁴⁸ <https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure>

- 17.20 Whilst decisions will be taken at a national level on this matter, the implication of such decisions will have to be managed at a local level through the Council, including:
- The accommodation of workers through the construction phases of development.
 - The accommodation of workers in the long term through the operational phase of the development; and
 - Management of the economic growth that any expansion of facilities at Heysham Power Station will bring.
- 17.21 Land has already been identified (nominated) for the potential siting of a further nuclear power station on the Heysham site through the National Planning Policy Statement for Nuclear Power. Whilst the Council recognises the uncertainties of the proposal, it also recognises the nationally strategic importance that a new power station would bring. Therefore, the Council will seek to safeguard the extent of the nominated site to ensure that inappropriate development does not result in constraint to the delivery of a future power station at the Heysham site.
- 17.22 There are no clear timescales over when any application would be made for any potential new nuclear power stations, however, it is unlikely that such a facility will be operational within this plan period. Although it would be expected that the planning phase could well take place within that time. Should the Government's position become clearer on this matter the Council will look at the preparation of a supplementary planning document (SPD) on this issue that will provide detail on how the Council will deal with the implications of any nuclear new build at Heysham.
- 17.23 The Council also recognises that if there is a significant acceleration of the new build programme at Heysham this may trigger the need for a review of the Local Plan, in particular the need to review the housing need requirement for the district. Development proposals on sites that are either within, or directly adjacent to, the nominated site area will be considered against the implications on both the delivery of the nuclear new build and on the appropriateness of the use in that specific location.

Safeguarding Existing Nuclear Facilities from Inappropriate Development

- 17.24 To ensure that no inappropriate development takes place in the vicinity of the existing Heysham Power Station site, the Council will ensure that it consults with the Office of Nuclear Regulation (ONR) and will take account of its advice prior to determining planning applications.
- 17.25 The ONR's planning advice will take into account the nature of the development proposed (i.e. commercial, industrial or residential), the size in terms of the population involved and the proximity of the nuclear installation. Such constraints are intended to ensure that residential, commercial and industrial development are managed in such a way to attempt to preserve and maintain the general characteristics of the site similar to those that existed at the time of licensing throughout the entire life cycle of the nuclear installation.

18. The Economy, Employment and Regeneration

- 18.1 The district has a wide range of areas that have been identified for employment and economic

purposes, and provide opportunities for investment and job growth in the future. Many of the employment areas that are identified in Policy EC1 below have been established for some time and already provide a wide range of opportunities for employment such as business / light industrial (B1) uses, general industrial (B2) uses and storage and distribution (B8) uses.

- 18.2 The Council believes that the employment portfolio described in Policy EC1, coupled with the areas of future growth identified in Policy EC2, provide a wide range of opportunities for economic growth across the district for a wide range of economic uses. The allocations for employment seek to provide flexibility for future growth to take account of a wide range of changes to the economy over the plan period.
- 18.3 The portfolio, and particularly the areas of growth identified in Policy EC2, ensure that the economic opportunities previously described can be achieved specifically in relation to delivering opportunities for future office growth and delivering opportunities for growth in knowledge based industries, port related logistics and the energy / environmental sectors. The delivery of economic growth potential for the visitor and arts economy are better described in other areas of this DPD.

Established Employment Areas

POLICY EC1: ESTABLISHED EMPLOYMENT AREAS

The Council will seek to support and encourage economic growth and new development opportunities within established employment areas in accordance with relevant local and national planning policy. Within these employment areas, proposals which are not covered by 'B' land-use class uses will be restricted, unless exceptional circumstances are demonstrated.

General Employment Areas

Development proposals for B1, B2 and B8 will be supported in principle within established employment areas as identified below.

EC1.1	Carnforth Business Park	EC1.7	Heysham Industrial Estate
EC1.2	Carnforth Levels	EC1.8	Royd Mill, Heysham
EC1.3	Land at Scotland Road, Carnforth	EC1.9	Major Industrial Estate
EC1.4	Land at Warton Road, Carnforth	EC1.10	Lancaster West Business Park **
EC1.5	Kellet Road Industrial Estate, Carnforth	EC1.11	Caton Road Industrial Estate
EC1.6	Port of Heysham Industrial Estate **	EC1.12	White Lund Employment Area

**** Development within the sites may have the potential to impact upon Internationally designated sites. Please refer to Appendix D for relevant mitigation options.**

Office Development

Development proposals for B1 (Office) will be supported in principle within the following employment areas identified below. Proposals that involve B2 (General Industrial) and B8 (Storage and Distribution) uses, which increase levels of HGV traffic, and have an impact on local amenity, will not be supported.

EC1.13	White Cross Business Park, Lancaster	EC1.14	Lancaster Business Park, Caton Rd
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Rural Employment Sites

The Council will support the delivery of economic growth within rural locations on sites that are allocated for employment purposes and where required within the sustainable villages listed in Policy SP2. The employment sites will be protected from non-employment generating uses for their economic value and contribution to the wider rural economy of the district. Development proposals for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be supported in principle within the rural employment sites identified below.

EC1.15	Claughton Brickworks, Claughton	EC1.19	Cowan Bridge Industrial Estate
EC1.16	Halton Mills, Halton	EC1.20	Willow Mill, Caton
EC1.17	Glasson Dock Industrial Area	EC1.21	Galgate Mill, Galgate
EC1.18	Hornby Industrial Estate		

Whilst the principle of employment development is accepted in the above locations, proposals should have due consideration to all other relevant Local Plan policies, in particular relevant policies of the Development Management DPD.

The Loss of Former Employment Areas

The Council will support the regeneration and re-development of the former employment areas at Lune Industrial Estate (Lancaster) for a mix of employment and residential purposes (in accordance with Policy DOS2 of this DPD) and at the Former Thomas Graveson Site, Warton Road, Carnforth for recreational purposes (in accordance with Policy DOS8 of this DPD).

Environmental Protection

Future proposals in relation to Glasson Dock, Port of Heysham Industrial Estate and Lancaster West Business Park 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation the requirements of Appendix D must be delivered as part of any future proposal.

Carnforth Business Park, Kellet Road (Policy Ref: EC1.1)

- 18.4 The business park at Carnforth is located in a highly accessible location just off junction 35 of the M6 and provides opportunities for high quality employment premises. With good access to the strategic road network and no major constraints surrounding the site this provides significant opportunities for further employment growth within the north of the district. The site is approximately 7.8 hectares in size.

Carnforth Levels, Scotland Road, Carnforth (Policy Ref: EC1.2)

- 18.5 Carnforth Levels is a smaller employment area, approximately 1.5 hectares in size, situated on the northern gateway to Carnforth along the A6. The site has a number of small industrial units that offer B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) opportunities.

Land at Scotland Road, Carnforth (Policy Ref: EC1.3)

- 18.6 Land at Scotland Road, which is situated along the western side of the A6 on the northern

gateway to the town, is a site that is approximately 5.7 hectares in size and consists of a wide variety of uses. In particular, there is a significant proportion of land set aside for storage purposes in association with caravans. There is an Aldi foodstore to the south of the allocation. The land at Scotland Road is separated into two parcels due to the railway lines and associated embankments.

Land at Warton Road, Carnforth (Policy Ref: EC1.4)

- 18.7 This has been a historical employment allocation, situated on Warton Road between Carnforth and the village of Warton. Historically, the largest element of this site has been situated on the eastern side of Warton Road and used for storage and distribution purposes. However, this is largely vacant and has been identified for mix-used purposes (which should include employment purposes) under Policy DOS7 of the Land Allocations DPD. The remaining portion of land, situated to the west of Warton Road, is approximately 1.2 hectares in size, is primarily used for general industrial purposes.

Land at Kellet Road Employment Area, Carnforth (Policy Ref: EC1.5)

- 18.8 This site is situated adjacent to the larger Carnforth Business Park on Kellet Road and has an area of 1.8 hectares. It consists of a number of small business premises that are generally within B1 light industrial use.

The Port of Heysham Industrial Estate, South Heysham / Heysham Gateway (Policy Ref: EC1.6)

- 18.9 The Port of Heysham Industrial Estate is 12.4 hectares in size and located directly adjacent to the Port of Heysham with strong accessibility to the Port itself and the wider strategic road network via the Bay Gateway Link Road. The site is occupied by a range of employment uses including B1, B2 and B8. Proposals for this area will be expected to have due regard to Policy SG13 which relates to the wider Heysham Gateway area.

Heysham Industrial Estate, South Heysham / Heysham Gateway (Policy Ref: EC1.7)

- 18.10 Heysham Industrial Estate is approximately 19.7 hectares in size and accommodates a range of B2 general industrial uses, although it should be noted that significant portions of this site are vacant. The general appearance and quality of the buildings are poor and the estate is in significant need of regeneration and improvement. The Council will seek to support the regeneration of the estate in order to deliver more appropriate, fit-for-purpose employment units and improve the overall environmental quality of the area. It is anticipated that improved accessibility from the Bay Gateway Link Road will increase opportunities for regeneration in this area. Proposals in this area should come forward in line with the requirements of Policy SG13 relating to Heysham Gateway.

Royd Mill, Middleton Road, South Heysham / Heysham Gateway (Policy Ref: EC1.8)

- 18.11 Royd Mill is situated just off the junction of the A683 and Middleton Road and consists of a number of mill buildings and open storage. The site is 2.1 hectares in size and is predominantly used for B2 general industrial uses. Proposals in this area should come forward in line with the requirements of Policy SG13 relating to Heysham Gateway.

Major Industrial Estate, Middleton Road, South Heysham / Heysham Gateway (Policy Ref: EC1.9)

- 18.12 Major Industrial Estate is situated just off Middleton Road, between Heysham and Middleton and is approximately 17.4 hectares in size. The majority of uses on the site could be considered to be heavy industries within the B2 land-use. The site has been expanded within

the Strategic Policies & Land Allocations DPD to include further land to the south of the existing employment area. Proposals in this area should come forward in line with the requirements of Policy SG13 relating to Heysham Gateway.

Lancaster West Business Park, South Heysham / Heysham Gateway (Policy Ref: EC1.10)

- 18.13 The Lancaster West Business Park is located just off the Bay Gateway Link Road and provides significant opportunity for future growth within the Local Plan period, with substantial proportions of the site currently available for future growth. The total area of the site is 28 hectares. There are a range of uses already located on the site including B2 (general industrial) and B8 (storage and distribution) and its attractive of a location is expected to increase given the improvements to strategic accessibility within the locality. Proposals in this area should come forward in line with the requirements of Policy SG13 relating to Heysham Gateway.

Caton Road Employment Area, Lancaster (Policy Ref: EC1.11)

- 18.14 This is a long, linear allocation of employment land that is located along Caton Road, a major gateway into Lancaster from the east and the M6. The estate is located on land adjoining the River Lune, and large parts of it are within areas of identified flood risk. There are a range of B1, B2 and B8. The area is approximately 39.9 hectares in size.
- 18.15 The site comprises areas of the former Standfast Works which are historic but poor in quality. There are also significant areas of modern employment development, particularly around the Lansil estate. As with the quality of premises on the estate, the sizes of the premises are also variable with large units located on the Lansil estate with smaller industrial units located on the estate closer to the city centre.
- 18.16 With the proposed loss of Lune Industrial Estate from the district's employment land portfolio the site at Caton Road provides the greatest provision for B2 general employment uses within Lancaster. For this reason, the Council will strongly resist the loss of land within this allocation to non-employment generating uses and will particularly encourage the location of B2 general industrial uses in this area.

White Lund Employment Area, Morecambe (Policy Ref: EC1.12)

- 18.17 White Lund Employment Area is the largest employment area within the district and is approximately 100 hectares in size when considered alongside Vickers Industrial Estate and the vacant land at Mellishaw North.
- 18.18 White Lund estate is primarily used for a wide range of B2 uses with some B1 and B8. There has been a recent trend for growth of quasi-retail uses, particularly in the form of trade counter uses and car showrooms within the estate. It is the view of the Council that further growth in retail within the estate will begin to have an effect on the stability of the estate for ongoing employment uses, particularly in relation to increasing rental values. Therefore, any proposals for non-employment uses within the estate will be considered against Policy EC4 of this DPD.
- 18.19 The estate is of a low density and there are a range of opportunities for regeneration and growth. The most significant opportunities for growth exist in the south of the estate on land at Vickers Industrial Estate and Mellishaw North. Mellishaw North is a site of 6 hectares that is currently available for development.

White Cross Business Park, Lancaster (Policy Ref: EC1.13)

- 18.20 Consisting of former mill buildings, the White Cross Business Park provides good opportunities for B1 uses in the centre of Lancaster. Its location and quality of premises has attracted significant levels of business, with the site primarily catering for small-scale office opportunities. There are areas to the east of the park that are used for B2 (general industrial) however such provision is highly limited. The Council will maintain its view that proposals within this business park should be restricted to B1 uses only.

Lancaster Business Park, Caton Road, Lancaster (Policy Ref: EC1.14)

- 18.21 Lancaster Business Park was created to provide prestige office accommodation off junction 34 of the M6. Whilst the 10.7 hectare Business Park provides high quality accommodation in close proximity to the strategic road network, opportunities remain for growth on the estate with portions of the land still vacant for future development. The Council will maintain its view that proposals within this business park should be restricted to B1 uses only.

Rural Employment Areas

- 18.22 In addition to employment sites in the main urban areas of the district, the employment land portfolio establishes a number of rural employment sites that are scattered across the district. These employment areas remain important as they play a role in ensuring that opportunities for economic activity, the creation of jobs and investment, remain in the countryside.

Establishing Areas of Future Economic Growth

POLICY EC2: FUTURE EMPLOYMENT GROWTH

The Council anticipates that a further 59.6 hectares of employment land for B1, B2 and B8 will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Health Innovation Campus	Allocation made to deliver opportunities for technology research based industries that provide close linkages to the adjacent university campus.	9.7ha
SG12	Expansion of Facilities for the Port of Heysham **	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG13	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the North Lancaster strategic allocation for a mixed-use development of residential and high-quality B1 employment uses, which takes advantage of the linkages with the new Bay Gateway.	2ha

EC2.1	Middleton Road Employment Area **	A further allocation has been made within the Heysham Gateway area for general industrial and business purposes for B1, B2 and B8 uses which will create further opportunities for economic growth in this strategically important location.	13.3ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and takes advantage of improved connectivity at junction 33 of the M6.	9ha

**** Development within the sites may have the potential to impact upon Internationally designated sites. Please refer to Appendix D for relevant mitigation options.**

In relation to SG9 (North Lancaster Strategic Site, an area of 2 hectares of B1 employment land will be provided within the strategic allocation. The Council will support residential development in this employment area should it be demonstrated, following a robust marketing exercise (which has taken place for no less than 2 years following the adoption of the Local Plan), that there is no market demand for the identified use. Such a marketing exercise should demonstrate that the site has been marketed using appropriate media sources at a realistic price for the identified employment use.

Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.

- 18.23 In establishing new areas for economic growth the Council has taken into account the economic evidence prepared both locally and regionally by the Lancashire Local Economic Partnership.
- 18.24 The Local Plan seeks to identify a range of new employment sites within the district to provide a more flexible and balanced employment land portfolio that, in turn, provides opportunities for economic growth in a range of employment sectors.

Lancaster University Health Innovation Campus, South Lancaster

- 18.25 The Lancaster University Health Innovation Campus is a regionally important proposal that is recognised as a key priority by the Lancashire Local Economic Partnership⁴⁹ to deliver significant economic growth in a wide range of knowledge based industries with a particular focus on healthcare advancements for the elderly. If the health innovation campus is fully realised it is anticipated that it may generate in the region of 2,000 new jobs in the South Lancaster area.
- 18.26 The health innovation campus will have strong linkages to Lancaster University, which is sited directly adjacent to this development site. The University will be a key promoter of this site and it is expected that the site will provide opportunities for a range of knowledge-based industries that have links to the academic functions of the university.

⁴⁹ <https://lancashirelep.co.uk/>

- 18.27 The specialist nature of this allocation means that the proposals for heavy industry and storage & distribution uses will not be supported by the Council. Further detail policy on development and delivery of this site can be found via Policy SG2 of this DPD.

North Lancaster Business Park

- 18.28 The Local Plan identifies opportunities for office development as part of the strategic allocation to the North of Lancaster. This allocation has been made to take advantage of the easy access to the strategic road network via the newly completed Bay Gateway and the close proximity to Junction 34 of the M6.

Expansion of Facilities at the Port of Heysham

- 18.29 To facilitate future growth of services at the Port of Heysham, which the Council recognise is of National, Regional and Local economic importance, the Local Plan has identified an area of land at the junction of the Bay Gateway and Imperial Road that is within the Heysham Gateway. This land has been identified specifically to facilitate Port related growth only via Policy SG12 of this DPD. Consequently, the Council will not support proposals for general employment uses on this site which is not connected to wider benefits of growth at the Port of Heysham.

Heysham Gateway, South Heysham

- 18.30 The Heysham Gateway, South Heysham is a key area of regeneration within this Local Plan. There are a wider number of employment sites in the South Heysham area, which are in various states of use and are of varying quality. It is the intention of the Council to work with relevant stakeholders and land owners to improve the quality of the employment land / premises offer in this area to take advantage of the improved accessibility arising from the Bay Gateway and the close proximity of the Port of Heysham.
- 18.31 The regeneration of this area, set out in more detail in Policy SG13, has sought to identify three expansion areas at Lancaster West Business Park, Major Industrial Estate (Walkers Industrial Estate) and Heysham Industrial Estate. These expansions will create approximately 18 hectares of new general employment land that can be used for general employment uses.
- 18.32 Beyond the expansion of existing employment areas, the Council will promote the regeneration of existing employment areas to provide more modern, fit-for-purpose employment premises that are more adaptable to changes in the local economy.

Middleton Road Employment Area

- 18.33 As part of opportunities for economic growth in the Heysham Gateway area, the Council have identified under Policy EC2.1 a further area of land for employment growth along Middleton Road. This site will be promoted for a range of employment uses consistent with this area and in line with the requirements of Policy SG13 relating to Heysham Gateway.

Junction 33 Agri-Business Centre, South Galgate

- 18.34 The rural economy and agriculture still play a major role in this district which is largely to the rural east of the M6. A key focus for the agricultural sector is the existing Lancaster Auction Mart on Wyresdale Road in East Lancaster. The existing Auction Mart site has been in this location for many years and suffers from poor accessibility and is in close proximity to residential properties in East Lancaster. Opportunities to relocate this use to a more

sustainable and accessible site should be investigated.

- 18.35 To facilitate the relocation of the existing Lancaster Auction Mart at Wyresdale Road, the Council has identified a site at junction 33, South of Galgate, for development as an Agri-Business Centre. It is expected that whilst the site should be focused on the relocation of the Auction Mart it should also provide opportunities for a wider range of businesses that are based around and support the agricultural industry. Any other businesses on this site will therefore be ancillary to the Farmers Auction Mart. Further details on this allocation can be found in Policy EC3 of this DPD.

Junction 33 Agri-Business Centre, Galgate

POLICY EC3: JUNCTION 33 AGRI-BUSINESS CENTRE, GALGATE

The site has been allocated to meet a specific identified need for the relocation of the Lancaster Auction Mart and to support economic growth of rural land-based businesses.

The Council will support the development of this site for a new Agri-Business Centre, subject to the inclusion of the relocated Auction Mart and which consist of land-based businesses which are ancillary to the agricultural nature of this allocation.

Any proposals for this site should be brought forward as part of a comprehensive masterplan that addresses all the issues contained in this policy and will be predicated on the expectation that a fundamental element of the proposal involves the relocation of the existing Auction Mart. The Council will not support proposals that result in the piecemeal development of the site or that do not include a relocated Auction Mart.

In bringing forward development proposals for the site the Council will expect the following issues to be addressed:

- I. That the proposed access arrangements to the site are addressed to the satisfaction of the Lancashire County Council, particularly in relation to car parking, highway safety and highway capacity;
- II. The submission of a suitable and appropriate landscaping plan that minimises the landscape impacts of the site on the surrounding area and mitigates any impact on neighbouring residential properties, Galgate Marina and the setting of Lancaster Canal. This should include the provision of appropriate levels of natural screening;
- III. The submission of a detailed design statement that recognises the gateway location of this site off Junction 33 of the M6. The design of the buildings and associated landscaping should be sympathetic to the locality and provide a well-designed environment for visitors and workers;
- IV. There shall be no net loss in value of the adjacent Lancaster Canal Biological Heritage Site (BHS) and evidence of how the BHS will be protected and enhanced. The Council will expect development proposals to deliver positive benefits to biodiversity through the restoration, enhancement and creation of semi-natural habitats within and through the site to maintain, restore and create functional ecological networks;

- V. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council’s Heritage Impact Assessment for the site;**
- VI. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. The Council will not support drainage schemes which are demonstrated to have a detrimental impact on the adjacent Lancaster Canal. Proposals should have due regard to the Sustainable Drainage Hierarchy, design features and requirements as set out in Policy DM34 of the DM DPD;**
- VII. Proposals through the design and construction should seek to address and mitigate against flood risk on the site. Proposals will be expected to be accompanied by a Flood Risk Assessment that addresses the issues of flooding and mitigation to the satisfaction of the Environment Agency and the Lead Local Flood Authority (Lancashire County Council);**
- VIII. Proposals should not result in any prejudice to the operation of the North West Ethylene Pipeline which runs within the vicinity of this site. Development should ensure that sufficient buffering is provided where necessary to protect amenity and ensure the safe operation of the pipeline;**
- IX. Proposals should satisfactorily address any amenity issues arising from the proposed uses on the site, including noise, air and other emissions; and**
- X. Contribute to the improvement of existing pedestrian and cycling linkages along the Lancaster Canal that links Galgate into the Bailrigg Garden Village and South Lancaster.**

Proposals for uses that will attract visitors and generate traffic unrelated to the Auction Mart and land-based businesses will not be supported, either as part of the initial development of the site or as part of any future changes of use or incremental expansion.

Development proposals for this site should also have due regard to all relevant policies contained within the Local Plan, in particular the Development Management DPD.

- 18.36 The location of the existing Auction Mart site in the eastern area of Lancaster is seen to be highly constrained with very poor accessibility to the strategic road network. The facilities at the Auction Mart site are also considered outdated and its ongoing use in such close proximity to substantial areas of residential development is thought to be incompatible.
- 18.37 As a consequence, the opportunity to move the existing site to a more suitable and accessible location is supported by the Council and land adjacent to junction 33, south of Galgate has been identified for its relocation. The proposed site will provide direct access to junction 33 of the M6 to both the north and south and reduce the level of HGV movements travelling through the city centre and residential areas.
- 18.38 The new facility will not only enable the relocation of the existing Auction Mart site, it will also permit the development of new employment facilities in the south of the district. The allocation will permit the development of range of B1, B2 and B8 employment uses on the site. Employment uses on the site must be connected to rural businesses and the agricultural industry and be ancillary to the primary role of the site as the new Auction Mart.

- 18.39 Proposals for the site should be brought forward through a comprehensive masterplan that sets out how the whole allocation will be brought forward – either through its full development or by a phased approach. The Council will not support any planning application that results in the piecemeal development of the site. Any masterplan should seek the creation of a new Auction Mart as part of the first phase of development.
- 18.40 Access to the site will be taken from Preston / Lancaster Road (A6) and any masterplan should satisfactorily address a wide range of transport implications, including the provision of safe access into and out of the site, sufficient and appropriate vehicle parking on-site and address any highway capacity matters.
- 18.41 The site is a greenfield location on the south edge of Galgate. Whilst the site is well shielded from the wider landscape to the south and east, the land is more prominent to the north and west. It will be essential that any masterplan include a detailed landscaping plan that sets out how any visual impacts will be mitigated through the provision of natural features such as bunding and the creation of natural buffers using trees and vegetation.
- 18.42 The site is located adjacent to the Lancaster Canal, which is identified as a Biological Heritage Site (BHS). The Council will expect any proposals for this site to take account of its relationship with the adjacent BHS and ensure that there are no detrimental impacts on its value.

White Lund Employment Area

POLICY EC4: WHITE LUND EMPLOYMENT AREA

In accordance with Policy EC1.12 the Council will support a range of employment uses that include B1, B2 and B8 subject to the proposals being in accordance with all other relevant local plan policies.

Within the White Lund Employment Area proposals that are not covered by the 'B' use-class and sui-generis uses, which are not of an employment nature, will only be supported where it is demonstrated that:

- I. It has been clearly demonstrated by the application that no alternative locations exist for such proposals outside of the designated employment area; and
- II. The alternative use proposed is ancillary to the primary employment use of the individual building or site, with any alternative use proposed being no greater than 20% of the overall floorspace of the building and not be the main income generator for the premises.

Any proposals that satisfy the requirements of the above criteria should also give due consideration to all relevant local plan policies, in particular those contained within the Development Management DPD.

- 18.43 White Lund Employment area is the largest allocated employment site within the district, measuring approximately 100 hectares in size. The employment area is strategically placed as it is equidistant between Morecambe and Lancaster, with its location enhanced further by the

Bay Gateway Link road, which runs through the allocation.

- 18.44 The role of White Lund as a key employment area has been significantly enhanced by the opening of the new Bay Gateway Link Road. This provides even stronger accessibility to the road network as well as the key urban areas of the district. The role of the employment area will be monitored to ensure that it continues to fulfil its core role of supporting employment needs for the local economy.
- 18.45 The employment area, whilst supporting a significant level of employment generating uses has seen over recent years an infiltration of quasi-retail uses, in particular the development of trade-counter uses and car showrooms. The Council recognise this to be a potential threat to the ongoing viability and continuity of the estate for employment generating purposes that should be primarily uses for B1 (business), B2 (General Industrial) and B8 (Storage and Distribution).
- 18.46 As a result of this potential threat, Policy EC4 seeks to restrict the opportunities for retail development (and other non-employment generating uses) within the White Lund Employment Area, only permitting proposals where it has been demonstrated by the applicant that no alternative locations are available for the proposal outside the allocated employment area and the proposed alternative uses would be ancillary to the primary employment use.

Approach to Regeneration

- 18.47 The Council has a positive and proactive record of instigating and delivering significant regeneration projects that seek to deliver economic, environmental and social improvements across the district and will continue to pursue a range of regeneration activities that are highlighted in more detail at www.lancaster.gov.uk/business/regeneration.
- 18.48 The Council will continue to work with both Morecambe and Lancaster Business Improvement Districts (BID) to ensure that improvements are made to the centres in order to improve the environment and economic performance of the local area.

Morecambe

- 18.49 The Council's key regeneration initiatives seek to capitalise on the town's exceptional natural setting and the opportunities that will arise from improved accessibility from the Bay Gateway Link Road. Opportunities and improvements will look to build on the successes of the refurbished Midland Hotel that was delivered as part of the first Morecambe Townscape Heritage Initiative (THI).
- 18.50 The Centre of Morecambe has been identified as a Regeneration Priority Area under Policy EC5.1 of this DPD and a detailed Area Action Plan⁵⁰ (adopted by the Council in December 2014) is being taken forward to provide a context and framework to guide future investment to make it a vibrant and successful town for the 21st Century. Current interventions include the second Townscape Heritage Initiative ('A View for Eric') and also actions under planning enforcement to encourage improvements to the built environment, providing better connections between the seafront and town centre for pedestrians and investment in upgrading the main streets in order to manage traffic better.
- 18.51 The West End of Morecambe is an area of major housing renewal and environmental

⁵⁰ Morecambe Area Action Plan DPD (2014) <http://www.lancaster.gov.uk/business/regeneration>

intervention that is being taken forward under the West End Masterplan⁵¹. The masterplan aims to reduce and control the over-supply of poor quality houses in multiple occupation.

Lancaster

- 18.52 Key projects involve enhancing the rich heritage of the city, which builds on its cultural assets, and exploiting opportunities in developing a creative and knowledge-based economy. A programme of investment in the city centre's public realm and open spaces (Lancaster Square Routes⁵²) is underway that links the key anchor regeneration opportunities of Lancaster Castle and the Canal Quarter Site. This has also been extended to improve the urban spaces around Lancaster Castle and down to St Georges Quay through the 'Beyond the Castle' project⁵³.
- 18.53 The Council is working with a number of key partners and stakeholders to better realise the important heritage assets such as the castle and the city museums. It is also working to bring forward the development of a Health Innovation Campus to the south of Lancaster, adjacent to Lancaster University, to broaden the economic base and resilience of the district. In recent years, the city has also benefitted from the creation of high quality business space at the Storey Creative Industries Centre in the refurbished Storey Building and the purpose built ICT hub at Citylab in Dalton Square.
- 18.54 Following a lengthy land assembly process, works are now in place on the Luneside East site as land reclamation and new development takes place on this derelict and heavily contaminated area. The implementation phase at Luneside East is the culmination of over 10 years of preparatory work to secure a new mixed-use area on the edge of the city centre⁵⁴.

Countryside

- 18.55 The Council supports a number of initiatives that contribute to the protection and sustainability of communities and landscape while enabling sustainable economic development opportunities to flourish.
- 18.56 The Council works in partnership with other Morecambe Bay authorities and other key partners to manage and maintain the Arnside and Silverdale Area of Outstanding Beauty (AONB) and its distinctive landscape. This has cumulated in the preparation of a Development Plan Document for this AONB prepared jointly with South Lakeland District Council⁵⁵. The work of the AONB unit for both the Arnside and Silverdale area, as with the Forest of Bowland AONB, includes a range of activities from producing and implementing a management plan for the area, leading volunteers in maintaining the landscape and promoting it to all sectors of the community. The AONB unit also work to promote the area as a sustainable tourism destination and work with the local authority, national bodies and the land management / business community to deliver projects that benefit these special areas.

⁵¹ Morecambe West End Masterplan <http://www.lancaster.gov.uk/business/regeneration>

⁵² Lancaster Square Routes <http://www.lancaster.gov.uk/business/regeneration>

⁵³ Lancaster Beyond the Castle Project <http://www.lancaster.gov.uk/business/regeneration>

⁵⁴ Luneside East Regeneration Project <http://www.lancaster.gov.uk/business/regeneration>

⁵⁵ Arnside and Silverdale AONB <http://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd>

POLICY EC5: REGENERATION PRIORITY AREAS

The Council has identified a series of Regeneration Priority Areas within the district where proposals for the regeneration, reuse and redevelopment of the land and buildings will be supported in principle, subject to proposals being in accordance with other relevant policies in the Local Plan.

The Regeneration Priority Areas are identified on the Local Plan Policies Map and are set out below:

EC5.1	CENTRAL MORECAMBE: Has been identified as a Priority Area that is of sub-regional importance, which will be addressed through the delivery of the Morecambe Area Action Plan DPD. Through tourism, housing renewal and heritage led regeneration, Central Morecambe will be re-invented as a visitor destination that draws on its natural and built heritage and its coastal location. The re-designed town centre will provide a range of facilities that will serve local and district-wide needs and provide opportunities for commerce, leisure and residential uses.
EC5.2	CENTRAL LANCASTER: Lancaster city centre will be strengthened as a sub-regional centre with improved retailing opportunities, enhancing the City's role as a visitor destination for its cultural heritage and historic environment via regeneration of Lancaster Canal Quarter, enhancements to Lancaster Castle and wider improvements to the public realm.
EC5.3	CATON ROAD GATEWAY, LANCASTER: Caton Road has become the main gateway into Lancaster City Centre from the M6 and, in accordance with the Lancashire County Council Highways and Transport Masterplan, proposals will be supported that improve flood defences, public transport, cycling and walking links. Regeneration of the employment sites along Caton Road to provide more modern, fit for purpose, B2 employment premises will be supported.
EC5.4	LUNESIDE, LANCASTER: With regeneration already proposed or taking place on Luneside East and West, the Council will support the regeneration of the remainder of the Luneside area, particularly Lune Industrial Estate for a range of both employment and residential uses that are compatible with the relevant policies in the Local Plan.
EC5.5	HEYSHAM GATEWAY, SOUTH HEYSHAM: Regeneration of the employment sites in the South Heysham area will be supported to provide modern, fit for purpose, employment units that can benefit from the strong linkages to the Power Station, Port of Heysham and access to the strategic road network. Economic regeneration in this area should take place hand-in-hand with habitat creation and improvements to the natural environment of the area.
EC5.6	CENTRAL CARNFORTH: Carnforth's role as a key service centre / market town in the north of the district will be enhanced to accommodate the proposed growth in the town. This will include improving transport linkages in the town, particularly enhancing rail links from Carnforth Rail Station and linkages to the South of the town towards the areas of strategic growth. There will be continuing support for the regeneration of large brownfield sites for an appropriate mix of commercial and residential development.

EC5.7	MORECAMBE WEST END: The Council will continue to work on the renewal and regeneration of residential properties in the West End and will seek to work with local businesses to strengthen the local centre to ensure it meets the basic services for local residents.
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Regeneration Priority Areas

18.57 Whilst one key element of achieving economic growth is the availability of new land to meet future needs, the other key element is the efficient and effective use of existing employment land and existing town centres. Through the 2008, Core Strategy the Council identified a series of Regeneration Priority Areas that were to be seen as the focus for future regeneration efforts. Over the intervening time, the Council has worked on delivering these priorities. However, in some locations there remains work to be done.

18.58 As a result, the Council, via this plan, has continued to identify a series of regeneration priority areas that will remain a focus for improvement over the course of this plan period. The identification of these priority areas has been considered against the areas of potential economic growth within the district.

Central Morecambe

18.59 The Council has prepared an Area Action Plan for Central Morecambe that was formally adopted for planning purposes in 2014⁵⁶ and will be considered for review in 2020. The key aim of the Action Plan was to set out a series of strategic interventions that would seek to improve the role and function of the existing centre, particularly focusing on better utilisation of the land within the centre and improved management of the pedestrian routes within the town centre and between the centre and the promenade. The Action Plan remains an effective and relevant element of the wider Local Plan, with this document seeking to supplement, not succeed, the Action Plan.

18.60 Whilst positive progress has been made on some elements of regeneration within Morecambe, work to improve its role and function needs to continue. A key focus for regeneration will be its rejuvenation as a year-round destination that is primarily based on the cultural heritage of the town as a seaside resort and the surrounding natural environment of Morecambe Bay. Regeneration proposals will also be focused on the reinvention of Morecambe town centre to make it a pleasant environment for both local residents and visitors through improvement to the public realm.

Central Lancaster

18.61 Lancaster is the commercial and administrative centre for the district, with significant opportunities for improvement of both the retail and cultural offer via regeneration of the

⁵⁶ <http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan>

Lancaster Canal Quarter and Lancaster Castle. The regeneration of these two key areas and their surroundings will offer significant economic opportunities for the town in terms of job growth and economic investment. Further detail on the delivery of these sites can be found in Policies SG5 and SG6 of this DPD.

- 18.62 A number of action plans and strategies have been prepared for Central Lancaster that will shape its future regeneration. This includes the Lancaster District Highways and Transport Masterplan, prepared by Lancashire County Council⁵⁷, which sets a key aspiration of reducing traffic movements through the city centre by altering traffic management on the gyratory and other supplementary measures. When this is realised it will provide a more pleasant and safer environment for users of the city centre.
- 18.63 The Council is in the process of preparing a City Centre Masterplan that seeks to establish a management strategy for the town centre to address long standing issues within the public realm and to enhance the visual, historic and cultural environment within the town centre. Beyond the City Centre Masterplan the Council continues to pursue the implementation of a range of other projects such as 'Lancaster Square Routes' and 'Beyond the Castle', which seeks improvements to the public realm⁵⁸.

Caton Road Gateway, Lancaster

- 18.64 Changes to traffic movements in the Lancaster area, in light of the opening of the Bay Gateway Link Road have placed a greater level of importance on Caton Road as being the key gateway into Lancaster city centre. With the opening of a new Park and Ride facility at junction 34 of the M6, Caton Road will also be one of the primary access points into the city centre for people visiting Lancaster to take advantage of the enhanced commercial and cultural offer.
- 18.65 Whilst Caton Road is a key gateway into the city centre, it is also an important and valuable source of employment land for Lancaster, providing important spaces for a range of general industrial uses that are critical to the local economy. As a result, the Council will encourage proposals that seek to improve the economic offer of the Caton Road Gateway and support proposals that seek to improve the visual amenity of the gateway whilst also providing more modern, fit for purpose, employment accommodation.
- 18.66 Another key focus of regeneration proposals for this area will be improvements to the flood defences on the River Lune following the flooding associated with Storm Desmond in 2015. This will involve the creation of new flood defences along the River Lune between the Bay Gateway Bridge and Skerton Weir.

Luneside, Lancaster

- 18.67 Significant progress has already been made with the regeneration of Luneside with development of Luneside West already underway and delivering a significant number of new homes on a former brownfield site.
- 18.68 There are two remaining sites in the Luneside area that would benefit from regeneration. This includes the land at Luneside East that has permission (and is under construction) for a range

⁵⁷ <http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan.aspx>

⁵⁸ <http://www.lancaster.gov.uk/business/regeneration>

of residential development and student accommodation and the Lune Industrial Estate.

Heysham Gateway, South Heysham

- 18.69 As already discussed in this chapter, Heysham Gateway is a key economic priority for this plan to deliver improved and expanded employment opportunities in the South Heysham area, which takes advantage of the close proximity of the Port of Heysham and the improved road accessibility from the new Bay Gateway.

Carnforth Town Centre

- 18.70 The Local Plan seeks to retain Carnforth town centre's role within the north of the district as a key service centre / market town. This is particularly necessary with the growth planned for the south of the town.
- 18.71 Further residential growth within the town should be secured at the same time as regeneration of the brownfield sites adjacent to the town, such as the former TDG Site and Lundsfield Quarry, and improvements to the existing transport linkages. Such improvements should seek to enhance the level of rail service provision operating out of Carnforth Rail Station and establish strong connectivity as the southern gateway into the Arnsdale and Silverdale AONB.

Morecambe's West End

- 18.72 The Local Plan seeks to continue the positive work on housing renewal and regeneration within the West End Masterplan Area⁵⁹ in order to deliver modern, fit-for-purpose residential units. The delivery of housing in this area should ensure that it meets local housing needs and does not seek to create residential accommodation that is inappropriate for the area. The Council is looking for housing proposals in the West End to be brought forward that meet the following objectives:
- Increase the attractiveness of the West End to families and long-term residents.
 - Create a more balanced community.
 - Help address negative perceptions of the West End as a place to live.
 - Increase the proportion of owner-occupiers and reduce the number of poor quality private rented properties.
 - Diversify the housing offer and create high quality housing choices appropriate to the area as informed by the Housing Needs Assessment.
 - Increase the amount of open space and improve the quality in the built environment.
- 18.73 There has been a historic over-supply of HMO's and poor quality one-bedroom units of accommodation in Morecambe's West End. This has given rise to significant public investment being used to balance housing markets and underpin private investment in removing the most problematic properties and restoring them into high-quality family housing and alternative forms of tenure – in particular, quality rental accommodation underpinned by long-term private institutional investment.
- 18.74 Building on the success of earlier regeneration schemes, the Council will continue to combine public and private investment to secure development and remodelling options for key sites such as West End Two (the second phase of the Chatsworth Gardens Scheme), Bold Street and

⁵⁹ [West End Masterplan - Lancaster City Council](#)

the Co-op Building. In support of major public and private investments, the Council will prioritise the West End for the application of the range of statutory powers available to public authorities aimed at securing an improved built environment, increased residential amenity and improvements in private sector property and housing management.

- 18.75 It is critical that any housing proposals within Morecambe's West End will complement the existing housing stock and continue to balance housing markets. For this reason, the Council will not, under any circumstances, support proposals that seek to create more HMO's (beyond any permitted development rights that may apply).
- 18.76 Similarly, the Council will not support proposals that would provide large numbers of one bedroom accommodation in Morecambe's West End. Any proposals to provide new build dwellings or to convert existing buildings should be provided in the form of family accommodation wherever possible. Unless in limited circumstances, large buildings that cannot be provided as one dwelling maybe subdivided into self-contained units and provide a mix of dwellings including limited provision of one bedroom apartments. Other than in exceptional circumstances, where any Council led initiatives will ensure that appropriate robust management arrangements are in place). In all instances, any proposal should be providing self- contained units of a high standard, incorporating suitable layouts with adequate provision and access to bin storage, incorporating fire safety measures and taking account of any other community safety considerations.
- 18.77 Projects for vulnerable groups (other than older people's accommodation) will not normally be supported in Morecambe's West End given the disproportionate number of vulnerable and marginalised groups that have occupied HMO's or poor quality private rented accommodation. This is to avoid compounding the negative impact of this trend. Projects and supported housing schemes for vulnerable groups should be provided in more appropriate and sustainable locations in Lancaster district and outside of Morecambe's West End Masterplan Area, as defined by Policy EC5.7.
- 18.78 Beyond housing, the Council are keen to ensure that the sporadic nature of the existing centre of the West End is reshaped to provide a more effective and efficient centre, which meets the basic service needs of local residents.

Establishments of Higher Education

- 18.79 Higher education establishments, including Lancaster University, University of Cumbria and Lancaster & Morecambe College are important economic assets within the district and their continued sustainable growth is important for both the District and the wider North-West region.
- 18.80 Over recent years, there has been significant growth in higher and further educational facilities, particularly at Lancaster University where new research, engineering and technology centres have improved the educational offer at the University and provided opportunities for new business and investment in the district. Future development, such as the Lancaster University Health Innovation Campus will reinforce the development of a nucleus for knowledge-based industries in South Lancaster.
- 18.81 Whilst Lancaster University is recognised as the largest education facility in the district there are a number of other key facilities, which cumulatively provide a wide variety of education

and training opportunities.

- 18.82 The demand of higher and further education must be balanced with the need to manage demand for travel and student accommodation, and the implications of development within prominent and sensitive locations.

University of Cumbria Campus, Lancaster

POLICY EC6: UNIVERSITY OF CUMBRIA CAMPUS, LANCASTER

The Council will support the sustainable growth of the University of Cumbria campus where it accords with both the Masterplan for the University and all relevant planning policies both locally and nationally. Masterplanning for growth at the University will be expected to involve consultation with the local community and opportunities to improve linkages with local businesses through this process will be encouraged.

Built development associated with the expansion of the University of Cumbria should be confined to the developable area identified on the Local Plan Policies Maps. Development that is proposed outside of this developable area should only include outdoor sports facilities and small-scale ancillary development where the need for additional development is demonstrated and cannot be accommodated within the existing developed boundary.

Development proposals within the campus that may, as a consequence, increase student numbers and/or the level of traffic movements must be accompanied by a properly monitored and managed Travel Plan that sets out how a no net increase in traffic movements will be achieved through compensatory measures.

Residential development on elements of the campus identified on the Local Plan Policies map will be supported by the Council provided proposals are in accordance with Policy H3.3 of this DPD and are in accordance with all other relevant policies in the Local Plan.

- 18.83 The University of Cumbria was established in 2007 following the merger of St Martin's College, the Cumbria Institute of Arts and the Cumbrian campus of the University of Central Lancashire. The university is based on a 'distributed learning network' with teaching taking place at a number of facilities across the country. In Lancaster, the main campus buildings are located on the former St Martin's College site on Bowerham Road, south of Lancaster city centre. This was established in the 1960s on the former army barracks.
- 18.84 Like Lancaster University, the University of Cumbria campus in Lancaster plays a major role in providing employment and investment into the local economy. Its importance to the local economy is recognised in the recent employment land review which suggested that, overall within the district, approximately 10,000⁶⁰ people were employed within the educational sector.

⁶⁰ NOMIS (2016)

<http://www.nomisweb.co.uk/reports/lmp/la/1946157095/report.aspx?town=lancaster#tabempocc>

- 18.85 Since its establishment, the University of Cumbria has continued to grow with significant investment in new campus buildings and facilities over recent years. Further development of the site is constrained by its site boundaries and its location within a residential area and area of Key Urban Landscape. This landscape provides a visual setting for the college and provides recreational facilities for the students and staff. It also makes an important contribution to the appearance of what is a densely developed part of Lancaster.
- 18.86 The Council will support development within the built-up campus boundary identified on the Local Plan Policies Map. In exceptional circumstances, the Council may allow development outside of this area for outdoor sports facilities and small-scale ancillary development where a proven need is evidenced, where it is shown that this cannot be met within the existing built-up area, where residential amenity is protected and where it does not encourage off-campus parking.
- 18.87 In considering future proposals for growth, it may be that alternative locations outside of the campus may be considered appropriate, including locations in central Lancaster and Morecambe. In considering such proposals, the Council will give consideration as to whether the benefits of growth outside of the campus outweigh the extent to which the use would be more appropriately located on-campus.

Lancaster and Morecambe College, Morecambe Road

POLICY EC7: LANCASTER AND MORECAMBE COLLEGE

The Council will support the sustainable growth of Lancaster and Morecambe College where it accords with both the masterplan for sustainable future growth and all relevant planning policies both locally and nationally.

Built development that is associated with the future expansion of Lancaster and Morecambe College will be expected to be confined within the defined college boundary, as identified on the Local Plan Policies Map.

Future development proposals should be taken forward through a masterplan approach that is prepared in consultation with the local community. Opportunities to improve linkages with local businesses should be encouraged as part of this process.

- 18.88 Lancaster and Morecambe College is the district's main college of further education, providing a range of full and part time courses. The college campus provides a wide range of additional on-site facilities such as a sports centre, hairdressing salon, beauty salon, dog grooming parlour and restaurant. The modern fitness suite and synthetic playing pitches further improve the range of services available at the college. Facilities are open to students, staff and members of the public. The college is located between Morecambe Road and Torrisholme Road and is adjacent to the Bay Gateway Link Road and therefore benefits from excellent transport links, close to both primary bus routes and the Lancaster – Morecambe cycleway.
- 18.89 Like Lancaster University and the University of Cumbria, the importance of Lancaster and

Morecambe College to the local economy is recognised by the Council and therefore the sustainable growth of the college will be supported by the Council.

- 18.90 In taking forward future proposals for the college, the Council will expect that future growth will be delivered through the preparation of a masterplan that is prepared via consultation with both the Council and the local community.
- 18.91 Whilst support will be given to sustainable growth at the college, the Council will seek to protect areas of greenspace within the college campus, in particular the existing playing fields that provide an important recreational resource for the local area.

19. Town Centres and Retailing

- 19.1 The district's town centres are places to shop, visit, work and live. They are key economic assets that attract a significant level of economic activity with people working in both Central Lancaster and Morecambe in the retail and leisure economy.
- 19.2 Town centres have undergone significant changes in recent years, which have been significantly affected by the wider economic conditions that prevail nationally. This led to the decline of town centres particularly through the economic recession, exacerbated by suppressed disposable incomes and a growth in online retailing. However, over more recent years there are clear signs that such declines are now beginning to be reversed and town centres are beginning to grow and diversify.
- 19.3 The traditional role of the town centre as merely a retail centre is beginning to disappear with a greater diversification of uses and an increasing role for town centres to provide a wide range of leisure activities.
- 19.4 There are three key town centres in the district serving differing roles and functions (as set out in the Retail Hierarchy in Policy TC1) which the Council, through the preparation of this plan, will seek to maintain and enhance within the district and beyond into the wider region.

The Retail Hierarchy for Lancaster District

POLICY TC1: THE RETAIL HIERARCHY FOR LANCASTER DISTRICT		
To protect and maintain the vitality and viability of existing City, Town and Local Centres, to protect local services and minimise the need to travel by private car, the Council has proposed the following retail hierarchy:		
Centre Name	Role and Function	Commentary
LANCASTER (TC1.1)	Regional Centre	Lancaster will maintain and enhance its role as a sub-regional centre for North Lancashire and South Cumbria in terms of retailing, leisure and cultural offer via the regeneration of the Lancaster Canal Quarter and will

		seek to increase visitor numbers by developing its role as a visitor destination.
MORECAMBE (TC1.2)	Key Service Centre	Morecambe will continue to develop as a town centre to provide shopping for residents who reside to the North of the River Lune. Regeneration will continue to enhance the town's retail role and attractiveness as a visitor destination.
CARNFORTH (TC1.3)	Market Town	Carnforth will maintain its role as a market town providing services both to the residents of the town and a wider rural hinterland in the North of District. It will enhance its role as a tourist destination drawing on its proximity to the AONB and its cultural heritage.
BARE (TC1.4) TORRISHOLME (TC1.5) WESTGATE (TC1.6) WEST END (TC1.7)	Urban Local Centres (Morecambe)	These local centres will maintain their roles in providing key services to the residents of Morecambe, Lancaster and Heysham respectively.
BOWERHAM (TC1.8) +*BAILRIGG GARDEN VILLAGE (TC1.9) LANCASTER UNI. (TC1.10) +EAST LANCASTER (TC1.11) +NORTH LANCASTER (TC1.12)	Urban Local Centres (Lancaster)	
HEYSHAM ROAD (TC1.13)	Urban Local Centres (Heysham)	
CATON (TC1.14) HORNBY (TC1.15) HALTON (TC1.16) BOLTON-LE-SANDS (TC1.17) SILVERDALE (TC1.18)	Rural Local Centres	The local centres will maintain their roles in providing key services to the rural communities within the district.

**The scale, size and location of the centre to be provided is still yet to be determined and will be considered in greater detail via the preparation the Lancaster South Area Action Plan DPD*

+Represents the creation of new local centre as part of strategic growth plans for South, North and East Lancaster

Out-of-Centre Locations

Out of Centre Retail Parks, which include Sunnyclyff Retail Park (Mellishaw, White Lund), Parliament Street Retail Park (Lancaster) and Bulk Road (Lancaster), will not be designated within the district's retail hierarchy. These are recognised to be out-of-centre locations and therefore future development proposals will be subject to the Sequential Test and, if applicable, an Impact Test in accordance within National Planning Guidance and Policy DM16 of the Development Management DPD. The Council will support proposals for bulky goods retailing on these sites.

New Local Centres

New local centres are proposed in both South, East and North Lancaster as part of Bailrigg Garden Village, the East Lancaster Strategic Allocation and the North Lancaster Strategic Allocation (highlighted on the Retail Hierarchy as TC1.9, TC1.11 and TC1.12 respectively).

These centres will be local in scale, meeting the needs of both existing and new residents by providing key local services and a basic range of comparison and convenience retailing. These new centres should provide for local services and not seek to compete with other centres in Lancaster or Lancaster City centre itself.

With regard to Bailrigg Garden Village, the Council are still considering the appropriate approach to local centre provision within the locality, whether this is one large centre which will be centrally positioned within the development or two centres which are positioned to the north and the south of the proposed allocation. Further work and understanding on this will take place through the preparation of the Lancaster South Area Action Plan DPD for this area.

These local centres should only be delivered as a complimentary measure to the wider residential development in the locality and not come forward in isolation.

19.5 Lancaster district has a range of centres that fulfil different roles in terms of their size, scale and functionality. Many centres provide only a local need to the residents of that specific community or neighbourhood, whereas the larger centres, such as Lancaster, have much greater roles within the district and beyond in the wider region of North Lancashire and South Cumbria.

19.6 This plan sets out the retail hierarchy for the district that has evolved from the previous hierarchy set out in the 2008 Lancaster District Core Strategy. This hierarchy, including the roles for each centre, are set out in Policy TC1.

Lancaster City Centre

19.7 Lancaster is the main commercial and administrative centre for the district. It has the largest retail centre and has a wide range of leisure and cultural uses which particularly capitalise on the wealth of history found in the town. Lancaster city centres catchment covers the wider district and stretches into adjoining parts of Lancashire, Yorkshire and Cumbria. Despite economic challenges over recent years, Lancaster city centre at this present time remains a strong and successful commercial centre.

19.8 Given the historic nature of Lancaster city centre the key challenge through the plan period will be to manage growth and change in the city centre to maintain and enhance its sub-regional centre role whilst protecting and enhancing the fabric of the built environment.

19.9 Whilst Lancaster remains the district's most important and successful centre, there have been retail challenges and declines in key comparison retail sectors, in particular the clothing sector, due to the lack of modern and fit-for-purpose retail units within the town centre. There is a clear demand for such units and the impacts that new retailers can have on expenditure and visitor numbers is well demonstrated by the positive impacts that the opening of the Primark store has had on the wider town centre.

19.10 Paragraph 23 of the 2012 Framework⁶¹ suggests that planning policies should be positive and promote competitive town centres. In order to build on recent successes in the town centre

⁶¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

and ensure that the city centre remains competitive, strong and successful it is important that this plan sets out a positive planning approach to promote a strong and diverse town centre and promote good customer choice via a diverse retail offer.

- 19.11 In terms of retail growth, there are limited opportunities for expansion due to the significant constraints of the historic environment and the local highway network. However, there may be significant changes to the highway network via the Highways and Transport Masterplan, which should reduce the levels of through traffic to the benefit of pedestrians, cyclists and the overall environment of the town centre.
- 19.12 Due to the limited opportunities for expansion, and the desire of the Council to promote enhanced opportunities for a strong and diverse town centre, this plan will seek to allocate a proposed extension to the Primary Shopping Area via the regeneration of the Lancaster Canal Quarter site. Further details on this can be found in Policy SG5 of this DPD. It is envisaged that this expansion will provide a range of uses that include not only comparison and convenience retail, but also leisure, cultural, business and residential uses.

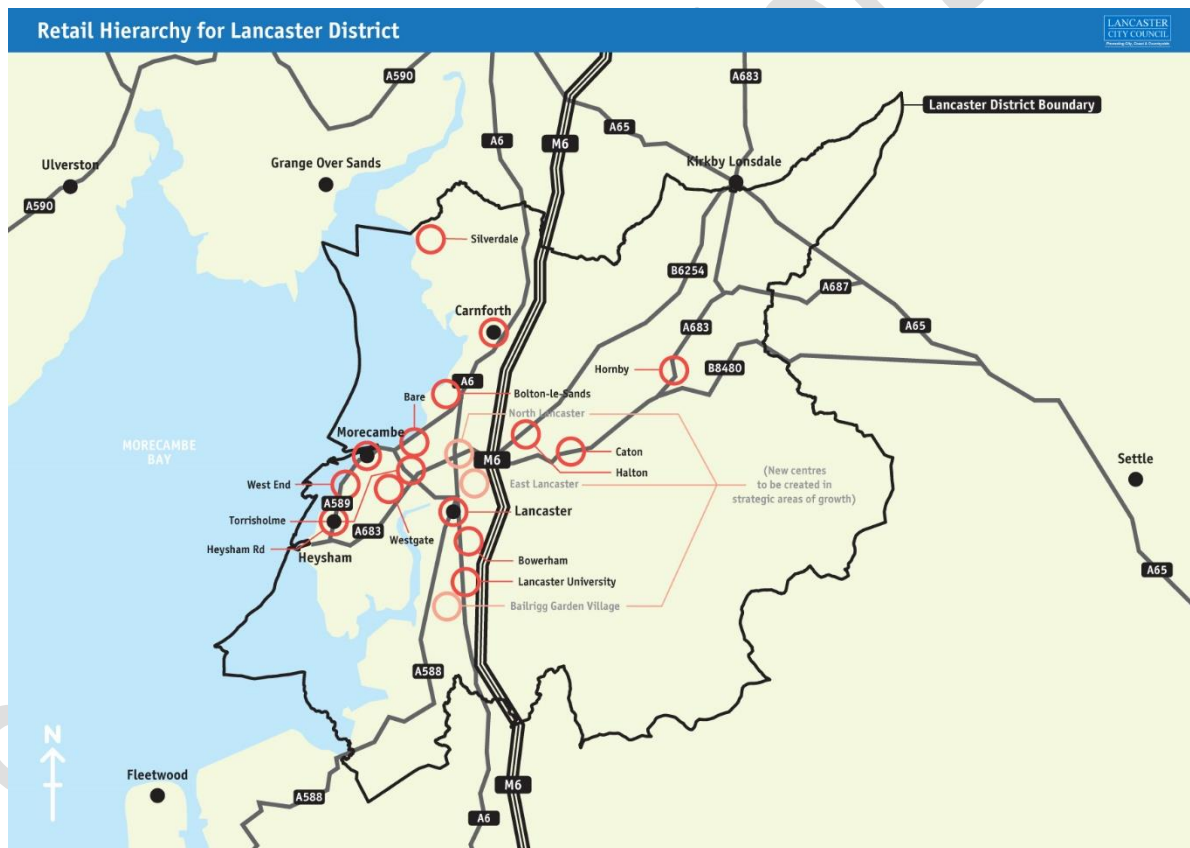


Figure 19.1: Lancaster District Retail Hierarchy

- 19.13 The Council will also seek to improve the cultural heritage offer in the city centre, promoting and enhancing the role of key historic features in the town, most notably Lancaster Castle. To set out more detail a how such interventions can be achieved the Council will be publishing a Master Plan for Lancaster city centre. Further details on this approach can be found in Policy SG4 of this DPD.

Morecambe Town Centre

- 19.14 Morecambe is a coastal town that has faced significant challenges and decline over recent decades. This is not unusual for many coastal towns around the country. Whilst Morecambe has faced significant challenges over recent years there are signs of recovery and opportunities to re-instate its importance within the retail hierarchy.
- 19.15 Morecambe remains a significant destination for visitors, predominantly day-trippers visiting Morecambe Bay and is used as a base for people seeking to spend longer amounts of time exploring the local area. Morecambe's role as a visitor destination is expected to be enhanced further by the opening of the Bay Gateway, which significantly improves the town's access to the strategic road network (M6).
- 19.16 The Council has prepared and published a Morecambe Area Action Plan⁶², which was adopted in 2014, and already forms part of the wider Local Plan. The Action Plan sets out a series of interventions that seek to improve the role and function of the town centre and its inter-relationship with the Promenade. The Council continues to see Central Morecambe as a key regeneration area and will continue to work on a range of projects to ensure that Morecambe town centre continues to regenerate through the plan period.
- 19.17 There are also a range of retail projects and opportunities for retail growth within the town, this includes the planning permission granted for a retail park on the former Frontierland site on Marine Drive and the plans for regeneration of the Arndale Centre in the town centre. Further details on the Council's approach to regeneration within the town centre can be found within Policy TC4 of this DPD.

Carnforth Town Centre

- 19.18 Carnforth town centre is the hub for the rural communities in the north of the district, providing a basic range of retailing and leisure uses both for the town and outlying communities. Carnforth has a strong provision for convenience retailing with three foodstores trading in edge-of-centre locations, which identifies it as a market town.
- 19.19 Carnforth, given its transport heritage and close proximity to the Arnside and Silverdale Area of Outstanding Natural Beauty (AONB), is continuing to develop its role as a visitor destination with the creation of visitor accommodation in suitable, sustainable locations being supported by the Council.
- 19.20 Carnforth has an area of growth that will assist in securing its role as a key service centre and ensuring that the existing services are maintained. There are no proposals to seek expansions to the town centre, however, opportunities for town centre development on the former TDG site, Warton Road, could be investigated where they enhance the existing town centre area.

Urban and Rural Local Centres

- 19.21 There are a range of urban centres within the urban areas of Lancaster, Morecambe and Heysham. These centres are very much local in nature and only provide a basic level of services for the neighbourhood and communities they serve.
- 19.22 Due to the strategic allocations in the plan there are a number of new local centres that should be developed to cater for the basic services of both existing and particularly new

⁶² <https://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan>

residents. These new centres will be located in Bailrigg Garden Village, the scale and location of which will be dealt with in greater detail via the Lancaster South Area Action Plan DPD), Skerton (North Lancaster as part of the strategic growth advocated by Policy SG9) and Ridge (East Lancaster as part of the strategic growth advocated by SG7).

- 19.23 In relation to the centre at South Lancaster, it is proposed that a local centre (or centres) will be sufficient to meet the needs for the new residents of this development. However, the Council will continue to investigate whether a district centre is more appropriate in this area via work on the Lancaster South Area Action Plan DPD.
- 19.24 To supplement the urban centre, there are a range of local centres within a number of the sustainable settlements that again provide for the basic local needs of the communities they serve.

Town Centre Designations

POLICY TC2: TOWN CENTRE DESIGNATIONS

Lancaster City Centre

The Council has identified a Primary Shopping Area (PSA), Primary and Secondary Frontages and the town centre boundary for Lancaster city centre.

In accordance with Policy DM16 of the Development Management DPD, the Council will support proposals for main town centre uses (as defined by the National Planning Policy Framework) where they are located within the designated town centre boundary. Proposals for retail should be located within the PSA. Proposals for retail uses that are situated outside of the PSA will be expected to apply the Sequential Test and, if applicable, the Impact Test in accordance with relevant national and local policy.

Upon the completion of the regeneration of the Lancaster Canal Quarter Site, the Council will seek to review the PSA for Lancaster City Centre to ensure that the designation accurately reflects the core retail areas of the centre.

Where a proposal is situated within a designated retail frontage, consideration should be given to the proposal's impact on the frontage in accordance with Policy DM17 of the Development Management DPD.

Morecambe Town Centre

The Council has not sought to identify the PSA or designate retail frontages given the central areas are quite fragmented so not to unduly restrict the Morecambe Area Action Plan spatial approach for a successful, competitive town centre. Further detailed advice on Morecambe town centre can still be found in the Action Plan or successor documents.

Carnforth Town Centre

In relation to Carnforth, a town centre boundary has been identified. Given the scale and role of Carnforth, as set out with Policy TC1, the Council has not sought to identify a PSA or designate retail frontages. Proposals for main town centre uses (as defined by the National Planning Policy Framework) that are appropriate in scale, role and function for

Carnforth will be expected to be located within the town centre boundary and in accordance with Policy DM16 of the Development Management DPD.

Any proposals that are situated outside of this designated area will be expected to apply the Sequential Test and, if applicable, the Impact Test in accordance with relevant national and local policy.

- 19.25 In accordance with paragraph 23 of the 2012 NPPF⁶³, the Local Plan Policies Map identifies a series of town centre designations that define the boundary of the Primary Shopping Area, the wider town centre and retail frontages with the town centre.
- 19.26 The designations identified will ensure that main town centre uses, as defined by Annex 2 of the National Planning Policy Framework, are directed to the correct town centre locations.

Future Retail Growth

POLICY TC3: FUTURE RETAIL GROWTH

Comparison Retail Growth

New retail development will be supported in Lancaster city centre in accordance with Policy DM16 of the Development Management DPD and, in relation to the proposed expansion of Lancaster's Primary Shopping Area at the Canal Quarter, the delivery of which is set out in more detail within Policy SG5 of the Land Allocations DPD.

Proposals for further comparison retail development in Morecambe should be in accordance with the policy and guidance provided within the Morecambe Area Action Plan DPD.

Proposals for comparison retail development in out-of-centre locations will not be encouraged by the Council and will be expected to be supported by a robust Sequential Test and, if applicable, an Impact Test in accordance with National Planning Guidance and Policy DM16 of the Development Management DPD.

Convenience Retail Growth

Beyond the existing commitments for convenience retailing, the Council will support the development of foodstores in Central Lancaster and Bailrigg Garden Village in accordance with Policies SG5 and SG1 respectively that will address convenience retail needs up to 2028.

No further allocations for convenience retailing will be made for long-term requirements beyond 2028. Further review will be required beyond 2028 to understand future changes in long-term convenience retail needs.

Bulky Goods Retail Growth

⁶³ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The Council have identified a 4.2 hectare expansion to the Sunnyclyff Retail Park, Mellishaw Road identified under Policy TC3.1 on the Local Plan Policies Map for further growth of bulky goods retailing within the district to take advantage of the new Bay Gateway. This is considered to be the sequentially preferable location for this specific type of retailing. The Council will not support proposals for non-bulky goods retailing on Sunnyclyff Retail Park. Proposals in this area will be expected to fully address matters of Flood Risk in accordance with national and local planning policy.

- 19.27 The 2012 National Planning Framework clearly states that planning policies should promote competitive town centres that provide customer choice and a diverse retail offer and that reflect the individuality of town centres. The Framework also states that Local Plans should retain and enhance existing [retail and leisure] markets and, where appropriate, re-introduce or create new ones, ensuring that [retail and leisure] markets remain attractive and competitive.
- 19.28 There is opportunity for Lancaster district to increase the levels of expenditure in its town centres and increase its overall market share. In accordance with national planning policy, it is the expectation of this plan to be positive and promote competitive town centre environments in its key centres by offering opportunities for expansion where appropriate.

Comparison Retailing

- 19.29 The district's key comparison retail opportunity is the Canal Quarter site in Central Lancaster. It is important to ensure that new development on this site seeks to enhance, maintain and protect the vitality and viability of the existing town centre as defined in the Local Plan Policies Map. The regeneration of the Canal Quarter site offers the opportunity to combine its current role as a cultural centre with an extension to the Primary Shopping Area (PSA) creating new comparison and convenience retail floorspace, leisure activities, workspaces, cultural facilities, improved public realm and residential accommodation.
- 19.30 The delivery of the Canal Quarter Site, along with regeneration of Morecambe Town Centre provides sufficient opportunity for positive growth in comparison retailing through the plan-period. Positive growth in Lancaster and Morecambe – both in their retail and leisure offer – will help to protect and enhance their status as important regional and district destinations respectively. It will also ensure that the Local Plan is in accordance with paragraph 23 of the 2012 National Planning Policy Framework, which states that:

'Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.'

- 19.31 Retail growth in Carnforth and any other local centre within the district, should be commensurate with the role and function of the existing centre. Proposals should seek to maintain the vitality and viability of the existing centre but not seek to expand the role and function of the centre.

Convenience Retailing

- 19.32 Levels of future convenience retail growth are expected to be low, with the district well catered for in terms of foodstores north of the River Lune. No further convenience growth will be planned for in either Morecambe or Carnforth. However, whilst the quantitative arguments

for future convenience growth are at this time limited, there are clear qualitative arguments to be considered, particularly in relation to convenience provision south of the River Lune.

- 19.33 The River Lune is a serious physical barrier towards promoting sustainable convenience shopping patterns. To the north of the River Lune, there are six medium to large foodstores at Ovangle Road (Asda), Lancaster Road (Aldi), Westgate (Lidl), Lancaster Road (Sainsburys) and Marine Drive (Aldi and Morrison's). To the south of the River Lune, there are just two: Sainsburys (Cable Street) and Booths (Hala Road).
- 19.34 Given the significant proportion of people that are forced to travel through Lancaster city centre (primarily by car) to seek a competitive choice of convenience retailing, the Council believes there is a clear case for improving the convenience retail offer in Lancaster, south of the River Lune.
- 19.35 This plan identifies two areas for further growth in retailing. This includes the provision of new convenience retailing in the heart of the City Centre, within the Canal Quarter scheme and within the new local centre in the South Lancaster area, as part of the strategic allocation made in Policy SG1 of this DPD. It is felt that the creation of two food stores in these locations, supplemented by the existing planning permission for a Booths food store at Lawson's Bridge (and the potential re-use of the existing Booths store at Hala) will provide sufficient range of customer choice for convenience retailing in the South and Central Lancaster areas.

Central Morecambe

POLICY TC4: CENTRAL MORECAMBE

The regeneration and renewal of Central Morecambe remains a key regeneration priority for the Council. The Council has prepared and adopted the Morecambe Area Action Plan DPD, which sets actions that will guide future regeneration proposals in the town centre and Seafront areas. Key aims of the Action Plan DPD are to:

- I. Provide an enduring commitment to conserving Morecambe Bay and properly managing the shoreline and seafront;
- II. Provide better integration between the seafront and the town;
- III. Increase the support of local people in custom for the town centre and the services offered there; and
- IV. Create a much improved town centre offer, through both retail, business and leisure uses.

The Council is committed to achieving these aims through supporting new development that positively contributes to the town centre and seeks to regenerate derelict and underused land within the Central Morecambe area. The Council will seek to review the Morecambe Area Action Plan DPD in due course to ensure that it remains up to date and robust.

It is expected that any Neighbourhood Plan that comes forward for the Central Morecambe area will take due consideration of these aims to ensure that conformity and consistency between the strategic and neighbourhood can be achieved.

- 19.36 In 2014, the Council adopted the Central Morecambe Area Action Plan DPD,⁶⁴ which set out a series of allocations and policies to direct future investment and regeneration projection to improve the role and function of Morecambe town centre. The document remains valid and runs through to 2021.
- 19.37 It is anticipated that in due course the Action Plan DPD will be updated and reviewed, however to ensure that consistency is retained the DPD will reaffirm the key aims and objectives of the Action Plan, which are set out within Policy TC4 of this DPD.

20. Housing

- 20.1 Consistent the development strategy in Policy SP3 of this DPD, the Local Plan has sought to identify the majority of development growth within (or adjacent to) the main urban areas of the district – Lancaster, Morecambe, Heysham and Carnforth. These urban areas have significant service provision and have greater access to a wide range of cycling, walking and public transport networks.

Residential development in Urban areas of the District

POLICY H1: RESIDENTIAL DEVELOPMENT IN URBAN AREAS

The Council will support the development of the following allocated sites for residential development subject to satisfying the relevant policies of the Local Plan. These sites are identified on the Policies Map.

POLICY REF	SITE LOCATION	DWELLING NUMBERS*	PLANNING STATUS
SG1	LANCASTER SOUTH BROAD LOCATION FOR GROWTH**	3,500 #	ALLOCATION
SG7	EAST LANCASTER STRATEGIC SITE **	930	ALLOCATION
SG9	NORTH LANCASTER STRATEGIC SITE **	700	ALLOCATION
SG11	LUNDSFIELD QUARRY, SOUTH CARNFORTH **	250	ALLOCATION
H1.1	LAND AT NEW QUAY ROAD, LANCASTER **	12	PP GRANTED
H1.2	LUNESIDE EAST, LANCASTER **	148	PP GRANTED
H1.3	FORMER POLICE STATION, HEYSHAM **	14	PP GRANTED
H1.4	LAND WEST OF MIDDLETON ROAD, HEYSHAM **	75	ALLOCATION
H3.1	FORMER RIDGE LEA HOSPITAL, EAST LANCASTER	75	ALLOCATION
H3.2	LAND AT STONE ROW HEAD, EAST LANCASTER	10	ALLOCATION
H3.3	LAND AT UNIVERSITY OF CUMBRIA **	15	ALLOCATION
H4	LAND AT GRAB LANE, EAST LANCASTER **	200	ALLOCATION
H5	LAND AT LEISURE PARK / AUCTION MART, WYRESDALE RD **	242	ALLOCATION
H6	LAND AT ROYAL ALBERT FIELDS, ASHTON ROAD **	137	ALLOCATION
DOS2	LUNE INDUSTRIAL ESTATE, NEW QUAY ROAD **	c.200	ALLOCATION
TOTAL ALLOCATIONS (URBAN AREA)		6,515 DWELLINGS	

* Where no planning applications have been granted, dwelling numbers have been estimated based on number of assumptions around site area and site densities. Where this is the case the actual dwelling numbers will be determined through the planning application process.

** New Development should provide for 'Home Owner Pack' in relation to recreational pressures in Morecambe Bay as per Appendix D of this DPD.

⁶⁴ <https://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan>

Dwelling numbers represent the allocated capacity for sites. Not all this capacity will be built out within the Plan Period with a number of sites continuing to be built out beyond the plan period.

The above sites will be supplemented by a range of smaller scale development, including those identified as deliverable within the Strategic Housing and Employment Land Availability Assessment (SHELAA) subject to proposals satisfying all relevant national and local planning policies.

A number of the sites identified for allocation as set out in the above table, require specific policy consideration. These are set out in more detail within Policies SG1, SG7, SG9, SG11, DOS2 & H3 – H6 of this DPD.

- 20.2 Whilst a range of strategic growth areas have been identified in South Lancaster, East Lancaster and North Lancaster there is a need to identify further, smaller-scale sites that will contribute towards meeting development needs and that there is a flexible portfolio of housing sites that can be delivered throughout the plan period.
- 20.3 Policy H1 sets out a range of residential development sites that will all contribute towards meeting the housing needs of the district. Where appropriate sites identified in Policy H1 have been supplied with specific policy approaches to ensure that all site-specific issues arising from future development are clearly understood and addressed.

Residential Development in Rural Areas

POLICY H2: HOUSING DELIVERY IN RURAL AREAS OF THE DISTRICT

The Council will support the delivery of housing in rural villages on the allocated sites identified below subject to meeting the relevant policies contained within the Local Plan. These sites are identified on the Policies Map.

POLICY REF	SITE LOCATION	DWELLING NUMBERS*	PLANNING STATUS
H2.1	ROYAL OAK MEADOW, HORNBY	23	PP GRANTED
H2.2	LANCASTER ROAD, OVERTON **	32	PP GRANTED
H2.3	YENHAM LANE, OVERTON **	21	ALLOCATION
H2.4	ST MICHAELS LANE, BOLTON-LE-SANDS **	20	PP GRANTED
H2.5	LAND NORTH OF OLD HALL FARM, OVER KELLET **	55	PP GRANTED
H2.6	HALTON MILLS, HALTON	20	ALLOCATED
H2.7	LAND SOUTH OF LOW ROAD, HALTON	60	PP GRANTED
H2.8	LAND BETWEEN LOW ROAD AND FORGE LANE, HALTON	90	PP GRANTED
H2.9	LAND TO THE REAR OF POINTER GROVE AND ADJACENT TO HIGH ROAD, HALTON	66	PP GRANTED
H2.10	LAND SOUTH OF MARSH LANE, COCKERHAM **	36	PP GRANTED / ALLOCATION
DOS5	MIDDLETON TOWERS, CARR LANE, MIDDLETON #	576	PP GRANTED
TOTAL ALLOCATIONS (RURAL AREA)		985 DWELLINGS	

** Where no planning applications have been granted, dwelling numbers have been estimated based on number of assumptions around site area and site densities. Where this is the case the actual dwelling numbers will be determined through the planning application process.*

**** New Development should provide for 'Home Owner Pack' in relation to recreational pressures in Morecambe Bay as per Appendix D of this DPD.**

Dwelling numbers represent the allocated capacity for sites. Not all this capacity will be built out within the Plan Period with a number of sites continuing to be built out beyond the plan period.

Within the settlements of Arkholme, Cockerham, Caton & Brookhouse, Dolphinhholme, Halton, Slyne-with-Hest, Wennington and Wray the Council expects, via the Neighbourhood Plan process, the respective Parish Council's to proactively and positively plan for housing growth within their communities in the context of this DPD.

- 20.4 Whilst there is a strong focus for growth within the four main urban areas of the district, this should not deflect from the important and critical role that housing in rural areas can make in meeting housing needs.
- 20.5 The identification of rural sites within Policy H2 will be supplemented by a range of other smaller sites that have been identified as being 'deliverable' within the Council's Strategic Housing and Employment Land Availability Assessment⁶⁵. The Council will in principle support residential proposals on these sites subject to the satisfaction of all relevant national and local planning policy.
- 20.6 There are a number of designations made for Neighbourhood Plans in rural villages of the district, including the villages of Aldcliffe-with-Stodday, Arkholme, Cockerham, Caton & Brookhouse, Dolphinhholme, Halton, Slyne-with-Hest, Wennington and Wray. For those neighbourhood plans that are seeking to address the supply of housing, the Council will expect groups to proactively and positively plan for housing growth in their areas and in accordance with national guidance on neighbourhood planning⁶⁶.
- 20.7 The Council will continue to provide assistance and advice to neighbourhood plan groups in order for them to achieve this. Neighbourhood Plan groups should have due regard to Policy SC1 of this DPD and DM55 of the Development Management DPD.

Local Heritage Led Housing

POLICY H3: HERITAGE LED HOUSING DEVELOPMENT

In the interests of conserving non-designated local heritage assets the Council will support proposals for residential development at the following locations:

- H3.1 Land at Ridge Lea Hospital, East Lancaster; and**
- H3.2 Land at Stone Row Head, East Lancaster; and**
- H3.3 Land at the University of Cumbria campus, East Lancaster.**

Development proposals at these sites will be taken forward through a conservation-led approach with a presumption in favour of the retention and conservation of identified heritage assets on site, including their wider setting.

⁶⁵ [Evidence, monitoring and information - Lancaster City Council](#)

⁶⁶ <https://www.gov.uk/government/publications/neighbourhood-planning>

Future proposals will need to be supported by a comprehensive masterplan demonstrating how the heritage assets and their setting will be conserved through the proposal and their future protected and secured. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements set out in the Council's Heritage Impact Assessment for each site.

Proposals which would result in substantial harm to or total loss of the significance of the heritage assets will not be supported. Proposals which result in less than substantial harm or partial loss of the significance of the heritage assets would require a clear and convincing justification.

New development should make a positive contribution to the local character and distinctiveness of the sites, including opportunities to draw on the contribution made by the historic environment to the character of the place secured. Development should create a strong sense of place and provide a well-designed and high quality environment for its residents.

Proposals will also need to demonstrate how the site relates to adjacent communities in East Lancaster, having regard to wider residential amenity, highway, cycle and pedestrian connectivity.

Land at Ridge Lea Hospital

The site is expected to accommodate around 75 residential units through the sympathetic conversion of the main hospital building and some sensitive development in the grounds.

Proposals will need to provide high quality design, layout and use of materials, respecting the character and setting of this local heritage asset and its location in East Lancaster. This should include the retention and reinforcement of the existing landscape structure of the site, including the protection of the surrounding woodland area and tree planting. Sensitive design on the boundaries of the site will be required, recognising the site's role and importance in defining the setting in East Lancaster and its proximity to other sensitive uses.

Land at Stone Row Head

The site is expected to accommodate 10 residential units through sympathetic conversion of some parts of the existing farmstead buildings and some sensitive development within the immediate setting.

Proposals should be led by an informed understanding of the significance of the farm buildings. This understanding should inform the retention of buildings and/or structures within the site and the sensitive design, siting and heights of buildings within the grounds.

University of Cumbria Campus

The site is expected to accommodate around 15 residential units through the sympathetic conversion of the barrack buildings.

Proposals will need to have regard to the relationship of the site with the wider University of Cumbria footprint taking account of the continued operation of the University and the sites interrelationship with the wider environmental and historical assets of the campus. Proposals should have due regard to Policy EC6 of this DPD.

Proposals will also need to demonstrate how the site relates to adjacent communities in East Lancaster having regard to wider residential amenity, highway, cycle and pedestrian connectivity. Proposals will be expected to provide a well-designed and high-quality environment for its residents and adjacent communities, complementing existing design practices of the University and its historic past.

- 20.8 Lancaster district benefits from a high quality built environment and cultural heritage. Whilst many of its assets are listed there are also many other buildings and structures which whilst not formally listed contribute to the local built character, settlement formation and sense of place of the district. Such assets make an important contribution to the built fabric of the district and its historic past. Recognising the value of these assets the Council has prepared a list of local heritage assets across the district.
- 20.9 Ridge Lea Hospital and the military barrack buildings at the University of Cumbria are included within the Council's local heritage list and as such are identified as buildings which the Council consider desirable for retention and protection. Whilst supporting development proposals at these locations this must be in the context of the retention and protection of these assets. The Council will not support proposals that involve the loss of these assets or damage to their setting.
- Ridge Lea Hospital*
- 20.10 Ridge Lea, formerly known as the Ladies Villa, was constructed in 1916 as a satellite ward to Lancaster Moor Hospital. It was built as a response to wealthy relatives of female patients objecting to members of their families mixing with lower classes. A review of health care and asset provision by the CCG means that the building is no longer required, with patient treatment and care being transferred to alternative facilities in the county.
- 20.11 The hospital consists of a mix of single, two and three story blocks and is constructed of traditional stone with slate pitched roof. The building forms a T-shaped structure with short projecting wings and shaped gables. Unusually the building was constructed in the First World War.
- 20.12 The existing hospital occupies an elevated position though it is well screened by extensive tree belts.
- 20.13 In planning for the wider housing needs of the district and in order to secure the long-term protection of this historic asset, the Council may, where appropriate, assist in the delivery of the evidenced provision of additional supporting development on the site. Any additional development will need to be in keeping with the character and setting of the identified historic assets and the surrounding urban setting landscape to the rear.

Stone Row Head

- 20.14 Stone Row Head Farm was acquired in 1908 by the Asylum board and was one of three farms

in the early 20th Century which supported Lancaster Moor Hospital and provided its patients with an understanding of agricultural work. The farmstead has been altered and extended to the north of the site, in the early 20th Century.

- 20.15 In the interests of conserving the historic interest of the farmstead, any additional development will need to be sympathetic to the vernacular appearance of these buildings.

University of Cumbria

- 20.16 The University of Cumbria Campus displays evidence of the development of a late-19th century military barracks which is juxtaposed with the infill of 20th century educational buildings. The military barracks were constructed 1876-80 following the localisation of the King's Own Regiment to Lancaster in 1873 and designed in a stern military Gothic revival style. The army moved out in the mid-20th century and the complex became St Martin's College in the 1960s which then became part of the University of Cumbria in 2008.
- 20.17 The non-designated heritage assets, including the Keep, Officers' Quarters, Separate Married Quarters, Officers' Mess, have been added to the Council's 'List of Local Heritage Assets' as they make a significant contribution to Lancaster's military history. In addition, it is one of the few examples nationally of a late-19th century military barracks.
- 20.18 Proposals should have due regard to the wider area, and this should be demonstrated via the preparation of a masterplan, submitted by the University, that confirms that the site is no longer required for ongoing educational purposes and would not impact on the viability of the university to meet its future short to medium term development needs.
- 20.19 In the interests of conserving this important heritage asset and its setting, the Council acknowledge that some form of supporting development may be required. Such proposals should be brought forward in dialogue with the Council's Conservation Team with the continued retention and protection of the barrack buildings central to any future proposal.

Land at Grab Lane, East Lancaster

POLICY H4: LAND AT GRAB LANE, EAST LANCASTER

Land at Grab Lane, East Lancaster has been allocated for residential development. The site is expected to accommodate approximately 200 residential dwellings and a range of infrastructure that is necessary to facilitate these new homes.

In bringing forward development proposals for this site the Council will expect the following matters to be addressed:

INFRASTRUCTURE REQUIREMENTS

- I. The delivery of infrastructure to make the development acceptable in planning terms, including contributing to the strategic infrastructure requirements for East Lancaster as described in Policy SG8 of this DPD, particularly in relation to public transport provision and education;

ENVIRONMENTAL CONSIDERATIONS

- II. The development will be required to demonstrate that the development principles and criteria identified in the design, landscaping and heritage statements, recognise the sites sensitive location in the setting of Ashton Memorial and Williamson Park to the west (which are important heritage assets and prominent landmarks in the wider area) and areas of Key Urban Landscape to the west. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's 'Grab Lane Setting Study 2012' for the site. Design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high-quality environment for its residents;
- III. To preserve or enhance the site's location, within the setting of the Ashton Memorial, which is a highly significant heritage asset and a prominent landmark in the wider area and Williamson Park. Proposals will need to clearly demonstrate, through appropriate layout, design and landscaping that it will not result in unacceptable harm on the setting of these important heritage assets and the area's wider role in defining the character of East Lancaster;
- IV. The improvement and enhancement of land identified under Policy EN8.1 of this DPD;
- V. The submission of a suitable and appropriate landscaping plan, which retains and reinforces the existing landscape structure of this site and incorporates natural features where possible, including the protection of existing landscape patterns, the retention of historic field boundaries and tree planting where appropriate;
- VI. The protection in perpetuity of the allocated Urban Setting Landscape that runs to the East of the site, as defined by Policy EN5 and EN8.2 of this DPD. Any future proposals for the site should seek positive inter-relationships with this area of local landscape importance;
- VII. No net loss in value of the adjacent Lancaster Moor Hospital Grassland Biological Heritage Site (BHS) with evidence of how the BHS will be protected and enhanced. Future proposals should seek to deliver positive benefits to biodiversity through the creation of habitat within the site, biodiversity improvements to land identified under Policy EN8.1 will be supported;
- VIII. To provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of land adjacent to the development site (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas of recreation such as public open space within the development;
- IX. Contribute to the delivery of a green corridor network within the east of Lancaster with opportunities for enhancing biodiversity, open space, recreation and leisure uses to be investigated via any application;
- X. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take into account accessibility issues, and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- XI. Proposals should ensure that the residential amenity of new residents is not compromised by surrounding uses, in particular any residual commercial uses in the surrounding area and the nearby M6 motorway;

FLOOD RISK AND DRAINAGE

XII. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development proposals will deal with the matter of flood risk, particularly in relation to impacts on the Burrow Beck catchment. This should include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;

XIII. The submission of a comprehensive drainage plan that sets out how surface water will be managed on the site. Proposals should have regard to the Sustainable Drainage Hierarchy, design features and requirements as set out in Policy DM34 of the Development Management DPD;

TRANSPORT REQUIREMENTS

XIV. The delivery of a highways scheme which provides safe, suitable and appropriate access onto both Wyresdale Road and Quernmore Road (via the exiting Grab Lane entrance) to the satisfaction of the local highways authority;

XV. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network including improvements to the links from the site into Lancaster City Centre and the wider East Lancaster area;

XVI. Proposals should include opportunities for the use of ultra-low emission vehicles through the provision of suitable and appropriate charging points;

HOUSING MIX

XVII. Building an appropriate mix of house types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment; and

XVIII. Affordable housing requirements will be determined in accordance with Policy DM3 (The Delivery of Affordable Housing) of the Development Management DPD. Where there are demonstrable constraints on viability which prejudice the delivery of development proposals, these need to be discussed at the earliest opportunity with the Council preferably prior to the submission of any relevant planning application. Viability matters will be determined in accordance with Policy DM3 and other national or local planning policy.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.

Any proposal that is submitted for this area will be expected to take fully into account all other relevant policies within the Local Plan.

20.20 Land at Grab Lane in East Lancaster has been identified as a site for residential development. The site covers an area of 20 hectares and has been identified as having an indicative capacity of approximately 200 dwellings.

20.21 The Grab Lane site is located to the east of Lancaster, approximately one mile from the city

centre. The site is currently used for agriculture and forms an important foreground for the setting of the Grade I Listed Ashton Memorial and the wider area of Williamson Park. The significance of this asset, and its setting, in defining the character of this area is well recognised by both the Council and Historic England and is of material consideration to any development proposals for this site.

- 20.22 The site is separated into two parcels by Grab Lane, which runs through the middle of the site connecting Quernmore Road in the north and Wyresdale Road in the south. The M6 motorway forms the eastern boundary of the site. The western boundary is formed by existing areas of greenspace including a Biological Heritage Site (BHS) before leading to Fenham Carr Lane and then rising steeply to Williamson Park and Ashton Memorial. The existing residential development at Standen Gate forms the north western boundary of the site.
- 20.23 Given the site occupies a highly prominent position on the entrance into Lancaster from the east and within the setting of a significant heritage asset, the Council will look to secure development that positively adds to local townscape and landscape through well-planned, high quality designed proposals that relate sensitively to the landscape and heritage of the area and also play a leading role in addressing infrastructure constraints, as defined in Policy SG8 of this DPD.
- 20.24 In allocating this site for development, the Council will require proposals to demonstrate how, through a comprehensive masterplan for the site, future development will complement and sustain the setting of the Ashton Memorial. The completed masterplan should clearly demonstrate how proposals will sensitively relate to landscape character of the area and the setting and significance of this Grade I Listed heritage asset. The masterplan should also consider how the heritage value of existing farm buildings off Grab Lane can be secured and sympathetically incorporated into the wider scheme.
- 20.25 The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination.
- 20.26 Development proposals should be of a high standard of design and construction and sensitively planned, using appropriate densities, to be in character with its location on the edge of the urban area. The Council will expect any future applications to be accompanied by a detailed landscaping plan setting out how landscaping issues will be addressed, both on the site itself but also in the context of the historical setting and the local landscape designations, which are located to the west and east of the site.
- 20.27 Development in this area offers opportunity to add to this heritage through both facilitating the protection and enhancement of existing assets, and through incorporating a high standard of quality design.
- 20.28 The proposal site has strong links with Burrow Beck, which has significant associated flood risks along its course. As a result proposals will be expected to include a comprehensive flood risk assessment that sets out any implications on surrounding watercourses and proposed mitigation measures to address such risk.
- 20.29 The site lies in an attractive location to the east of Lancaster and is one of a number of sites in the East Lancaster area, which has been allocated for development. The Council recognises

that together these sites have the opportunity to contribute to an improving service and infrastructure provision for East Lancaster. Through a comprehensive approach, utilising the most appropriate method of charging tariff / planning obligation, the Council will look to secure improvements to key elements of infrastructure to ensure that development in East Lancaster is acceptable in planning terms, addressing both individual and cumulative impacts on infrastructure. These requirements are set out in more detail both within the Infrastructure Delivery Plan (IDP) and Policy SG9 of this DPD.

Land at Lancaster Leisure Park and Auction Mart, East Lancaster

POLICY H5: LAND AT LANCASTER LEISURE PARK AND AUCTION MART, EAST LANCASTER

Land at Lancaster Leisure Park in East Lancaster has been identified for residential development. The site is expected to accommodate 242 residential dwellings and a range of infrastructure that is necessary to facilitate these new homes.

In bringing forward development proposals for the site the Council will expect the following matters to be addressed:

INFRASTRUCTURE REQUIREMENTS

- I. The delivery of infrastructure to make the development acceptable in planning terms, including contributing to the strategic infrastructure requirements for East Lancaster as described in Policy SG8 of this DPD particularly in relation to public transport provision and education;
- II. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- III. Proposals should include opportunities for the use of ultra-low emission vehicles through the provision of suitable and appropriate charging points;

ENVIRONMENTAL CONSIDERATIONS

- IV. The submission of a detailed design statement, recognising the sites relationship with the Urban Setting Landscape which is directly adjacent to the east. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents;
- V. Proposals should ensure that the residential amenity of new residents is protected from surrounding uses, in particular any residual commercial uses on the site itself and the nearby M6 motorway;
- VI. The protection in perpetuity of the designated Urban Setting Landscape which runs to the east of the site, as defined by Policy EN7 of this DPD. Future proposals should seek to deliver positive inter-relationships with this area of local landscape importance;
- VII. To provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of land adjacent to the development site (and the wider Morecambe

Bay coastline) to recreational pressure, and promote the use of alternative areas of recreation such as public open space within the development;

- VIII. Contribute to the delivery of a green corridor network within the east of Lancaster with opportunities for enhancing biodiversity, recreation and leisure uses to be investigated via any application;
- IX. The submission of a suitable and appropriate landscaping plan, which delivers a positive inter-relationship with the adjacent Urban Setting Landscape and incorporates natural features where possible;

FLOOD RISK AND DRAINAGE

- X. The preparation of a Flood Risk Assessment that details how through design, construction and occupation phases of development proposals will deal with the matter of flood risk. This should include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;
- XI. The submission of a comprehensive drainage plan that sets out how surface water will be managed on the site. Proposals should have due regard to the Surface Water Drainage Hierarchy as set out in Policy DM34 of the Development Management DPD;

TRANSPORT REQUIREMENTS

- XII. The delivery of a highways scheme which provides safe, suitable and appropriate access arrangements into Wyresdale Road to the satisfaction of the local highways authority;
- XIII. The incorporation of cycle and pedestrian access with strong and positive linkages to the existing network including improvements to cycling and pedestrian links from the site into Lancaster City Centre;
- XIV. Proposals should include opportunities for the use of ultra-low emission vehicles through the provision of suitable and appropriate charging points;

HOUSING MIX

- XV. Building an appropriate mix of house types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment; and
- XVI. Affordable housing requirements will be determined in accordance with Policy DM3 (The Delivery of Affordable Housing) of the Development Management DPD. Where there are demonstrable constraints on viability which prejudice the delivery of development proposals, these need to be discussed at the earliest opportunity with the Council, preferably prior to the submission of any relevant planning application. Viability matters will be determined in accordance with Policy DM3 and other national or local planning policy deemed consequential.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.

Any proposal that is submitted for this area will be expected to take fully into account the content of the Development Brief and all other relevant policies within the Local Plan.

- 20.30 The Council has allocated land at the Lancaster Leisure Park and Auction Mart for further residential growth, this includes land at the former Lancaster Auction Mart site (following its proposed relocation to land at Junction 33 of the M6 as outlined in Policy EC3 of this PDD) and further areas of redundant car parking. It is expected that the regeneration of these areas could accommodate development of approximately 242 new homes.
- 20.31 The redevelopment of the Lancaster Leisure Park and Auction Mart is one of a number of development and regeneration projects in the East Lancaster area. The cumulative impacts on wider infrastructure needs must be addressed and the Council will expect proposals to address relevant infrastructure needs, both in terms of ensuring that development is acceptable in planning terms but also by contributing to the delivery of wider strategic needs in the East Lancaster area as highlighted in Policy SG8 of this DPD. Particularly in relation to contributions towards public transport improvements between East Lancaster and the City Centre, the provision of local services and the delivery of education facilities on the East Lancaster Strategic Site (identified under Policy SG7).
- 20.32 The allocation is situated on the eastern edges of Lancaster alongside areas of Key Urban Landscape, which are considered to be of local importance in terms of maintaining an attractive setting to the historic city and, particularly in this area, the Ashton Memorial which is a Grade I Listed Building.
- 20.33 Given the sites relationship with this important landscape designations it is important that any future proposals include landscape and design assessments that identify how, through sensitive design, layout and landscaping, the visual impacts of new development can be mitigated and natural features safeguarded. The Council expect that proposals for new development should not encroach on areas that have been identified as Urban Setting Landscape. However, proposals should seek to deliver benefits in terms of the landscape value within these areas in order to provide visual benefits not only for the development itself but also improvements to the wider setting within the East Lancaster area.
- 20.34 The allocation has strong links with Burrow Beck, which has significant flood risks associated with it along its course through both East Lancaster and downstream towards South Lancaster. As a result, proposals will be expected to prepare detailed Flood Risk Assessments that sets out any direct or indirect impacts from the proposed development on surrounding watercourses and land-uses, and any proposed mitigation measures to address such risks.
- 20.35 Proposals should seek to address all necessary on-site infrastructure needs in relation to highways, open space and affordable housing delivery. It is important that the necessary infrastructure be delivered to the satisfaction of the relevant authorities and organisations.
- 20.36 Proposals should seek to provide satisfactory access arrangements onto Wyresdale Road ensuring that a safe and appropriate access point(s) are created to the satisfaction of the local highway authority and that any highway capacity issues that may arise are suitably mitigated against.

Former Royal Albert Site, Ashton Road, Lancaster

POLICY H6: ROYAL ALBERT FIELDS, ASHTON ROAD, LANCASTER

Land at Former Royal Albert Hospital Site in South Lancaster has been identified for residential development. The site is expected to accommodate approximately 137 residential dwellings and a range of infrastructure that is necessary to facilitate these new homes.

In bringing forward development proposals for the site the Council will expect the following matters to be addressed:

INFRASTRUCTURE REQUIREMENTS

- I. The delivery of infrastructure to make the development acceptable in planning terms, in particular where appropriate and relevant contributing to the requirements of Policy SG3 of this DPD;
- II. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- III. Proposals should include opportunities for the use of ultra-low emission vehicles through the provision of suitable and appropriate charging points;

ENVIRONMENTAL CONSIDERATIONS

- IV. The submission of a detailed design statement, recognising the sites relationship with the Key Urban Landscape which surrounds it to the South, West and North. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high-quality environment for its residents;
- V. Contribute to the delivery of a green corridor network within the South Lancaster area and Bailrigg Garden Village with opportunities for enhancing biodiversity, recreation and leisure uses to be investigated via any application;
- VI. The submission of a suitable and appropriate landscaping plan, which retains and reinforces the existing landscaping structure of the site and incorporates natural features where possible. Landscaping should seek to enhance the sites position in relation to the adjoining Urban Setting Landscape;
- VII. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- VIII. To provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of land adjacent to the development site (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas of recreation such as public open space within the development;

FLOOD RISK AND DRAINAGE

- IX. The preparation of a Flood Risk Assessment that details how through design, construction and occupation phases of development, proposals will deal with the

matter of flood risk. This should include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;

- X. The submission of a comprehensive drainage plan that sets out how surface water will be managed on the site. Proposals should have due regard to the Sustainable Drainage Hierarchy, design features and requirements as set out in Policy DM34 of the Development Management DPD;

TRANSPORT REQUIREMENTS

- XI. The delivery of a highways scheme which provides safe, suitable and appropriate access arrangements into Ashton Road to the satisfaction of the local highways authority;
- XII. The incorporation of cycle and pedestrian access with strong and positive linkages to the existing network including improvements to cycling and pedestrian links from the site into Lancaster City Centre, particularly improving linkages both along Ashton Road and Lancaster Canal;
- XIII. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- XIV. Proposals should include opportunities for the use of ultra-low emission vehicles through the provision of suitable and appropriate charging points;

HOUSING MIX

- XV. Building an appropriate mix of house types and sizes to meet evidenced local housing needs within the most up-to-date Housing Needs Assessment; and
- XVI. Affordable housing requirements will be determined in accordance with Policy DM3 (The Delivery of Affordable Housing) of the Development Management DPD. Where there are demonstrable constraints on viability which prejudice the delivery of development proposals, these need to be discussed at the earliest opportunity with the Council, preferably prior to the submission of any relevant planning application. Viability matters will be determined in accordance with Policy DM3 and other national or local planning policy deemed consequential.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.

Any proposal that is submitted for this area will be expected to take fully into account all other relevant policies within the Local Plan.

- 20.37 The Council have allocated land at the Former Royal Albert site on Ashton Road, Lancaster that, once implemented, could accommodate development of approximately 137 new homes.

- 20.38 The allocation is situated on the southern edges of Lancaster and is surrounded on three sides by Key Urban Landscape which is considered to be of local importance in terms of maintaining an attractive setting to the historic city. Given the sites relationship with this important landscape future proposals should include landscape and design assessments that identify how, through sensitive design, layout and landscaping that the visual impacts of new development can be mitigated. Proposals should also seek to retain natural features such as trees and hedgerows, which will further mitigate wider impacts on the local landscape.
- 20.39 Proposals should seek to enhance accessibility and linkages between the site and Lancaster City Centre and, to the south, the Broad Location for Growth in South Lancaster. It is therefore important that future proposals seek to improve both cycling and pedestrian linkages utilising, where possible, Lancaster Canal (which is to the West of the proposal site) and the proposed Cycling and Walking Superhighway that described in more detail via Policy T2 of this DPD.
- 20.40 Proposals should seek to address all necessary infrastructure in relation to highways, open space and affordable housing delivery. It is important that necessary infrastructure be delivered to the satisfaction of the relevant authorities and organisations.
- 20.41 Proposals for the site should seek to provide satisfactory access arrangements onto Ashton Road, ensuring that a safe and appropriate access point(s) is created to the satisfaction of the local highway authority, and that any highway capacity issues that may arise are suitably mitigated against.
- 20.42 Any proposals for this site should ensure that it contributes to improvement of wider infrastructure in accordance with the Infrastructure Delivery Plan (IDP)⁶⁷. In particular, improving cycling and pedestrian linkages to Lancaster City Centre should form a key element of improvement within the local area.

21. Development Opportunity Sites

- 21.1 The Council has identified a number of sites that require regeneration and improvement. In order to facilitate such improvement, they have been classified as ‘Development Opportunity’ sites, which will be promoted for a range of uses. Whilst their regeneration is not strategic for the district, redevelopment of these locations in some cases will contribute to development on brownfield sites and offer the opportunity to generate local benefits to the immediate surroundings.

Land at Bulk Road & Lawson’s Quay, Central Lancaster

POLICY DOS1: LAND AT BULK ROAD & LAWSONS QUAY, CENTRAL LANCASTER

The Council will support the regeneration of this site for a range of development uses, including commercial, leisure and retail uses where such proposals seek to complement

⁶⁷ [Local Plan and Planning Policy - Lancaster City Council](#)

the ongoing regeneration of the neighbouring Canal Quarter Site (as defined in Policy SG5 of this DPD).

Proposed uses at the Bulk Road & Lawson's Quay site should not include uses that could be located on an available, sequentially preferable, site that is located either within, or adjacent to the Primary Shopping Area.

Proposals will be expected to address the following issues:

- I. Proposals should seek to ensure that no adverse impact is created on the surrounding road network, local amenity and highway safety. Proposals that involve a significant increase in traffic movements into the site will need to satisfactorily demonstrate that it will not have any adverse impact on the traffic movements into central Lancaster;**
- II. That any proposed uses on the site for employment or commercial purposes do not impact on residential amenity of existing properties on Bulk Road in terms of noise, smell, light or air pollution;**
- III. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development proposals will deal with the matter of flood risk, particularly in relation to impacts on the River Lune which is to the north of the site. This should include suitable and appropriate measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;**
- IV. Appropriate linkages are generated from the site to the city centre, encouraging access to the site by both cycling and walking; and**
- V. Proposals seek to preserve, or enhance the setting of numerous heritage assets in the immediate vicinity and across the wider townscape of Lancaster. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site.**

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

- 21.2 The Council has allocated the land at Bulk Road and Lawson's Quay as a development opportunity site it provides the opportunity to improve the northern gateway to the city centre and address long-term vacancy issues and dereliction of the site.
- 21.3 Support will be given to the redevelopment of this site for a range of commercial uses, including office / business uses, leisure uses and some types of retail use, provided they do not seek to conflict with the wider aims of the Council to deliver regeneration and growth at the Lancaster Canal Quarter site. It should be demonstrated that any retail uses proposed for this site will compliment and support the retail offer in the city centre, both in terms of the existing offer and the offer proposed via the Canal Quarter Scheme.
- 21.4 Proposals that would undermine the redevelopment and regeneration of the Lancaster Canal Quarter, including proposals for development of comparison retail units (A1 use class), will not

be supported and would be more appropriately sited within the Primary Shopping Area of Lancaster, as identified in the Local Plan Policies Map.

- 21.5 Access to the site is achieved from Skerton Bridge, Caton Road and Lancaster's one-way system all of which suffer from serious congestion. Any proposals for this site will therefore be expected to set out clearly how traffic to and from the site will be managed to ensure that there will be no unacceptable impacts on traffic flow and the local highway network and that highway safety is not compromised. Any proposal should have due regard to the aspirations of the Lancaster District Highways and Transport Masterplan and support the implementation of any schemes as set out in Policy DM64 of the Development Management DPD. Proposals should also ensure there is safe access from the city centre for both pedestrians and cyclists.
- 21.6 Any proposed uses on the site should not have a detrimental impact upon the local residential amenity of properties on Bulk Road. Proposed uses should ensure satisfactory amenity in terms of light, odour, noise or air pollution.

Land at Lune Industrial Estate, Luneside, Lancaster

POLICY DOS2: LUNE INDUSTRIAL ESTATE, LUNESIDE, LANCASTER

The Council will support the mixed-use regeneration of this previously developed site to includes a range of residential, employment and economic uses. Regeneration proposals for this site should only be brought forward via a comprehensive integrated approach, preferably via a masterplan, including all elements of the site.

Any future proposals for the Lune Industrial Estate will be expected to address the following fundamental issues:

- I. Proposals should be comprehensive in nature, including the consideration of all areas of the Lune Industrial Estate, to ensure that issues relating to the site (and its existing uses) are addressed in an acceptable manner;
- II. Proposals will be expected to demonstrate that the air quality within the Lancaster Air Quality Management Area will not be impacted from the proposed development and that adequate mitigation measures are provided in accordance with Policy DM31 of the Development Management DPD;
- III. Given the continued active use of the site for economic and employment purposes, the masterplan should set out how existing businesses will be supported to find alternative appropriate accommodation within the district.

The Council will not support piecemeal applications on the site that result in sensitive land-uses (such as residential) being located in close proximity to heavy industries.

Proposals will also be expected to address the following issues:

- IV. To plan sensitively and appropriately for a range of land-uses on the site and ensure that incompatible land uses are not located within close proximity of each other;
- V. The design of development should seek to be of a high quality, emphasising its prominent location on the banks of the River Lune, new development should be

- sympathetic to its locality and create a strong sense of place, providing a well-designed and high-quality environment for its residents and workers;
- VI. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
 - VII. The proposal seeks to address the issues relating to road infrastructure and accessibility between the site and the city centre, ensuring that issues of traffic congestion are fully explored. The proposed uses should not have an adverse impact on highway safety or increased HGV movements through residential areas and the City Centre;
 - VIII. Strong linkages are made between the site and the city centre, encouraging cycling and walking links;
 - IX. That issues relating to ground contamination are fully investigated prior to the commencement of any development on the site and that suitable remediation measures are adopted;
 - X. The proposed uses and design do not have an adverse impact on the residential amenity of neighbouring residential properties;
 - XI. To provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of land adjacent to the development site (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas of recreation such as public open space within the development;
 - XII. Proposals through the design, construction and occupation phases should seek to mitigate against existing flood risks. Proposals should be accompanied by a Flood Risk Assessment that addresses the potential impacts of flooding both directly and indirectly on the site, and is acceptable to the Environment Agency and Lead local Flood; and
 - XIII. Appropriate levels of contribution towards the improvement of infrastructure in the local area, including towards improvements to the education provision to the satisfaction of Lancashire County Council and contributions towards open space improvements in the Freemans Wood and Willow Lane areas.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular, the Development Management DPD.

- 21.7 The land at Lune Industrial Estate is of economic importance, providing affordable employment land for business growth and development. It accommodates a range of B1, B2 and B8 uses. It represents one of only a handful of sites in the Lancaster area (South of the River Lune) which offers opportunities for both general and heavy industrial uses.
- 21.8 As a result the Lune Industrial Estate plays an important role in the district's employment land portfolio that provides a balanced number of sites in terms of size, location and nature.

- 21.9 Whilst its economic importance both locally and within the district is recognised, the Council also acknowledges that the long-term suitability of this site for employment and economic use may require further consideration and action. The site has significant access issues from the city centre one-way system, which suffers from severe traffic congestion at peak times. The site is also now located in a predominantly residential area with the adjoining site (Luneside West) under construction for residential development.
- 21.10 Given the constraints of the site, the Council recognise the importance of adopting a flexible long-term approach to the regeneration of this site for a range of uses including residential, commercial, employment and recreational uses, through its allocation as a development opportunity site.
- 21.11 Whilst there are currently a few alternative sites for general industrial uses in the Lancaster area, it is considered that the opening of the Bay Gateway Link Road will significantly improve accessibility from Lancaster to employment sites on the Heysham Peninsula, in particular sites within the Heysham Gateway. With this improved access, there will be reasonable alternative provision available for the de-canting of businesses from the Lune Industrial Estate to alternative locations such as Heysham Industrial Estate, Major Industrial Estate and Lancaster West Business Park.
- 21.12 Any proposals for the Lune Industrial Estate must consider the site as a whole and develop a well-planned, sustainable framework for future regeneration of the site. Such a masterplan should be developed in collaboration with all the landowners on the site and with input from the Council and other key stakeholders where appropriate. Such an approach will ensure that consideration is given to how existing employment uses will be supported in decanting to alternative premises elsewhere in the district and ensure that the masterplan does not result in competing and incompatible land-uses being located within close proximity to each other.
- 21.13 Proposals that are piecemeal in nature and result in the creation of incompatible land-use patterns (for example heavy industry and residential development) which generate significant amenity issues for local residents will not be supported by the Council.
- 21.14 There are significant infrastructure issues in the Luneside area, particularly in relation to education provision and highway issues. These infrastructure requirements should be directly addressed through the preparation of a comprehensive masterplan for the Lune Industrial Estate. Proposals that exacerbate existing infrastructure deficiencies and do not offer appropriate, realistic, solutions for addressing this shortfall will not be supported by the Council.

Land at Willow Lane, Lancaster

POLICY DOS3: LAND AT WILLOW LANE, LANCASTER

The Council will support appropriate and suitable proposals that facilitate, enhance and regenerate the quality and quantity of recreational open space provision in this area and seeks to maintain and enhance the biodiversity and amenity value of the site.

Exceptionally, the Council may support proposals for enabling development within part of the site that currently has no active use, but only in circumstances where the proposals support and facilitate quantitative and qualitative improvements to the recreational and open space, and that this remains the main overall use on the site.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

- 21.15 Land at Willow Lane in Lancaster is identified as an opportunity area for improvement to the current recreation and open space offer, as identified in Policy SC5 of this DPD. Located to the west of Lancaster the site provides an important area of open space in what is otherwise a densely developed residential and employment area. The continued protection of this area for recreation purposes is therefore strongly supported by the Council.
- 21.16 The site has a long history of recreational uses and amenity value, with land within the allocation currently being used as playing pitches and a children's play area, and other areas previously used as a cricket ground. Whilst the eastern part of the site remains in active use, the larger element of the site remains in private ownership being identified as an area of amenity greenspace and natural and semi-natural greenspace in the Council's Open Space Study (2018).
- 21.17 In considering proposals that seek to improve and enhance the recreation amenity value offer of the site, the Council will support proposals that enhance existing recreation and open space facilities for local residents, improving the quality of the existing assets and providing new recreational facilities where appropriate. Opportunities to retain and enhance biodiversity in this area should also be considered.
- 21.18 In planning for the wider needs of the district and in order to secure enhancements to the existing recreational resource the Council may, where appropriate, support a small element of enabling development on land presently identified as not having an active recreational use.
- 21.19 This is subject to the development supporting enhanced recreation and open space provision on the site and that the additional development proposed is clearly demonstrated to support these improvements. Any additional development will need to be of a design and layout that is compatible with the continued use of the site for recreational and amenity use and would not restrict the accessibility of the site for local residents. Any proposals would also benefit from demonstrating that there is clear support in the local community.

Galgate Mill, Galgate

POLICY DOS4: GALGATE MILL, GALGATE

The Council will support proposal for the regeneration and redevelopment of Galgate Mill. Any proposals for the mill building will be expected to retail a significant element of employment space within the building, particularly at ground floor level. However, to facilitate regeneration, the Council will support diversification of uses that include

residential uses to the upper levels. Any proposals need to be consistent with its rural location and its listed status.

In considering future proposals, the Council will require a conservation-led approach which is focussed on:

- I. The retention and sensitive reuse and repair of the mill building, maintaining and restoring its historical significance and those surrounding curtilage buildings identified as being of historical importance;
- II. The protection of local amenity in surrounding residential areas;
- III. High quality design and use of material that respect the character and setting of historic assets on the site. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- IV. Sustainable construction and design that is aimed at minimising energy use and maximising energy efficiency;
- V. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development proposals will deal with the matter of flood risk, particularly in relation to impacts on the River Conder which is to the north of the site. This should include suitable and appropriate measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;
- VI. The integration of the development within the surrounding network of cycling and pedestrian linkages;
- VII. The provision of acceptable and safe traffic arrangements for Chapel Lane;
- VIII. Contributions from the development towards improvements to public transport in the area, with improved linkages between this site and Lancaster city centre. This should be demonstrated via the production of a properly monitored and managed Travel Plan in accordance with Policy DM63 detailing measures to be provided to maximise sustainable transport use; and
- IX. The retention and provision of sufficient parking on-site to accommodate the mix of uses being proposed on-site without impacting on the operation of existing businesses or the setting of the Listed building.

Any proposal should also be considered in the context of all other relevant Local Plan policies. In particular, consideration should be given to the infrastructure requirements for South Lancaster set out in Policy SG3 of this DPD. The Council will expect that any proposal for the Galgate Mill site should seek to contribute to the delivery of infrastructure improvements where relevant to the proposal.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

- 21.20 The Grade II Listed Silk Mill was erected in 1852 and unusually for this area the building is constructed of brick. The main mill building is five storeys and provides a dominant and attractive landmark for Galgate.

- 21.21 The main mill buildings have been converted into light industrial and quasi-retail uses and has been designated through previous Local Plans as a rural employment site, one of only two rural employment sites in the south of the district. Whilst a number of small businesses trade from the mill, a large area of the site remains vacant and available for development. Opportunities to utilise and bring back into use this important historic asset and tidy up the site will be supported by the Council.
- 21.22 In considering future proposals, the Council will look to support and protect the continued operation of some of the mill for employment usage as it plays an important role in the district's employment land supply, by providing small units that are suitable for start-up businesses and other rural enterprises.
- 21.23 Whilst employment uses should be retained on this site, the Council will support the regeneration of the site for a mixture of supporting uses, such as for residential purposes where it is demonstrated that residential uses can be made compatible with the wider employment uses and is consistent with all other relevant elements of the plan.

Land at Middleton Towners, Middleton

POLICY DOS5: LAND AT MIDDLETON TOWERS, MIDDLETON

The Council will support sustainable development proposals that deliver the regeneration of this important brownfield site.

The Council's preference is for the completion of the extant planning permission relating to the site. If this development can be demonstrated not to be viable then the Council will consider alternative proposals for this site.

The Council will require development to be taken forward through a comprehensive approach addressing the following issues:

- I. That the proposed use(s) are compatible with the existing residential uses that have already been constructed on site;
- II. The proposal must enhance its levels of connectivity and accessibility to nearby urban areas. This should be achieved via improvements to public transport services and improvements to the highway, cycling and pedestrian networks;
- III. The proposal does not have a detrimental visual impact on the landscape value of Morecambe Bay;
- IV. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- V. That consideration be given to the need for coastal defences as part of any future submission;
- VI. That consideration is given to the Strategic Flood Risk Assessment (SFRA) and the associated flood risks connected with the site and that any future proposals are accompanied by a more detailed assessment of flood risk which highlights suitable and appropriate mitigation measures and is acceptable to the Environment Agency and Lead Local Flood Authority; and

VII. The protection of the setting of the Listed building and its viability as a leisure facility.

Any proposals for this site should have due regard to the close proximity of Heysham Nuclear Power Station (as defined by Policy SG14 of this DPD) in relation to its continued operation and potential future expansion.

Any proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation the requirements of appendix D must be delivered as part of any future proposal.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

- 21.24 Situated to the south of Heysham, the former Pontins Holiday Camp has remained largely vacant since its closure in 1994. The whole site extends to approximately 23 hectares and occupies a prominent position overlooking Morecambe Bay.
- 21.25 The site has a complex history with planning approval for a 626 dwelling retirement village in 2002 having been called in by the Secretary of State for determination. In recommending approval, the Inspector recognised the unique nature of and benefits of the residential proposal as well as the many regeneration benefits that the scheme would deliver. Following commencement on site, like a number of sites across the district, its delivery was impacted on by the economic downturn with only a small number of the dwellings and ancillary facilities actually completed.
- 21.26 An application to remove the age restriction on the built part of the site was subsequently approved at appeal. More recently, the Council agreed to remove the age restriction on the remaining parts of the site.
- 21.27 Whilst accepting that the site now benefits from approval for unrestricted residential development, given the sites remote location outside of any defined settlement and distance from services and infrastructure, this is not somewhere the council would ordinarily support development.
- 21.28 It is important to note that on granting the appeal, the Planning Inspector considered that the regeneration benefits of bringing a large brownfield site back into use and the specialist nature of the housing provided sufficient justification to support the proposal. The unique nature of this site continues to be recognised by the Council.
- 21.29 In taking forward proposals for this site, the Council will seek to encourage the implementation of the original proposal that sought to offer the opportunity to regenerate the large brownfield site as well as secure much needed specialist housing for the retirement community, a sector of the housing market that is anticipated to expand in future years.

- 21.30 However, the Council recognises that this may not represent the most optimal or viable use for regenerating the site over the coming years, with this confirmed by the removal of age restriction on site.
- 21.31 In considering alternative proposals, the Council will consider the potential for residential, employment and tourism uses. All uses would need to demonstrate how the accessibility and overall sustainability of the site could be enhanced to a level that is sufficient to overcome and address its remote rural location. This will include measures to improve the frequency and quality of public transport provision and facilitate opportunities for pedestrian and cycling connectivity. Opportunities for the provision of other key local services on site should be investigated where proposals for residential development are proposed.
- 21.32 The site falls within the consultation zone for the Office of Nuclear Regulation (ONR). The ONR will need to be consulted as part of any future proposals for this site with their advice informing the Council's determination. In considering the implications on Heysham Power Station, the Council will not support the development of permanent residential caravans on this site.
- 21.33 Areas of the Middleton Towers site fall within Flood Zone 3a which is at high risk of flooding from the coast. As a result, the Council would expect any proposals for development to be accompanied by detailed flood risk assessments (FRA) which build upon the understanding of flooding described in the Council's Strategic Flood Risk Assessment (SFRA). Proposals should seek to provide mitigation against the risks of flooding through design and construction. The Council will not support proposals that include ground floor accommodation in areas within Flood Zone 3a.
- 21.34 A number of residential units and some supporting facilities within the original retirement village, including a leisure centre, have already been constructed with a number of dwellings occupied. The compatibility of future uses with the already constructed element of the scheme will need to be fully considered.

Land at Morecambe Festival Market and Surroundings

POLICY DOS6: MORECAMBE FESTIVAL MARKET AND SURROUNDING AREA

The Council will support the redevelopment and regeneration of the Festival Market and the surrounding land for a range of uses including retail, leisure and residential uses.

Proposals for this site should come forward as part of a comprehensive masterplan for the site and should seek to deliver a mixture of uses that complement the role and function of the existing town centre area. In particular, proposals should seek to address the following issues:

- I. That the proposed development is sympathetic towards the surrounding heritage assets, in particular the relationships between the Midland Hotel and Winter Gardens. Proposals will need to take account of the recommendations for**

mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;

- II. That the proposal does not have an adverse impact on local residential amenity to neighbouring properties on Northumberland Road;**
- III. That the proposal includes appropriate access to the road network that does not have adverse impacts on highway safety and highway capacity;**
- IV. The provision of satisfactory access and servicing arrangements to the rear of all premises fronting onto Marine Road Central;**
- V. To deliver necessary highway improvements on Marine Road Central in order to provide improvements to public amenity and the provision of an improved pedestrian environment;**
- VI. Enhance pedestrian linkages to the town centre, the former Frontierland site, the Promenade and the bus / train stations.**

Any proposals involving changes to (or the loss of) market capacity, existing community facilities including the Platform, any public realm, the existing skatepark or the bus station should either make satisfactory provision or a financial contribution to cover the costs of appropriate provision. The Council accepts that development may well require reductions in parking capacity but will require proposals for this to evidence the likely impacts on parking availability.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

- 21.35 The Morecambe Area Action Plan (MAAP), adopted by the Council in 2014⁶⁸, identifies the area of the Festival Market and its surrounding area as a Development Opportunity Site. Whilst the Morecambe Area Action Plan remains in place until 2021, the inclusion of this allocation within the wider Local Plan secures its allocation for the entire plan period up to 2031. This is considered a strategic site in terms of its context as a link between the existing town centre and the proposed new retail at the former Frontierland site on Marine Drive.
- 21.36 As suggested in the MAAP, land west of Northumberland Street includes an extensive area of car parking that could provide a significant opportunity for new beneficial development to add to and help link the town centre together. The opportunity site as a whole affords much potential for a range of main town centre uses, in particular for a range of commercial leisure uses that complement and assist in supporting the wider regeneration of the town centre.
- 21.37 Any proposal for the site should ensure that it provides strong linkages into surrounding areas, including the promenade, the retail parks to the west and the existing town centre to the east. Proposals should seek to ensure that there are sufficient levels of car parking to meet the traffic demands of the uses proposed and that there are no detrimental effects on the highway capacity or highway safety on the surrounding road network.
- 21.38 Any proposals that involve the loss of key community facilities, for example the indoor market or skatepark, should present as clear approach to how these facilities will be replaced

⁶⁸ <http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan>

elsewhere in the local area.

Former TDG Depot Site, Warton Road, Carnforth

POLICY DOS7: LAND AT FORMER TDG DEPOT, WARTON ROAD, CARNFORTH

The Council will support the regeneration and redevelopment of the former TDG site, Warton Road, Carnforth for a mixture of uses that should be appropriate and suitable for the unique position of the site. Potential uses could include elements of employment, commercial, residential and recreational uses. Proposals that seek to generate significant levels of traffic movements, especially HGV movements, will not be supported by the Council.

Any proposals that come forward should be comprehensive and consider the entire site through a masterplanning exercise, having due regards to the following issues:

- I. Proposals should seek to ensure that no adverse impacts are created on the surrounding road network, Carnforth Air Quality Management Area, local amenity in Carnforth town centre and highway safety, particularly in relation to the generation of HGV traffic;
- II. That sufficient and appropriate mitigation is provided to protect any potential residential development or commercial uses on this site from the impacts associated with the site's proximity to the West Coast Mainline and other associated rail infrastructure;
- III. Future proposals should demonstrate a high standard and quality of design, respecting the character of the setting of the site and its location as a gateway into the Arnsdale and Silverdale AONB;
- IV. Should the site come forward for residential uses, schemes will need to provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of land adjacent to the development site (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas of recreation such as public open space within the development
- V. That any proposed uses of the site for employment or commercial uses do not impact on local residential amenity in terms of noise, odour, light or air pollution;
- VI. That issues relating to ground contamination are fully investigated prior to the commencement of any development on the site;
- VII. Appropriate linkages are generated from the site to the town centre and railway station, encouraging access to the site by cycling and walking;
- VIII. Proposals will respect, retain and where possible enhance the heritage assets contained on the site; and
- IX. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site.

Development proposals should investigate opportunities to deliver improvements to water quality in the adjacent River Keer, such investigations should form part of the remediation works for the wider site.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

- 21.39 The site at the former TDG depot site on Warton Road, Carnforth has been a long established employment allocation within the Local Plan. However, following the relocation of TDG to different premises (both within the district and wider across the North West) the opportunity now exists to realise new, alternative uses for the site.
- 21.40 The site's previous use for storage and distribution uses (B8 use) placed significant problems on the local highway network, creating high levels of HGV movement through Carnforth town centre, which impacted on the town centre's amenity and safety for residents and visitors. Carnforth is one of three Air Quality Management Areas (AQMAs) in the district, with its designation associated with the levels of air pollution created from road traffic⁶⁹.
- 21.41 Accordingly, the Council, whilst recognising the existing permitted uses for the site, will not seek to support proposals that would generate significant numbers of HGV trips to and from the site.
- 21.42 The Council expects any development proposals in this location to come forward as part of a comprehensive masterplan, addressing any issues relating to phasing. The Council will not support the piecemeal regeneration of this site for individual, isolated development proposals.
- 21.43 Any masterplan submitted for this site will be expected to consider the impacts that the proposed uses will have on the local highway network and the issues around accessing the site. The constrained nature of the site suggests that only one access point will be available for future development. In taking forward proposals, consideration will need to be given to the capacity of the local highway network and to highway safety. Given the site's central location within Carnforth, it is expected that any masterplan should seek to encourage the use of cycling and pedestrian access to Carnforth town centre and Carnforth rail station.
- 21.44 As the site is surrounded by rail infrastructure and, in particular, the busy West Coast Mainline, any proposals will need to address and mitigate the impact that such uses will have on amenity of the proposal, particularly any sensitive development such as residential uses. The Council will expect proposals to incorporate mitigation measures to ensure that the amenity of any elements of residential development are suitably protected from surrounding uses.

Former Thomas Graveson Site, Warton Road, Carnforth

POLICY DOS8: FORMER THOMAS GRAVESON SITE, WARTON ROAD, CARNFORTH

⁶⁹ <http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality/carnforth-air-quality-management-area-aqma>

The land identified at the Former Thomas Graveson site on Warton Road, Carnforth, has been allocated to provide opportunities for recreation and environmental improvement under Policy SC5 of this DPD. The Council will support appropriate and suitable proposals that facilitate, enhance and regenerate the site and provide enhancements to the environmental value of this area and enhance biodiversity value. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council’s Heritage Impact Assessment for the site.

Exceptionally, the Council may support proposals for enabling development with parts of the site which are not contained in Flood Zone 3, but only in circumstances where the proposals support and facilitate quantitative and qualitative improvements to the environmental value of the site.

Future proposals 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 Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

- 21.45 The Council have identified land at the former Thomas Graveson Site, Warton Road, Carnforth as a development opportunity site in order to provide improvements to its environmental value and recreation offer, as identified under Policy SC5 of this DPD. Located to the west of Carnforth and in close proximity to the Arnside and Silverdale AONB, the site provides an excellent opportunity to improve environmental value in this locality and provide improvements to the green / ecological networks in this locality.
- 21.46 Whilst the site has a history of employment uses connected with the railway and former Ironworks, the site has been derelict for a long period of time with no expectation that it will be re-used for economic purposes in the future. Furthermore, the site suffers significantly from potential flood risk and is located in an area that is at the highest risk of flooding.
- 21.47 In considering proposals that seek to improve and enhance the environmental value of the site, the Council will support proposals that enhance such value through a managed approach in partnership with local environmental stakeholders. This could also include investigating opportunities for public access and recreational amenity space. To achieve this the Council may, where appropriate, support a small element of enabling development on land that is sited outside of the main areas of flood risk (i.e. on land which is not within Flood Zone 3).
- 21.48 Any additional development will need to be of a design and layout that addresses the impacts of flood risk in accordance with relevant national and local planning guidance.

22. The Historic and Natural Environment

Mill Race Heritage Priority Area

POLICY EN1: MILL RACE HERITAGE PRIORITY AREA

The Council has identified the Mill Race area in Central Lancaster as the priority for a Heritage Action Zone with the aim to deliver a heritage-led regeneration of this area and specifically shape a sustainable future for a key part of the city centre. This will be achieved by improving investment conditions to grow economic activity and supporting development proposals that address the following issues:

- I. Ensuring that the area's heritage assets are in good condition and able to find sustainable and beneficial uses that secure their long-term future;
- II. Transforming the setting of key heritage assets in this area to provide space and opportunity for appreciation and enjoyment;
- III. Increasing the levels of business occupation within premises and particularly through the creation of active ground floor spaces;
- IV. Improving environmental conditions for residents, building occupiers and pedestrians through reducing the impact of traffic;
- V. Improving pedestrian safety and perceptions of safety to encourage dwell times, business viability and vitality within the city centre; and
- VI. Improving pedestrian connectivity to better relate to the city centre, Canal Quarter and the River Lune.

Any proposals for development in these areas should have due regard to all relevant policies within the Development Management DPD, particular Policies DM37 – DM42 relating to the historic environment.

- 22.1 In June 2016, Historic England launched a new programme entitled 'Heritage Action Zones' where organisations could bid for such status to help manage change within historic areas and unlock economic potential.
- 22.2 After considering the criteria and guidance from Historic England, the Council decided to focus the proposed action zone on an area to the north-east of the city centre that contains a number of heritage assets that will face opportunities and challenges over the coming years.
- 22.3 Whilst the submission to Historic England was unsuccessful in terms of securing funding and resources, the Council and its partners will seek to secure future funding opportunities in the area of Central Lancaster, as identified in Policy EN1 and will look at local interventions and stakeholders to improve the historic environment in this area as a key part of the city centre offer.
- 22.4 The area contains a large number of listed buildings and a number of non-designated heritage assets that include:

- The Mill Race – a historic covered water course, it forms a loop of the River Lune and is believed to be Roman in origin. This hidden heritage asset is the underlying key to the areas historic development and future regeneration.
- Church of St John, North Road – this grade II* listed building epitomises the period of prosperity for Lancaster in the late 18th Century but is on the Heritage at Risk Register and faces a number of challenges to secure its future.
- Centenary Church, Rosemary Lane / St Leonardsgate – This Grade II listed church forms a strong landmark at the Stonewell junction at the edge of Roman and medieval settlements.
- St Leonards House, St Leonardsgate – is a Grade II listed, late 19th century factory built for Gillow and Co. to meet their growing expansion.
- Gillows' Showrooms, North Road – a key part of the Gillow furniture works was the development of these imposing gabled showrooms.
- The Grand – this grade II listed building is home to one of the oldest theatres in Britain.

22.5 The above key heritage assets are singled out due to their collective roles and insights into the development of this area and the wider city and also the landmark presence they each add to the townscape. Together with the underlying course of the Mill Race, these effectively offer the core boundary to the priority area.

22.6 This area is rich with heritage, but it faces a number of challenges and opportunities over the next few years including:

- Ongoing recovery from the winter 2015 floods and developing resistance / resilience measures appropriate to historic buildings;
- Changing demands and development opportunities;
- Synergy between the nearby city centre expansion at the Canal Quarter Site, as outlined in Policy SG5 of this DPD;
- Opportunities to play a continuing role in the development of Lancaster University;
- Opportunities for environmental improvements via implementation of the Lancaster District Highways and Transport Masterplan; and
- Prospective growth benefits from the emerging Lancaster City Centre as outlined in Policy SG4 of this DPD.

22.7 The Mill Race Heritage Priority Area aligns well with a number of ongoing initiatives within the city which seek to address these challenges and build upon these opportunities, including the emerging city centre strategy, the Lancaster District Highways and Transport Masterplan, the proposed regeneration of the Lancaster Canal Quarter site, Lancaster Square Routes programme (including 'Beyond the Castle'), Lancaster Business Improvement District (BID) and the flood defence works on the River Lune.

Natural Environment

22.8 The planning system should actively enhance and protect the natural environment. Paragraph 114 of the 2012 National Planning Policy Framework requires local planning authorities to '*set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancements and management of networks of biodiversity and green infrastructure*'.

22.9 It is important to take into account all aspects of the environment, including the following

elements:

- Biodiversity (including habitats and species) and geodiversity, which underpins biodiversity by providing rocks, landforms, soils, water, nutrients and natural processes that support habitats, species and ecosystems;
- The network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages and towns (known as green infrastructure);
- Watercourses and areas of water and their margins;
- Landscape, seascape and its character; and
- Vegetation, trees and landscaping.

22.10 The character of landscape in Lancaster district is unique and is the result of action and interaction of both natural and human factors. In principle, landscape character applies to urban areas and the countryside, and is applicable at different scales.

22.11 Policies protecting and enhancing the natural environment build on the principles contained in Policy SP8 of the Strategic Policies & Land Allocations DPD and complement specific allocations or designations on the Local Plan Policies Map. In preparing these policies, the advice of Natural England, Lancashire Wildlife Trust, Lancashire County Council, AONB Management Teams, the Environment Agency, United Utilities, Canal and River Trust, RSPB and officers of the Local Planning Authority has been taken into account.

Areas of Outstanding Natural Beauty

POLICY EN2: AREAS OF OUTSTANDING NATURAL BEAUTY

Lancaster district contains two Areas of Outstanding Natural Beauty (AONB) that are designated for their national landscape importance. They are:

**ARNSIDE AND SILVERDALE AREA OF OUTSTANDING NATURAL BEAUTY
FOREST OF BOWLAND AREA OF OUTSTANDING NATURAL BEAUTY**

The landscape character and visual amenity of both AONBs and their settings will be conserved and enhanced. All development in the AONBs should be sustainable, consistent with the primary purpose of AONB designation and guided by the relevant AONB Management Plan. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, including the Development Management DPD and, where appropriate, the Arnsdale & Silverdale AONB DPD.

22.12 Lancaster district contains two Areas of Outstanding Natural Beauty (AONBs) both of which extend beyond the district boundary. The Arnsdale & Silverdale AONB straddles the Cumbrian border and around half of it lies within the neighbouring district of South Lakeland. Whilst a large part of the Forest of Bowland AONB lies within Lancaster district, it also includes extensive areas of Craven District in North Yorkshire and Ribbles Valley, Wyre, Pendle and Preston districts in Lancashire. The extent of the AONBs in Lancaster district are highlighted on the Local Plan Policies Map.

- 22.13 The statutory purpose of AONB designation is to conserve and enhance the natural beauty of the areas. In the National Planning Policy Framework, the Government places great weight on conserving the landscape and scenic beauty of AONBs, which have the highest status of protection. If these characteristics are damaged, for example by insensitive development, then that will compromise the primary purpose of the AONBs and the enjoyment of the areas by the public. Where a development proposal would create conflict between the primary purpose of the AONB and other uses of the AONB, greater weight will be attached to the purpose of conserving and enhancing the landscape and natural beauty of the AONB.
- 22.14 The objective of the Local Plan is to conserve and enhance the natural beauty of the AONB landscapes by resisting inappropriate development and insisting on the highest standards of design and construction for proposals that are approved. New development must relate to the established character of the area in which it is to be located. It must integrate with its setting and be in keeping with neighbouring buildings and the landscape by appropriate siting, nature, scale, proportion, massing, design, materials and landscaping. It must respect the prevailing proportion of buildings to gardens and green space.
- 22.15 The two AONBs are living communities for which rural employment opportunities, housing to meet local needs and the provision of local services are of considerable importance. The economic and social wellbeing of the communities within AONBs will be of key importance when considering development proposals within them.
- 22.16 The policies contained in the Local Plan apply equally to both AONBs. An additional DPD, prepared by Lancaster City Council and South Lakeland District Council for the Arnside & Silverdale AONB, allocates land for development and establishes policies that are applicable only to the Arnside & Silverdale AONB⁷⁰.

The Open Countryside

POLICY EN3: THE OPEN COUNTRYSIDE

The Council has designated areas of open countryside that define the rural context of the district. Any development proposals located within the open countryside should have due regard to all relevant policies contained within the Local Plan, in particular policies within the Development Management DPD relating to development in the rural areas.

- 22.17 Significant areas of the district are open countryside, which is remarkably diverse in character and includes a range of landscape characters including:
- The northern edge of the Amounderness Plain, south of Morecambe Bay, which consists of flat and undulating pastoral farmland, much of which has been reclaimed with blocks of woodland, remnant mosslands and drainage channels.
 - The Bowland fringes, including the Lune Valley, Wyresdale and Roeburndale, which are characterised by herb-rich hay meadows defined by stone walls and hedges, extensive semi-natural and ancient woodland, numerous water courses, small villages and hamlets

⁷⁰ <https://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd>

built from local stone and slate and areas of formal parkland surrounding country houses.

- The Bowland Fells, which includes the Forest of Bowland Area of Outstanding Natural Beauty and consists of extensive, open, high heather moorland and blanket bog and steep cloughs and wooded valleys, fringed with semi-improved grassland enclosed by dry stone walls and herb-rich hay meadows.
- Morecambe Bay, which consists of extensive intertidal sand and mud flats, fringed variously by salt marshes and limestone and sandstone outcrops.
- The area around Morecambe Bay and the Lune Estuary which consists largely of undulating glacial hummocks overlain by lush pasture divided by hedgerows. The sand and mud flats of the estuary are important for birds and invertebrates. Around the estuary are areas of reclaimed farmland and mossland. The area south of Heysham is dominated by Heysham Power Station and a range of vertical infrastructure including electric pylons and wind turbines.
- The Morecambe Bay limestone area which includes the Arncliffe & Silverdale Area of Outstanding Natural Beauty and consists of craggy limestone outcrops and screes, topped by limestone pavements, large areas of ancient woodland and areas of mossland. Fields are small and predominantly divided by limestone dry walls.

- 22.18 Whilst within these areas the landscapes can vary markedly, their common characteristic is that they are essentially open and rural in character. These qualities can be easily damaged by the intrusive effects of inappropriate development.
- 22.19 The Local Plan sets out an approach towards future development growth within the district that focuses on areas of strategic growth around Lancaster and Carnforth and, to a lesser extent, Morecambe. The delivery of these strategic sites will result in sustainable patterns of new development being delivered which will meet the majority of the district development needs for the plan period.
- 22.20 As a result, development within the open countryside can be carefully managed to ensure that proposals are to an appropriate scale as to not affect the wider character of the open countryside. The boundary of the countryside is identified on the Local Plan Policies Maps.
- 22.21 There are a range of development management policies that will be relevant to any proposals within the open countryside, in particular Policies DM47 to DM52.

The North Lancashire Green Belt

POLICY EN4: THE NORTH LANCASHIRE GREEN BELT

The North Lancashire Green Belt is identified on the Local Plan Policies Map between Lancaster, Morecambe and Carnforth to ensure that future growth does not result in coalescence between these settlements.

Development proposals within the Green Belt will be assessed against national planning policy and will have due regard to all relevant policies contained within the Local Plan, in particular Policy DM50 of the Development Management DPD which relates to development within the Green Belt.

- 22.22 As highlighted on the Local Plan Policies Map, the district contains the North Lancashire Green Belt which was formally established through the Green Belt Local Plan (1991) and retained within the Lancaster District Local Plan, adopted in 2004. The North Lancashire Green Belt was established to ensure that the area between Lancaster, Morecambe and Carnforth did not coalesce together to form a single urban area.
- 22.23 Given the significant pressures for housing within the district, and the fact that the Green Belt in this area has not been reviewed since its initial establishment in 1991, this Local Plan process has involved a review of the North Lancashire Green Belt. The Review has involved the assessment of all the land and boundaries that constitute the Green Belt in terms of how they fulfil the national purposes of the Green Belt as identified in Paragraph 80 of the 2012 National Planning Policy Framework.
- 22.24 The Review has assessed a range of general and strategic parcels of land to understand their individual and cumulative role within the Green Belt before providing a recommendation over whether they make a strong, moderate, weak or no contribution to fulfilling the purposes of the Green Belt. Further information on the North Lancashire Green Belt Review can be found on the Council website at <https://www.lancaster.gov.uk/planning/planning-policy>
- 22.25 The Green Belt Review is a piece of evidence that has been used to prepare this Local Plan. The review has provided an understanding of the relative contribution of each piece of land within the Green Belt. It does not seek to recommend which areas of land should be removed or retained from the Green Belt, nor does it provide recommendations on alternative uses for land that scores poorly within the Review. All such decisions on the Green Belt have been provided through the preparation of the Local Plan where a number of changes have been proposed. These changes include:
- The Green Belt boundary has been amended to the north of Lancaster, between the urban fringes of Lancaster and the new Bay Gateway Link Road. There has been significant change in this area due to the construction of the new road that has radically altered the value of the Green Belt purposes in this area, leading to the Green Belt Review concluding low values for this area. The area has been identified for residential purposes under Policy SG9 of this DPD, elements of which have also been designated as Urban Setting Landscape (USL) via Policy EN5 of this DPD. Land to the east will be identified as an area of separation under Policy EN6 of this DPD to ensure that a green gap is maintained between Lancaster and Halton.
 - The Green Belt boundary to the east of Torrisholme has been amended to provide a more definable Green Belt boundary making use of the West Coast Mainline. This provided a more robust and permanent boundary that will not be vulnerable to future encroachment. The land that has been removed from the Green Belt will not be identified for development purposes and is identified as open countryside. This area of land has been designated as Key Urban Landscape via Policy EN5 of this DPD. The land at Torrisholme Barrow will be protected as an area of open space and as a Scheduled Ancient Monument due to its recreational and historical importance.
- 22.26 Other minor amendments have been made in light of the Green Belt Review to correct historical anomalies to the Green Belt and, where it has been possible to do so, minor amendments have been made to strengthen the Green Belt boundaries to ensure they are

robust and sustained beyond the plan period.

- 22.27 The land that remains within the Green Belt is identified on the Local Plan Policies Map and continues to have significant importance in terms of ensuring that the major settlements of the district (Lancaster, Morecambe and Carnforth) do not coalesce together to form one single settlement.
- 22.28 Accordingly, land contained within the Green Belt will be protected from inappropriate development that will result in harm to the openness of the Green Belt. Proposals will be assessed against the requirements of the National Planning Policy Framework and Policy DM50 of the Development Management DPD.

Local Landscape Designation

POLICY EN5: LOCAL LANDSCAPE DESIGNATIONS

Areas of Key Urban Landscape and Urban Setting Landscape have been identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded.

Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM46 of the Development Management DPD which relates to development and landscape impact.

- 22.29 Within and surrounding the main urban areas of the district are a number of important areas of open space. These areas have historically played an important role in defining the character of the district with many of the landscapes providing the setting for significant areas and features. Their continued protection therefore remains important.
- 22.30 Whilst historically these areas have been referred to as Key Urban Landscapes the Council in moving forward with the Local Plan recognise the varying role that these landscapes provide and the need for a more appropriate definition which reflects the varying characteristics of the landscapes and the large breadth of areas that they cover.
- 22.31 Policy EN5 identifies two local landscape designations:
- Key Urban Landscapes (KUL)
 - Urban Setting Landscapes (USL)
- 22.32 The Council attaches great importance to maintaining the open nature of both Key Urban Landscapes and Urban Setting Landscapes and will look to protect them from inappropriate development which would erode this character.

Key Urban Landscapes (KULs)

- 22.33 Key Urban Landscapes (KULs) include those areas within the main urban area which are

integral to the built form of the district, providing a setting for important features and/or heritage assets. They play an important role in defining the townscape of the main urban areas and are inextricably linked to the experience of the wider setting of these features. These areas also provide amenity value for local residents and the wider community. The amenity value of these areas are protected via other policies within the Local Plan.

- 22.34 KULs include the grounds of Lancaster Moor Hospital, University of Cumbria, Ripley St. Thomas School, together with Williamsons Park, Quay Meadow and Ryelands Park and the urban coastline between Sandylands and Higher Heysham. Although some development has taken place in these areas, they remain essentially open and contribute to the townscape of the main urban area.

Urban Setting Landscapes (USLs)

- 22.35 Key Urban Landscapes are complemented by a number of large areas of open land on the edge of the main urban areas of the district, known as Urban Setting Landscapes (USLs). These are peripheral to the built form located on the edge of the main urban area. These are identified because they provide a visual frame for the urban area, providing an important role in the setting of existing development and providing a significant context or legibility to features within the existing landscape or surrounding areas.
- 22.36 These range from the elevated land to the east and open countryside to the north of Lancaster and land surrounding Morecambe and Carnforth. Together these areas provide an important role in maintaining a distinction between the town and the countryside and in providing a rural backdrop and setting to the urban area.

Areas of Separation

POLICY EN6: AREAS OF SEPARATION

The Council have identified an Area of Separation between Lancaster and Halton to ensure that the strategic growth proposed to the North of the City via Policy SG9 of this DPD does not result in two distinctly separate settlements merging together. The Area of Separation has been defined using clear and robust boundaries (i.e. Kellet Road, Halton Road and the Bay Gateway) which provides a highly open area to remain undeveloped. The Area of Separation also provides protection to the setting of Carus Lodge, which is a Listed Building.

It is also the Council's intention to provide further Areas of Separation to the South of Lancaster as part of the Bailrigg Garden Village to provide separation from the new development to Galgate, Bailrigg Village and South Lancaster. These areas will be specifically defined with the forthcoming Lancaster South Area Action Plan DPD.

Development proposals within Areas of Separation will be considered against how such proposals affect the openness and visual amenity of this area. Proposals will not be supported where they have impacts on wider openness within the areas and result in the coalescence between settlements and affect overall distinctiveness.

- 22.37 The Strategic Policies & Land Allocations DPD has identified one specific area of separation within the district that aim to protect the local character and identity of settlements. The role of areas of separation is to help maintain distinctive ‘Green Lungs’ between settlements. This DPD identifies where Areas of Separation would be beneficial. It is the Council’s intention to provide Area(s) of Separation in South Lancaster that will be identified via the Lancaster South Area Action Plan DPD. It should be noted that Policy EN3, relating to the open countryside also applies in Areas of Separation.
- 22.38 Development proposals within Areas of Separation will be considered against how such proposals affect the openness and visual amenity within the areas and will not be supported where they affect upon wider openness within the areas and result in general coalescence between settlements which affects their overall distinctiveness.

Environmentally Important Areas

POLICY EN7: ENVIRONMENTALLY IMPORTANT AREAS

There are a number of sites within the district that have been designated at International, National and Regional level for their environmental importance. These have been identified on the Local Plan Policies Map and will be protected from development proposals that have a detrimental impact on their designation.

Internationally Designated Sites

The following sites have been designated as Special Protection Areas (SPA), Special Conservation Areas (SAC) and RAMSAR sites due to their environmental importance:

EN7.1	Morecambe Bay and Duddon Estuary	EN7.4	Calf Hill/Crag Wood, Caton
EN7.2	Morecambe Bay Pavements	EN7.5	Leighton Moss
EN7.3	Bowland Fells	EN7.5	Morecambe Bay

Nationally Designated Sites

The following sites have been designated as Sites of Special Scientific Interest (SSSI) due to their environmental importance:

EN7.5	Artle Dale	EN7.20	Leck Beck Head & Catchment
EN7.6	Bowland Fells	EN7.21	Leighton Moss
EN7.7	Burton Wood	EN7.22	Lune Estuary
EN7.8	Calf Hill / Crag Wood	EN7.23	Morecambe Bay
EN7.9	Clear Beck Meadow	EN7.24	Robert Hall Manor
EN7.10	Cockerham Marsh	EN7.25	Roeburndale Woods
EN7.11	Coldwell Farm Pasture	EN7.26	Silverdale Golf Course
EN7.12	Crag Bank	EN7.27	Tarnbrook Meadows
EN7.13	Cringlebarrow & Deepdale	EN7.28	Thrang End & Yealand Hall
EN7.14	Eaves Wood	EN7.29	Thrang Wood
EN7.15	Far Holme Meadow	EN7.30	Thwaite House Moss
EN7.16	Gait Barrow	EN7.31	Trowbarrow Quarry
EN7.17	Hawes Water	EN7.32	Warton Crag
EN7.18	Heysham Moss	EN7.33	Winnmarleigh Moss
EN7.19	Jack Scout		

Nature Improvement Areas

Morecambe Bay Limestones and Wetland is identified as a Nature Improvement Area on the Local Plan Policies Map. Within this area the Council will support proposals which are compatible with the areas status as a Nature Improvement Area provided that proposals:

- Deliver sustainable growth linked to the natural environment;
- Enhance and restore priority limestone and wetlands habitat;
- Support the development of a network of local ecological systems, promoting wildlife corridors and wildlife migration; and
- Provide local community benefit encouraging education, lifelong learning and sustainable access.

Regionally Designated Sites

There are a range of sites that have been designated by Lancashire County Council for environmental and geological importance. These include areas that have been identified as Biological Heritage Sites (BHS) and Geological Heritage Sites (RIGS). These are identified under Policy EN7 of the Local Plan Policies Maps.

Development proposals which may impact on species and habitats will be expected to have due regard to Policy DM44 of the Development Management DPD.

- 22.39 Lancaster district has a range of internationally important nature sites but also includes a wide range of other important sites that make up an important wildlife network within the district.
- 22.40 Paragraph 9 of the 2012 National Planning Policy Framework (NPPF)⁷¹ stresses the importance of moving from a net loss of biodiversity to achieving net gains for nature as part of achieving sustainable development. Section 11 of the 2012 NPPF plus other legislation, regulations and guidance set out how this can be achieved and the legal duties and requirements for nature conservation.
- 22.41 The policy focus, hierarchical approach and strategic priorities are in line with national guidance and legislation. The hierarchy of designated sites and their significance is set out in the policy and is:
- a. Sites of international nature importance. This also applies to sites and habitats outside the designed boundaries that support the species listed as being important in the designation of these internationally important sites – often termed as ‘supporting habitat’ or ‘functionally linked land’ – for example feeding areas used by pink footed geese.
 - b. Sites of national nature and geological importance, which in Lancaster district comprises Sites of Special Scientific Interest (SSSIs).
 - c. Sites of regional nature and geological importance, which in Lancaster district comprises Biological Heritage Sites (BHSs) and Geological Heritage Sites (RIGs).
- 22.42 Development proposals that may have impacts on species and habitats will be expected to have due regard to Policy DM44 of the Development Management DPD. The Internationally and Nationally designated sites are identified on the Local Plan Policies Map and are described

⁷¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

in Policy EN7.

Priority habitats and species

- 22.43 Priority habitats and species are ‘habitats and species of principal importance’ for the conservation and biodiversity in England. The Secretary of State is required under section 41 of the Natural Environment and Rural Communities (NERC) Act (2006) to publish lists of priority habitats; the most recent review in 2007 listed 65 priority habitats and 1150 priority species. The Council, together with other public bodies (such as the Environment Agency) has a duty under the NERC Act to conserve biodiversity, including priority habitats and species.
- 22.44 Priority habitats sit outside the designated site hierarchy and are of national importance. Legally protected species include badger, bats and water voles. Some habitats, such as ancient woodland and ancient trees are irreplaceable because of their age and complexity and cannot be recreated once they are lost. When considering development proposals, Policy DM44 sets out a clear policy position in relation to the protection, mitigation and enhancement of areas that are of biodiversity and geodiversity importance. Policy DM45 clearly states that the Council will support the protection, enhancement and inclusion of trees, hedgerows and woodland.

Nature Improvement Areas

- 22.45 Morecambe Bay Limestones and Wetlands was identified as one of the 12 Nature Improvement Areas in England. These are identified as large discrete areas where through a local partnership approach a step change in nature conservation will be delivered.

Grab Lane Preserved Natural Setting Area

POLICY EN8: GRAB LANE PRESERVED SETTING AREA

The land surrounding the residential development at Grab Lane has been identified for protection under Policy EN8 of this DPD. The protection is to ensure that the landscape areas remain permanently open and free from future development. The Council has identified two specific areas of protection in order to address the following:

POLICY EN8.1	Land adjacent to Fenham Carr Lane has been protected for a range of open space uses, including informal amenity space and opportunities to deliver innovative storage solutions for drainage, such as the creation of balancing ponds and other sympathetic SuDS schemes. It will preserve the immediate rural setting provided by the valley fields of the Ashton Memorial and Williamson Park (which are designated heritage assets) and help protect the Park’s setting in closer views north-west from Wyresdale Road and on Fenham Carr Lane.
POLICY EN8.2	Land adjacent to the M6 has been protected to maintain a green gap between development and the motorway to protect residential amenity and the wider setting of the Ashton Memorial and Williamson Park. It will preserve the public’s visual amenity and appreciation of the designated heritage assets from Newlands Road and the M6.

- 22.46 As set out in Policy H4 of this DPD, the Council wish to ensure that land surrounding the residential allocation at Grab Lane is protected and remain open in permanence. The

reasoning for this is to ensure that the development in this location is of a high standard and maintains a strong setting.

- 22.47 The wider context of the setting is also an important factor. Development at Grab Lane is contained within the settings of Ashton Memorial and Williamson Park. These are significant landmarks in Lancaster and are key heritage assets for the city and wider North West region. Maintaining significant levels of open space within the Grab Lane area will ensure visual impacts on these heritage assets can be protected.
- 22.48 The areas identified under Policy EN8 seek to fulfil a range of purposes. Land identified in Policy EN8.1 is recommended for a general open space use, which can include a range of amenity spaces and the ability to accommodate SuDS schemes to address drainage issues in the locality. This area should have a significant degree of public access that will benefit both new and existing residents in the East Lancaster area. Land identified in Policy EN8.2 should play a greater role in defining the local landscape, providing an appropriate setting to the historical assets to the west and provide a green buffer between residential development and the M6 motorway. In both cases, the Council will not support development in these areas of protection.

Air Quality

POLICY EN9: AIR QUALITY MANAGEMENT AREAS

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

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

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

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

- 22.49 It is important that the air that sustains life is clean. The Council is responsible for monitoring the air quality of the district. The Government's National Air Quality Strategy requires Lancaster district to meet national standards for eight air pollutants: benzene, 1, 3 butadiene, carbon monoxide, lead, nitrogen dioxide, particulate matter and sulphur dioxide. Progress made in achieving better air quality in the district is reported to the Department for Environment Food and Rural Affairs (DEFRA).
- 22.50 Some areas of the district may require special attention in relation to air quality. There are three Air Quality Management Areas (AQMAs) that have been designated by the Council due

to the affect on air quality caused by emissions from adjacent high volume traffic corridors⁷². These include AQMAs at Galgate, Lancaster City Centre and Carnforth town centre. As air quality continues to be monitored, it is possible that AQMAs may be revoked, amended or newly designated in the future.

- 22.51 In order to address air quality issues in Air Quality Management Areas, the Council has defined two separate zones of interest. Zone 1 relates to the actual AQMAs including the areas surrounding them that provide potential pathways / gateways into the AQMAs – for example key transport routes into the AQMAs. Zone 2 relates to the area outside of the Zone 1 boundary. Further information on these zones can be found by contacting the Environmental Health team.
- 22.52 In accordance with Policy DM31 of the Development Management DPD, development proposals that are in or may significantly affect existing AQMAs (i.e. within Zone 1) are likely to need to be assessed by specialists in relation to air quality with regard to the impact (including any cumulative impacts) that the proposal and its associated traffic could have on air quality.
- 22.53 Where development is proposed within (or may significantly affect) existing AQMAs, the Council will expect that any risks to occupiers' health or overall environmental quality to be mitigated and the mitigation to be included within the development proposal. Where existing air quality levels are close to Objective levels (e.g. Scotforth Road, Carnforth and Caton Road, Lancaster or developments that are large in scale – assessments are also likely to be required. Further detailed guidance will be provided to assist developers on requirements and can be found in the Low Emissions and Air Quality Planning Advisory Note (or successor documents).
- 22.54 Assessments generally focus on road transport related impacts, however where development include emission releasing processes such as combustion sources, or where development may be impacted upon through such sources (existing or where planning approval has been granted), these are also likely to need assessment by an air quality specialist. Details of the assessment and any required mitigation should be included with the development proposal. Air pollution can also be caused by non-road transport, including railways. Where changes to these sources are proposed, air quality impacts must be assessed as part of any proposed development submission.

23. Sustainable Communities

Neighbourhood Planning

POLICY SC1: NEIGHBOURHOOD PLANNING AREAS

There are a number of areas in the district where Neighbourhood Plans are being prepared. Development proposals that are sited within the following Parish / Ward areas should have due regard to the policies and allocations set out in any Neighbourhood Plan where they have been formally adopted by the City Council for planning purposes.

⁷² <http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality>

NAME OF NEIGHBOURHOOD PLAN AREA	NAME OF RESPONSIBLE BODY
WRAY NEIGHBOURHOOD PLAN	WRAY-WITH-BOTTON PARISH COUNCIL
COCKERHAM NEIGHBOURHOOD PLAN	COCKERHAM PARISH COUNCIL
CATON NEIGHBOURHOOD PLAN	CATON-WITH-LITTLEDAL PARISH COUNCIL
HALTON NEIGHBOURHOOD PLAN	HALTON-WITH-AUGHTON PARISH COUNCIL
MORECAMBE NEIGHBOURHOOD PLAN	MORECAMBE TOWN COUNCIL
SLYNE-WITH-HEST NEIGHBOURHOOD PLAN	SLYNE-WITH-HEST PARISH COUNCIL
WENNINGTON NEIGHBOURHOOD PLAN	WENNINGTON PARISH COUNCIL
DOLPHINHOLME NEIGHBOURHOOD PLAN	ELLEL PARISH COUNCIL
ALCLIFFE-WITH-STODDAY NEIGHBOURHOOD PLAN	ALDCLIFFE-WITH-STODDAY PARISH COUNCIL
ARKHOLME NEIGHBOURHOOD PLAN	ARKHOLME-WITH-CAWOOD PARISH COUNCIL

When formally ‘made’ by the Council, the policies and allocations within Neighbourhood Plans will be afforded material consideration in the determination of planning applications.

- 23.1 The 2011 Localism Act provides opportunities for local communities to take a leading role in creating a Neighbourhood Plan for their area. A Neighbourhood Plan allows for communities to plan positively for the future of their areas, identifying how and where land should be developed. Once completed, a Neighbourhood Plan becomes part of the statutory Local Plan for the area and is a material consideration in determining planning applications.

To date there have been a number of Neighbourhood Plan applications within the district in the following parishes:

Wray-with-Botton Parish Council	Halton-with-Aughton Parish Council
Cockerham Parish Council	Slyne-with-Hest Parish Council
Caton-with-Littledale Parish Council	Morecambe Town Council
Wennington Parish Council	Ellel Parish Council (in relation to Dolphinholme)
Arkholme-with-Cawood Parish Council	Aldcliffe-with-Stodday Parish Council

- 23.2 The Council will continue to work with all relevant groups to undertake work on the neighbourhood plan with the intention that they will form part of the Local Plan and supplement the strategic policies found within this DPD. To this point both Wennington and Wray-with-Botton have successfully prepared and adopted Neighbourhood Plans.
- 23.3 With regard to matters of development opportunity, the Council have assessed all potential development opportunities within the district (including opportunities within neighbourhood plan areas) as part of the Strategic Housing and Employment Land Availability Assessment (SHELAA). This assessment work has come to conclusions over the suitability, availability and deliverability of land to meet future development needs. The Council believes that the evidence collected within the SHELAA represents a strong and robust evidence base for the issues of allocations to be addressed within a Neighbourhood Plan.
- 23.4 With regard to non-development matters, it will be for neighbourhood plan groups to address matters such as Local Green Space designations within their Neighbourhood Plans unless they direct the Council to ensure that these allocations are made within the district-wide Local Plan. To ensure that such matters are appropriately addressed then it is recommended that Neighbourhood Plan Groups actively engage with the Planning Policy team at the Council to

ensure that these issues are effectively dealt with in a robust manner.

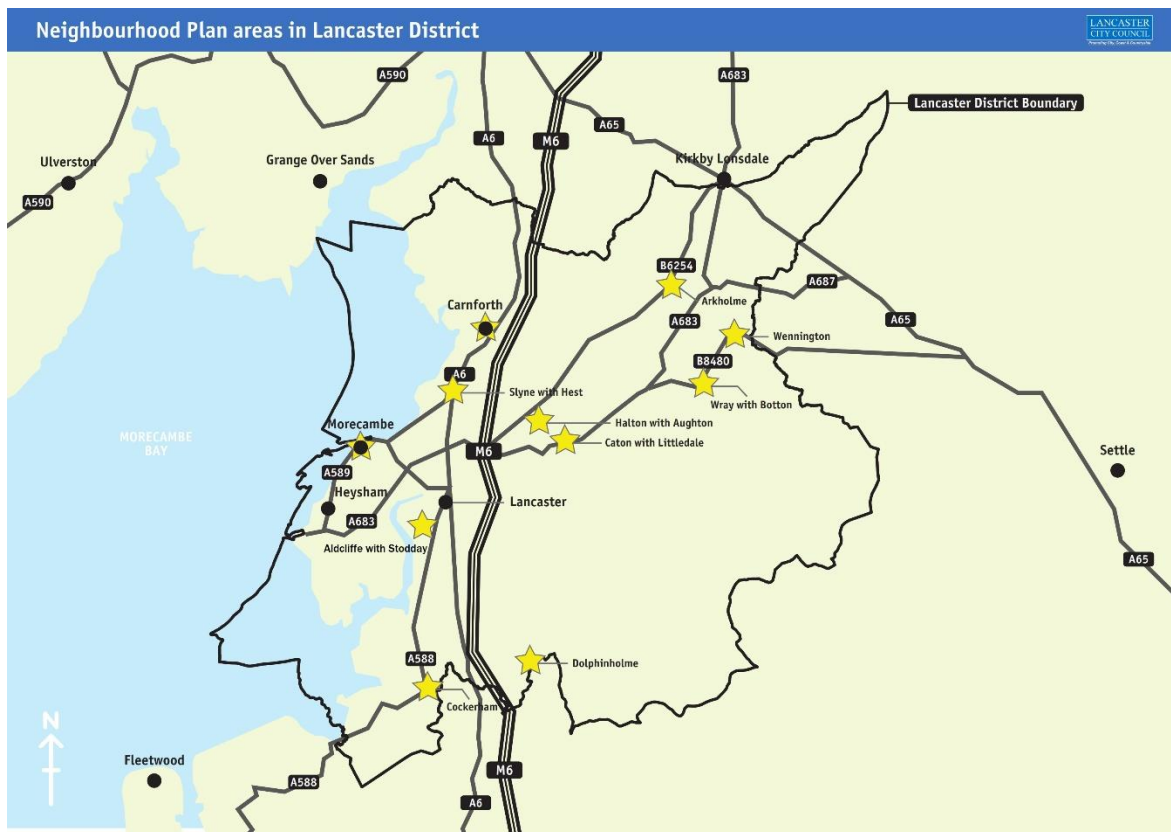


Figure 23.1: Neighbourhood Plan Areas in Lancaster District

- 23.5 In preparing a Neighbourhood Plan, the Council will expect Neighbourhood Plan Groups to have full consideration of the strategic policies within the Local Plan, these are set out in more detail in Appendix C of this DPD. In preparing the Neighbourhood Plan groups must ensure that their documents conform to the strategic policies identified to ensure that a sound and robust Neighbourhood Plan is prepared which meets the basic condition tests⁷³.
- 23.6 The Council will continue to provide assistance and advice to groups where resources allow and in line with the Neighbourhood Planning Protocol⁷⁴. For further advice on Neighbourhood Planning please contact the Planning Policy Team at planningpolicy@lancaster.gov.uk.
- 23.7 Policy SC1 identifies the designated Neighbourhood Plan areas at the point of preparing this plan. This should not be seen as an exhaustive list of neighbourhood planning areas and information on further designations and plans can be found on the Council's planning policy webpages.
- 23.8 Any neighbourhood plan that is 'made' following the adoption of this DPD will also form a material consideration in determining planning applications in accordance with national legislation and policy.

⁷³ <http://planningguidance.communities.gov.uk/blog/guidance/neighbourhood-planning/the-basic-conditions-that-a-draft-neighbourhood-plan-or-order-must-meet-if-it-is-to-proceed-to-referendum/>

⁷⁴ <https://www.gov.uk/guidance/neighbourhood-planning--2>

Local Green Spaces

POLICY SC2: LOCAL GREEN SPACES

The Council has designated areas of green space for special protection, as outlined in the table below. These Local Green Spaces have been put forward by the local community, with a strong evidence base, due to their particularly special, local importance. These areas have been identified on the Local Plan Policies Map.

Development will not be permitted within a Local Green Space except for very special circumstances. Development that will enhance, support and facilitate the sustainability of the community needs, services and purposes provided by the Local Green Space, as evidenced and identified in the Table below, will be considered appropriate. The design, scale and size of development will be required to be proportionate and reflective of/in keeping with each Local Green Space, the purposes of the designation and the community it serves.

Development will also only be considered not inappropriate if it is in accordance with paragraph 89 and 90 of the 2012 Framework.

Following the Local Green Space designation, if one of the identified sites is designated for another purpose, particularly one of a higher level of protection, this will need to be taken into account.

SC2.1	Ridge Hill Green	Recreational Value
SC2.2	Barley Cop Community Wood	Recreational Value
SC2.3	Land at Heysham Coast	Recreational Value
SC2.4	Low Moor	Historic Significance and Recreational Value
SC2.5	Greaves Park	Historic Significance and Recreational Value
SC2.6	Giant Axe Playing Field	Historic Significance and Recreational Value
SC2.7	Furness Street Green Space	Recreational Value
SC2.8	Dorrington Road Woods	Recreational Value
SC2.9	Lune Bank Gardens	Historic Significance
SC2.10	Scotch Quarry Urban Park	Recreational Value
SC2.11	Quay Meadow	Historic Significance and Recreational Value
SC2.12	Thwaite Woods (Bolton-le-Sands Community Wood)	Recreational Value and Richness of Wildlife
SC2.13	Church Bridge Recreation Area	Historic Significance and Recreational Value
SC2.14	Over Kellet Craggs	Recreational Value and Richness of Wildlife
SC2.15	Ryelands Park	Historic Significance and Recreational Value
SC2.16	Ripley Heights	Historic Significance and Tranquillity
SC2.17	Aldcliffe Road Triangle	Historic Significance and Recreational Value
SC2.18	Fenham Carr	Recreational Value and Richness of Wildlife Value
SC2.19	Barton Road Allotment (and Moorside Fields)	Recreational Value

- 23.9 The Council have identified a number of important areas of local green space across the district. These are areas that hold a particular importance to the community and have been

designated in the Local Plan to be protected against inappropriate development.

- 23.10 This is a new area of planning, it offers members of the public the opportunity to identify areas of green space that are demonstrably special to their local community to them. This could be because of the wildlife they are home to, their beauty, their cultural or heritage significance, the tranquillity they provide or their recreational value.
- 23.11 Whilst areas of open space and land of environmental value have always been identified (and will continue to be identified) in the Local Plan, the designation as local green space provides an additional level of protection. Introduced by the Government in 2012, the designation focusses on the local community importance of identified areas. Importantly, national planning policy makes it clear that this designation should be consistent with wider planning policy for an area and should look to complement investment in the provision of new homes and employment opportunities and other essential services. It should not be seen as a means to stop these wider development needs being met.
- 23.12 The National Planning Policy Framework makes clear that this designation will not be appropriate for most green areas or areas of open space and should only be used in the following circumstances:
- Where the green space is in reasonably close proximity to the community which it serves;
 - Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - Where the green area concerned is local in character and is not an extensive tract of land.
- 23.13 The Council have prepared a robust methodology that has been subject to public consultation. Following the completion of the methodology the Council conducted a 'Call for Sites' exercise, inviting members of the community to submit potential Green Spaces in their areas for assessment. This assessment work was undertaken by a panel of stakeholders with a number of sites identified to go forward as green space designations (as identified in Policy SC2). Further information on the process can be found on the Council website at <https://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-information>

Recreation and Leisure

POLICY SC3: OPEN SPACE, RECREATION AND LEISURE

Existing open space and recreation facilities have been identified on the Local Plan Policies Map. These sites, identified for their recreation, environmental and/or amenity value will be protected from inappropriate development in accordance with relevant national and local planning policy.

- 23.14 High quality recreation opportunities are essential to help people stay healthy. They also contribute to the district's positive quality of life. There are significant deficiencies across the whole urban area of the district, and is exacerbated due to much of the open space stock being of a relatively poor quality. This situation justifies a general approach of resisting

development that would result in the loss of playing pitches including school playing fields. This approach is set out in more detail in via Policy DM27 of the Development Management DPD.

- 23.15 In terms of informal leisure, the district has a number of high quality parks and open spaces such as Williamson Park in Lancaster, Morecambe Promenade and Happy Mount Park, also in Morecambe. In some areas, most notably the West End and Westgate areas of Morecambe and Central Lancaster, public open spaces are either small or non-existent. Many of the residential properties in these areas are flatted or terraced with limited opportunities for private garden space. The West End of Morecambe has a particular need for a large park. Within these areas, opportunities to use existing spaces as new, improved open spaces should be maximised.
- 23.16 Given the shortage of recreational facilities of all types in Lancaster district, it is essential that development proposals provide for recreational needs that it creates. This will be particularly important in identified areas of deficiency. Therefore, proposals should have due regard to Policy DM27 and Appendix D of the Development Management DPD.

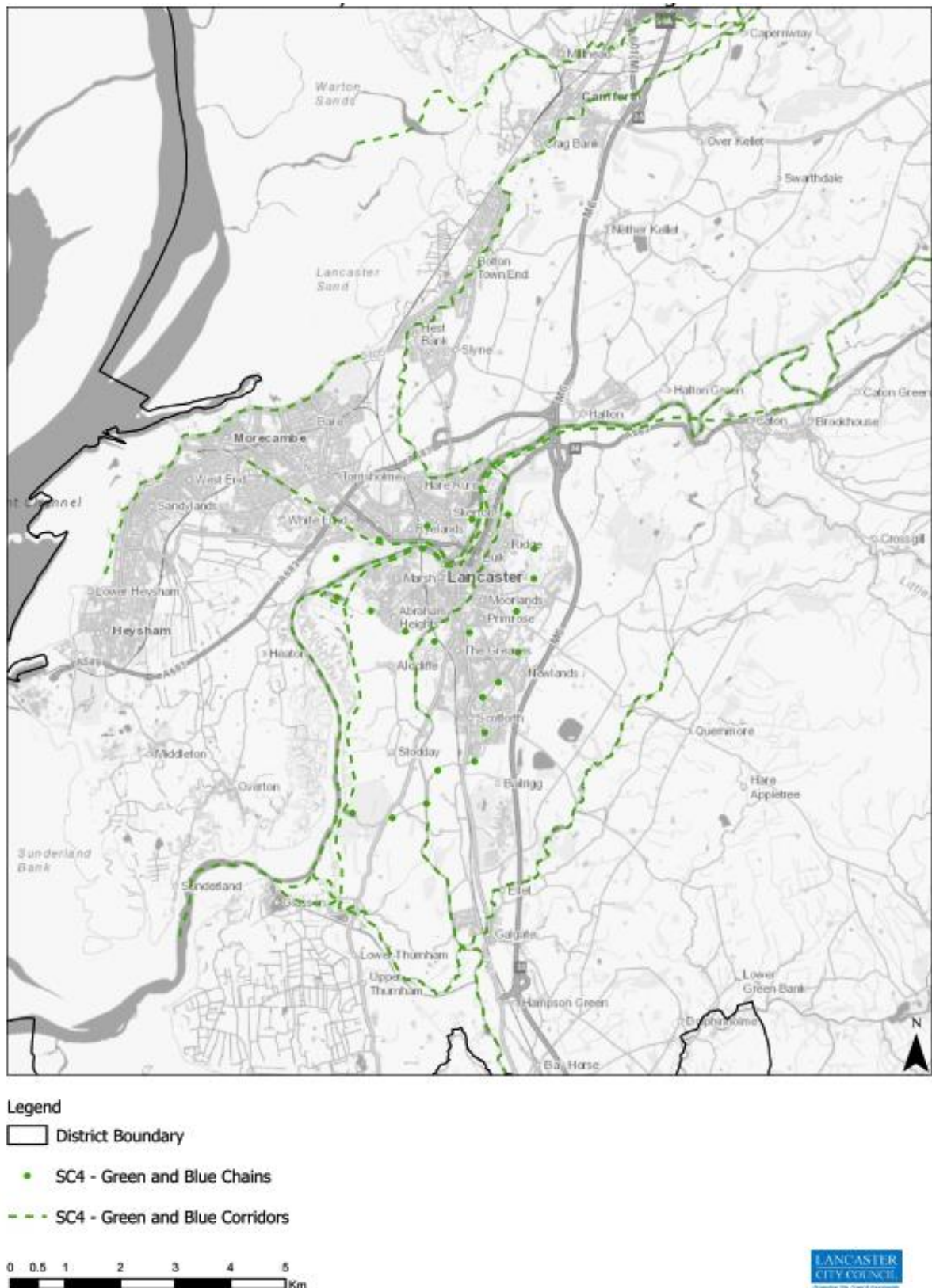
Green and Blue Corridors and Chains

POLICY SC4: GREEN AND BLUE CORRIDORS AND CHAINS

The Council has identified on the Local Plan Policies Map (and has shown in Figure 23.2 below) a number of green and blue corridors and chains that will be protected from development which would cause inappropriate harm and damage to their value and integrity.

**MORECAMBE PROMENADE & HEYSHAM PROMENADE AND COASTLINE
THE CHAIN OF GREEN SPACES ENCIRCLING LANCASTER CITY CENTRE
THE RIVER LUNE CORRIDOR FROM CATON TO GLASSON DOCK
THE CHAIN OF GREEN AND BLUE SPACES ALONG BURROW BECK
LANCASTER CANAL
THE LANCASTER TO MORECAMBE CYCLE TRACK & THE MORECAMBE RAILWAY TRIANGLE
RIVER CONDER
RIVER LUNE
RIVER KEER**

New developments will be expected to contribute, where appropriate, to improving and enhancing the multifunctionality and connectivity within these corridors and chains, including the assets which contribute to them (such as river tributaries) and the linkages between them, and demonstrate how this would contribute towards climate change adaptation and/or mitigation.



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Figure 23.2: Map to show the Green and Blue Corridors and Chains identified in policy SC4

23.17 There are a number of green and blue corridors and chains across the district which contribute towards the wider Lancaster District green and blue infrastructure network, as set out in the Lancaster District Green and Blue Infrastructure Strategy. These corridors and chains are made up of green and blue spaces such as registered parks and gardens, school playing fields, dedicated cycle and pedestrian routes, watercourses, the canal, canal towpaths, allotments, community growing spaces, orchards and private open spaces. The linkages between these corridors and chains and the contributions that individual green and blue assets make towards them need to be carefully considered. For example, in terms of a river, it is the whole river system which is made up of individual tributaries that provides the corridor. It is recognised that the list of green and blue infrastructure corridors and chains identified in policy SC4 is not exhaustive because there are numerous others across the district, but these have been specifically identified for protection due to their:

- Location within or adjacent to urban areas most under pressure from new development (and subsequently should be the focus for climate change mitigation/adaptation)
- Strategic scale and nature
- Clear unifying features, with visible linear or circular connectivity
- Multifunctionality (spaces within the chain or corridor fulfill more than one of the key uses identified in the Green and Blue Infrastructure Strategy).

The purpose of policy SC4 is to provide a spatial indication and recognition of the key strategic green and blue corridors and chains within our district.

New paragraph 7

In order to be able to mitigate and adapt to the impacts of climate change, it is important to protect, maintain, enhance and extend the connectivity within, and the multifunctional role of, these green and blue corridors and chains. The Lancaster District Green and Blue Infrastructure Strategy identified six key themes/uses of green and blue infrastructure, and Appendix 7 of the Strategy sets out from the perspective of each theme, how planning policy can improve and enhance the connectivity and functionality of these strategic green and blue corridors and chains with regards to:

- Recreation
- Active Travel
- Biodiversity
- Water Management
- Landscape
- Historic Environment

New paragraph 8

The Council has also developed a GBI toolkit as part of the Green and Blue Infrastructure Strategy so that the climate change mitigation/adaptation value of green and blue infrastructure can be assessed, and to provide a tool which can be used to inform the design of green and blue infrastructure to help deliver multifunctional spaces.

Recreational Opportunity Areas

POLICY SC5: RECREATION OPPORTUNITY AREAS

Through future development proposals the Council will investigate the potential to provide significant new or improved open space in the following areas of deficiency.

**CENTRAL MORECAMBE (VIA THE MORECAMBE AREA ACTION PLAN DPD)
CENTRAL LANCASTER (VIA 'BEYOND THE CASTLE' PROJECT)
LAND AT WILLOW LANE / CORONATION FIELD, LANCASTER
MORECAMBE WEST END
WESTGATE AREA, MORECAMBE
MARSH AREA, LANCASTER
LAND AT FORMER THOMAS GRAVESON SITE, WARTON ROAD, CARNFORTH
EAST LANCASTER STRATEGIC SITE**

The Council will work with all key stakeholders and the local communities to investigate opportunities for improvement, expansion or creation of recreational facilities in the areas identified above.

The Council will also require opportunity areas to be in accordance with the requirements set out in policy DM43.

- 23.19 Opportunities for recreational improvement are set out within Policy SC5 and illustrated in figure 23.3 of this DPD where both qualitative and quantitative improvement could allow for opportunities to start to address the deficiencies in open space and recreation within the district and provide improvements to existing provision.

New paragraph 9

It is important to ensure that these recreational opportunity areas are fulfilled in accordance with the requirements set out in policy DM43 (Green and Blue Infrastructure), as consideration should also be given to the additional green and blue infrastructure uses and benefits that these opportunity areas could provide, given the multifunctional nature of green and blue spaces. The Lancaster District Green and Blue Infrastructure (GBI) Strategy that was undertaken to inform the review of the Local Plan identified 6 key themes which represent the array of GBI uses that could also be improved in these areas to provide greater benefits for both humans and nature, particularly within the context of climate change mitigation/adaptation. The additional uses/improvements that should be given consideration to see if the opportunity areas can provide additional value are:

- Active travel
- Ecology/Biodiversity
- Landscape
- Water management
- Historic environment

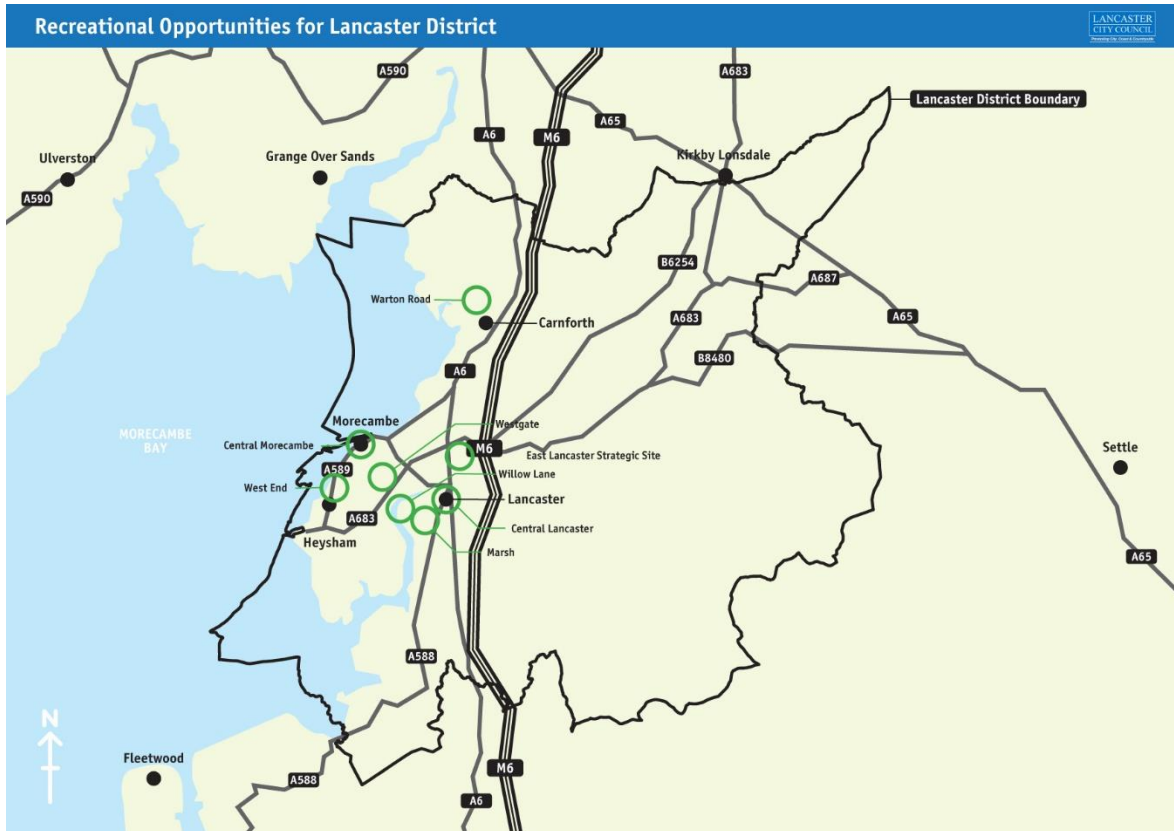


Figure 23.3: Recreation Opportunity Areas in Lancaster District

24. Transport, Accessibility and Connectivity

- 24.1 In their role as statutory highways authority for the district, Lancashire County Council have produced the Highways and Transport Masterplan for Lancaster District, which was adopted in October 2016.
- 24.2 The Highways and Transport Masterplan⁷⁵ sets out a range of further assessments and strategies that should be undertaken to understand potential improvements to the transport network in terms of highway, public transport and to the cycling and walking network.
- 24.3 Allocations made in this Local Plan reflect the aims and objectives of the Masterplan and will seek to work in an iterative approach to ensure that issues of future growth and expansion are addressed alongside improvements to the transport infrastructure.

Park and Ride Facilities

POLICY T1: LANCASTER PARK AND RIDE

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

⁷⁵ <http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan.aspx>

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

- 24.4 As part of the delivery of the Bay Gateway Link Road, Lancashire County Council has developed and opened a Park and Ride service at junction 34 of the M6. This facility provides access to parking directly at the motorway junction that connects to bus services that run along the Caton Road Gateway into Lancaster City Centre.
- 24.5 The Park and Ride facility provides an important opportunity for people to access Lancaster city centre without having to drive their cars directly into the centre itself. Providing opportunities to access the city centre which will result in the reduction of traffic has significant benefits for the environmental quality of the centre and the safety of more vulnerable road users including pedestrians, cyclists, people living with disabilities and mobility scooter and other adaptive mobility aid users.
- 24.6 The Council will seek to support and promote the role of the Lancaster North Park and Ride facilities as an option for accessing the city centre and as an opportunity to reduce the levels of traffic and congestion in central Lancaster. Any development proposals that would prejudice the role of the Park and Ride and would impact on its ability to deliver a frequent and regular service will not be supported.
- 24.7 Subject to the success of the Lancaster North Park and Ride, opportunities to establish further facilities to the south of the City (connected to the reconfiguration of Junction 33) will be investigated by Lancashire County Council. Where necessary and appropriate to do so the City Council will support Lancashire County Council with this matter to ascertain whether a future Park and Ride scheme is necessary.

Cycling and Walking

POLICY T2: DEVELOPING THE CYCLING AND WALKING NETWORK

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

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

including people living with disabilities and people using adaptive mobility aids such as wheelchairs and mobility scooters.

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

- 24.8 The promotion of, and improving access to, the district's cycling and walking network is a key element of the Local Plan. Encouraging people to cycle and walk more not only promotes a sustainable source of transport that is good for the environment, but it also can improve an individual's health and wellbeing.
- 24.9 The district already has a well-established cycling network and has benefitted significantly from Lancaster's status as a cycling demonstration town, which was awarded in 2006. There are a number of well used and important cycle routes within the district that allow people to move around without the need to ride on public roads. However, the network is not complete and it will be important to make continuous improvements throughout the plan period.
- 24.10 In relation to walking, there is already a significant proportion of people who choose to walk to work, walk to access basic local services and walk purely for leisure purposes. These high levels are despite the hilly topographical nature of our District, and are the highest in the county.
- 24.11 Lancashire County Council has published a Cycling and Walking Strategy for Lancashire, produced by Jacobs in August 2016. This sets out an ambitious vision between 2016-2026 to develop the county's cycling and walking offer, building on an already strong basis. The vision recognises the fundamental role that active travel plays in people's everyday lives. Consideration should be given to other relevant strategies for cycling and walking including the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) and associated Cycling and Walking Planning Advisory Note (PAN08). The LCWIP provides an assessment of network needs within the district and identifies specific interventions to meet these needs. A key route is the proposed Cycle Superhighway linking the city centre to the University and the proposed Bailrigg Garden Village. The route will run largely along the A6 and provide segregated provision for both pedestrians and cycles
- 24.12 The Council recognises the value of the existing cycling and walking networks, both in urban and rural areas, and the value that is attached to them in terms of encouraging modal shift as well as bringing recreational and health benefits. Accordingly, the Council will seek to protect these networks, both cycle routes and public rights of way, and as other opportunities arise, seek to improve and expand these networks in order to encourage a greater role for cycling and walking as a safe and convenient method of accessing key services and important locations. The expansion of the network will need to take into account the use of e-bikes which allow greater distances to be covered and hilly terrain to be less of a constraint.

New paragraph 10

The Council also recognises the leisure and tourism related benefits, particularly of the green

corridor routes between Lancaster and Morecambe and the River Lune Millennium Park. Proposed extensions to the Lune Valley route to Wray and Wennington will enhance this already popular route.

New paragraph 11

Cycle and walking paths should, wherever possible, be segregated. This should be done in accordance with the guidance set out within LTN1/20 (Section 6). In the first instance this is segregation from general traffic and secondly LTN 1/20 promotes segregation between cyclists and walkers in order to minimise conflict between users. At locations with slower cycle speeds, shared spaces may be appropriate. Cycle and walking paths should, also be designed and improved to ensure they are usable by all, including those with disabilities. Similarly, supporting infrastructure such as signalised crossings should be appropriately designed for those with physical impairments.

- 21.13 Housing growth identified within the Local Plan is particularly focussed in and around Lancaster. Maximising the potential of journeys by cycling and walking will be important in terms of minimising impacts on the highway network in and around Lancaster city centre. PAN 08 focusses on these specific areas of growth and sets out how future development should compliment and enhance the existing network in order to provide attractive and useable pedestrian and cycle routes. The use of off-site contributions will be secured in order to ensure future growth is well connected to the network.
- 21.14 Figure 24.1 identifies a strategic network within Lancaster which links areas of growth to the major traffic generators within Lancaster. As developments come forward during the plan period, improvements to cycle and walking infrastructure will be expected to contribute to the development of this strategic network.

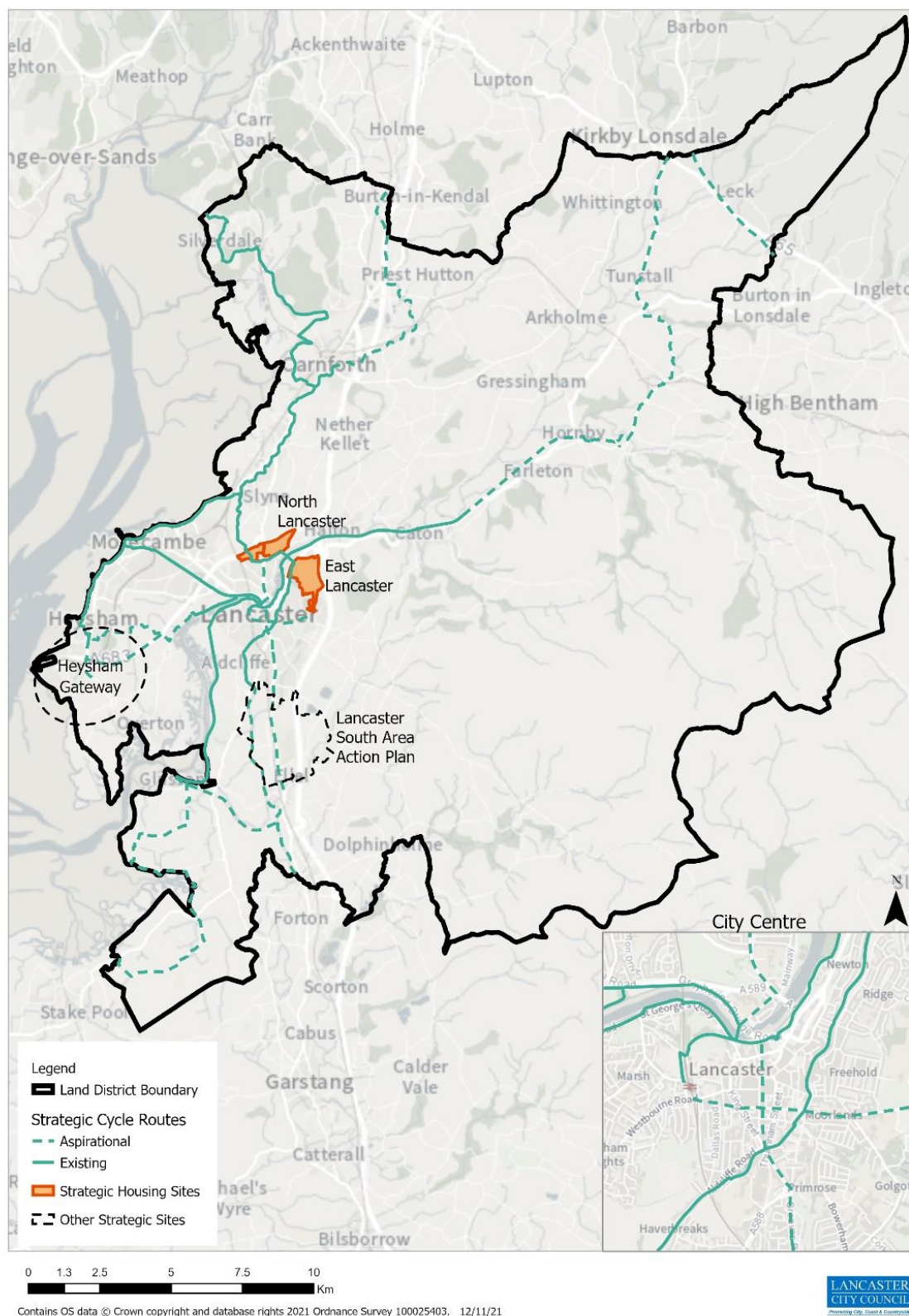


Figure 24.1: A map showing the strategic cycling and walking networks across the District. It highlights the existing networks and aspirational extensions of the network

The Lancaster Canal

POLICY T3: LANCASTER CANAL

Development proposals which are adjacent to, or adjoining, the Lancaster Canal will be expected to address the following issues:

- I. Be of a high quality of design that enhances the character of the waterway and integrates the canal into the development in a way that generates sustainable waterway neighbourhoods, where waterway and waterside communities are combined and the waterway is treated as an area of usable space and where appropriate, a focus for public activity;
- II. Integrate the waterway, towpath and canal environment into the public realm in terms of design and management of the development;
- III. Improve access to, along and from the waterway for all users (where appropriate) and enhance / improve the environmental quality and green infrastructure of the waterway corridor in that area, providing a net gain in biodiversity;
- IV. Optimise views to and from the waterway and generate natural surveillance of water space through the siting, configuration and orientation of buildings, recognising that appropriate boundary treatment and access issues may differ between the towpath and the offside of the canal;
- V. Improve the amenity and character of the canal in that area. Development that would have an adverse impact on the amenity of the canal by virtue of noise, odour or visual aspect will not be supported by the Council;
- VI. Conserve and enhance, wherever possible, the distinctive industrial heritage of the canal and its associated assets; and
- VII. Seek to maximise opportunities for reducing carbon emissions and building resilience, in particular investigating the potential for using the canal in relation to heating and cooling within new development.

Development adjacent to waterways will only be permitted if it can be demonstrated that it would not adversely impact on the structural integrity of the waterway or its related infrastructure and assets.

- 24.15 The Lancaster Canal is a key feature that runs through Lancaster District connecting areas of Preston and Central Lancashire with Cumbria. The canal is considered to be a significant environmental, recreational and sustainable transport asset for the district.
- 24.16 The canal provides a resource as a wildlife and habitat corridor and is designated as a Biological Heritage Site (BHS) for its full length through the district. The canal also provides, in parts, a recreational and leisure route for walking and cycling, providing health and well-being benefits and a tourism asset for those pursuing holidays on narrow boats as well as day trippers seeking a place for peace and reflection. The industrial heritage of the Lancaster Canal is one of the key defining elements of the area and provides a rich historic environment for current and future generations to enjoy. The route of the Lancaster Canal through the district will continue to have a key role to play in sustaining and establishing a sense of place.

- 24.17 The setting and character of the canal varies from a rural environment outside of settlements, through villages such as Galgate, Slyne-with-Hest, Capernwray and Borwick to the more urban environments of Lancaster and Carnforth. Many new developments, including the re-use and conversion of buildings that have taken place along, or in proximity to the canal benefit from the waterside setting and environment.
- 24.18 The Local Plan identifies significant strategic growth along areas of the Lancaster Canal, including the broad location for growth in South Lancaster and allocations in East and North Lancaster. In total, these proposals will affect in the region of 12 miles of canal frontage.
- 24.19 The patchwork of built development and green space along the canal is important, for amenity and well-being and also ecology. It will be important that new development along the route of the canal is sympathetic to its character. It is therefore very important that development in these areas recognise these sensitive locations and maximise opportunities to provide a positive inter-relationship with the canal and the waterside setting it provides. Such relationships should secure the use of positive layout and design of new development that seeks to maintain and re-instate the characteristics and distinctiveness of local canal architecture and waterscape. New development should investigate opportunities to conserve and enhance the wide range of historical assets which are associated with the canal, including bridges, tunnels, locks, wharfs, lock keepers cottages and mile markers, all of which contribute to the unique character of the waterway.
- 24.20 New waterside developments place extra liabilities and burdens on waterway infrastructure and also provide opportunity for new infrastructure to be provided, in particular improvements to the canal towpaths as sustainable routes for cyclists and pedestrians. When considering proposals for new development alongside the Lancaster Canal, the Council will work with the Canal & River Trust to ensure that any necessary improvements to the canal infrastructure arising directly from needs generated from new development are met by developer contributions.
- 24.21 The strategic development sites in Lancaster will also be subject to site-specific requirements in relation to their relationship with the Lancaster Canal and can be read in more detail within the site-specific policies of this DPD.

Public Transport Corridors

POLICY T4: PUBLIC TRANSPORT CORRIDORS

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

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

Developments that generate significant levels of traffic movements should be supported by frequent high quality public transport linking them to Lancaster City Centre or other key destinations, such as the main urban centres and employment areas. Where

there are deficiencies in existing services, developers will be required to fund the provision of such new services or enhanced existing services, as necessary. The commencement of such services and the duration of support will be considered on a case by case basis. For all development, public transport services should be within reasonable safe walking and cycling travel distance of all parts of the development. Secure cycle parking should be provided at public transport hubs.

In particular the Council will work with Lancashire County Council in developing and implementing a Better Buses scheme within the main urban areas of the district between Lancaster University and the proposed Bailrigg Garden Village, Lancaster city centre – Morecambe town centre and the industrial areas of Heysham.

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

- 24.22 There are a number of key public transport routes in the district that are well patronised and are an important component for people accessing their homes, places of work, or the main centres of the district. The Council has sought to identify these routes as key public transport corridors (via Policy T4 below) where opportunities to improve these services further will be explored through the plan period.
- 24.23 The Highways and Transport Masterplan⁷⁶ sets out proposals to investigate how public transport services can be made more frequent and regular within the urban areas of the district. This primarily involves the investigation of how improvements to bus services on key routes can link the district's residential and employment areas with a high quality and high frequency public transport system. The proposed improved service, to be known as 'Better Buses', will be linked to the developing Enhanced Bus Partnership and will encourage the potential for using alternative fuel vehicles over the plan period.

⁷⁶ <http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan.aspx>

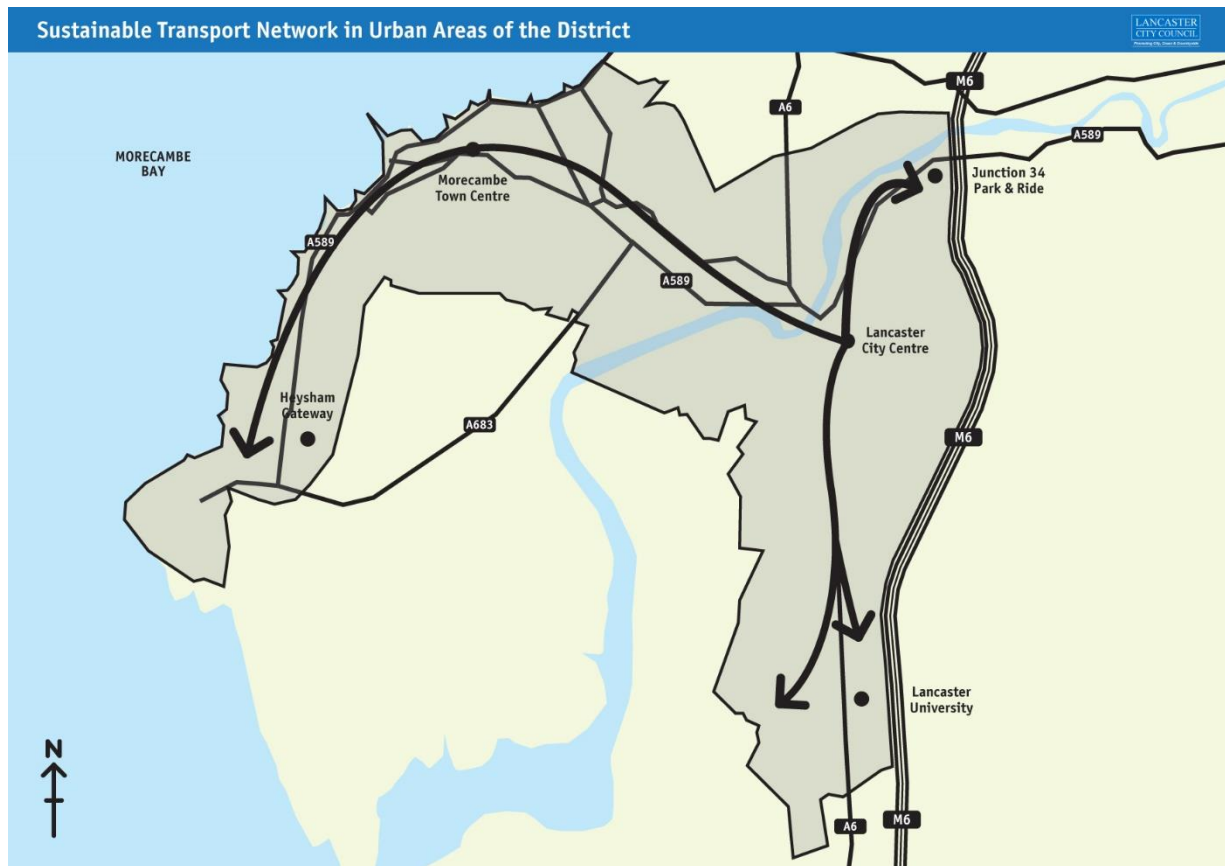


Figure 24.2: Sustainable Transport Network in the Urban Areas of the District

24.24 The Council will support Lancashire County Council in investigating how such a service can be achieved, funded and delivered with the role of the Community Infrastructure Levy being considered to be a key source of funding in order to deliver a future scheme of this nature. Further information on this can be found within the accompanying Infrastructure Delivery Plan (IDP)⁷⁷.

New paragraph 12

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

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

New paragraph 13

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

24.25 Opportunities that seek to improve rail linkages will also be explored by both the Council and

⁷⁷ <http://www.lancaster.gov.uk/planning/planning-policy>

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

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

New paragraph 14

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

25. Implementation and Monitoring

- 25.1 The effective review and monitoring of the Strategic Policies and Land Allocations DPD will be crucial to its successful delivery and is critical in understanding its effectiveness.
- 25.2 The Council has prepared a Monitoring Framework which sets out how the implementation of policies will be monitored to understand whether they have been successful, and describes the evidence base that will be used to support this. The Monitoring Framework can be viewed in more detail through Appendix F of this DPD. This is being updated as part of the Climate Emergency Local Plan Review and will be set out at Regulation 19 stage.
- 25.3 The Monitoring Framework utilises existing monitoring procedures within the Council. The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare monitoring reports, setting out the extent to which planning policies are being achieved and make these available to the public. These should be for a period that the authority considers appropriate in the interests of transparency. This period should not be longer than 12 months. Current monitoring procedures are described below:

Development Type(s)	What will be monitored	Monitoring Period
Housing	District-wide survey of sites to determine the unimplemented planning permissions, sites under construction and sites completed. Assessment of new permissions granted.	At least every 12 months
Retail	District-wide survey of sites to determine unimplemented planning permissions, sites under construction and sites completed in relation to retail development.	Every 12 months

Development Type(s)	What will be monitored	Monitoring Period
Employment	District-wide survey of sites to determine unimplemented planning permissions, sites under construction and sites completed in relation to employment and economic development.	Every 12 months
All Uses	Publication of Authority Authority Monitoring Report (AMR) summarising development throughout Lancaster District over a 12 month period.	Every 12 months

- 25.4 Monitoring information can be found on the monitoring pages of the Council's website at www.lancaster.gov.uk/planningpolicy.

Early Review of the Local Plan

POLICY LPRM1: LOCAL PLAN REVIEW MECHANISM

The Council is obliged to review the Local Plan within 5 years of the date of adoption. An earlier review will be undertaken in the event there is:

- i. A significant change in circumstances which substantially alters key aspects of the Plan, such as:
 - The assumptions which underpin the need for development.
 - The delivery of anticipated infrastructure which underpins the Local Plan.
 - The rate of delivery of key strategic sites.
- ii. The rate of delivery, or the overall capacity, of Bailrigg Garden Village is well below that which is anticipated at the time of Local Plan adoption.

Such a review should be undertaken with all due expedition and in any event within 2 years from the date of a commitment to a review being made.

- 25.5 There is an obligation upon the Council to review a Local Plan within 5 years of its adoption. Ordinarily it will not be necessary to undertake earlier reviews of the plan (whether in full or partially). However, it is recognised that circumstances may change sufficiently that the affect upon key aspects of the plan would warrant an earlier review.
- 25.6 Thus changes which substantially alter any of the following are likely to trigger the need for an immediate review:
- i. The assumptions which underpin the need for development. Household projections and economic forecasting are regularly updated and it is not intended that the mere fact that updates to the evidence base underpinning the need for housing or employment within the district would necessarily trigger such a review. However, if the assumptions substantially alter (as has occasionally happened) giving rise to very different land-take requirements, then this policy would trigger a review of the Plan.

- ii. The delivery of anticipated infrastructure which underpins the Local Plan. The Infrastructure Delivery Plan (IDP) sets out the requirements which underpin the plan so far as they can be determined at the point of adoption. It is recognised that infrastructure requirements and delivery can alter over time, which may in turn have an effect upon the delivery of key elements of the Plan. Where there is a change in the likely infrastructure delivery which has a substantial affect upon the strategy of the Plan, then that will trigger a review of the Plan.

It should be noted that changes in infrastructure planning could occur which are both positive and negative in its affects upon the Plan. This criterion is not limited to simply changes which diminish infrastructure delivery but encompasses circumstances which improve infrastructure delivery beyond those anticipated at the date of adoption.

- iii. The rate of delivery of strategic sites. The Local Plan is heavily reliant upon the delivery of its key strategic sites both in relation to homes and jobs. Robust and realistic assumptions have been made in relation to the delivery of those sites and suitably conservative assumptions have been made as to the likely yield of housing and jobs from the sites within the plan period.

It is nonetheless recognised that unforeseen circumstances may impinge upon the delivery of development at key strategic sites. Where delivery rates of either jobs or homes is substantially lower than has been anticipated at the point of adoption, then that is likely to give rise to a need for an early review of the Plan.

- 25.7 In addition to the above instances which could trigger the need for an early review of the Plan, it is recognised that other issues might arise which substantially affect other key aspects of the Plan. That is not to say that a review would be triggered in all circumstances where there is an affect upon key aspects of the Plan, but only where the affect is to substantially impact upon such as sustained and significant under-delivery of planned levels of housing or employment provision.
- 25.8 A review under this policy may be whole or in part, however it is more likely that a review would be directed towards the specific concern and would comprise a partial review. This partial review of the Local Plan has been undertaken in response to the Climate Emergency declaration made by the City Council in January 2019.

Appendix A: Glossary of Terms

A.1 This Glossary provides terms and references that are relevant whilst reading this document. The terms included within this Glossary supplement the definitions that are found within Annex 2 of the National Planning Policy Framework (the Framework) and other relevant National Planning Documents. The Glossary below does not seek to repeat or contradict terms described within the Framework and therefore this Glossary should be read in conjunction with the Framework and other relevant National Guidance.

Term	Description
Adoption	The point at which the final version of the Plan document is formally agreed and comes into use by the Council for planning purposes.
Affordable Housing	Housing that is made available to households who cannot afford to access housing (either for rent or sale) on the open market. Currently defined by Annex 2 of the National Planning Policy Framework and First Homes as defined by the Planning Practice Guidance.
Affordable Housing Viability Study	A study that tested the circumstances in which the district's housing market can deliver various levels of affordable housing by examining the influence of a range of affordable housing proportions and thresholds on viability.
Air Quality Management Area (AQMA)	Areas that suffer from significant levels of air pollution, these are primarily found within town centre locations or industrial areas. To counter issues of poor air quality, management plans are prepared by the local authority to address these issues and lower pollution levels. In Lancaster district there are three AQMAs in Lancaster City Centre, Galgate and Central Carnforth where the main sources of air pollution arise from high traffic levels and congestion.
Amenity	Are positive element(s) that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationships between them, or less tangible factors such as tranquillity can all be considered as an amenity asset.
Authority Monitoring Report (AMR)	Is a document produced on an annual basis to report on the progress in the preparation of Local Plan Documents and how successful the implementation of policies has been.
Appropriate Assessment	Under the Habitats Directive (92/43/EEC) Appropriate Assessment is required for any plan or project that either alone or in combination with other plans or projects, would be likely to have a significant effect on a European Site, or is not directly connected with the management of the site for nature conservation.
Area Action Plan (AAP)	Is a Development Plan Document that relates to a specific area or place. The Council has prepared an AAP that relates to the regeneration of Central Morecambe.
Area of Outstanding Natural Beauty (AONB)	Areas that have been designated and protected because of their National landscape importance and environmental importance. There are two AONB's in the district at Arnsdale & Silverdale and the Forest of Bowland.
Better Buses	The term encompasses the improved bus services that will come forward through the Enhanced Bus Partnership being developed by the County Council. The partnership will produce a Bus Service Improvement Plan which will set targets for journey times and reliability and identify where bus priority measures are needed in order to tackle air quality and carbon reduction targets.

Term	Description
BRE Environmental Assessment Method (BREEAM)	A voluntary measurement rating for green buildings that was established in this country by the Building Research Establishment (BRE).
Biodiversity	The whole variety of life on earth. It includes all species of plants and animals and the ecosystems and habitats they are part of.
Biodiversity Action Plans (BAPs)	Recognised programmes that address the protection and restoration of threatened species and habitats. These are prepared on a sub-regional basis and a BAP is in place for the Lancashire area.
Biodiversity Offsetting	These are conservation activities that are designed to deliver biodiversity benefits in compensation for losses, in a measurable way.
Biological Heritage Site (BHS)	A designation that identifies valuable local habitats such as ancient woodland, species rich grassland and peat bogs. Many of these sites provide habitats for rare and threatened species of plants and animals.
Broad Location for Growth	The identification of an area of land to the South of Lancaster which will form part of the Lancaster South Area Action Plan DPD, this will form an area of search for future development opportunities, infrastructure delivery and the creation of blue / green infrastructure.
Brownfield	See the definition of Previously Developed Land (PDL) as set out in Annex 2 of the Framework.
Built-Up Area	Land/buildings within the named Regional Centre, Key Service Centres, Market Town, Sustainable Rural Settlements and Rural Villages as specified in the Strategic Policies & Land Allocations DPD Policy SP2, and the Local Service Centres and Small Villages within the Arncliffe and Silverdale AONB, as set out in Policy AS01 of the Arncliffe & Silverdale AONB DPD. The non-built up area is any land/buildings outside of the areas as defined above.
Caravan Development	The creation, extension or adaptation of land that is used for the purposes of accommodating both static and/or touring caravans. The legislative definition can also include chalets that are used for temporary periods for leisure uses. This can also include development that is ancillary to the purpose of using caravans, including toilet blocks, laundry and shower blocks and other associated infrastructure.
Catchment Flood Management Plan (CFMP)	Sets out an Action Plan and Strategy for the management of water along a river or wider catchment area. Such Management Plans are prepared by the Environment Agency.
Civic Space	Public spaces located in central accessible locations that can help shape a sense of place and be a focal point for the community.
Communities	A group of social interacting people. This interaction may be due to the close proximity of where people live (i.e. within neighbourhoods) or groups of people that have the same common interests or values.
Community Facilities	Community facilities are defined as any use which provides a wider benefit to the community in economic, environmental and social terms. Such facilities could, for example, include Public Houses, Local Shops, Post Offices, Village Halls and Community Meeting Spaces.

Term	Description
Community Infrastructure Levy (CIL)	A method where developers contribute financially towards the improvement of physical infrastructure. This levy supplements the financial sums that may be requested via s.106 and which make development proposals achievable and deliverable. The levy will include an action plan that will set out priorities and a charging schedule on how money will be collected.
Comparison Retailing	Relates to items that are not purchased on a regular basis. This can include items such as footwear, household and electrical goods.
Concealed Households	Family units or single adults living within 'host' households.
Conservation Areas	Areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance.
Convenience Retailing	Relates to the purchase of everyday essential items, including confectionary, food and drink.
Core Strategy	This is a document that sets out strategic policies within the Local Plan process, setting out guidance on future development requirements and policy issues. Lancaster City Council adopted their Core Strategy in 2008.
Cultural Asset	Can be defined as uses such as museums, theatres, live music venues, cinemas, community halls and other public meeting places.
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park or Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.
Development Plan Documents (DPD)	These are key planning documents prepared by the Council. They are subject to public consultation and public examination. The Land Allocations, Development Management and Morecambe Area Action Plan are all classed as Development Plan Documents.
Enabling Development	Development that may be unacceptable in planning terms but provides an exceptional opportunity for public benefit that justifies it being permitted. Such an example could relate to securing the longer term future of a listed building or other important heritage asset.
Equalities Impact Assessment (EqIA)	An assessment that understands the implications to a cross-section of the district's community from the preparation of a Development Plan Document.
Essential Upland Worker	Workers that play an essential part in maintaining the vitality of upland areas. For example this could include employees of upland estates, doctors, nurses, teachers, bus drivers, and postal workers.
Extra Care Housing	Housing designed with the needs of older people in mind with varying levels of care and support available on-site. People who live in extra care housing have their own self-contained homes and benefit from communal facilities being available. Properties can be rented, owned or part owned / rented.
Flood Risk Assessment (FRA)	Assessments that identify the risks to a site or premises from flooding. These assessments are required for development proposals of a certain size or particular location.

Term	Description
Fuel Poverty	Fuel poverty is determined when a home cannot be heated to a comfortable level by utilising 10% or less of the household's income. This means that choices must be made between warmth and other essentials. Fuel poverty can contribute to excess winter deaths, cold related illnesses, high health care costs and deteriorating housing conditions.
Geological Heritage Site (GHS)	A Lancashire wide designation that identifies valuable local geological and geomorphological sites. GHS are also known as Local Geodiversity Sites (LGS) and formally as Regionally Important Geological Sites (RIGs). Further information can be found at www.geolancashire.org.uk .
Green Belt	Land that has been protected from development, which could constitute urban sprawl, by keeping it permanently open. There is one area of Green Belt in the district, separating the urban conurbation of Lancaster and Morecambe to the South and Carnforth to the North.
Greenfield	Land that has not been previously developed, characterised by urban and suburban green spaces, open countryside and agricultural land.
Green and Blue Infrastructure	Green and Blue infrastructure is a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services such as water purification, air quality, space for recreation and climate mitigation and adaptation. This network of green (land) and blue (water) spaces can improve environmental conditions and therefore citizens' health and quality of life. It also supports a green economy, creates job opportunities and enhances biodiversity.
Gypsies and Travellers	Persons of a nomadic habit of life whatever their race, origin, including persons who on grounds only of their own family's or dependents' education or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitats Regulation Assessment (HRA)	Assesses the impacts of plans or projects on Natura 2000 sites (these are Special Areas of Conservation (SAC) and Special Protection Areas (SPA)). National guidance recommends that Ramsar sites and candidate SPAs and SACs are also afforded the same protection through the Habitats Regulation Assessment process.
Health Impact Assessment (HIA)	An assessment that understands the implications to health arising from the preparation of a Local Plan policy or allocation.
Heritage Asset	Is defined within Annex 2 of the Framework and refers to features within the historic environment. Heritage assets can be described as 'designated heritage assets' or 'non-designated heritage assets' (which are defined separately within this glossary).
Houses in Multiple Occupation (HMO)	A property is a HMO if it is let as a main or only home to at least three tenants, who form more than one household and who share a kitchen, bathroom or toilet. A household consists of either a single person or members of the same family who live together, including people who are married or living together, people in same-sex relationships, relatives who are living together and certain live-in domestic staff. An HMO can be an entire house, flat or converted building or a bedsit, shared houses, a household with a lodger, a purpose built HMOs, a hostel, guesthouses, bed and breakfast accommodation for homeless people or types of self-contained flats converted from houses.

Term	Description
Housing Need and Demand Survey	This is Council's current evidence base in regard to how many homes are required in the district, both for market and affordable housing. This survey was undertaken in 2018 by Arc4.
Infrastructure	In planning terms the physical structures that are required for a community to operate and be sustainable in the long term. Infrastructure typically refers to matters such as roads, water supply, sewers, electricity and other social elements such as education or health.
Key Services	In a rural context, key services include a Post Office, basic shop, primary school and access to public transport.
Key Workers	Essential public sector workers such as nurses, teachers and social workers.
Landscape Capacity	An approach to planning in the AONBs that allocates and permits development only where it will not harm the primary purpose of the designation, which is to conserve and enhance the natural beauty, wildlife and cultural heritage of the area. This requires an objective assessment of the landscape and visual impact resulting from potential development.
Landscape Character Assessment	An assessment to identify different landscape areas that have a distinct character based on recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land-use and human settlement.
Lead Local Flood Authority (LLFA)	The local authority responsible for taking the lead on local flood risk management. In Lancaster district this is Lancashire County Council.
Legally Protected Species	Internationally Protected Species that receive protection under the Conservation of Habitats and Species Regulation 2010, in addition to the Wildlife and Countryside Act 1981 (as amended).
Leisure Facilities	Attractions and places that can encourage people from both within and outside the district to visit for recreational purposes. Such attractions can take a variety of forms for example the history of the district and the local natural environment.
Lifetime Homes Standards	Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households.
Local Housing Need	The housing requirements of existing and concealed households living within Lancaster district as evidenced in the 2012 Housing Needs and Demands Survey and other appropriate evidence base.
Localism	A term used by the Government to encourage local people and communities to take more ownership in local issues. In terms of planning this means providing the opportunity to shape their local area through the preparation of Neighbourhood Plans.
Local Development Document	This is the collective term for Development Plan Documents, including the Core Strategy and Development Plan Documents; this term excludes Supplementary Planning Documents.
Local Development Scheme (LDS)	A document that sets out the Council's programme and timescale for the preparation of Local Development Documents, excluding Supplementary Planning Documents.

Term	Description
Local Plan Policies Map	This accompanies the Land Allocations DPD and will provide a visual aid to identify where land has been allocated for development, or where land has been protected because of its environmental, social or economic value.
Local Services	These are the range of services that help to enhance the sustainability of an area. In a rural context local services are those other than key services and might include access to healthcare facilities (GP, pharmacy or prescription service) access to education (nursery / crèche or secondary school), local businesses (post office, grocer, butcher, baker, restaurant, café), access to mobility support, community facilities (village hall, meeting house, church hall, public house) and access to recreational facilities.
Local Sources of Flooding	Refers to flooding from sources other than main rivers or coastal flooding. Specifically it refers to flooding from surface water and groundwater, and flooding from ordinary watercourses.
Local Highways and Transport Masterplan	Prepared by the relevant highways authority for the area, in Lancaster district's case this is Lancashire County Council. The Highways and Transport Masterplan sets out how the district transport network will be improved up to 2031.
Local and Neighbourhood Centres	These include a range of small shops serving a small catchment area. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include hot-food takeaway and laundrette. In rural areas, large villages may perform the role of a local centre.
Market Housing	Private housing for rent or for sale, where the price is set in the open market.
National Planning Policy Framework (the Framework)	A document that has been prepared by the Government to direct the decision making and plan making process in achieving sustainable development and meeting future development needs.
National Planning Practice Guidance (PPG)	A document providing guidance that supplements the content of the National Planning Policy Framework.
Natura 2000 Sites	Are areas that have been specifically protected at a European level for their environmental value.
Neighbourhood Planning	In light of the Localism Agenda, neighbourhood plans can be prepared by local communities, in particular Parish Councils, which can promote development and have a greater say on where development should be located in their communities.
Night-Time Economy	Activities that happen within town centre locations after 5pm (or at the end of the normal working day), such activities will predominantly be leisure orientated and may involve uses such as restaurant, the arts, bars and cafés.
Non-Designated Heritage Asset	These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance that merits consideration in planning decisions but which are not formally designated heritage assets.
Primary Bus Routes	Bus routes that provide a frequent, regular service along main vehicular roads that connect locations, groups of attractions and arrival points.
Priority Species	Species that are identified as being most threatened and requiring conservation action under the Lancashire Biodiversity Action Plan.

Term	Description
Public Realm	Areas of public space that can contribute to the visual amenity of a locality and can form a meeting space for the community. This can be in urban or rural locations.
Regionally Important Geological Sites (RIGS)	These are locally designated sites that are of importance for their geo-diversity (geology and geomorphology).
Registered Provider of Social Housing	Previously known as Registered Social Landlords. This is the technical name for social landlords that are registered with the Tenant Services Authority. Most are housing associations, but some are trusts, co-operatives and companies that own or manage affordable housing. Also referred to as Registered Providers.
Residential Amenity	Note the general definition of amenity within this Glossary. In relation to residential amenity this can relate to the enjoyment of the residential property and the impacts that development proposals can have on that enjoyment.
River Basin Management Plan (RBMP)	Prepared by the Environment Agency and originally published in December 2009, updated in 2015. These plans describe the river basin and the pressures that the water environment faces. The Management Plan shows what this means for the current state of the water environment in the river basin and what actions will be taken to address these pressures. It sets out what improvements will be possible by 2021 (the end of the management period) or 2027 where more appropriate and how those actions will make a difference to the local environment.
Rural Enterprise	Enterprises and businesses located in rural parts of the district, including agriculture, horticulture, equine, forestry and marine.
Rural Enterprise Worker	Workers employed full-time or primarily in a rural enterprise.
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed e.g. where essential to enable the delivery of affordable dwellings without grant funding.
Sequential Test	A planning principle that seeks to identify, allocate or even develop certain types and locations of land before others. For example the development of brownfield sites before greenfield sites, or town centre locations before out-of-centre locations.
Settlement Hierarchy	This is set out in Policy SP2 of the Land Allocation DPD. These are settlements have been categorised in a hierarchy based on the range of services, facilities and employment opportunities in the settlement.
Sheltered Housing	Housing specifically for older and / or people with special accessibility requirements. Includes a block or group of houses with a resident or visiting warden, and individual houses, bungalows and flats that receive support from a mobile warden or pendent (emergency) alarm service.
Sites of Special Scientific Interest (SSSIs)	These are sites that have been recognised for the importance either for their biological, geological or landscape value.

Term	Description
Spatial Planning	A concept that goes beyond traditional land-use planning. It brings together and integrates policies for the development and use of land with other policies and programmes that influence the nature of places and how they function. This will include policies that can impact on land-use. For example, by influencing the demands on or needs for development, but which are not capable of being delivered or achieved solely or mainly through the granting of planning permission and may be delivered through other means.
Stakeholders	Groups, individuals or organisations that may be affected by or have a key interest in a development proposal or planning policy. They may often be experts in their field or represent the view of many people.
Static Caravans	Caravan units that are sited on land either permanently or semi-permanently, whilst such units are movable and have fixed axles, static units are of sufficient size to ensure that transportation between place to place is problematic and challenging and cannot be undertaken with a private car. The legal definition of a caravan site can be found in the Caravan Sites and Control Act 1960 and the Caravan Act 1960 (as amended).
Strategic Housing and Employment Land Availability Assessment (SHLAA)	Previously known as a Strategic Housing Land Availability Assessment, the assessment for Lancaster District was produced in 2009 and last reviewed in 2015. The assessment now also incorporates employment land and has been renamed the Strategic Housing and Employment Land Availability Assessment. The study intended to assess the overall potential for housing and employment development in the area. It identifies specific sites with a development potential over the next 15 years.
Strategic Housing Market Assessment (SHMA)	A study intended to review the existing housing market in the area, consider the nature of future need for market and affordable housing and to inform the development of planning policy. The SHMA for Lancaster district was produced in 2008 and last reviewed in 2015.
Strategic Flood Risk Assessment (SFRA)	An assessment that sets out the risks from flooding within the district, whether from rivers, coast or other water sources. The assessment will be used to ensure that development proposals are fully aware of flood risk issues in a locality. Further assessment work may be required from proposals that are located in areas of higher flood risk which would supplement the work on flood risk assessments. The SFRA for Lancaster district was initially undertaken in 2007, reviewed in 2016 and again in 2021.
Street Furniture	A collective term for objects or pieces of equipment installed on streets and roads for various purposes. Examples of street furniture include benches, bollards, post boxes and litter bins.
Sustainable Development	In broad terms this means development that meets the needs of the present without compromising the ability of future generation to meet their own needs. The Government have set out five guiding principles for sustainable development in its strategy “Securing the Future – UK Government Strategy for Sustainable Development”. The five guiding principles include living within environmental limits, ensuring a strong / healthy and just society, achieve a sustainable economy, promoting good governance and using sound science responsibly.
Sustainable Drainage Systems (SuDS)	Drainage systems that are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges. A SuDS system is dependent on site-specific constraints and applies to a broad range of drainage solutions that seek to manage rainfall close to where it falls. SuDS can be design to transport, attenuate, infiltrate, evaporate and cleanse water.

Term	Description
Sustainable Appraisal (SA)	The Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability Appraisal is a systematic appraisal process used to assess the social, environmental and economic effects of strategies and policies from the outset of the preparation process. The SA process ensures that decisions are made in accordance with the principles of sustainable development.
Sustainable Growth	This refers to strategic growth that can be either accommodated with the capacity of existing infrastructure, or includes proposals that will meet any potential gaps in infrastructure capacity. It also refers to growth of settlements that is in proportion to the settlements size and character.
Sustainable Settlement	A settlement which having assessed the population characteristics, townscape and landscape of the environment within which it is located, and the availability and accessibility of key services, facilities and employment opportunities is considered to be sustainable and therefore will provide the focus of growth within the district outside the main urban areas (subject in Areas of Outstanding Natural Beauty to the constraints of protected landscapes where a landscape-capacity approach will be taken), contributing to the vitality of the settlement.
Touring Caravans	A touring caravan unit is a unit that can be towed behind a vehicle and is capable of being unhitched prior to its use for holiday accommodation purposes. Touring caravans also have a purpose in providing facilities for agricultural uses such as 'brew huts'.
Transport Infrastructure	Includes pavements, walking & cycling routes and other walking & cycling infrastructure, public transport, roads, waterways and facilities in relation to all other forms of transport.
Travelling Showpeople	Member of a group organised for the purposes of holding fairs, circuses or show (whether or not travelling together as such). This includes such persons who, on the grounds of their own family's dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes gypsies and travellers who are defined separately within this glossary.
Tree Preservation Orders (TPOs)	Designated to protect trees of importance and/or value - whether this importance or value relates to their historical importance, landscape importance or species type. Whilst this designation protects some trees of importance, many other trees that do not have a TPO status remain important features within the landscape or townscape.
Upland	Upland areas of the district are generally found to the east and form part of the Forest of Bowland AONB. For the purposes of this document, upland areas are referred to in the context of where there is an estate presence. In Lancaster district these are the Kay Shuttleworth Estate, in the Parish of Leck and the Abbeystead Estate in the Parish of Over Wyresdale.
Visitor Accommodation	Refers to the range of accommodation available to visitors to the district, including hotels, guest houses, bed & breakfast, hostels, self-catering accommodation and the range of static / touring / camping sites within the district.
Water Framework Directive	A European Union Directive that seeks to improve the water quality of both inland and coastal waters.

Appendix B: Background Documents for the Climate Emergency Review of the Strategic Policies and Land Allocations DPD

General Reference

The National Planning Policy Framework (DCLG 2012 and MCHLG 2019 and 2021)
The National Planning Practice Guidance (DCLG and MCHLG)
The Planning System: General Principles (DCLG 2005)
Local Development Scheme (Lancaster City Council 2019)
Lancaster District Statement of Community Involvement (Lancaster City Council 2018)
Authority Monitoring Report (Lancaster City Council - Annual Publication)
Local Plan for Lancaster District 2011 – 2031: Strategic Policies and Land Allocations DPD (2020)
Local Plan for Lancaster District 2011 – 2031: Morecambe Area Action Plan DPD (2014)
Local Plan for Lancaster District 2011 – 2031: Arncliffe and Silverdale AONB DPD (2019)
Wennington Neighbourhood Plan (Wennington Parish Council 2019)
Wray-with-Botton Neighbourhood Plan (Wray-with-Botton Parish Council 2019)
Lancashire County Council Minerals and Waste Local Plan (Lancashire County Council 2013)
Yorkshire Dales National Park Local Plan 2015 – 2030 (National Park Authority 2016)
Local Plan for Lancaster District – Sustainability Appraisal (Arcadis 2018) and (AECOM 2021)
Local Plan for Lancaster District – Habitats Regulation Assessment Screening Report (Arcadis 2018) and (AECOM 2021)

Supplementary Planning Document & Planning Advisory Notes

Managing Housing Needs – Supplementary Planning Document (Lancaster City Council 2013)
Employment and Skills Plans – Supplementary Planning Document (Lancaster City Council 2018)
Shopfront and Advertisements – Supplementary Planning Document (Lancaster City Council 2016)
Housing Space & Accessibility Standards – Planning Advisory Note (Lancaster City Council 2020)
Cycling & Walking – Planning Advisory Note (Lancaster City Council 2020)
Low Emissions & Air Quality - Planning Advisory Note (Lancaster City Council 2018)
Edibles in the Landscape – Planning Advisory Note (Lancaster City Council 2015)
Provision of Charging Points – Planning Advisory Note (Lancaster City Council 2016)
Householder Design Guide – Planning Advisory Note (Lancaster City Council 2014)
Open Space in New Residential Development – Planning Advisory Note (Lancaster City Council 2020)
Surface Water Drainage – Planning Advisory Note (Lancaster City Council 2015)
Waste and Recycling – Planning Advisory Note (Lancaster City Council 2020)
Comprehensive Masterplans – Procedural Practice Note (Lancaster City Council 2020)

Strategic Policies - Evidence & Background Reading

Lancaster District Sustainable Settlements Study (Lancaster City Council 2017)
Strategic Options Consultation (Lancaster City Council – Summer 2014)
People, Homes and Jobs Consultation Report (Lancaster City Council – Autumn / Winter 2015)
Draft Local Plan Consultation (Lancaster City Council – Winter / Spring 2017)
North Lancashire Green Belt Review (Lancaster City Council / ARUP 2016)
Industrial Strategy (Department for Business, Energy and Industrial Strategy 2017)
Lancashire Strategic Economic Plan (Lancashire Local Economic Partnership 2014)
Review of the Employment Land Position for Lancaster District (Turley Economics 2015)
Prospects & Recommendations for Achieving Economic Potential – Update (Turley Economics 2017)

Local Plan for Lancaster District – Part One: Climate Emergency Review of the Strategic Policies and Land Allocations DPD

Housing White Paper – Fixing our Broken Housing Market (DCLG 2017)
Strategic Housing & Employment Land Availability Assessment (Lancaster City Council 2018)
Lancaster District Independent Housing Requirements Study (Turley 2015)
Lancaster District Objectively Assessment Need Verification Assessment (Turley 2018)
Strategic Housing Market Assessment – Part II (Arc4 2018)
Gypsy and Traveller and Travelling Show Peoples Accommodation Assessment (Arc4 2017)
Lancaster District Infrastructure Delivery Plan (Lancaster City Council 2017)
Lancaster District Infrastructure Delivery Schedule (Lancaster City Council 2019)
Local Plan Viability Assessments – Stages 1 and 2 (Lambert Smith Hampton 2019)
Preliminary Ecological Appraisals (Greater Manchester Ecology Unit 2016)
Preliminary Desk top Ecological Assessments (Greater Manchester Ecology Unit 2017)
North Lancashire Green Belt Review (Lancaster City Council & ARUP 2016)
Landscape, Townscape and Visual Field Reports (Arcadis 2018)
Identified Sites Landscape and Visual Assessment (Arcadis 2018)
Lancaster District Strategic Flood Risk Assessment – Levels 1 and 2 (JBA 2018)
Lancaster Highways and Transport Masterplan (Lancashire County Council 2016)
Lancashire Cycling and Walking Strategy (Lancashire County Council 2019)
Local Plan Transport Assessment – Parts 1 and 2 (WYG 2018)

Strategic Growth Policies - Evidence & Background Reading

Lancaster South Area Action Plan DPD – Issues and Options (Lancaster City Council 2018)
Locally-led Garden Villages, Town and Cities (DCLG 2016)
Lancaster University Campus Masterplan 2012 – 2022 (J McAslan & Partners 2012)
Lancaster District Infrastructure Delivery Plan (Lancaster City Council 2017)
Lancaster District Infrastructure Delivery Schedule (Lancaster City Council 2019)
Local Plan Viability Assessment – Stages 1 and 2 (Lambert Smith Hampton 2019)
Lancaster District Strategic Flood Risk Assessment – Levels 1 and 2 (JBA 2018)
Open Space Study – Assessment & Standards Paper (Knight Kavanagh & Page 2018)
Playing Pitch & Outdoor Sports Strategy – Assessment & Standards (Knight Kavanagh & Page 2019)
Initial Desktop Archaeological Assessments (Lancashire Archaeological Advisory Service 2017)
Heritage Impact Assessments (Lancaster City Council 2017)
Geo-Technical Assessments for Strategic Sites (JBA 2018)
North Lancashire Green Belt Review (Lancaster City Council & ARUP 2016)
Preliminary Ecological Appraisals (Greater Manchester Ecology Unit 2016)
Preliminary Desk top Ecological Assessments (Greater Manchester Ecology Unit 2017)
Breeding Bird Surveys (Greater Manchester Ecology Unit 2017)
Identified Sites Landscape and Visual Assessment (Arcadis 2018)
Urban Setting Lancaster Designations for East and North Lancaster Sites (Galpin 2018)
Lancaster District Transport and Highways Masterplan (Lancashire County Council 2016)
Lancashire Cycling and Walking Strategy (Lancashire County Council 2019)
Local Plan Transport Assessments – Parts 1 and 2 (WYG 2018)

Economy, Employment and Regeneration - Evidence & Background Reading

Industrial Strategy (Department for Business, Energy & Industrial Strategy (2017)
Strategic Economic Plan (Lancashire Local Economic Partnership 2014)
Review of Employment Land Position for Lancaster District (Turley Economics 2015)
Employment Land Survey Report and Mapping (Lancaster City Council 2015)
Prospects & Recommendations for Achieving Economic Potential - Update (Turley Economics 2017)
Lancaster District Inclusive Economic Growth Report (Hall Aitken 2018)
Employment Land Monitoring Reports (Lancaster City Council – Annual Publication)

Town Centre and Retailing - Evidence & Background Reading

Planning for Town Centres: A Practice Guide (DCLG 2009)
Lancaster Cultural Heritage Strategy (SQW / Lancaster City Council 2011)
Town Centre Health-Checks for Lancaster, Morecambe and Carnforth (White Young Green 2014)
Lancaster District Retail Review (White Young Green 2015)
Assessment of Commercial Leisure Capacity in Lancaster District (White Young Green 2016)
Lancaster District Local Centres Review and Retail Impact Assessment (White Young Green 2017)
Retail Monitoring Reports (Lancaster City Council – Annual Publication)

Housing - Evidence & Background Reading

Housing White Paper: Fixing Our Broken Housing Market (DCLG 2017)
Technical Standards – Nationally Described Space Standards (DCLG 2017)
Ministerial Statement on Affordable Housing (DCLG 2014)
Ministerial Statement – Affordable Housing Update (MHCLG 24 May 2021)
Lancaster Strategic Housing Market Assessment (Part II) (Arc4 2018)
Strategic Housing and Employment Land Availability Report (Lancaster City Council 2018)
Lancaster District Independent Housing Requirements Study (Turley 2015)
Lancaster District Objectively Assessment Need Verification Assessment (Turley 2018)
Lancaster Local Plan Viability Study Stages One and Two (Lambert Smith Hampton 2018)
Lancaster District Sustainable Settlements Review (Lancaster City Council 2018)
Housing Land Monitoring Report (Lancaster City Council – Annual Publication)
Housing Land Supply Position Statements (Lancaster City Council – Annual Publication)
Lancaster Gypsy and Traveller and Travelling Show people Accommodation Assessment (Arc4 2017)

The Historic Environment Evidence & Background Reading

The Setting of Heritage Assets (English Heritage 2011)
Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment (Historic England 2008)
Historic England's Advice Note 2: Making Changes to Heritage Assets (2017)
Historic England's Advice Note 3: The Setting of Heritage Assets (2015)
Historic England's Advice Note 4: Tall Buildings (2015)
Historic Environmental Record (Lancashire Archaeology Advisory Service)
Historic Towns and Cities in England's Northwest (English Heritage / NWDA 2007)
Lancaster District Cultural Heritage Strategy (SQW / Lancaster City Council 2011)
Grab Lane Setting Study (AHP 2013)
Lancaster Canal Corridor North –Assessment of Heritage Value (The Conservation Studio 2012)
Lancaster District Local Listing Register (Lancaster City Council)
Conservation Area Appraisals (Various) (Lancaster City Council)
Heritage Assessments for Sites (Various) (Lancaster City Council 2018)
Heritage Townscape Assessment Report (Lancaster City Council 2017)
Initial Desktop Archaeological Assessment (Lancashire Archaeology Advisory Service 2017)

The Natural Environment Evidence & Background Reading

The Natural Choice: Securing the Value of Nature (DEFRA 2011)
Lancashire Biodiversity Action Plan
Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services (DEFRA 2011)
Arnsdale & Silverdale AONB Statutory Management Plan (AONB Management Board 2014)
Forest of Bowland AONB Statutory Management Plan (AONB Management Board 2014)

Forest of Bowland AONB Landscape Character Assessment (2009)
Lancaster City Council Tree Policy (2010)
Landscape Strategy for Lancaster – Character Assessment (Lancashire County Council 2000)
Landscape Character Assessment Work for Lancaster District (Woolerton Dodwell 2011)
North Lancashire Green Belt Review – Lancaster City Council & ARUP 2016)
Refresh to the Open Space, Sport and Recreation Facilities Study (Lancaster City Council 2010)
Landscape, Townscape and Visual Field Reports (Arcadis 2018)
Key Urban Landscape Review (Arcadis 2018)
Identified Sites Landscape and Visual Assessment (Arcadis 2018)
Urban Setting Lancaster Designations for East and North Lancaster Sites (Galpin 2018)
Preliminary Ecological Appraisals (Greater Manchester Ecology Unit 2016)
Preliminary Desk top Ecological Assessments (Greater Manchester Ecology Unit 2017)
Breeding Bird Surveys (Greater Manchester Ecology Unit 2017)

Sustainable Communities - Evidence & Background Reading

Neighbourhood Plans Roadmap Guide (Locality 2014)
Active Design Guidance (Sport England 2007)
Local Green Space Assessment - Assessment Report and Findings (Lancaster City Council 2018)
Open Space Study – Assessment & Standards Paper (Knight, Kavanagh & Page 2018)
Playing Pitch & Outdoor Sports Strategy – Assessment & Standards (Knight, Kavanagh & Page 2019)

Transport, Accessibility and Connectivity - Evidence & Background Reading

The Strategic Road Network - Planning for the Future (Highways England 2015)
Lancaster District Highways and Transport Masterplan (Lancashire County Council 2016)
Lancashire Walking and Cycling Strategy (Lancashire County Council 2019)
HGV Movement Strategy for Lancaster (Lancashire County Council 2016)
Local Plan Transport Assessment – Parts 1 and 2 (WYG 2018)

Implementation, Delivery and Monitoring - Evidence & Background Reading

Lancaster Local Plan Authority Monitoring Report (Lancaster City Council – Annual Publication)
Employment Land Monitoring Report (Lancaster City Council – Annual Publication)
Retailing Monitoring Report (Lancaster City Council – Annual Publication)
Housing Land Supply Position Statement and Trajectory (Lancaster City Council – Annual Publication)

Appendix C: Neighbourhood Planning – List of ‘Strategic’ Policies

- C.1 For the purposes of Neighbourhood Planning, the Council have identified the following policies of the Strategic Policies & Land Allocations DPD as strategic policies.
- C.2 When preparing a Neighbourhood Plan, it is expected that planning groups ensure that the policies and allocations prepared and in conformity with the strategic policies listed (where they are relevant to the Neighbourhood Plan) in order to meet the basic conditions of Neighbourhood Planning.

Strategic Policies and Land Allocations DPD

- Strategic Policies SP1 to SP10
- Delivery of Strategic Growth Policies SG1 to SG14
- Policy EC1 – Established Employment Areas
- Policy EC2 – Future Employment Growth
- Policy TC1 – The Retail Hierarchy for Lancaster District
- Policy TC3 – Future Retail Growth
- Policy TC4 – Central Morecambe
- Policy H1 – Residential Development in Urban Areas
- Policy H2 – Housing Delivery in Rural Areas of the District
- Policy DOS8 – Morecambe Festival Market and Surrounding Area
- Policy SC2 – Local Green Spaces
- Policy EN4 – The North Lancashire Green Belt
- Policy EN7 – Environmentally Important Area

Appendix D: Site Mitigation Measures

- D.1 A number of sites have been identified as having potential to have likely significant effects on designated European sites within Lancaster District. In order to off-set any potential impacts, a suite of mitigation options have been devised as part of the Appropriate Assessment (AA) contained within the Habitats Regulation Assessment (HRA) Report of the Local Plan (Part One – Strategic Policies and Land Allocations DPD) prepared in 2019. These are summarised below in table D1. The precise detail and/or the need for these mitigation options will be reviewed at a project level as planning proposals are developed. Depending on the nature of these proposals, further project-level ecological assessments and/or HRA may be required.

Mitigation Options

Loss of FLL under the footprint of the allocation - during construction/operation

A	<i>Mitigation land within a development</i> – Provide land within the development suitable for use by birds associated with the European site [i.e. provision of alternative greenspace (habitat) for wildlife]. This land would be managed to encourage the use by birds and public access to these areas would be restricted.
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Disturbance to birds using adjacent Functionally Linked Land (FLL) - during construction

B	<i>Timing of works</i> - Where possible, time works which could cause the most disturbance (for example in terms of noise and visual effects) to take place outside of wintering period.
C	<i>Natural Screening</i> – Where possible, utilise natural screening to help alleviate noise and visual disturbance (this could be achieved by retaining existing hedgerows and trees at the edge of construction sites). <i>Other screening</i> - If there is no natural screening, additional screening such as bunds, and/or closed-board fencing could be installed.

Disturbance to birds using adjacent FLL - during operation

D	<i>Permanent Screening</i> – Utilise natural screening to help alleviate noise and visual disturbance from the completed development (this could be achieved by retaining existing hedgerows and trees installing permanent screening along edges adjacent to functionally linked land).
E	<i>Input to Scheme design</i> – It may be possible to incorporate measures into scheme designs to reduce potential disturbance to adjacent functionally linked land. This could include measures such as buffer zones at the edge of developments, alterations to lighting design to reduce light spill and reducing access to adjacent functionally linked land to new home owners (see ‘recreational pressure on adjacent functionally linked land’ below).

Recreational pressure on birds using adjacent FLL - during operation

F	<i>Home owner packs</i> – Provide new home owners with a home owners pack. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote use of alternative areas for recreation, such as public open space within the development.
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Mitigation Options

G	<i>Input to Scheme design</i> - It may be possible to incorporate measures into scheme designs to reduce potential use of adjacent functionally linked land by new home owners. This could include measures such as providing sufficient public open space within the development such that there would not be a need to go elsewhere. For example, ensuring that there is sufficient open space available within the development for dog walkers. It may also be possible to refrain from linking new footpaths into existing footpaths which lead to sensitive areas.
H	<i>New Country Park/recreation area</i> – A new Country Park (to be delivered through Policy SC5). This will provide alternative green space for recreation, and provide an alternative locations for dog walkers in preference to visiting more coastal locations.

Changes in Water Quality – during construction and operation

I	<i>Water Quality Protection Measures</i> – Ensure a hydrological assessment is carried out to determine the impacts on water quality. This will ensure compliance with Policy DM34 within the Development Management DPD which requires that all new development consider the implications of the proposals on surface water and implement appropriate mitigation as necessary to deal with such issues, including measures such as Sustainable Drainage Systems (SuDS) and other surface water drainage solutions. Any water quality protection measures would be secured through a Construction Environmental Management Plan (CEMP) at the planning stage of any future development in the allocation.
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Table D1: Mitigation Options proposed for the Strategic Policies and Land Allocations DPD (Arcadis 2019)

- D.2 Whilst the above mitigation measures will be encouraged across all sites the Council will require specific measures to be delivered for a number of sites identified through the HRA as having the potential to have significant effects on designated sites. The HRA has identified 8 sites as having the potential to have significant effects on designated sites.
- D.3 In line with the recommendations described in the Habitats Regulation Assessment Report for the adopted Local Plan the Council will require the following mitigation measures to be implemented as part of any future proposal for the following allocations, set out in table D2. Although the details and/or need for these mitigation measures will be determined at the project level. As the Partial Review does not address the issues around land allocation and development needs the content of Appendix D continues to relate solely to the original allocations made in the Local Plan (July 2020).

Local Plan for Lancaster District – Part One: Climate Emergency Review of the Strategic Policies and Land Allocations DPD

Allocation site	European site			Potential impact			Water Quality (Construction and Operation)
	Morecambe Bay Ramsar site	Morecambe Bay and Duddon SPA	Morecambe Bay SAC	Loss of FLL under the footprint of the allocation (construction and operation)	Recreation pressure on adjacent FLL (operation only)	Disturbance (construction and operation)	
Bailrigg Garden Village (Policy SG1)	ü	ü	N/A	Mitigation Option A	Mitigation Options F, G and H	Mitigation Options B, C, D and E	N/A
East Lancaster Strategic Site (Policy SG7)	ü	ü	N/A	AA determined no FLL within the allocation site, no mitigation required.	Mitigation Options F, G and H	AA determined no disturbance to adjacent FLL, no mitigation required.	N/A
Port of Heysham Industrial Estate (Policy EC1.6)	ü	ü	ü	N/A	N/A	Mitigation Options B, C, D and E	Mitigation Option I
Port of Heysham Expansion (Policy SG12)	ü	ü	ü	N/A	N/A	Mitigation Options B, C, D and E	Mitigation Option I
Substation land (Policy SG13.1)	ü	ü	N/A	N/A	N/A	Mitigation Options B, C, D and E	N/A
Lancaster West Business Park (Policy EC1.10)	ü	ü	N/A	AA determined no FLL within the allocation site, no mitigation required.	N/A	Mitigation Options B, C, D and E	N/A
Land at Middleton Towers, Middleton (Policy DOS5)	ü	ü	ü	AA determined no FLL within the allocation site, no mitigation required.	Mitigation Options F, G and H	Mitigation Options B, C, D and E	Mitigation Option I
Glasson Industrial Area (Policy EC1.17)	ü	ü	ü	N/A	N/A	Mitigation Options B, C, D and E	N/A

Table D2: Potential Impact on Designated Sites from Site Allocations (Arcadis 2019)

D.4 In order to offset the potential impacts associated with recreational pressure on the wider Morecambe Bay (as identified within the Habitats Regulation Assessment), 11 allocations within 3.5km of Morecambe Bay will be required to provide home owners packs to new home owners (Option F within Table D1).

Allocation Site (sites in bold text are included within the AA alone)	Number of Dwellings	European Site			Potential Impact
		Morecambe Bay SAC	Morecambe Bay Ramsar Site	Morecambe Bay and Duddon SPA	Recreational Pressure on Morecambe Bay (operation only)
Bailrigg Garden Village (Policy SG1)	3,500	✓	✓	✓	Mitigation Options F, G and H.
Land at Middleton Towers (Policy DOS5)	576	✓	✓	✓	Mitigation Options F and G.
East Lancaster Strategic Site (Cuckoo Farm and Ridge Farm) (Policy SG7)	930	✓	✓	✓	Mitigation Options F, G and H.
North Lancaster Strategic Site (Policy SG9)	700	✓	✓	✓	Mitigation Options F and G.
Land at Lundsfield Quarry (Policy SG11)	250	✓	✓	✓	Mitigation Options F and G.
Lune Industrial Estate, New Quay Road (Policy DOS2)	200	✓	✓	✓	Mitigation Options F and G.
Former Thomas Graveson Site, Warton Road, Carnforth (Policy DOS8)	N/A	✓	✓	✓	Mitigation Options F and G.
Land at Grab Lane (Policy H4)	195	✓	✓	✓	Mitigation Options F and G.
Lancaster Leisure Park and Auction Mart (Policy H5)	242	✓	✓	✓	Mitigation Options F and G.
Royal Albert Fields, Ashton Road (Policy H6)	137	✓	✓	✓	Mitigation Options F and G.

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Land West of Middleton Road (Policy H6)	75	✓	✓	✓	Mitigation Options F and G.
St Michaels Lane (Policy H2.4)	20	✓	✓	✓	Mitigation Options F and G.
Lancaster Road, Overton (Policy H2.2)	32	✓	✓	✓	Mitigation Options F and G.
Yenham Lane (Policy H2.3)	21	✓	✓	✓	Mitigation Options F and G.
New Quay Road, Lancaster (Policy H1.1)	12	✓	✓	✓	Mitigation Options F and G.
Luneside East, Lancaster (Policy H1.2)	148	✓	✓	✓	Mitigation Options F and G.
Former Police Station, Heysham (Policy H1.3)	14	✓	✓	✓	Mitigation Options F and G.
Land off Marsh Lane, Cockerham (Policy H2.10)	36	✓	✓	✓	Mitigation Options F and G.
University of Cumbria (Policy H3.3)	15	✓	✓	✓	Mitigation Options F and G.
Land North of Old Hall Farm, Over Kellet (Policy H2.5)	55	✓	✓	✓	Mitigation Options F and G.
Major Industrial Estate (Policy EC1.9)	N/A	✓	✓	✓	AA determined that there would be no significant increase in visitors to the coast as a result of future development of these allocation sites, therefore no mitigation is required.
Lancaster West Business Park (Policy EC1.10)	N/A	✓	✓	✓	
Middleton Road Employment Area (Policy EC2.1)	N/A	✓	✓	✓	
Heysham Industrial Estate (Policy EC1.7)	N/A	✓	✓	✓	

Table D.3: Mitigation Options for new housing developments within 3.5km of Morecambe Bay and new employment developments within 1.5km of Morecambe Bay – in relation to recreational pressure on Morecambe Bay.

Appendix E: Housing Trajectory

- E.1 The Local Plan is supported by a detailed housing trajectory. The housing trajectory for Lancaster District covers the full Local Plan period 2011/12 to 2030/31. This incorporates the full Local Plan period 2011/2012 to 2031/32 with an additional 3 years included post adoption to ensure the requirement to plan for a 15 year supply.
- E.2 The trajectory reports actual dwelling completions for the period 2011/2012 to 2018. A total of 2,595 dwellings were completed during this period.
- E.3 From 2018/19 the trajectory reports anticipated completions. This is reported in four phases: pre-adoption and then three five-year components matching the delivery phases of national planning policy.

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Appendix F: Monitoring Framework

Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
SO1: Delivery of a thriving local economy that fosters investment and growth and supports the opportunities to deliver the economic potential of the district	Retaining existing jobs and promote additional job creation to support a total of 54,000 FTE jobs by 2031, supporting better paid more satisfying and better-quality employment mix focused on the right sectors;	Strategic Policies & Land Allocations DPD: Policies SP4, SP5, SG1, SG2, SG4, SG5, SG6, SG9, SG12, SG13, SG14, EC1, EC2, EC3, EC4, EC5, EC6, EC7, TC1, TC3, TC4, DOS1, DOS2, DOS4, DOS6 & SC1. Development Management DPD: Policies DM14, DM15, DM16, DM28, DM58, DM59 & DM64.	<ul style="list-style-type: none"> • Total Employee Jobs (Full Time) – NOMIS • Total Employee Jobs (Part Time) – NOMIS • Full Time Employees – BRES • Part Time Employees - BRES 	<ul style="list-style-type: none"> • The current number of full time employee jobs is 37,000, growth in full time Jobs of 10% during the course of the entire plan period. • The current number of part time employee jobs is 22,000, growth in the part time jobs number of 15% during the course of the entire plan period. • The number of full time Employees living within the district is 36,700, growth of full time employment of 10% during the course of the entire plan period. • The number of part time employees living in the district is 21,600, growth, of part time employment of 15% during the course of the entire plan period. 	An identified loss of employment based on NOMIS figures which identify a decline in total employee jobs over 3 consecutive years.	Review of Employment Land evidence, including updating Experian Modelling Data to assess economic growth potential within the district. Subject to evidence there may be a need for a plan review.
	Capitalising on the district's identification as a centre of excellence for knowledge led growth, exploiting future opportunities at Lancaster University, University of Cumbria and Lancaster University Health Innovation Campus;	Strategic Policies & Land Allocations DPD: Policies SP4, SP5, SG1, SG2, EC6 & EC7 Development Management DPD: Policies DM14, DM15, DM16 & DM28	<ul style="list-style-type: none"> • Employment by Occupation – Major Group 1-3 including Professional Occupations, Associate Professional and Technical – NOMIS • Employee Jobs by Industry – M: Professional, Scientific and Technical Activities – NOMIS • Employee Jobs by Industry – P: Education - NOMIS 	<ul style="list-style-type: none"> • The current level of employment in this occupational sector (Professional Occupations, Associate Professional and Technical) is 29,300 jobs, seek growth in this sector of 10% during the course of the entire plan period. • The current level of employment in this occupational sector (Professional, Scientific and Technical Activities) is 4,500 jobs, seek growth in this sector of at least 15% during the course of the entire plan period. • The current level of employment in this occupational sector (Education) is 10,000 jobs, seek growth in this sector of at least 5% during the course of the entire plan period. 	An identified loss of employment based on NOMIS figures which identify a decline in total employee jobs over 3 consecutive years.	Liaise with Higher Education provides, consider greater flexibility in plan making, support establishments where sustainable growth can be achieved

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
	Developing the district's role in the energy sector by utilising its expertise in the nuclear power and renewable energy industry and investment in energy infrastructure in south Heysham;	Strategic Policies & Land Allocations DPD: Policies CC1, SP4, SP5, SG12, SG13 & SG14 Development Management DPD: Policies DM14, DM15, DM16, DM28, DM30a, DM30c, DM58 & DM59	<ul style="list-style-type: none"> Employee Jobs by Industry – D: Electricity, Gas, Steam and Air Conditioning Supply – NOMIS Applications approved for green energy related businesses in the District 	<ul style="list-style-type: none"> The current level of employment in the Electricity, Steam and Air Conditioning Supply sector is 1,250 jobs, seek growth in this sector of 150 jobs through the course of the entire plan period. Net increase in green energy related business applications in the district over the entire plan period. 	<p>An identified loss of employment based on NOMIS figures which identify a decline in total employee jobs over 3 consecutive years.</p> <p>No completions over a 5 year period</p>	Consider whether more alternative methods are available to encourage growth in this sector through liaison with energy providers.
	Capitalising on the accessibility of the district, maximising the opportunities provided by its location on the main strategic rail and road network and opportunities at the Port of Heysham	Strategic Policies & Land Allocations DPD: Policies SP10, SG1, SG5, SG12, T1, T2, T3 & T4. Development Management DPD: Policies DM28, DM60, DM61, DM62, DM63 & DM64.	Employee Jobs by Industry – H: Transportation and Storage – NOMIS	The current level of employment in the Transportation and Storage sector is 3,000 jobs, seek growth of 500 jobs through the course of the entire plan period.	An identified loss of employment based on NOMIS figures which identify a decline in total employee jobs over 3 consecutive years.	Continue to work with key stakeholders and transport providers to ensure that any obstacles to transport improvements and recognised and understood.

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
	Promoting the vitality, viability and accessibility of Lancaster City Centre capitalising on the heritage and cultural assets of the city to create a thriving destination for retail, culture and leisure activities, securing its role as a regional centre for North Lancashire and South Cumbria and the regeneration of the Lancaster Canal Quarter	Strategic Policies & Land Allocations DPD: Policies SP4, SP7, SG4, SG5, SG6, TC1, TC2, TC3, TC4, DOS1, EN1 SC4, SC5, T1 & T3. Development Management DPD: Policies DM16, DM17, DM20, DM21, DM22, DM23, DM24, DM25, DM26, DM37, DM38, DM39, DM40, DM41 & DM42.	<ul style="list-style-type: none"> Employee Jobs by Industry – G: Wholesale and Retail Trade – NOMIS Employee Jobs by Industry – I: Accommodation and Food Service Activities – NOMIS Employee Jobs by Industry – R: Arts, Entertainment and Recreation - NOMIS 	<ul style="list-style-type: none"> The current level of employment in the Whole and Retail sector is 8,000 jobs, seek growth in this sector of 700 jobs through the course of the entire plan period. The current level of employment in the Accommodation and Food Service sector is 5,000 jobs, seek growth in this sector of 500 jobs through course of the entire plan period. The current level of employment in the Arts, Entertainment and Recreation sector is 1,000 jobs, seek growth in this sector of 100 jobs through the course of the entire plan period. 	An identified loss of employment based on NOMIS figures which identify a decline in total employee jobs over 3 consecutive years.	Consider whether the approach taken to delivering improvements in the City Centre are flexible enough and consider the wider impacts of the town centre as a whole. Changes could be applied through the preparation of supplementary guidance where necessary.
	Promoting the historic and cultural centre of Lancaster, the coastal town of Morecambe, the Market Town of Carnforth and the rural areas of the district to boost visitor numbers in the district.	Strategic Policies & Land Allocations DPD: Policies SP4, SP7, TC1, TC2, TC3, TC4, DOS1, DOS6, EN1 & T3. Development Management DPD: Policies DM22, DM23, DM24, DM25, DM26 & DM55.	<ul style="list-style-type: none"> Levels of Visitor Numbers attracted to the District. Applications made for cultural and leisure facilities in main urban areas (Authority Monitoring Report). 	Net increase of visitor numbers coming into the district on a year-on-year basis.	Failure to deliver the target over three year intervals	Consider improvements to marketing and promotion of the district. Liaise with local groups and stakeholders to ensure that assistance (where appropriate) can be given to improving the cultural offer of the district.
	Maintaining the momentum of renewal in Morecambe to support the implementation of the Morecambe Area Action Plan and opportunities for investment and renewal in the West End;	Strategic Policies & Land Allocations DPD: Policies SP2, SP3, EC5, TC1, TC4, DOS6 & SC1. Development Management DPD:	Applications approved within the Morecambe Area Action Plan area which will provide economic benefit to the town in terms of job creation and boosting visitor numbers.	<p>Net increase of visitor numbers visiting the town on a year-on-year basis.</p> <p>Net increase in approvals for regeneration led proposals within the Morecambe Area Action Plan and West End Regeneration Area.</p>	Failure to deliver the target over three year intervals	Review of the Morecambe Area Action Plan at the end of its lifespan in 2021 to consider whether a further action plan is required.

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		Policies DM1, DM2, DM3, DM15, DM16 & DM55				Review of the West End Masterplan.
	Support heritage-led regeneration in Carnforth and strengthen its role as an important Market Town	Strategic Policies & Land Allocations DPD: Policies SP2, SP3, SP8, TC1, DOS7, DOS8, SC1, SC5 & T3. Development Management DPD: Policies DM14, DM15, DM16, DM22, DM24, DM26 & DM55.	<ul style="list-style-type: none"> Applications approved for the re-use or regeneration of buildings within Carnforth Conservation Area (Employment Land Monitoring). Applications approved for main town centre uses within Carnforth Town Centre (Retail Monitoring). 	<p>Positive assessment through local Conservation Area Appraisal and Heritage Assessments.</p> <p>Net increase in approvals for regeneration led proposals within Carnforth town centre and conservation area.</p>	<p>Negative assessment through local Conservation Area Appraisal and Heritage Assessments.</p> <p>Continued inclusion on the Conservation Area at risk register.</p>	Review of the Conservation Area Appraisal to ensure the important heritage assets are protected and recognised. Ensure that development proposals are sympathetic to these features through work with key stakeholders.
	Promoting regeneration at key regeneration areas including Morecambe town centre, Morecambe West End, Heysham Gateway, Luneside, Caton Road Gateway and White Lund Employment Area to encourage physical regeneration and promote economic growth in the district	Strategic Policies & Land Allocations DPD: Policies SP3, SP4, SG13, EC4, EC5, TC4, DOS1, DOS2, DOS3, DOS5, DOS6, SC1, T1, T2, T3 & T4. Development Management DPD: Policies DM1, DM2, DM14, DM16, DM22, DM23 & DM24.	Applications approved within the identified regeneration priority areas which provide economic benefit in terms of job creation, investment and bringing derelict land back into re-use to meet evidenced development needs.	Net increase in approvals for regeneration led proposals within identified regeneration priority areas.	Failure to deliver the target over three year intervals	Work with key stakeholders to understand obstacles to regeneration and address them in the most appropriate and effective manner.
	Supporting the delivery of housing that contributes to sustainable development and boosts opportunities for economic growth	Strategic Policies & Land Allocations DPD: Policies CC1, SP6, SG1, SG7, SG9, SG11, H1, H2, H3, H4, H5, H6, DOS1, DOS2,	<i>Reported under objective SO2</i>	<i>Reported under objective SO2</i>	<i>Reported under objective SO2</i>	<i>Reported under objective SO2</i>

Local Plan for Lancaster District – Part One: Climate Emergency Review of the Strategic Policies and Land Allocations DPD

Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		DOS4, DOS5, DOS7 & SC1. Development Management DPD: Policies DM1, DM3, DM4, DM5, DM6, DM7, DM12, DM13, DM30a, Dm30b, DM30c & DM55.				
	Securing a balanced portfolio of employment sites that ensures there is sufficient supply and range of locations available for job creation and economic growth	Strategic Policies & Land Allocations DPD: Policies SP4, SP5, SG1, SG9, SG12, SG13, EC1, EC2, EC3, EC4, DOS2, DOS7 & SC1. Development Management DPD: Policies DM14, DM15 & DM55	<ul style="list-style-type: none"> • Employment Site Surveys – Vacancy Rates (Employment Land Monitoring). • Applications received for business related development on allocated employment sites (Employment Land Monitoring) 	Net reduction in vacancy rates on identified employment sites.	Land remains vacant for over 3 years.	Continue to monitor the economic value of employment site in relation to occupation and vacancy levels. Where sites are not performing consideration would be given to alternative uses in accordance with national planning policy.
	Retaining a hierarchy of retail centres across the district that provide key services to local residents and provide good accessibility to the main centres of the district via a range of sustainable transport modes	Strategic Policies & Land Allocations DPD: Policies SP4, SP10, SG1, SG7, SG9, SG11, TC1, TC2, TC3, TC4, DOS6, T1, T2, T3 & T4. Development Management DPD: Policies DM16, DM17, DM18 & DM19.	<ul style="list-style-type: none"> • Town Centre Health checks including Vacancy Rates • Applications received for retail and main town centre uses within the defined centre (Retail Monitoring) • Gross floorspace completed (A1, A2, B1a and D2 within identified town centres) within Lancaster, Morecambe and Carnforth town centre • Pedestrian flows in the main retail centres • Mix of uses (A1, A2, A3, A4, A5 and other) reported within the main retail centres 	<p>Net reduction in vacancy rates in Lancaster, Morecambe and Carnforth town centre.</p> <p>Net increase in pedestrian flows recorded in main retail centres.</p>	<p>Sites/buildings continue to remain vacant for over 3 years.</p> <p>Fall in pedestrian footfall reported over 3 year period.</p>	Monitoring the health of defined centres within the hierarchy to ensure vitality and viability. Where there are challenges to this, consider where interventions are appropriate to boost vitality and viability.

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
	Addressing the clear imbalances in the district's ageing population by encouraging growth in the district's working age population through the promotion of economic growth and new housing and a cultural offer that is attractive to a wide range of age groups	Strategic Policies & Land Allocations DPD: Policies SP4, SP5, SP6, SP9, SG1, SG2, SG4, SG5, SG6, SG7, SG9, SG11, SG12, SG13, SG14, EC1, EC2, EC3, EC5, EC6, EC7, TC1, TC3, TC4, H1, H2, H3, H4, H5, H6, DOS1, DOS2, DOS4, DOS5, DOS7, SC1, SC2, SC3, SC4, SC5, T2 & T4. Development Management DPD: Policies DM1, DM2, DM8, DM12 & DM55	<ul style="list-style-type: none"> Levels of employment for the over 64 age bracket. Levels of housing approved for the over 55 age bracket. 	<p>Reduction in unemployment levels within the district</p> <p>Positive assessment within the districts housing needs survey for over 55 age group.</p>	<p>Increase in unemployment levels over a 3 year period.</p> <p>Negative assessment for over 55 age group within local housing needs assessment.</p>	<p>Seek to work with stakeholders to ensure that opportunities are available for older people to seek employment where they choose to.</p> <p>Potential review of housing policies in relation to older person housing delivery.</p>
	Maximising the retention of graduates from the district's Higher Education establishments and boosting the levels of skilled workers in the district to promote economic growth	Strategic Policies & Land Allocations DPD: Policies SP4, SP5, SG2, SG9, SG12, SG14, EC1, EC2, EC3, H1, H2, H3, H4, H5, H6, DOS1, DOS2, DOS4, DOS5 & SC1. Development Management DPD: Policies DM1, DM2, DM3, DM4, DM6, DM12, DM13,	Growth in resident population between 24 – 30 – ONS	Increased retention of graduates	Reported decline in 24-30 age group	Consider how the impact of new housing, employment, cultural and leisure facilities has effected the retention of graduates and whether further promotion and creation of facilities can be achieved through liaison with key stakeholders.

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		DM14, DM15 & DM55.				
	Making the most of the district's geographical position on Morecambe Bay, the location of two Areas of Outstanding Natural Beauty, the Yorkshire Dales National Park, which is partly within the district and the nearby Lake District National Park	Strategic Policies & Land Allocations DPD: Policies SP8, EN2, EN3, EN4, EN5, EN7, SC2, SC3, SC4, T2 & T3. Development Management DPD: Policies DM16, DM17, DM18 & DM46.	<ul style="list-style-type: none"> Employee Jobs by Industry – I: Accommodation and Food Service Activities – NOMIS Levels of Visitor Numbers attracted to the District. 	The current level of employment in this sector is 5,000 jobs, seek growth in this sector of 500 through the course of the entire plan period.	Fall in employment within this sector over a three year interval	Ensure an appropriate balance between delivering economic benefits and protection of the environment. In the event that visitor numbers to the area are not boosted then consider (via liaison with stakeholders) how better promotion of the area can be achieved.
	Supporting rural diversification, rural job creation and rural economic growth through encouraging and securing appropriate growth of existing and new rural businesses	Strategic Policies & Land Allocations DPD: Policies SP4, SP5, EC1, EC2 & EC3. Development Management DPD: Policies DM14, DM15, DM47, DM48 & DM49.	Rural employment premises delivered.	Increased delivery of rural employment premises	Failure to deliver employment premises over three year intervals.	Where opportunities for growth in the rural economy are being obstructed. Consider these barriers and consider whether a more flexible approach is required toward rural economic growth in the context of local and national planning policy.
SO2: Provision of a sufficient supply, quality and mix of housing to meet the changing needs of the population and support growth and investment.	Delivering housing in the district to support economic growth and meet housing needs in the most sustainable locations including Lancaster, Morecambe, Heysham, Carnforth and other identified Sustainable Settlements;	Strategic Policies & Land Allocations DPD: SP2, SP3, SP6, SG1, SG5, SG7, SG9 & SG11. Development Management DPD: DM1, DM2, DM3, DM4, DM5, DM6, DM7, DM8, DM9, DM10,	<p>Net additional dwellings completed for the reported financial year reporting:</p> <ul style="list-style-type: none"> Completions on allocated sites Completions on unallocated (windfall) sites, split by PDL and greenfield <p>Net additional dwellings completed since the plan was adopted.</p> <p>5 year housing land supply position</p>	<p>Provision of 10,440 dwellings over the plan period.</p> <p>5 years of deliverable housing land at all times</p>	<p>Shortfall in 5 year supply of greater than 1 year</p> <p>Align to proposed housing delivery test: 95% below annual requirement, 25% below annual requirement from November 2018, 45% below annual requirement from November 2019,</p>	Identify problems and potential causes of variants and identify measures to address them. Work with key providers, developers and landowners to better manage the delivery of development (this could involve reviewing S106

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		DM11, DM12 and DM13			65% below annual requirement from November 2020.	agreements and other contributions) Identify potential funding opportunities to help bring sites forward Work with HCA to bring forward sites Implementation of measures identified by the proposed Housing Delivery Test Implement a call for sites and potential review of capacity via the SHELAA Consider a review Local Plan
	Building a range of housing types, sizes and tenures to meet the needs of all members of the community;	Strategic Policies & Land Allocations DPD: SG1, SG7, SG9, SG11, H1, H3, H4, H5, H6 Development Management DPD: DM1, DM2, DM3, DM7, DM8, DM10, DM11, DM12, DM13	<ul style="list-style-type: none"> Split between housing types across development sites: Semi/detached/terraced/flat/bungalow/other Split by number of bedrooms <p>Residential developments with new dwellings meeting the Nationally Described Space Standard</p> <p>Number of affordable completions as a percentage of overall housing delivery</p>	<p>To be determined by emerging Housing Strategy – general housing completions to match type and size required as determined by most up to date Strategic Housing Market Assessment</p> <p>All new dwelling completions to meet the Nationally Described Space Standards</p> <p>Affordable housing completions matching policy requirements on all new residential development</p>	<p>25% of new housing completions not meeting Nationally Described Space Standards</p> <p>25% of new housing completions not meeting adopted policy on affordable housing</p>	<p>Identify problems and potential causes of variants and identify measures to address them Consider update of Local Plan Viability Assessment in order to identify whether position has changed on viability Liaise with developers to understand why targets are not being met to identify barriers and understand potential ways of addressing situation. Review Local Plan</p>
	Ensuring that new development is well designed, sustainable and meets the	Strategic Policies & Land	Number of new homes granted planning permission each year which fail to deliver the required carbon emissions standards identified in Policy DM30a	All new developments meet the required carbon emission standards at the point of construction	Failure to deliver the target over two year intervals	Identify problems and potential causes of variants and

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
	required energy and water efficiency standards	<p>Allocations DPD: CC1 SP3, SG1, SG2, SG5, SG7, SG9, SG11, SG13, EC2, EC3, EC5, EC6 & TC3.</p> <p>Development Management DPD: DM2, DM29, DM30a, DM30b, DM30c, DM31, DM32, DM33, DM34, DM35 & DM36</p>	<p>Number of new homes granted planning permission each year which fail to deliver the required water efficiency standards identified in Policy DM30b</p> <p>Number of zero carbon developments completed in the District</p> <p>Development receiving design awards (Lancaster District design awards, civic trust awards, BURA awards, RTPI awards or CABE awards)</p> <p>Number of appeal decisions won on design grounds</p> <p>Number of new developments granted planning permission each year which fail to deliver required electric vehicle charging point provision</p>	<p>All new developments meet the required water efficiency standards at the point of construction</p> <p>Stepped increase in zero carbon developments over the lifetime of the Plan</p> <p>2 or more design awards or referrals achieved per annum.</p> <p>100% of appeal decisions won on design grounds</p> <p>All new developments meet required electric vehicle charging point provision at the point of construction</p>	<p>Failure to deliver the target over two year intervals</p> <p>25% of appeals lost on design grounds.</p> <p>No zero carbon developments completed within a three year period.</p> <p>Failure to deliver targets for the provision of electric vehicle charging points over two year intervals.</p>	<p>identify measures to address them.</p> <p>Investigate the opportunity to prepare additional guidance in relation to energy and water efficiency.</p> <p>Consider update of Local Plan Viability Assessment in order to identify whether position has changed on viability.</p> <p>Liaise with developers to understand why targets are not being met to identify barriers and understand potential ways of addressing situation</p> <p>In relation to electric charging points work with the Council's air quality officer to identify potential barriers. Possible review of supplementary planning guidance on this issue.</p> <p>Where appeals are being lost on design investigate the need for additional design guidance and training for officers.</p>

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
						Consider a review of the Local Plan.
	Developing high quality housing that is appropriate and affordable for current and future residents particularly within rural areas of the district, contributing to the creation of a balanced housing market;	Strategic Policies & Land Allocations DPD: SP2, SP6, SG1, SG7, SG9, SG11, H1, H2, H4, H5, H6 Development Management DPD: DM1, DM2, DM3, DM4, DM5, DM6, DM12	Housing completions in the rural areas in comparison to suggested housing mix in Strategic Housing Market Assessment for rural sub areas Number of affordable completions in rural areas Percentage of rural affordable housing completions as a percentage of overall housing delivery in the rural area	80% of new housing developments to broadly accord with Strategic Housing Market Assessment suggested mix for housing Increase number of affordable completions within rural areas of the district All new residential developments in rural areas to meet affordable housing policy requirements	Less than 50% of new housing completions in rural areas not meeting suggested housing mix in Strategic Housing Market Assessment Number of affordable housing completions in rural areas drops for third consecutive year Less than 25% of new housing completions over a two year period meeting adopted policy on affordable housing in rural sub areas	Identify problems and potential causes of variants and identify measures to address them Consider update of Local Plan Viability Assessment in order to identify whether position has changed on viability Liaise with developers to understand why targets are not being met to identify barriers and understand potential ways of addressing situation. Review Local Plan
	Securing the long-term sustainability of rural communities by supporting well designed and located rural housing of appropriate tenure to meet local needs	Strategic Policies & Land Allocations DPD: CC1, SP2, SP6, H2 Development Management DPD: DM1, DM2, DM3, DM4, DM5, DM6, DM30a, DM30b and DM30c	Number/percentage of new dwellings granted planning permission in rural areas meeting Nationally Described Space Standards Number of homes granted planning permission each year in rural areas which fail to deliver the required carbon emissions standards identified in Policy DM30a Number of homes granted planning permission each year in rural areas which fail to deliver the required water efficiency standards identified in Policy DM30c Number of affordable completions in rural areas	All new dwellings in rural areas meeting Nationally Described Space Standards All new developments in rural areas meet the required carbon emission standards at the point of construction All new developments in rural areas meet the required water efficiency standards at the point of construction	Under 10% of new dwellings over a two year period meeting Nationally Described Space Standards Failure to deliver the target over two year intervals Failure to deliver the target over two year intervals Less than 25% of new housing	Identify problems and potential causes of variants and identify measures to address them. Consider update of Local Plan Viability Assessment in order to identify whether position has changed on viability. Liaise with developers to understand why targets are not being

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
				40% (50% in AONB) of all new homes in rural areas being affordable	completions over a two year period meeting adopted policy on affordable housing in rural sub areas	met to identify barriers and understand potential ways of addressing situation. Review Local Plan
	Seeking to bring back into use residential properties which have suffered from long-term vacancy in order to make a contribution towards meeting housing needs	Strategic Policies & Land Allocations DPD SP3 & SP6 Development Management DPD: DM1, DM2, DM3 & DM13.	Percentage of empty homes in the district	Reduce the number of homes that have been empty for more than 2 years by 10%	Failure to deliver the target over two year intervals	Identify problems and causes of vacancy Work with key partners to assist in bringing dwellings back into use targeting persistent long-term vacancies. Assess the need for additional resources within the City Council to address this issue.
	The preparation, implementation and on-going maintenance of a Brownfield Register to ensure that there is a full understanding of available brownfield land and that where appropriate to do so development proposals for such sites can come forward in a positive and proactive manner	Strategic Policies & Land Allocations DPD SP3	New and converted dwellings completed on pdl Total amount of floorspace completed on pdl	70% of sites on the brownfield register brought back into use.	If target is not achieved by 2024	Identify problems and potential causes of variants and identify measures to address them Work with key providers, developers and landowners to better manage the delivery of development (this could involve reviewing S106 agreements and other contributions) Work with HCA to bring forward sites

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
						Progress to stage 2 of the Local Brownfield Register; Assess the need for additional resources within the City Council to address this issue.
	Addressing the specific needs of the Gypsy, Traveller and Travelling Show people communities to ensure their needs can be met through the course of the plan period	Strategic Policies & Land Allocations DPD: SP6 Development Management DPD: DM9	Number of new permanent pitches available in the district Number of unauthorised and illegal encampments or developments, and enforcement actions carried out within the district per annum. The level of need for pitches identified within the latest Gypsy and Traveller Accommodation Assessment or Housing Need Study. Number of planning applications submitted for new sites or extensions and/or alterations to existing sites and their outcome.	To meet the level of identified need To aim to meet the unmet cultural need for Gypsy and Traveller sites To minimise the number of illegal encampments and the need for enforcement action carried out	A reduction in available supply of pitches below 50% of need Significant increase in illegal encampments or need for enforcement action	Bring forward Gypsy and Traveller Site Allocations in line with dates in Local Development Scheme Continue to work with gypsy and traveller community to ensure needs are being met wherever possible Keep evidence base on gypsy and traveller needs up to date
SO3: Protect and enhance the natural, historic and built environment of the district.	Respecting, conserving and enhancing the character, setting and local distinctiveness of places, buildings and landscapes through careful design and siting of development, and encouraging new development to make a positive contribution, in order to retain the district's unique character and identity.	Strategic Policies & Land Allocations DPD CC1, SP7, SP8, SP9, SG1, SG2, SG5, SG6, SG7, SG9, SG11, SG12, SG13, EC3, EC5, EC6, H3, H4, H6, DOS4, DOS5, EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, SC1 & TC3. Development Management DPD:	% of conservation areas with appraisal % of conservation areas with management plans/design guides Up-to-date district wide Heritage Strategy	17 of 36 Conservation Areas to have an appraisal by Feb 2020 (47%) 4 of 36 of the Conservation Areas to have a management plan or design guide by Feb 2020 (14%) Adopt by April 2020 then keep up to date (review at least every 4 years)	No progress made in producing conservation area appraisals or Management Plans/Design Guides by February 2019 No progress made in producing conservation area appraisals or management plans / design guides by August 2019	In relation to the first three indicators assess conservation team workload and re-assess priorities if necessary.

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		DM2, DM3, DM4, DM21, DM29, DM37, DM38, DM39, DM40, DM41, DMCCH1, DMCCH2, DM42, DM30a, DM30b, DM30c, DM45, DM46, DM53, DM55, DM65 & DM66.	<p>Number of conservation-related pre-application advice received (DM or specialist heritage advice).</p> <p>Number of applications approved for the sensitive retrofitting of energy efficiency measures and/or micro-renewable energy schemes on historic buildings (listed buildings, buildings located in Conservation Areas and NDHAs)</p> <p>Number of applications approved for sensitive micro-renewable schemes approved in the setting of heritage assets</p>	<p>Annual increase from April 2018 baseline to April 2020</p> <p>No increase in heritage at risk following in the installation of measures</p> <p>No increase in heritage at risk following the installation of measures</p>	<p>Check progress and ensure on track by December 2019</p> <p>No increase or drop in the number of heritage related pre-application advice applications received per annum</p> <p>Any increase in buildings at risk as a result of this policy</p> <p>Any increase in buildings at risk as a result of this policy</p>	<p>Engage with local agents and architects to promote pre-application advice service.</p> <p>Engage with local agents and architects to understand why an impact has occurred. Investigate a review of the policy.</p>
	Maintaining and enhancing the character and heritage of the district's settlements	<p>Strategic Policies & Land Allocations DPD: SP7, SG4, SG5, SG6, EC5, H3, DOS6, EN1, EN2, EN8 & SC1</p> <p>Development Management DPD: DM2, DM3, DM4, DM21, DM29, DM37, DM38, DM39, DM40, DM41, DM30, DM44, DM45, DM52, DM54, DM64 & DM65.</p>	<p>All of the above indicators, and;</p> <p>Condition of Article 4 Direction Areas stable or improving</p> <p>Number of heritage-led regeneration and restoration projects managed by the Council (operating or applied for) or being a stakeholder in.</p>	<p>Bi-annual condition survey of Article 4 Direction Areas shows the trend as stable or improving.</p> <p>Increase in Council involvement in Regeneration Priority Areas (Policy EC5)</p>	<p>Increase in the number of enforcement cases annually relating to Article 4 Directions on an annual basis.</p> <p>Condition of Regeneration Priority Areas declines or becomes 'at risk'.</p>	<p>Further engagement with Enforcement Team to consider proactive enforcement tools available (i.e. S215 Notices, Enforcement Notices); Review the effectiveness of access to information on the requirements for planning permission on the Council's webpage.</p> <p>Further engagement with building owners;; Engage with Enforcement Team to consider use of</p>

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
						proactive enforcement powers available (i.e. S215, Urgent Works and Repairs Notices); Further engagement Regeneration Team, as well as funding bodies, e.g. HLF, AHF.
	Conserving and enhancing the district's heritage assets and their settings in a manner appropriate to their significance, so that they can continue to be enjoyed by this and future generations.	Strategic Policies & Land Allocations DPD: SP7, SG5, SG6, SG7, SG9, EC5, H3, H4, H6, DOS1, DOS4, DOS5, EN1, EN5, EN7, EN8, SC1 & T3. Development Management DPD: DM2, DM3, DM4, DM21, DM26, DM37, DM38, DM39, DM40, DM41, DM42, DM45, DM46, DM47, DM53, DM65 & DM66.	All of the above indicators and Number of listed buildings on the national 'Heritage at Risk' Register produced by Historic England Number of buildings on the List of Local Heritage Assets Number of buildings on the List of Local Heritage Assets	Removal of assets from HAR Register, or progress made in addressing issues with them Removal of listed buildings from Register (from July 2019 baseline) Increase in number of local heritage assets expected annually as work on the list progresses	No change or increase in numbers of heritage assets on the HAR Register or local BAR Register No increase in numbers on List of Local Heritage Assets.	Further engagement with building owners; further engagement with Historic England regarding buildings on HAR; Engage with Enforcement Team to consider use of proactive enforcement powers available (i.e. S215, Urgent Works and Repairs Notices). Engage with local neighbourhood plan groups, parish councils and AONB officers on help with the identification of local heritage assets within their local area.
	Recognising the historic environment's potential for investment and ensuring that it informs regeneration projects in order to secure better outcomes for sustainable growth	Strategic Policies & Land Allocations DPD: SG5, SG6, EC5, TC4, H3, H6, DOS4, DOS5, DOS7, EN1 & SC1	Number of heritage assets on the national 'Heritage at Risk' Register produced by Historic England Number of listed buildings on the local Buildings at Risk Register	Removal of assets from HAR Register, or progress made in addressing issues with them Removal of listed buildings from local Buildings at Risk Register (from July 2019 baseline)	No change in numbers of heritage assets on the HAR Register or local BAR Register	Further engagement with BAR/HAR building owners; further engagement with Historic England regarding buildings on HAR; Engage with Enforcement Team to consider use of

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		Development Management DPD: DM37, DM38, DM39, DM40, DM41, DM42 & DM55	Number of vacant Primary Retail Frontages Number of heritage-led regeneration projects managed by the Council (operating or applied for).	Reduction in no. of vacant Primary Retail Frontages. Increase in Council involvement in Regeneration Priority Areas (Policy EC5)	Change or increase in no. of vacant Primary Retail Frontages. Condition of Regeneration Priority Areas declines or becomes 'at risk'.	proactive enforcement powers available (i.e. S215, Urgent Works and Repairs Notices). Further engagement Regeneration Team, as well as funding bodies, e.g. HLF, AHF. Further engagement Regeneration Team, as well as funding bodies, e.g. HLF, AHF, HAZ
	Realising the tourism and visitor potential and economic benefits of the district's historic environment, and ensuring that engagement with and access to it are increased	Strategic Policies & Land Allocations DPD: SG5, SG6, EC5, TC4, SC1 & T3 Development Management DPD: DM16, SM17, DM18, DM37, DM38, DM39, DM40, DM41 & DM42	Visitor Numbers to tourist sites Number of operating county museums An up to date Cultural Heritage Strategy	Maintain and increase visitor numbers at key tourist sites Maintain number of operating county museums Up to date Cultural Heritage Strategy	Reduction in visitor numbers over two year intervals. Closure of county museums Check status and where over 5 years old consider review	Work with key partners to identify problems and causes of variants and identify measures to address them. Identify measures to better promote resources. Identify where additional resources might be required should Cultural Heritage Strategy require review.
	Recognising and respecting the international importance of Morecambe Bay and Duddon Estuary, Morecambe Bay Pavements, Bowland fells, Leighton Moss and Calf Hill/Crag Wood, where possible securing opportunities for habitat restoration and enhancement within them and protecting them from inappropriate development and increased recreational pressure	Strategic Policies & Land Allocations SP3, SP7, SP8, SG1, SG7, SG9, SG11, SG12, SG13, SG14 & EN7. Development Management DPD: DM29	Creation of areas designated for their intrinsic environmental value including sites of international, national, regional or local significance. Loss of areas designated for their intrinsic environmental value including sites of international, national, regional or local significance.	No net loss Net gains in biodiversity	Any loss of land of biodiversity importance.	Identify the problems and causes of variants and identify measures to address them Look to provide additional guidance to support relevant policies Activate compensation,

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
						enforcement or mitigation measures Review Local Plan
	Conserving and enhancing the natural beauty and special qualities of the district's two Areas of Outstanding Natural Beauty (AONB), securing appropriate opportunities for sustainable growth linked to the natural environment and landscape capacity	Strategic Policies & Land Allocations: SP3, SP8 Development Management DPD: DM4, DM29, DM30	Area of land protected from development for their intrinsic landscape character or visual amenity value. Loss of areas designated for their intrinsic landscape character or visual amenity value. Number of dwellings built within AONB areas Employment developments created or lost within AONB areas	No net loss of landscape character or visual amenity Development levels close (+/- 20%) to expected rates. No net loss of employment opportunities	Any loss of landscape character or visual amenity Unexpected development rates Any net loss of employment opportunities	Identify the problems and causes of variants and identify measures to address them Look to provide additional guidance to support relevant policies
	Protecting, enhancing and extending the connectivity of our green and blue spaces, corridors and chains that make up the wider green and blue infrastructure network, harnessing the multifunctional value and benefits such spaces can provide in adapting and mitigating to the impacts of climate change providing new and maintaining existing ecological corridors, preventing habitat fragmentation and allowing species adaptation and migration and protecting natural features which provide local distinctiveness including mature trees and ancient woodland, hedgerows and ponds	Strategic Policies & Land Allocations CC1, SP3, SP8, SG1, SG7, SG9, SG11, DOS3, DOS8, EN5 & EN7 Development Management DPD: DM29, DM43, DM44, DM45 & DM55	Location and extent of existing ecological corridors/networks within the District Number of new developments that create new and/or enhance connections within the GBI network New areas of ecological corridors created to extend and enhance the existing network as part of new development proposals Number of development proposals which result in the loss (and extent/% of loss) of areas recognised as being part of the ecological corridors/networks and natural features which provide local distinctiveness Percentage of the district designated as GBI Percentage area of new developments that provide multifunctional GBI	No net loss or fragmentation of existing ecological corridors/networks or natural features which provide local distinctiveness Net gains in habitat creation as a result of new development. No reduction in the percentage of the district designated as GBI	Year on year reduction in condition and extent of ecological corridors/networks within the district. Year on year reduction in mature trees, ancient woodland, hedgerows and ponds Any loss of land of biodiversity importance. Year on year reduction in GBI	Identify the problems and causes of variants and identify measures to address them Look to provide additional guidance to support relevant policies Work with Natural England and other partners to address problems. Work with developers to seek opportunities where ecological corridors/networks could be extended Activate compensation, enforcement or mitigation measures Where necessary review Local Plan
	Mitigate and adapt to the cause and impacts of climate change	Strategic Policies & Land	Total renewable and low carbon energy generation by installed capacity and type	Increase in renewable energy generation	Year on year reduction in	Identify the problems and causes of

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		<p>Allocations: CC1, SP8, SG1, SG7, SG9, SG11, SG12, SG13, SG14, EC3, TC3, EN3, EN5, EN7 & EN9.</p> <p>Development Management DPD: DM29, DM30a, DM30b, DM30c, DM31, DM32, DM33, DM34, DM35, DM36, DM43, DM44, DM45, DM55, DMCCH1 and DMCCH2</p>	<p>Number of renewable and low carbon energy schemes approved per annum</p> <p>Number of community renewable energy projects approved</p> <p>Number and % of developers offering additional add on renewable and low carbon energy as part of scheme</p> <p>Number of dwellings granted consent in areas at risk of flooding</p> <p>Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds</p> <p>New development >1ha where materials existing at site are re-used in that new development (number)</p> <p>Household waste recycled (% of waste by weight)</p> <p>Current air quality levels</p> <p>Number of new developments approved with green/blue roofs and/or walls incorporated into the structure of the building</p> <p>Number of non-residential developments built each year which fail to meet the most up to date BREEAM 'Excellent' standard</p>	<p>Reduction in homes built in Flood Zone 2</p> <p>Increase in re-use of existing materials on site</p> <p>Increase in % of household waste recycled</p> <p>Reduction in air quality levels</p> <p>Removal of Air Quality Management Areas (AQMA's)</p> <p>Increase in the approval of green/blue roofs and/or walls in new development</p> <p>All new developments meet the most up to date BREEAM 'Excellent' standard</p> <p>20% increase over 5 years</p>	<p>renewable energy generation.</p> <p>Increased incidences of major flood events</p> <p>Increase in waste and reduction in recycling rates</p> <p>Year on year increase in air quality levels (Incidences where thresholds for air quality are exceeded in recorded measurements - a) within air quality management plan are and b) low level ozone)</p> <p>Increase in green/blue roofs and/or walls in new development</p>	<p>variants and identify measures to address them</p> <p>Where necessary look to provide additional guidance to support relevant policies</p> <p>Work with Natural England, the Environment Agency and other partners to address potential problems.</p> <p>Work with developers to seek opportunities to improve quality of design in relation to waste and energy efficiency, and to increase and enhance ecological corridors/networks, habitat and open space provision</p> <p>Activate compensation, enforcement or mitigation measures</p> <p>Where necessary review Local Plan</p>

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
			<p>% increase in community gardens and food growing initiatives in the district</p> <p>Number of energy efficient/climate mitigation and adaptation retrofitting schemes approved for existing dwellings</p>	<p>Increase in the approval of energy efficient/climate mitigation and adaptation retrofitting schemes.</p>	<p>Failure to deliver the target over five year intervals</p> <p>Failure to deliver the target over five year intervals</p> <p>Failure to deliver an increase over 5 years.</p>	
	Promoting the prudent use of resources, utilising sustainable brownfield opportunities to meet development needs, minimising the generation of waste, promoting recycling and preventing where possible or mitigating against the effects of air, water and soil pollution, noise, smells and fumes	<p>Strategic Policies & Land Allocations: CC1, SP3, SP8, SG5, SG13, EC2, EC5, DOS1, DOS2, DOS3, DOS4, DOS5, DOS6, DOS7, DOS8 & EN9.</p> <p>Development Management DPD: DM29, DM30a, DM30b, DM30c, DM31, DM32, DM33, DM34, DM35, DM36 & DM55</p>	<p>Take of greenfield land for development (ha)</p> <p>Number of approved development proposals on land identified via Brownfield Register</p> <p>Take of Grades 1,2 and 3a agricultural land for development (ha)</p> <p>New development >1ha where materials existing at site are re-used in that new development (number)</p> <p>Household waste recycled (% of waste by weight)</p> <p>Air Quality levels</p> <p>Land identified as contaminated</p>	<p>70% of sites on the brownfield register brought back into use.</p> <p>Reduced uptake of grade 1 agricultural land.</p> <p>Increase in re-use of existing materials on site</p> <p>Increase in % of household waste recycled</p> <p>Reduction in air quality levels</p> <p>Removal of Air Quality Management Areas (AQMA's)</p> <p>Increase in remediation of contaminated land</p>	<p>If target is not achieved by 2024</p> <p>Year on year reduction in grade 1 agricultural land</p> <p>Increase in waste and reduction in recycling</p> <p>Year on year increase in air quality levels (Incidences where thresholds for air quality are exceeded in recorded measurements - a) within air quality management plan</p>	<p>Identify the problems and causes of variants and identify measures to address them</p> <p>Look to provide additional guidance to support relevant policies</p> <p>Work with the Environment Agency and other partners to address problems. Greater implementation of the Brownfield Register (and permission in principle)</p> <p>Work with developers to seek opportunities to improve quality of design in relation to waste and energy efficiency</p>

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
			Complaints regarding noise, smells and fumes	Reduction in complaints regarding noise, smells and fumes	are and b) low level ozone) Increase (or no net decrease) in contaminated land Increase in complaints regarding noise, smells and fumes	Activate compensation, enforcement or mitigation measures Where necessary review Local Plan
	Minimising and reducing the risk of flooding to people and property	Strategic Policies & Land Allocations DPD: SP3, SP8, SG1, SG2 Development Management DPD: DM33, DM34	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds Number of properties completed since the CELPR was adopted which have been flooded Number of major applications which include above ground multi-functional SuDs schemes Number of complaints made regarding SuDs and reported instances of failures Number of schemes which meet the run-off rates in Policy DM34	Decrease proportion of applications granted on areas of higher flood risk compared with Zone 1. No reported flooding in completed properties All major schemes to include above ground multi-functional SuDs No reported complaints or failures No schemes that reduce run-off rates	Reduction in SuDs provision Monitoring of any future flooding events and impacts of new development 2 or more major schemes approved each year which fail to provide above ground multi-functional SuDs Increase in complaints and failures reported year on year Failure to deliver the target	Work with partners to manage flood risk including Environment Agency, Lead Local Flood Authority (Lancashire County Council), United Utilities and non-statutory organisations Maintain up to date evidence base including Strategic Flood Risk Assessment
	Establishing clearly defined Green Belt boundaries, which will be robust and endure for the long-term.	Strategic Policies & Land Allocations DPD: Policies SP3, SP7, SP8, SG9, & EN4.	Applications received which are located on the edge of the North Lancashire Green Belt. Applications which are approved contrary to Green Belt status.	No applications granted permission which are contrary to national and local policy in relation to the Green Belt	1 or more applications granted contrary to national and local policy in relation to the Green Belt.	Where there is continued erosion of the Green Belt, consider the need for a further review of the Green Belt.

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		Development Management DPD: Policy DM50.				Review Local Plan to identify additional opportunities to meet district needs.
SO4: The provision of necessary infrastructure required to support both new and existing development and the creation of sustainable communities.	Working with infrastructure providers to ensure that the infrastructure required to support the community is provided in the right place and at the right time	Strategic Policies & Land Allocations DPD: Policies SP3, SP9, SG3, SG8, SG10, H1, H2, H3, H4, H5, H6, DOS1, DOS2, DOS4, DOS5, DOS6, DOS7 & SC1. Development Management DPD: Policies DM24, DM55, DM57, DM58, DM59, DM60, DM61, DM62, DM63 & DM64.	The implementation of necessary infrastructure as identified in the Infrastructure Delivery Schedule.	Delivery of infrastructure as described in the Infrastructure Delivery Plan.	Year on year failure to meet timescales identified within the Infrastructure Delivery Plan.	Continue to liaise with infrastructure providers to ensure that provision is made, where this cannot be achieved consider how barriers can be removed. Where they cannot be addressed and it has significant implications on the plan, there may be a requirement to review the content of the plan (particularly where the infrastructure would be strategic in nature).
	The investigation, delivery and implementation of a infrastructure charging system which ensures that development contributes to the needs of the community and the delivery of sustainable development	Strategic Policies & Land Allocations DPD: Policies SP9, SG3, SG8, SG10 & SC1. Development Management DPD: Policy DM58.	The preparation of an appropriate charging schedule.	Charging schedule in place by the end of 2020.	Failure to meet target	The failure to deliver an infrastructure charging system may have implications on delivering necessary and important infrastructure which may restrict the ability to deliver sustainable development in accordance with the adopted Development Strategy. Should this occur then consideration will be needed on whether

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
						the Development Strategy requires review.
	Protecting and enhancing existing social and community infrastructure including education, health, cultural and leisure facilities. Improving and promoting community health and wellbeing across the social gradient in line with an understanding of predicted future needs and current gaps in provision	Strategic Policies & Land Allocations DPD: Policies SP3, SP9, SG3, SG8, SG10, H1, H2, H3, H4, H5, H6, DOS1, DOS3, DOS4, DOS5, DOS6, DOS7 & SC1. Development Management DPD: Policies DM20, DM55, DM56, DM57, DM58, DM59 & DM64.	Reported loss of community facilities	No loss in community facilities	Year on year reduction in reported community facilities.	Should community facilities, which are demonstrably special to the communities they service, be lost consideration should be given as to whether further protection is necessary in the Local Plan process.
	Protecting and enhancing existing natural infrastructure which forms part of the District's green and blue infrastructure network, including the identification and protection of functionally linked land, managing associated land use practices and potential recreational disturbance and ensuring the continued protection of protected species and their associated habitats	Strategic Policies & Land Allocations DPD: CC1, SP3, SP7, SP9, SG1, SG3, SG7, SG8, SG9, SG10 & SG11. Development Management DPD: DM29, DM43, DM44, DM45, DM46	No of SSSIs within or partly within the District No of units that comprise SSSIs within or partly within the District % of SSSIs units assessed as being in favourable or unfavourable condition Number of schemes which secure new habitat creation New schemes which have demonstrated biodiversity net gain Area of GBI network lost to new development (including habitats) Creation of areas designated for their intrinsic environmental value including sites of international, national, regional or local significance.	Maintain number of SSSIs within the district Improve % of SSSIs recorded as being in favourable condition. Net gains in habitat creation as a result of new development. Net gains in biodiversity No net loss	Year on year reduction in the condition and number of SSSIs within the district. Year on year reduction in greenspaces Any loss of land of biodiversity importance.	Identify the problems and causes of variants and identify measures to address them Look to provide additional guidance to support relevant policies Work with Natural England and other partners to address problems. Activate compensation, enforcement or mitigation measures Where necessary review Local Plan

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
			<p>Loss of areas designated for their intrinsic environmental value including sites of international, national, regional or local significance.</p> <p>% change in tree canopy across the district.</p> <p>Recorded enhancement of green and blue infrastructure across the district (based on 6 key themes)</p>	<p>Maintain tree canopy</p> <p>Increase in reported enhancement schemes</p>	<p>Two consecutive year reduction in tree canopy coverage</p> <p>Two consecutive years with no enhancement schemes reported</p>	
	Ensuring that people have access to services in a location and delivered by a means that is convenient and ensuring that development provides the opportunity for healthier lifestyles through the provision of high quality green infrastructure, recreation, leisure and sports facilities	<p>Strategic Policies & Land Allocations DPD: CC1, SP3, SP9, SG1, SG3, SG7, SG8, SG9, SG10, SG11, SC1, SC2, SC3, SC4, & SC5.</p> <p>Development Management DPD: DM16, DM17, DM18, DM19, DM20, DM22, DM27, DM55, DM60, DM61, DM62, DM63 & DM64</p>	<p>Number of new homes built each year within the settlements identified as Sustainable Settlements (identified in policy SP2)</p> <p>Number of new homes built each year within the Rural Villages</p> <p>Provision of new open space, recreation, leisure and sports facilities</p> <p>Loss of open space, recreation, leisure and sports facilities.</p> <p>Number of enhancement schemes secured for existing designated areas of open space through new development proposals</p>	<p>Outside of the three main areas, housing development growth is to be focussed within the settlements identified as Sustainable Settlements</p> <p>Increase in provision of open space, recreation, leisure and sports facilities where a deficit or need has been identified</p> <p>No loss of existing 'key and 'other' services within settlements</p> <p>Increase in provision of 'key' and 'other' services where there is an identified need</p> <p>Increase in enhancement schemes secured where onsite provision is not possible</p>	<p>Where in the reported monitoring year housing completions outside of identified settlements exceeds 10%</p> <p>Year on year reduction in open space, recreation, leisure and sports facilities</p> <p>Loss of 'key' services, and 'other' services within rural settlements</p> <p>Failure to secure enhancement</p> <p>Year on year worsening of green and blue</p>	<p>Identify the problems and causes of variants and identify measures to address them</p> <p>Look to provide additional guidance to support relevant policies</p> <p>Work with Lancashire County Council and other partners to address problems.</p> <p>Work with developers to seek opportunities to improve quality of green infrastructure</p> <p>Where necessary review Local Plan</p>

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
			<p>% increase in access to green and blue infrastructure across the most deprived wards in the District</p> <p>Number of green and blue infrastructure enhancement schemes secured through new development</p>	<p>Increase access to green and blue infrastructure in the most deprived wards of the district.</p> <p>Improvements in the quality of green and blue infrastructure across the district.</p>	<p>infrastructure in the most deprived wards of the district</p> <p>Year on year reduction in the overall quality of green and blue infrastructure across the district</p>	
	Seeking opportunities to reduce the opportunity for crime and anti-social behaviour	Strategic Policies & Land Allocations DPD: SP3, SP9, SG3, SG8 & SG10 Development Management DPD: DM3, DM29 & DM30	Recorded crime rate (BCS compactor) per 1,000 of the population	Reduction in crime rate from reported baseline position of 1 st April 2017	Failure to deliver the target over two year intervals	Identify the problems and causes of variants and identify measures to address them Work with key partners to identify potential solutions Consider preparation of additional guidance to reduce crime through design
	Working to reduce levels of air pollution within the district, particularly in the designated Air Quality Management Areas (AQMA's) of Lancaster City Centre, Carnforth Town Centre and Galgate and other major transport corridors within the district.	Strategic Policies and Land Allocations: SP1-SP10, SG1-SG14 EC1-EC7, TC1-TC4, H1 – H6, DOS1-DOS8, EN2, EN5, EN7, EN9, T4 Development Management Policies DPD: DM1, DM2, DM29, DM30, DM31	Air Quality levels	<p>Reduction in air quality levels</p> <p>Removal of Air Quality Management Areas (AQMA's)</p>	Year on year increase in air quality levels (Incidences where thresholds for air quality are exceeded in recorded measurements - a) within air quality management plan are and b) low level ozone)	Identify the problems and causes of variants and identify measures to address them Look to provide additional guidance to support relevant policies Where necessary review Local Plan

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
SO5: Delivery of a safe and sustainable transport network that improves both connection within and out of the district, reducing the need to travel and encouraging more sustainable forms of transport.	Concentrating development to sustainable locations that are accessible by a variety of modes of transport, particularly public transport, walking and cycling	Strategic Policies & Land Allocations DPD: CC1, SP2, SP3, SP6, SP10, SG4, SG7, SG8, SG9, SG10, SG11, EC2, T1, T2, T3, T4 Development Management DPD: DM57, DM58, DM60, DM61 & DM63	% of adults walking at least once a week (continuous for 10 mins or more) % of adults cycling at least once a week Train station passenger numbers (Lancaster, Carnforth, Morecambe,) Bus passenger numbers reported in the district	Increase in % of adults walking Increase in % of adults cycling Increase in number of passengers as a proportion of the total population. Increase in number of bus passengers as proportion of total population.	Failure to increase use of sustainable transport	Identify where lack of infrastructure or lack of service provision occurs. Target infrastructure delivery in critical areas. Promote and publicise opportunities to utilise sustainable transport (Travel Plans etc.)
	Encourage behavioural change to a switch to active travel modes to reduce greenhouse gas emissions, by reducing the dominance of car use and prioritising cycling and walking	Strategic Policies & Land Allocations DPD: CC1, SP2, SP3, SP6, SP10, SG4, SG7, SG8, SG9, SG10, SG11, EC2, T1, T2, T3, T4 Development Management DPD: DM29, DM57, DM58, DM60, DM61 & DM63	% of adults walking at least once a week (continuous for 10 mins or more) % of adults cycling at least once a week Train station passenger numbers (Lancaster, Carnforth, Morecambe,) Bus passenger numbers reported in the district Length of new cycle way created in the district Number of cycle parking spaces provided in completed in developments of 10 dwellings or above and 1,000 sq metres of non-residential development Number of car free developments approved in the district	Increase in % of adults walking Increase in % of adults cycling Increase in number of passengers as a proportion of the total population. Increase in number of bus passengers as proportion of total population. Increase in cycle network over a 5 year period No loss of cycle lane provision New cycle parking spaces match required standards Approval of 3 car free developments by 2025/26	Failure to increase use of sustainable transport Failure to increase cycle network Consecutive loss of cycle network over a two year period Failure to deliver required cycle parking spaces No car free developments completed over a five year period	Identify the problems and causes of variants and identify measures to address them. Work with key partners to identify potential solutions. Consider preparation of additional guidance to ensure increased provision.
	Improving transport connectivity around Morecambe Bay through improvement to rail services at Morecambe and Carnforth	Strategic Policies & Land Allocations DPD:	% of adults walking at least once a week (continuous for 10 mins or more)	See targets set out in Lancashire Cycling and Walking Strategy	Failure to increase use of sustainable transport	Identify where lack of infrastructure or lack

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
	and improvements to cycling and pedestrian routes	CC1, SP2, SP3, SP6, SP10, SG11, DOS6 EC2, T2, T4 Development Management DPD: DM57, DM58, DM60, DM61 & DM63	% of adults cycling at least once a week Train station passenger numbers (Carnforth, Morecambe, Silverdale, Bare) Implementation of sustainable transport measures around Morecambe Bay	Reported increase in sustainable transport measures around Morecambe Bay		of service provision occurs. Target infrastructure delivery in critical areas. Promote and publicise opportunities to utilise sustainable transport (Travel Plans etc.)
	Promoting the delivery of Lancashire County Council's Cycling and Walking Strategy by improving access across the district and supporting the development and enhancement of an integrated transport network, including footpaths and cycleways and making use of existing features such as Lancaster Canal	Strategic Policies & Land Allocations DPD: CC1, SP2, SP3, SP6, SP10, SG4, SG7, SG8, SG9, SG10, SG11, EC2, T2, T3 Development Management DPD: DM57, DM58, DM60, DM61, DM63 & DM64	See Indicators set out in Lancashire Cycling and Walking Strategy	See milestones set out in the Masterplan	Failure to meet targets set out in Lancashire Cycling and Walking Strategy	Work with the County Council to address identified issues.
	Promoting the delivery of the Lancaster District Highways and Transport Masterplan, prepared by Lancashire County Council, to encourage sustainable travel and deliver improvements in the local transport network	Strategic Policies & Land Allocations DPD: SP2, SP3, SP6, SP10, SG4, SG7, SG8, SG9, SG10, SG11, EC2, T1, T2, T3, T4 Development Management DPD: DM64	See projects set out in the Masterplan	See milestones set out in the Masterplan	Failure to deliver projects identified within Masterplan	Work with the County Council to help deliver identified projects.
	Improving rural accessibility including improved broadband access in rural areas	Strategic Policies & Land Allocations DPD: CC1 SP9	Number of parishes served by B4RN Broadband Improved BT Broadband to Rural Areas/Exchanges	Increase in parishes/properties supplied with fast Broadband	Year on year increase in parishes/properties served	Identify the problems and causes of variants and identify

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Strategic Objective	Sub-objectives	Policies	Indicators	Targets	Trigger	Proposed action for target not being met
		Development Management DPD: DM15, DM48, DM59				measures to address them Work with key partners to identify potential solutions
	Retaining a sufficient level of parking within the main urban centres of the district	Strategic Policies & Land Allocations DPD: CC1, SG4, SG5, SG6, DOS1, DOS6, T1, Development Management DPD: DM62 & DM63	Number of parking spaces located within Lancaster, Morecambe and Carnforth town centres	Maintain sufficient spaces to sustain the economic vitality of town centres.	Continuing trend of closures of town centre businesses	Traffic management within our town centres will be an important issue in terms of encouraging the use of sustainable modes of transport. We will need to work with the County Council in order to find the right level of parking and monitor impacts of any changes on the vitality of our town centres.