



Promoting City, Coast & Countryside

Lancaster District Local Plan **Strike-Through Edition** *September 2008*

Lancaster City Council
www.lancaster.gov.uk

Andrew Dobson Dip EP MRTPI PDDMS
Head of Planning Services

Lancaster City Council
Lancaster Town Hall
Dalton Square
Lancaster
LA1 1PJ

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Introduction to the September 2008 Strike-Through Edition of the Lancaster District Local Plan

From the autumn of 2004 onwards the national guidance, legislation and regulations that were used to prepare the Lancaster District Local Plan were replaced by a new system for preparing development plans. All of the policies of the Lancaster District Local Plan will eventually be replaced by policies within new-style development plan documents. During the intervening period a Direction from the Secretary of State, issued on 18 September 2007, "saved" most of the policies of the Lancaster District Local Plan until they are replaced by policies within new Development Plan Documents. These saved policies continue to be part of the local development plan and will continue to be pertinent to the determination of development proposals.

Policies (and the supporting text) which have not been saved by the Direction of the Secretary of State are shown within this Edition of the Lancaster District Local Plan with ~~red strike-through~~ text. These policies no longer form part of the development plan for Lancaster District.

On the 23 July 2008 Lancaster City Council adopted the Lancaster District Core Strategy. Consequently some of the policies of the Lancaster District Local Plan which had been saved by the Direction of the Secretary of State have been wholly replaced or partly replaced by policies of the Core Strategy. Policies of the Lancaster District Local Plan which are superseded in their entirety by policies in the adopted Lancaster District Core Strategy are shown with ~~black strike-through~~ text. These policies no longer form part of the development plan for Lancaster District.

Policies of the Lancaster District Local Plan which are superseded in part by policies in the adopted Lancaster District Core Strategy are shown with ~~dashed underlined~~ text. Both the partially superseded policy and the relevant Core Strategy policy need to be taken into account when planning proposals are being considered. These partly superseded policies continue to form part of the development plan for Lancaster District but where there is a conflict or difference the Core Strategy Policy should carry greater weight.

The adoption of the Lancaster District Core Strategy also has implications for the Lancaster District Local Plan Proposals Map. The interactive on-line version of the proposals map will be revised to take account of these implications, the paper version of the proposals map will be revised when work proceeds on further development plan documents.

Please note that this Strike-Through Edition of the Lancaster District Local Plan has been prepared to assist all parties interpret the implications of the Secretary of State's Direction on Saved Policies and the implications of the adoption of the Lancaster District Core Strategy. This document has been prepared purely with this intention and the formal position remains that provided through reference to; (i) the adopted version of the Lancaster District Local Plan of 16 April 2004, (ii) the Direction from the Secretary of State, dated 18 September 2007, under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 directing that for the purposes of the policies specified in the Schedule to this direction, paragraph 1(2)(a) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 does not apply, and, (3) the Lancaster District Core Strategy as adopted on 23 July 2008. Further assistance is available from Lancaster City Council's Forward Planning Team at forwardplanning@lancaster.gov.uk

1) A large print version of the text in this document can be supplied on request

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1. Introduction

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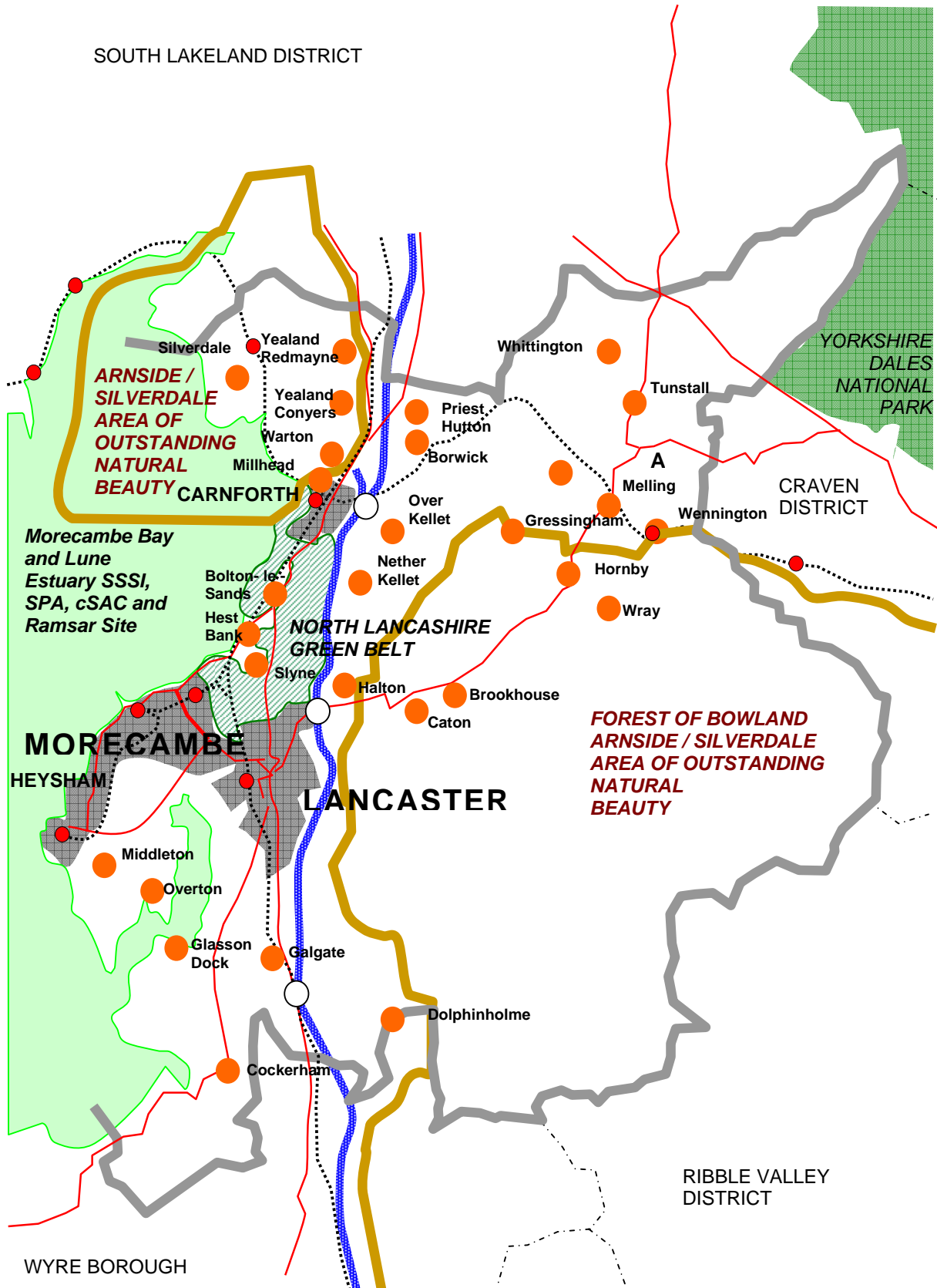


Diagram 1; The Local Plan Area

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1.1 Background

1.1.1 Under the Town and Country Planning Act 1990, Planning Decisions in Lancaster District are guided by **the Development Plan**. This is made up at present of the **Lancashire Structure Plan** and more detailed **Local Plans**. The Development Plan is now the most important consideration when dealing with development proposals.

green belts, out of town retailing, transport and nature conservation.

Figure 1 – Population and Household Change

		1991	2006	Change
England and Wales	Private Household Population	47,490,000	50,029,000	+5.3%
	Number of Households	19,215,000	21,897,000	+14%
	Average Household Size	2.47	2.28	

North West Region (Excluding Merseyside)	Number of Households	2,156,000	2,399,000	+11.3%
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Lancashire (including Blackpool and Blackburn)	Private Household Population	1,375,553	1,435,959	+4.3
	Number of Households	555,676	618,438	+11.2%
	Average Household Size	2.48	2.32	

Note; Assumes net migration gain to Lancashire in both households and population, mainly from the Metropolitan Counties

Lancaster District	Private Household Population	123,767	135,848	+9.7%
	Number of Households	51,656	60,025	+16%
	Average Household Size	2.40	2.26	
	Population including institutional population and term-time students	130,137	144,743	11.2%

SOURCE:
 DETR HOUSEHOLD DATA STATISTICS HOUSEHOLD PROJECTIONS
 LANCASHIRE STRUCTURE PLAN 1998

The District Local Plan

1.1.2 This document is the District Local Plan. It is the first to cover the whole District. It sets out where development should take place, what form it should take and when it should occur. It covers the period up to 2006.

Influences on the Local Plan

1.1.3 Many influences have helped to shape the Local Plan. Through the Town and Country Planning Act 1990, Central Government has set the legal framework within which the plan must operate. This requires the local plan generally to accord with Regional Guidance and the Lancashire Structure Plan. Central Government has also published a substantial body of national planning advice and guidance.

National Planning Guidance

1.1.4 Twenty four Planning Policy Guidance Notes (PPGs) have been prepared by Central Government. These notes prescribe the form and content of structure and local plans and give clear guidance on the position Government appointed inspectors will take on matters such as development in the countryside,

Regional Planning Guidance

1.1.5 Structure Plans and Local Plans are also influenced by Regional Planning Guidance. Planning Guidance for the North West Region of England has been published by Government Office for the North West (GONW). This

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guidance provides contextual information in the form of population and household projections for England and the North West up to the year 2011. There is also a regional development strategy which shows how this growth will be shared between the metropolitan areas and counties of the North West.

The Lancashire Structure Plan

1.1.6 The Lancashire Structure Plan covers the period to 2006. It sets development targets for each of Lancashire's 14 districts. The Structure Plan assumes that the District's population will continue to increase as a result of migration gains and that housing demand will remain high as the population grows and becomes younger and households become smaller. The main Structure Plan proposals for Lancaster District for the Period 1991-2006 are;

- a total population increase of 14,606 from 130,137 to 144,743;
- a private household population increase of 12,081 from 123,767 to 135,848;
- a household increase of 8,369 from 123,767 to 135,848;
- a dwelling stock increase of 8,300 from 52,218 to 60,518;
- a labour force increase of 7,802 from 58,222 to 66,024;
- an industrial and business land requirement of 100 Ha;
- a strategy of urban concentration that will protect the countryside and rural villages of north Lancashire from major development and direct the bulk of housing and business development to the urban areas of Lancaster, Morecambe and Heysham; and

- Green Belt protection for the open land located to the south of Carnforth and the north of Lancaster and Morecambe.

1.1.7 Figure 1 shows how national and regional population growth and declining household size will result in an increased number of households during the plan period and how the Structure Plan forecasts that these changes will be reflected in Lancashire and Lancaster District in the period to 2006.

Neighbouring Authorities

1.1.8 The Council has also had to take into account the plans and policies of neighbouring local authorities, in particular the Wyre, Ribble Valley, Craven, Yorkshire Dales and South Lakeland Local Plans.

Other Council Policies

- 1.1.9 In addition to the Local Plan, the Council has many other policies and ongoing initiatives which have a bearing on future development in the District. These fall into three broad categories;
- Implementation, planning and management strategies such as the Arnside/Silverdale and Forest of Bowland Area of Outstanding Natural Beauty Management Plans and the Morecambe Bay Strategy;
 - Regeneration initiatives such as the Carnforth Project, the Cycle Strategy, the Morecambe Centre Project, Morecambe SRB, Middleton Wood, the Lune Riverside Millennium Project and the Lancaster and Morecambe Capital Challenge proposals;
 - The Council's commitment to Local Agenda 21 objectives which require development needs to be met in a way which minimises the demand for travel, promotes sustainable

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means of transport, maintains and enhances biodiversity, promotes renewable energy, protects natural resources and encourages the recycling of land and buildings. The Council has produced a separate Environmental Appraisal of the plan which illustrates how the plan meets these objectives.

the present without compromising the ability of future generations to meet their own needs. It will seek to ensure that the policies and proposals of the Local Plan do not cause unnecessary environmental damage or result in avoidable problems at a later date. This does not mean that there will be no development in green fields but that the Council will seek to ensure that development is directed to locations which minimise adverse effects on the Environment.

The Environment

1.1.10 Lancaster District is of considerable environmental importance and supports some of the most diverse and richest wildlife habitats and landscapes in the Country. Its environmental resources include;

- Morecambe Bay; one of Britain's largest areas of wetland, a Wetland of International Importance under the Ramsar Convention, an EC Special Protection Area and a candidate EC Special Area of Conservation for Wild Birds;
- The Arnside/Silverdale area, which contains numerous nature conservation sites, rare limestone pavements and Leighton Moss which is also a Ramsar Site and a Special Area of Conservation for Wild Birds;
- The Forest of Bowland area which includes herb rich pastures and hay meadows and the Bowland Fells Special Protection Area, one of Britain's major areas of moorland and a vital habitat for birds of prey including the hen harrier.

1.1.11 An overriding objective of the plan therefore is to protect and enhance the environmental wealth of Lancaster District.

1.1.12 This Local Plan has also been influenced by the need to protect the Environment from long-term damage. The City Council supports the concept of sustainable development which is defined as development that meet the needs of

1.1.13 The consideration given to environmental issues is reflected in the Council's strategic vision for Lancaster District. Development proposals are complemented by detailed proposals to provide and protect urban and rural open space and conserve countryside areas, wildlife habitats and rural buildings, to manage land use change in rural and urban areas and to guide the form, style and appearance of new buildings.

The Council's Vision

1.1.14 The Council's challenge is to meet the needs and aspirations of the community for homes, for jobs, for vibrant and stable communities and for a better quality of life particularly for disadvantaged groups whilst protecting the quality of the District's environment and safeguarding its natural resources. The Plan meets this challenge by setting out policies for future land use and development which seek to ensure that all development is as sustainable as possible.

1.1.15 The Council's vision is of a District:

- which provides the best possible quality of life for all its residents and seeks to reduce disadvantage;
- which meets the employment needs and aspirations of its residents, provides existing employers with the confidence

- to invest and is an attractive location for inward investment;
- which is easy, safe and convenient to get around by bus, rail, on foot and by bicycle, both for the able bodied and for people with disabilities;
 - where new development is of the highest possible quality, reflects the District's distinctive characteristics, respects the principles of sustainable development and enriches its cultural heritage;
 - which recognises and respects its exceptional environmental quality and richness with a commitment to protecting and enhancing the natural and built environment;
 - whose town and city centres are attractive, stimulating, vibrant, safe and convenient places to live, work and visit at all times of day;
 - whose resort areas are given new life and purpose based on the unique nature conservation interest of Morecambe Bay;
 - whose areas of deprivation are regenerated with new housing, open space and woodland;
 - which protects the outstanding quality of its rural and village landscapes and maximises access to the countryside for quiet recreation so that the countryside is valued by everyone;
 - which reacts to changes in the rural economy by retaining a living countryside where local people can live, shop and find employment;
- a strategy of urban concentration with a strong emphasis on the recycling of brown-field urban sites which directs 80% of new housing to the built-up areas of Lancaster, Morecambe and Heysham and 20% to Carnforth and the rural areas;
 - protection of the North Lancashire Green Belt, the Arnside/Silverdale and Forest of Bowland Areas of Outstanding Natural Beauty, the District's countryside and its nature conservation sites from development;
 - directing development to locations along the Primary Bus Corridor which links 48,000 people with the District's town centres, major employment locations, its hospitals and its higher education institutions, and seeking to improve bus facilities along the corridor and make buses more competitive;
 - protecting and enhancing the District's town centres as locations for living, shopping and working by resisting further out-of-town retail development, encouraging residential development in town centres and improving the town centre environment wherever possible.

The Council's Environmental Strategy

- 1.1.17 There is a need to protect and enhance the environmental wealth of Lancaster District. The plan reflects the following principles of sustainable development;

The Council's Development Strategy

- 1.1.16 The vision is reflected in the Local Plan Development Strategy which has five main elements:

- Maintaining and securing the quality of the District's air and its river, sea, estuary and ground water;
- Providing a framework for the conservation and enhancement of wildlife habitats, landscape features, open spaces and public access to the countryside and promoting habitat creation in new development;
- Ensuring that new development preserves and enhances the District's cultural heritage, and character and local distinctiveness of its settlements;
- Minimising the demand for travel by siting employment opportunities, shopping, social, educational and recreational facilities close to residential areas and in areas serviceable by public transport;
- Encouraging high density development and energy sensitive siting, orientation and layout of new development;
- Improving the quality and attractiveness of the District's rivers, watercourses, and coastline for amenity, recreation and wildlife;
- Recognising and protecting the importance of green corridors and green spaces for wildlife, people, urban structure and the quality of life.

How to Use this Plan

1.1.18 The Local Plan consists of two parts. The **Written Statement** contains the policies which the Council will apply in considering development proposals. The **Proposals Map** shows the locations where those policies apply including locations where development is proposed. Some general policies do not apply to a specific area and these are not

indicated on the Local Plan Proposals Map.

1.1.19 The Written Statement consists of five chapters plus appendices.

- Housing; which describes areas proposed for new housing, policies covering the design and location of new housing, policies covering particular types of housing such as social housing, sites for travelling people, sheltered housing, residential rest homes and nursing homes, houses in multiple occupation and flats over shops, and policies to regenerate the existing housing stock.
- The Local Economy; which describes locations for new business and industrial development and policies for existing employment areas, office development, shopping and town centres and tourism related development;
- Transport; which describes proposals for improvements to roads, public transport, pedestrian and cycle provision and policies governing car parking;
- Environment Protection and Enhancement; which contains policies protecting the Green Belt, the areas of outstanding natural beauty, the countryside, managing and enhancing the countryside through new woodland, protecting and enhancing urban open spaces, listed buildings and conservation areas, safeguarding areas of nature conservation, geological and archaeological importance and safeguarding natural resources.
- Recreation and Community Services; which sets out the Council's policies on existing and new recreational open space, golf courses and other recreational development as

well as policies on community services such as schools and higher/further education, community facilities, hospitals, access for people with disabilities and crime prevention.

1.1.20 All policies in this Written Statement are numbered. Policies beginning

H relate to Housing;

EC relate to Business and Industry;

S relate to Shopping;

TO relate to Tourism;

T relate to Transport;

E relate to Environment;

R relate to Recreation and Community Services.

Policy numbers appear both in the Written Statement and on the Local Plan Proposals Map.

1.1.21 There are areas within the District which are not covered by specific policies or proposals. The assumption within these areas is that existing uses shall remain broadly the same. Development proposals within these areas shall be considered on their merits taking into account any general policies of the Local Plan that may apply and any other material considerations.

1.1.22 Statements in *ITALIC CAPITALS* are statements of corporate intent by the Council. They are not local plan policies because they do not relate directly to the development and use of land but are included within the plan to give a complete picture of the Council's position on certain issues.

1.1.23 Appendices are located at the back of the plan and contain further information and guidance on the following subjects:

- Provision for Play in New Housing;

- Flat Conversion Standards;
- Development affecting Motorways and Trunk Roads;
- Previous Local Plan policies;
- The District Wide Target for Affordable Dwellings;
- Car Parking Standards;

1.1.24 Any maps and diagrams within the Written Statement are indicative only and do not form part of the Local Plan Proposals Map. All maps are reproduced from Ordnance Survey mapping with the permission of the Controller of H M Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Lancaster City Council LA 078379.1996.

The Proposals Map

1.1.25 The Proposals Map comprises the main Proposals Map covering the rural parts of the District, an inset map of the main urban area of the district entitled:

- Proposals Map Inset No. 1 – Lancaster, Morecambe and Heysham;

And three inset maps of the District's Town Centres entitled:

- Proposals Map Inset No. 2 – Lancaster City Centre;
- Proposals Map Inset No. 3 – Morecambe Town Centre;
- Proposals Map Inset No. 4 – Carnforth Town Centre.

Supplementary Planning Guidance

1.1.26 Various documents have been prepared to assist with the interpretation and implementation of the Local Plan. These documents represent Supplementary Planning Guidance. These are the:

- Lancaster South Development Brief;
- Lancaster Moor Development Brief;
- Kingsway Development Brief;
- Luneside East Development Brief;
- Bailrigg Business Park Development Brief;
- Lancaster City Centre Strategy;
- Shopfronts and Advertisements Design Guide;
- Canal Corridor North Development Brief;
- Canal Corridor South Development Brief;
- Affordable Housing;
- Morecambe Town Centre Strategy;
- Residential Design Code;
- Village Constraint Maps;

The Environmental Appraisal

1.1.27 The City Council has completed an Environmental Appraisal of the policies and strategy of the draft Plan. This has been published along with the deposit edition of the Local Plan. It explains how the plan complies with Central Government guidance on sustainable development and identifies where the Plan's proposals are likely to have an impact on global environmental problems, on the conservation of non-renewable natural resources and on the quality of the local environment.

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2. Housing

This part of the Local Plan sets out how the District's housing needs will be met in the years to 2006. The City Council aims to direct housing demand to previously developed sites, locate the bulk of new housing close to the Primary Bus Corridor and ensure that major new housing areas improve public transport and infrastructure difficulties.

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**Within the Plan Period (by
1st July 2006), the City
Council proposes to;**

- Make provision for general needs housing requirement set out in the Lancashire Structure Plan and demand generated by growth in student numbers at Lancaster University;
- Ensure that around 80% of completions take place within or on the edge of the main urban area of Lancaster, Morecambe and Heysham;
- Apply a search sequence approach to the selection of new housing sites looking first at previously used land in sustainable locations;
- Seek to ensure that more than 50% of residential completions over the plan period take place on previously developed land and buildings in sustainable locations;
- Ensure that new housing development takes place at densities which make efficient use of land particularly in locations with good public transport;
- Monitor housing need and urban capacity and demand during the plan period and manage the supply of new housing land;
- Allow for around 125 dwellings per year to be constructed on small 'windfall' sites (of less than 0.4 ha) and conversions over the remainder of the plan period;
- Seek to ensure by negotiation that up to 740 completed dwellings are affordable.

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2.1 Background

2.1.1 Population growth in Lancaster District during the 1970s and 1980s was accompanied by the construction of almost 8000 new dwellings. For much of this 20 year period, development was concentrated within the broad boundaries of Lancaster, Morecambe and Heysham. This approach helped to conserve the character and appearance of the rural villages and countryside of North Lancashire. It also encouraged the recycling of empty buildings and previously developed, derelict and under-used land, especially in Lancaster. It resulted in the development of many infill sites and the merging of Lancaster, Morecambe and Heysham into a single, fairly compact urban area. Today, this single urban area covers 20 square kilometres (8 square miles) and has 105,000 residents during student term time.

2.1.2 As much new housing as possible will continue to be directed to 'brownfield sites'. At the same time, open land inside the urban areas with amenity and recreation value must be protected. This has made necessary the consideration of sites on the edge of the urban area to meet the District's housing needs.

New Residential Development and Land Recycling

2.1.3 revised Planning Policy Guidance Note 3 on Housing was published in March 2000. This signalled several major changes affecting planning for new housing development including the introduction of a Plan Monitor and Manage approach to new housing provision. The key changes introduced are:

- A requirement for local planning authorities to carry out regular Urban Capacity Studies to assess the potential contribution

of existing previously used land and buildings in sustainable locations to meeting housing needs;

- The development of targets for land recycling;
- A search sequence approach to the selection of sites looking first at previously used sites and buildings in sustainable locations, then urban extensions, then new settlements in good transport corridors;
- The phasing of development to prioritise previously used sites in sustainable locations;
- The development of minimum density standards to ensure the efficient use of land.

2.1.4 The phasing of development is considered in Policy H1 whilst density is addressed in Policy H13.

2.1.5 The Council anticipated many of these requirements. A thorough appraisal of the potential of urban sites was carried out at an early stage in the plan process. Despite a depleted supply of previously used land and buildings following a long period of urban concentration, a number of housing opportunity sites were identified. These are considered in Policy H3 and Policy H6. Many of these have now been developed or are the subject of development proposals at an advanced stage. Some previously used sites are not in sustainable locations, are subject to serious development constraints or are located in areas where employment land is in short supply.

2.1.6 The next Lancashire Structure Plan is expected to set district recycling targets. Draft Regional Planning Guidance for the North West proposes that for authorities outside the Mersey Belt at least 50% of

~~completions should be provided on previously used land and buildings between 1996 and 2021.~~

~~2.1.7 It is anticipated however that Housing Opportunity Sites, small sites and allocations on previously used land are able to contribute a minimum of 50% of completions over the plan period. This is a minimum figure and the Council will make every effort to ensure that a higher figure is achieved, that the greatest possible use is made of previously developed land in sustainable locations and that the target is exceeded.~~

~~2.1.8 The Council has identified sufficient land to meet the housing requirement set out in the Structure Plan. There is therefore no justification for the release of additional large green field allocations (of more than 0.4 ha or 12 dwellings) over the plan period.~~

~~2.1.9 Other major residential development proposals may be permitted on previously used sites where they are in sustainable locations with access to jobs, shops, services and leisure facilities and are not subject to unacceptable development constraints.~~

~~POLICY H1~~

~~THE COUNCIL WILL AIM TO ENSURE THAT AT LEAST 50% OF NEW DWELLINGS COMPLETED DURING THE PLAN PERIOD ARE PROVIDED ON PREVIOUSLY DEVELOPED LAND OR THROUGH THE CONVERSION OF EXISTING BUILDINGS.~~

~~PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON LARGE GREEN-FIELD SITES OTHER THAN THOSE ALLOCATED IN POLICIES H2-5 WILL NOT BE GRANTED.~~

~~PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON OTHER LARGE SITES WILL ONLY BE GRANTED WHERE THESE HAVE BEEN PREVIOUSLY DEVELOPED AND:~~

~~ARE EASILY ACCESSIBLE TO JOBS, SHOPS AND SERVICES BY MEANS OF TRANSPORT OTHER THAN THE CAR;~~

~~ARE SERVED BY, OR PROVIDE FOR, REASONABLE PUBLIC TRANSPORT, HIGHWAYS, WATER AND SEWERAGE, UTILITIES AND SOCIAL INFRASTRUCTURE;~~

~~ARE NOT SUBJECT TO UNACCEPTABLE PHYSICAL AND ENVIRONMENTAL CONSTRAINTS SUCH AS SERIOUS CONTAMINATION, UNSUITABLE GROUND CONDITIONS AND FLOOD RISK; AND~~

~~SATISFY THE DETAILED CRITERIA SET OUT IN POLICIES H12, H13 AND H19 IN THE URBAN AREA AND H7, H12 AND H13 IN RURAL SETTLEMENTS.~~

~~Note: Planning Permission for residential development on small sites will be considered against Policies H7, H8, H11 and H19.~~

2.2 Meeting Housing Requirements

2.2.1 The Structure Plan requires the completion of 8300 dwellings by July 2006. Of these, 500 were specifically identified to meet needs generated by ambitious expansion proposals being developed by Lancaster University in the early to mid 1990s which have not subsequently come to fruition. Around 50 off campus student equivalent dwellings have been completed to date. Current projections from Lancaster University indicate that a further 86 student equivalent dwellings will be required by the end of the Plan period. Making separate provision for student accommodation leaves a requirement of 7800. By mid 2000, 4424 general needs dwellings had already been completed. This leaves a requirement of 3376 general needs dwellings.

2.2.2 Many of these dwellings will be constructed on sites which already have planning permission or are identified in existing local plans. On some of these sites house building is already under way. Figure 2 shows that in July 2000, 1316 dwellings could be constructed on such sites in the Plan period.

Figure 2 – Assumed Dwelling Contributions from Existing Sites at July 2000

Figures are for assumed dwelling completions in the six year period mid-2000 to mid 2006
 (Figures for July 1996 are shown in brackets)

	*Large sites with planning permission	**Small sites with planning permission	***Allocations in existing local plans	Total
South of River Lune	16 (211)	204 (201)	0 (0)	220 (412)
North of River Lune	428**** (881*)	204 (235)	120 (410)	752 (1526)
Carnforth/Rural	32 (42)	342 (310)	0 (0)	374 (352)
Total	476 (1134)	750 (746)	120 (410)	1346 (2290)

*The figures are for completions (actual or assumed) on sites that either already had consent at mid-1996 or obtained consent in the period Mid-1996-Mid-2000. On some of these sites, completions will also have been recorded in the period Mid 1991-Mid 1996. They exclude completions (actual or assumed) on sites that were identified in the Deposit Version of the Local Plan as new housing allocations or housing opportunity sites. The residual capacity of sites identified in earlier local plans (H1 sites) that has not yet been converted to actual consents, is shown in the third column. Where approval has been obtained on H1 sites, the dwellings approved are recorded in the first column.

**These small site figures are based on annual completion assumptions (6 years at 125 per year) and are not an account of extant planning consents.

***The only site left in this category is the Liptrott/Council-owned land at Regent Road Bridge, Westgate, Morecambe.

**** Assumes 300 completions at Mossgate. given by 50 dwellings over 6 years. The 1996 figure assumes 500 completions on the Mossgate site in the Local Plan period.

Housing Sites in Previous Local Plans

2.2.3 Most sites allocated for residential development in the Council's previous local plans either have been or are being developed. Two remaining undeveloped sites are carried forward into this Local Plan at Morecambe Road and Westgate. Together these sites could accommodate around 400 dwellings. Development in the Westgate area is well served by local buses and is relatively close to schools, shops, and other local services. Development proposals in Westgate will be expected to provide safe, secure and convenient pedestrian and cycle links between new dwellings and these facilities.

2.2.4 The Lancaster Local Plan identified a potential housing site at the southern end of the Lune Industrial Estate capable of accommodating around 400 dwellings. A combination of ground contamination, the existence of industrial and commercial businesses and poor road access meant that this proposal has not been implemented. These problems are unlikely to be resolved in the plan period and Luneside is not therefore carried forward as a commitment in this local plan.

POLICY H2

THE FOLLOWING SITES IDENTIFIED ON THE PROPOSALS MAP AND ALLOCATED FOR HOUSING IN PREVIOUS LOCAL PLANS ARE RE-ALLOCATED AS HOUSING SITES

	Capacity	Completions by 2006
MORECAMBE ROAD	200	200
WESTGATE	200	200
TOTAL	400	400

The Urban Concentration Strategy

2.2.5 Successive Structure Plans have directed most new housing development to the main urban area. 80% of new housing has been directed to Lancaster, Morecambe and Heysham and the remainder to Carnforth and the rural areas. This policy is continued in this Local Plan as shown in Figure 3. After completions between 1991 and 1996 are taken into account, when proportionally more dwellings were built in Carnforth and the rural areas, the Council's target should be met over the full 15 year Structure Plan period.

Figure 3 – The Urban Concentration Strategy

Existing Commitments			
	Urban Area	Carnforth/ Rural Area	Total
Large Sites	564	32	596
Small Sites	366	355	721
Total	930	387	1317
Additional Requirement			
Large Sites	1936	197	2133
Small Sites	27	0	27
Total	1963	197	2160
TOTAL	2893	584	3477
%	83%	17%	100%

Adjusted to mid-1998 to take account of new Housing Opportunity Site at Middleton Road, Heysham recommended by Inspector.

Meeting the Housing Requirement

2.2.6 The District's remaining housing requirement will be met in three ways by:

- identifying the redevelopment potential of brown field areas by the identification of Housing Opportunity Sites;
- continuing to encourage development on small sites and the conversion of existing buildings; and
- allocating areas for residential development.

2.2.7 Figure 4 summarises the strategy for meeting the Structure Plan requirement. The land allocations and planning policies arising from this strategy are set out for the main urban area of Lancaster, Morecambe and Heysham and then for Carnforth and the Rural Areas.

Figure 4 – Components of Housing Supply

	REQUIREMENT				
	Mid 1996 Deposit Plan	Update to mid 1998	Update to mid 2000	Student Housing	Update to mid - 2000
Structure Plan Requirement 1996-2006	7800	7800	7800	136	7936
Completions	2646	3628	4424	50	4474
Residual Requirement	5154	4672	3376		3462
Existing Permissions on Large Sites	1134	793	476		476
Small sites at 25% of Requirement	1280	1024	750		750
Existing Allocations Retained	410	120	120		120
New Urban Allocations	1300	1242	1242		1242
Urban Housing Opportunity Sites	915	666	688		688
Additional Housing Opportunity Site recommended by the Inspector	-	45	45		45
Rural Allocations	205	159	109		109
Rural Housing Opportunity Sites	100	60	88		88
TOTAL	5344	4678	3834		3515

Note) The Figures in Figure 4 (above) include an allowance for completions on land at Whinney Carr/Lawson's Bridge. Planning permission for the development of this site was refused by the Secretary of State in March 2003.

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2.3 The Main Urban Area

- 2.3.1 In Lancaster, Morecambe and Heysham, the contribution from brownfield sites will be maximised by encouraging the development of Housing Opportunity Sites and other suitable redevelopment sites and by controlling the release of green-field sites.

Housing Opportunity Sites

- 2.3.2 Housing Opportunity Sites are brownfield sites within existing urban areas with housing development potential which are;
- derelict, under-used or vacant; or
 - likely to become available because of the cessation or relocation of an existing use; and
 - located in areas where redevelopment would bring environmental benefits;
- 2.3.3 Some of these sites require the relocation of existing uses, site clearance and preparation. Some could also provide student accommodation should the need arise. They are, therefore, not formally allocated as housing sites under Policy H4. The allocation of land as a Housing Opportunity Site under Policy H3 is intended to identify that housing is seen by the Council as the best and most efficient use of the site. It is intended that this policy should preclude neither other appropriate uses nor the continuation of existing lawful uses. Given the greater uncertainty over the rate at which opportunity sites will come forward, it is assumed that 688 general needs dwellings will be built on these sites during the plan period. These sites are described below.

Former Poulton Market, Morecambe

- 2.3.4 The relocation of Poulton Market in 1996 created a vacant site of 0.8 ha. A Development Brief has been prepared for the redevelopment of this site for housing and open space. The market occupied the site of Poulton Hall, a medieval manor house, and archaeological investigations have been undertaken. A new open space and play area have been created. The site has capacity for 34 houses. The site lies within the Poulton Renewal Area.

Venture Caravan Park, Morecambe

- 2.3.5 The 6.4 ha Venture Caravan Site is level, on a major bus route and forms a natural continuation of the established Westgate area. Development could significantly improve the appearance of the area, particularly if it were to involve the removal of the prominent gas holder on the site. The site could accommodate around 150 houses but its development within the Plan period would require the cessation of the existing use.

Summerville Caravan Park, Morecambe

- 2.3.6 This small 0.5 ha caravan site off Acre Moss Lane, Morecambe lies within a residential area and would form a natural infill site for around 40 houses.
- 2.3.7 The above three sites were identified in the Morecambe and Heysham Local Plan. The following are new sites.

Oxcliffe Road, Morecambe

- 2.3.8 Policy H4 identifies 5.5 ha of land north of Oxcliffe Road for residential development. This allocation excludes 2.0 ha of land on the corner of Oxcliffe Road and Westcliffe Drive which contains a caravan site and other assorted uses. If these uses ceased or were relocated, the site would form a natural continuation of the main allocation. It is level and suitable for housing development and in the long term may have the potential to be served by rail. The site has space for around 65 houses but its development within the Plan period would require the cessation of some existing uses.

White Lund Road, Morecambe

- 2.3.9 The 0.7 ha Council depot at White Lund Road is no longer required for operational purposes. The site is too small to be of interest for business development. It lies on a bus route and is close to the Lancaster-Morecambe cycle track. The site offers the opportunity of a small housing development of around 20 houses within walking distance of one of the District's major employment areas.

Middleton Road, Heysham

- 2.3.10 An area of 2.4 ha at Middleton Road Heysham was formerly owned by Lancashire County Council with a view to being used for new school playing fields. The County Council has now disposed of the land. The site lies at the southern edge of Heysham on the Primary Bus Corridor and adjacent to Trumacar School, an area of allotments, the Morecambe-Heysham Railway Line and an area of existing housing. The site has some importance as a 'green wedge' linking the countryside to the urban area and forming part of a local greenspace system. The

development of part of the site for housing linked to enhancements to, or compensatory provision within the site for, the remaining 0.9 ha of urban greenspace identified under Policy E29 could enhance this role and provide useable public open space and new pedestrian and cycle links in an area with little existing public open space provision. The site has a net developable area of 1.5 ha. It is considered that this site if developed at the densities required by PPG3 could accommodate around 45 new dwellings.

Heysham Road Depots, Heysham

- 2.3.11 The Council's illuminations depot at Heysham Road is surplus to requirements. At the same time, Stagecoach has expressed an interest in vacating its adjoining bus garage. This presents a major development opportunity requiring a comprehensive approach to both sites. Together the sites cover an area of 1.2 ha and, after provision has been made for open space, have capacity for around 40 dwellings.

Lancaster Moor North

- 2.3.12 Policy H4 allocates the southern part of the former Lancaster Moor Hospital estate for residential development. The northern 11.5 ha of the site also has development potential. This potential is however constrained by the proximity of Nightingale Hall Farm (see Policies EC12 and EC13), the difficulty of finding an alternative use for 'the Annexe' - a prominent Listed Building and the existence of sports facilities and mature trees. The Council has therefore produced a development brief for this site which could accommodate between 220 and 400 houses. There may also be scope to include some business or office development utilising the listed buildings on the site. The

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special issues concerning Lancaster Moor Hospital including the North site are considered in full in Paragraphs 2.34-2.44 of the Plan.

King Street, Lancaster

- 2.3.13 This 0.8 ha site was identified in the Lancaster Local Plan as a site for bulky goods retailing. The site is now identified as a Town Centre Development Site under Policy S3 and permission has been granted for a small retail unit on part of the site. The remainder however would be suitable for residential or mixed-use development taking account of its canalside location. Around 50 dwellings could be accommodated on the site.

Former Pye's Feedmill, Lancaster

- 2.3.14 The former Pye Feedmill on Damside Street offers the opportunity for a high quality riverside development within easy walking distance of Lancaster City Centre. The potential of this area has been amply demonstrated by the successful developments along St George's Quay. This site could accommodate around 139 dwellings.

St George's Quay

- 2.3.15 This 0.7 ha site is located immediately to the east of Carlisle Bridge on St George's Quay. Its redevelopment offers the opportunity for a high density flat development of around 40 units. Development is already under way on part of the site.

Luneside East

- 2.3.16 The largely derelict Luneside East site is adjacent to the St George's Quay area on the west side of Carlisle Bridge. Although the site is constrained by existing poor quality

uses and contamination, the Council, in partnership with the North West Development Agency, is in the process of assembling and remediating the site. The Council intends to bring about a major transformation of the area with a combination of new build and converted industrial buildings.

- 2.3.17 The Local Plan identifies a 3.3 ha site with a capacity of around 200 dwellings, 150 of which are expected to be completed in the plan period. In addition, the Council considers that the site could be expanded to include the adjoining gasholder site and river frontage. Whilst this would greatly assist a comprehensive approach to development, it would be dependent upon the removal and relocation of existing uses. If these areas were included, another 100 dwellings could be accommodated on the site.

- 2.3.18 The site is also particularly suitable for student housing. If an unexpected increase in student numbers were to take place towards the end of the plan period, scope exists to accelerate development on this site to meet such needs.

Bulk Road, Lancaster

- 2.3.19 The former K Shoes factory in Bulk Road, Lancaster occupies a site of 0.7 ha. The Council has a long standing aim of improving environmental conditions in this area by reducing the impact of traffic and promoting new housing development. The site could accommodate around 40 dwellings.

Nightingale Hall Farm

- 2.3.20 The environmental problems associated with the animal rendering plant at Nightingale Hall Farm are considered under Policy EC12. In the event of the plant being successfully relocated, the site could be redeveloped for

housing. Some areas adjacent to the site could also be included within a comprehensive residential development. The site could create a 5.1 ha development site, which could accommodate around 165 houses but its development within the Plan period would require the cessation of the existing use.

accommodated during the plan period. The Action Plan will be prepared as a matter of priority and will be subject to a detailed process of public consultation.

Stonewell, Lancaster

2.3.21 In the vicinity of the Mitchell's bottling plant at Stonewell, there are a number of vacant and under-used buildings and plots of land. The possible closure of the bottling plant offers the opportunity to plan for the comprehensive redevelopment of this central site for high density housing with minimal car parking. Redevelopment should also allow for dwellings created by the conversion of the upper floors of adjacent shops to be integrated into the overall scheme for the area (Policy H20). Around 70 new dwellings could be created on this 0.4 ha site in addition to any upper floor conversions.

Car Free Housing

2.3.24 On Housing Opportunity Sites and conversions there may be scope to introduce housing which does not have any dedicated car parking. In such cases the Council will consider higher densities where agreement is reached with developers that all future occupiers will sign an undertaking not to own a car. In all cases normal standards of privacy and the quality of layout and, where appropriate, external landscaping, must be retained.

Lancaster Central Canal Corridor

2.3.22 The proposal in the Lancaster Local Plan for a City Centre Access Road is not carried forward in this Local Plan. This means that a comprehensive re-assessment of the future use of land previously reserved for the road is needed. Although the area must continue to provide shopper car parking, there are opportunities to create new housing, particularly on areas created by the relocation of temporary uses.

2.3.23 An action plan will be prepared to determine future land uses in the area. Until this is completed, there will inevitably be uncertainty over the number of dwellings which the area could accommodate. It is however reasonable to assume that around 120 dwellings could be

POLICY H3

THE FOLLOWING SITES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP ARE ALLOCATED AS HOUSING OPPORTUNITY SITES:

	Capacity Before 2006	Completions (net)	Ha	Density
Former Poulton Market, Morecambe	34	34	0.67	50.7
Venture Caravan Pk, Morecambe *#	150	0	6.52	NA
Summerville Caravan Park, Morecambe	40	40	0.47	85.1
Oxcliffe Road, Morecambe	65	0	2.05	31.7
White Lund Rd, Morecambe	20	20	0.79	25.3
Heysham Road Depots, Heysham	40	40	1.14	35.1
Middleton Road, Heysham	45	45	1.50	30.0
Lancaster Moor North *##	220-400	0	12.2	25.4
King St, Lancaster	50	50	0.81	61.7
Former Pye's Feedmill, Lancaster	139	139	1.03	134.9
St George's Quay, Lancaster	75	75	0.69	108.7
Luneside East, Lancaster**	203-300	150	3.4	56-81
Bulk Road, Lancaster	40	40	0.6	66.7
Nightingale Hall Fm, Lancaster*	165	0	4.9	33.7
Stonewell, Lancaster	70	70	0.46	152.2
Lancaster Central				

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Canal Corridor 120 120 2.5 48.0

TOTAL 1390-1654

- # It is not anticipated that the whole of the Venture Caravan Site will be developed
 ## Lancaster Moor contains high quality parkland and a Listed Building.
 ** Development of the large site at Luneside East is also likely to continue beyond the plan period.
 Note) The sites marked with an asterisk (*) are unlikely to be developed within the Plan period. These have a total capacity of 600-780 units.

Green-field Development

2.3.25 On the basis of past take-up it is assumed that around 688 dwellings will be completed on Housing Opportunity Sites in the main urban area and that around 25 % of completions will take place on small sites of less than 0.4 ha. This means that the Local Plan must identify land for around 1250 dwellings on new green-field sites in the main urban area (see Figure 4).

Note

These figures include an allowance for completions on land at Whinney Carr/Lawson's Bridge. Planning permission for the development of this site was refused by the Secretary of State in March 2003.

- 2.3.26 The Local Plan strategy is to provide as many households as possible with practical alternatives to the motor car for normal daily journeys. Locations are therefore favoured which;
- offer the potential for mixed development including employment uses;
 - are convenient for the primary bus corridor; and
 - are accessible to the centre of Lancaster where there is a concentration of job opportunities and commercial, education and hospital services.
- 2.3.27 Other considerations include the potential to accommodate further growth beyond the year 2006 and the strategic benefits that housing development could bring in terms of opening up land for business

development and providing road and public transport links.

2.3.28 A further consideration is the distribution of existing housing commitments shown in Figure 2. At present, development is concentrated north of the River Lune. To redress this imbalance, more new housing is directed to locations south of the river where most of the District's shopping, health and education services are concentrated.

The Royal Albert area

- 2.3.29 The area which best meets this development strategy is the south west side of Lancaster. Major change here is inevitable following the closure of the Royal Albert Hospital. This area is close to the City's commercial, retail, health and education facilities and has direct access to Lancaster centre along the Lancaster Canal Towpath and Ashton Road.
- 2.3.30 A new residential area is allocated in south Lancaster. The Royal Albert area extends to nearly 24.5 hectares (gross) and 12.5 ha (net developable area). The former hospital building is excluded from the allocation;
- 2.3.31 The requirements for roads, open spaces and development mix are set out in more detail in the following paragraphs. However development in south west Lancaster is constrained by poor road links to the A6 via Ashford Road and by width limitations on Ashton Road. Developers will also be expected to prepare traffic management measures to improve pedestrian safety on Ashford Road and Ashton Road and demonstrate how the area will link into the Primary Bus Corridor (see Policy T5).
- 2.3.32 The Royal Albert area offers the potential for a mixture of housing styles and types including high

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quality low-density housing similar to that on the nearby Haverbreaks Estate. The site also contains a number of Health Authority buildings which are suitable for conversion or redevelopment. The area is enclosed within a large green space which runs between the existing Haverbreaks area and the Lancaster Canal. On the east side of Ashton Road, the football

and cricket ground and its surroundings are important amenity features and will be protected from development.

2.3.33 In total the Royal Albert area could accommodate around 350 dwellings.

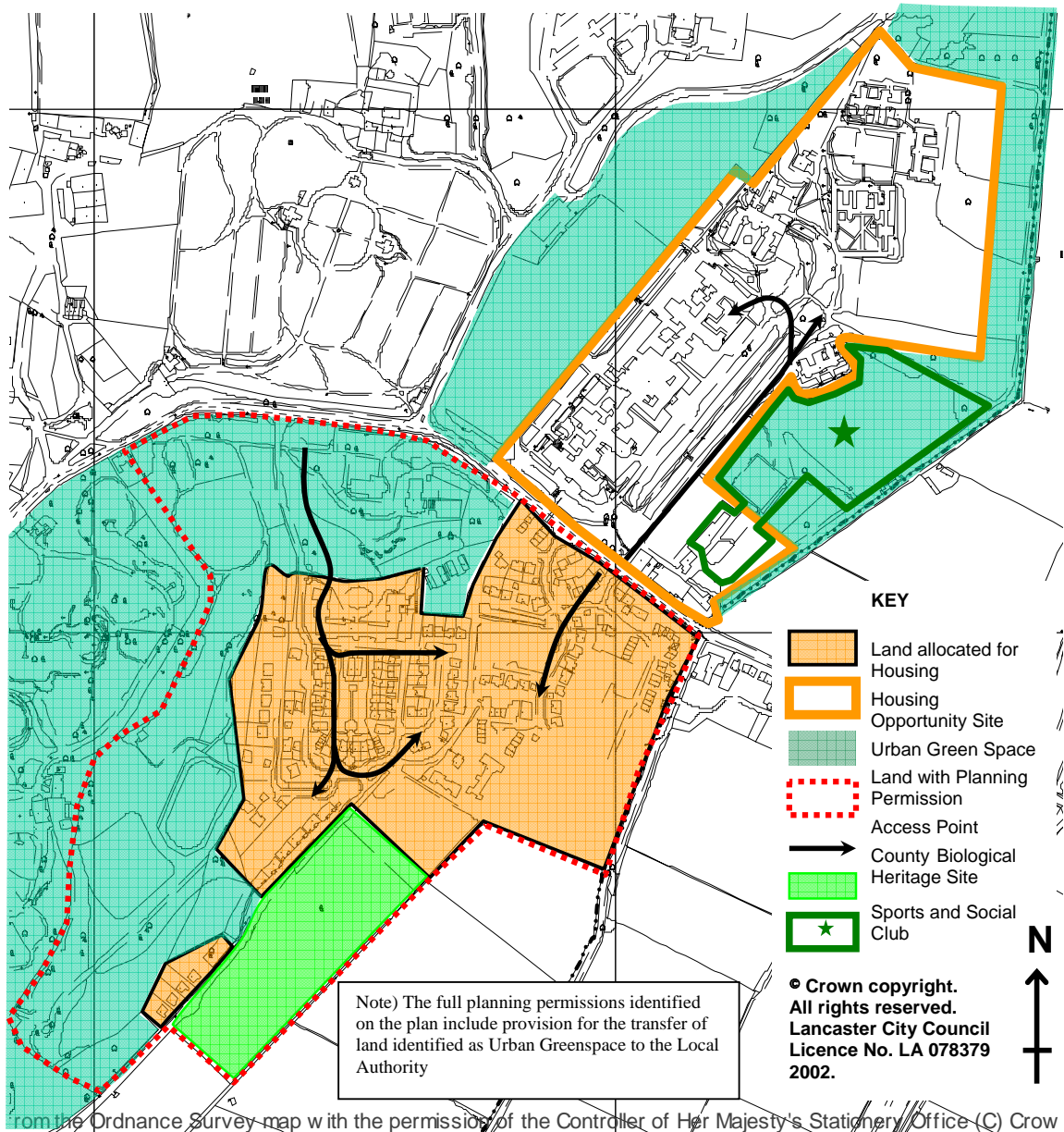


Diagram 2 – Lancaster Moor Hospital

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Lancaster Moor Hospital

- 2.3.34 The progressive closure of Lancaster Moor Hospital is creating a vacant site of some 33 hectares containing hospital buildings some of which are listed, a sports ground (Policy R1), a County Biological Heritage Site (Policy E17) and a large area of mature parkland.
- 2.3.35 The main access to this large site is via local roads to Lancaster City Centre. Public transport consists of an infrequent and circuitous bus service to Lancaster City Centre and North Lancaster. The site contains an old private drainage system with limited capacity and is close to the Nightingale Hall Farm animal rendering plant.
- 2.3.36 The site is also close to a Young Offenders Institution and a cemetery. The site also has a clear visual relationship with Williamson Park, which is on English Heritage's Register of Historic Parks and Gardens. The Countryside between the east side of Lancaster and the Forest of Bowland AONB is particularly important to the setting of the City. The site lies on the urban edge and development must reflect this importance. The Countryside around the site, part of the former Hospital site and Williamson Park are identified as Key Urban Landscape under Policy E31 of the Plan.
- 2.3.37 Whilst it the site is not an ideal location for large scale development, new uses need to be found for the site and its buildings. Its key open spaces and recreation facilities should also be safeguarded.
- 2.3.38 Whilst a mixed development involving employment uses would be an appropriate solution, housing development is likely to be the main new use. Whilst some buildings may be capable of conversion to residential or business use, others may need to be demolished.
- 2.3.39 Planning permission has already been granted for the development of around 240 dwellings through a mixture of conversion and new-build on the southern portion of the site in the area previously occupied by hospital buildings. The construction of phase 1 has already commenced. The proposals include measures to safeguard and manage part of the adjacent County Biological Heritage Site.
- 2.3.40 The remaining area on the north side of Quernmore Road is identified as a Housing Opportunity Site where residential development will not be allowed until it can be demonstrated that emissions from Nightingale Hall Farm would not create an unacceptable living environment. Developers should also be aware that, once 430 dwellings are constructed in the Lancaster Moor area, a site for a 1 form entry primary school will be required.
- 2.3.41 A Development Brief has been prepared for the Lancaster Moor area as Supplementary Planning Guidance. The Lancaster Moor Development Brief covers both the housing allocation south of Quernmore Road and the Housing Opportunity Site to the north.
- 2.3.42 The Brief sets out in more detail how these important sites should be developed. It sets out how policies relating to this site will be applied and identifies which areas have development potential and which should be protected as greenspace or for recreation purposes.
- 2.3.43 It sets out which buildings must be retained and which areas should stay open and sets out the detailed requirements to be met by any development proposal. The Brief addresses detailed site-specific issues.
- 2.3.44 Developers will be expected to work with the Council to achieve their requirements. Circumstances may

change and the development brief will be revised and updated as the development process proceeds.

Westgate South, Morecambe

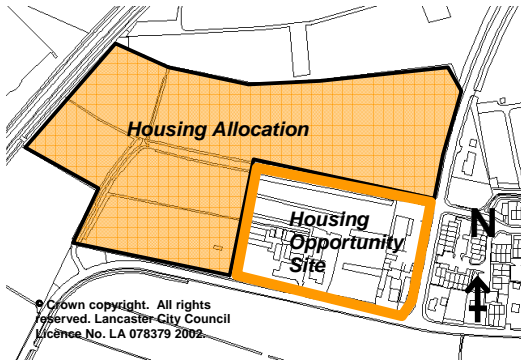


Diagram 3 – Westgate South

2.3.45 Although most of the new allocations have been directed to sites south of the River Lune, there is a need to continue to provide a range of sites throughout the main urban area. In the Westgate/Oxcliffe Road area there is an ongoing policy of encouraging land use change through the identification of housing allocations and opportunity sites. At the rear of the Regent Caravan Park, land has been held by the site owner for an extension of the caravan park. This extension will not now take place and the land is available for residential development.

2.3.46 As this land is in several different ownerships, developers of individual areas will be expected to demonstrate that their plans will contribute to the comprehensive development of the entire area. Developers should also ensure adequate footpath links to Westgate and investigate the possibility of constructing a pedestrian rail crossing to the schools and main bus route. Houses should be designed and located to minimise noise from the railway line which could see a significant increase in

use by freight over the next few years.

Derwent Road, Lancaster

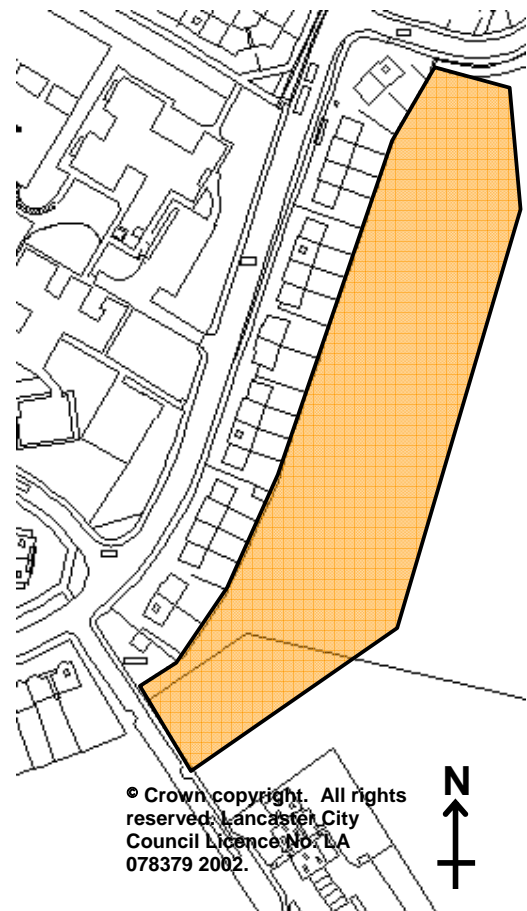


Diagram 4 – Derwent Road

2.3.47 To the north east of Derwent Road, at the rear of Keswick Road, there is a 1.2 ha site which is overgrown and does not have any significant amenity value. There is currently no formal public access to the land. It could be developed to provide a mixture of housing, woodland and public open space. The site could accommodate around 40 dwellings.

Summary

2.3.48 Figure 5 summarises the contribution each site is expected to make during the Local Plan period.

Figure 5 – Urban Area Site Summary Table

Site	Gross Site Area	Net Housing Area	Completions to 2006
Royal Albert	24.5 ha	12.5 ha	350
Lancaster Moor South	7.3 ha	6.8 ha	240
Derwent Road	2.3 ha	1.2 ha	40
Westgate South	5.5 ha	5.0 ha	175
TOTAL	39.6 ha	25.5 ha	765

2.3.49 Development in these locations will not only help satisfy the housing needs of the District's growing population but also bring significant community benefits. Housing development in these locations is therefore put forward as a formal proposal of the Local Plan.

POLICY H4

THE FOLLOWING SITES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP ARE ALLOCATED FOR RESIDENTIAL DEVELOPMENT;

	No
ROYAL ALBERT	350
LANCASTER MOOR (SOUTH)	240
DERWENT ROAD	40
WESTGATE SOUTH	175

2.4 Carnforth and the Rural Areas

2.4.1 New housing in Carnforth and the rural areas is expected to account for around 20% of the total District requirement. After completions between 1991 and 1996 are taken into account, this amounts to 575 additional dwellings (see Figure 3).

Small Sites

2.4.2 Many of these dwellings will continue to be provided on small infill sites. Small infill development can help to meet the housing needs of rural settlements without harming the character of the area. In recognition of this, it is assumed that around half of the requirement will be met on small sites or by conversions (of buildings not required to meet local employment needs), around 580 dwellings between 1996 and 2006. Around 270 of these will be new permissions.

Large Sites

2.4.3 Of the remaining 505 dwellings which are required, it is assumed that 199 will be provided on new residential allocations in Carnforth, Bolton-le-Sands and Galgate.

Housing Opportunity Sites

2.4.4 Some of these sites require the relocation of existing uses, site clearance and preparation. They are therefore not formally allocated as housing sites under Policy H5. The allocation of land as a Housing Opportunity Site under Policy H6 is intended to identify that housing is seen by the Council as the best and most efficient use of the site. It is intended that this policy should neither preclude other appropriate uses, nor the continuation of existing lawful uses. Given the greater uncertainty over the rate at which opportunity sites come

forward, it is assumed that 60 general needs dwellings will be built on these sites over the plan period.

Carnforth

2.4.5 Carnforth is a successful rural shopping and service centre for the northern part of the District. It is also a popular residential area. It is intended that this role will be maintained and strengthened by protecting the existing retail centre and encouraging modest growth in housing and employment.

Crag Bank East

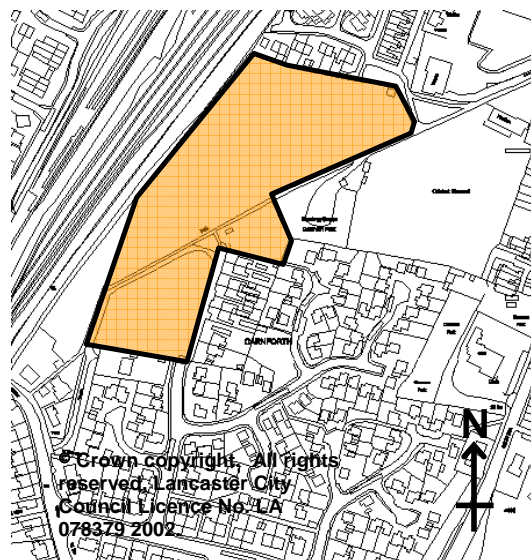


Diagram 5 – Crag Bank East

2.4.6 A 2.3 ha site has been allocated north of Redruth Drive in Carnforth. This site was previously reserved for school use but is no longer required by the County Council. The site is suitable for development and would represent the natural completion of the Crag Bank development. It is close to Carnforth Town Centre and has good public transport and pedestrian links. Development could provide some new public open space and better road links to

the A6. The site could accommodate 45 houses.

Lundsfield Quarry

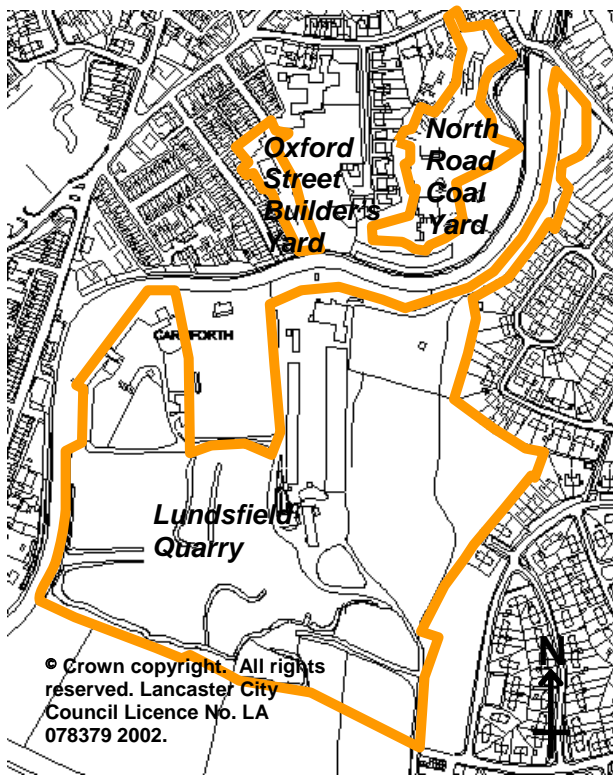


Diagram 6 – Carnforth Housing Opportunity Sites

2.4.7 The former Lundsfield Quarry is identified as a Housing Opportunity Site. This is a large (14 ha) derelict site which has been largely unused for many years. It contains a County Biological Heritage Site (see Policy E17), a boat yard and a factory manufacturing concrete products and is also used for the storage of former military vehicles. It is in a number of different ownerships. Parts of the site have been subjected to tipping in the past. There are also substantial changes in level within the site.

2.4.8 An imaginative residential development on this site could enhance the canalside, provide new open space and provide new pedestrian and cycle links between the Highfield Estate, the A6 and the Town Centre. Development of the

site will only be permitted where there has been a comprehensive analysis of the nature conservation importance of the site and measures to safeguard the most important areas are included within the development package. The site is estimated to have a capacity of 150 to 225 dwellings although this may vary depending on the nature conservation interest.

North Road Coal Yard, Carnforth

2.4.9 The 1.3 ha North Road Coal Yard is also identified as a Housing Opportunity Site. It lies immediately adjacent to several residential properties. It adjoins the Lancaster Canal and a children's playground. There would be significant benefits in relocating the coal yard to another site and, if this were to occur, the site would be a suitable location for new housing. The site could accommodate around 40 dwellings.

Oxford Street Builder's Yard, Carnforth

2.4.10 A third Housing Opportunity Site in Carnforth is identified at the 0.4 ha Oxford Street builder's yard. This is a backland site lying between terraced houses on Hill Street and North Road Primary School. It is accessed by narrow residential roads and has a short frontage onto the Lancaster Canal. Redevelopment for housing could have local environmental benefits. It could accommodate around 20 dwellings.

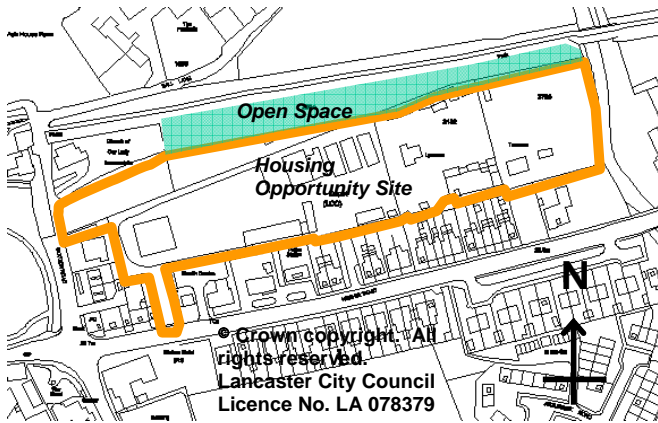


Diagram 7 – Hornby Road, Caton

Hornby Road Caton

2.4.11 Caton is the main centre for the Lune Valley. There is some evidence of local housing need in the village particularly from young and elderly people. To help meet these needs, the County Council depot and adjoining land are identified as a 1.6 ha Housing Opportunity Site. A comprehensive scheme of residential development would be allowed if the depot were to be relocated. This site is close to the centre of Caton and convenient for the local bus service and village shops and services and could accommodate around 50 dwellings.

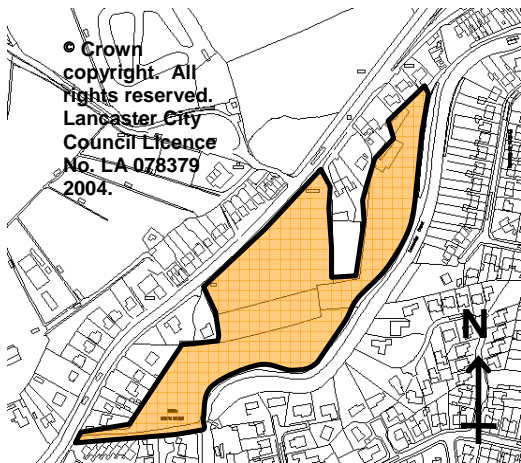


Diagram 8 – Coastal Road, Bolton-le-Sands

Coastal Road, Bolton-le-Sands

2.4.12 The Coastal Road site in Bolton-le-Sands is located on Coastal Road

near its junction with the A6 (see Diagram 9). This site is within the built-up area of Bolton-le-Sands and its development was anticipated in the North Lancashire Green Belt Local Plan. It has a potential capacity of 50 dwellings.

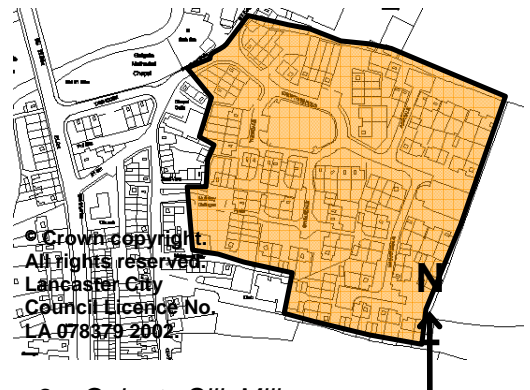


Diagram 9 – Galgate Silk Mill

Silk Mill, Galgate

2.4.13 The Silk Mill site represents a rounding off of this part of the village. Development has been made possible by improvements to the local drainage system and connecting roads to the A6. As development of this site has been anticipated for some time, Phase 1 has been granted planning permission and construction is under way. In total this site could accommodate 104 dwellings.

POLICY H5

THE FOLLOWING SITES, IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP, ARE ALLOCATED FOR HOUSING:

	No	Completions to 2006
CRAG BANK EAST, CARNFORTH	45	45
SILK MILL, GALGATE	104	104
COASTAL ROAD, BOLTON-LE-SANDS	50	50
TOTAL	199	199

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DEVELOPMENT PROPOSALS ON ANY OF THESE SITES MUST MAKE ADEQUATE PROVISION FOR THE DISPOSAL OF SEWAGE AND WASTE WATER.

POLICY H6

THE FOLLOWING SITES ON THE LOCAL PLAN PROPOSALS MAP ARE ALLOCATED AS HOUSING OPPORTUNITY SITES;

	Capacity
LUNDSFIELD, CARNFORTH NORTH ROAD COAL YARD, CARNFORTH OXFORD ST BUILDER'S YARD, CARNFORTH HORNBY ROAD CATON	100-150
	40
	20
	50

DEVELOPMENT PROPOSALS ON ANY OF THESE SITES MUST MAKE ADEQUATE PROVISION FOR THE DISPOSAL OF SEWAGE AND WASTE WATER

Note) the sites at Lundsfield Quarry and Hornby Road, Caton are development opportunities which are unlikely to be developed before 2006

Housing in Villages

2.4.14 In recent years, housing development on small sites in villages has contributed a steady supply of new dwellings. Such sites are likely to continue to come forward through land-ownership changes, redevelopment and changes of use throughout the plan period. These will continue to be approved on suitable small sites within the villages listed in Policy H7 provided that acceptable standards of design, amenity and road safety are acceptable. Particular attention will be given to the environmental impact of proposals located within Areas of

Outstanding Natural Beauty and other sensitive areas. Priority will be given to schemes designed to meet housing needs generated by the local community.

- 2.4.15 Existing buildings within rural settlements are important in providing affordable employment premises in communities where competition for sites and premises is high and new development is severely constrained. The existing and potential importance of buildings in rural settlements to rural communities must be taken into account in considering proposals for their re-use.
- 2.4.16 When converting existing buildings, developers should take special care to avoid disturbance to bats or other protected species which may be nesting in the building. Policy E18 sets out how development proposals affecting protected species will be dealt with.
- 2.4.17 Within some settlements the disposal of sewage and waste water can pose problems. In Nether Kellet, Over Kellet, Cockerham and Glasson Dock the existing sewerage systems are approaching capacity. Arkholme, Melling, Priest Hutton, Yealand Redmayne and Yealand Conyers have no public foul water drainage system and consideration of first time rural sewerage systems will be necessary. Silverdale suffers from excessive sewage effluent discharges via septic tanks. Here discharges to soakaway systems from new developments must be subject to biological treatment, ultra-violet disinfection and tertiary polishing and filtration.

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POLICY H7

**WITHIN THE FOLLOWING
RURAL SETTLEMENTS, THE
DEVELOPMENT OF SUITABLE
SMALL SITES FOR HOUSING
WILL BE PERMITTED PROVIDED
THAT THE DEVELOPMENT:**

**IS APPROPRIATE IN TERMS
OF DESIGN, DENSITY, AND
OPEN SPACE STANDARDS
TO ITS SURROUNDINGS;**

**WOULD NOT HAVE A
SIGNIFICANT ADVERSE
EFFECT ON THE
CHARACTER OF THE
SETTLEMENT,
SURROUNDING
LANDSCAPE, OR THE
AMENITIES OF NEARBY
RESIDENTS;**

**WOULD NOT RESULT IN THE
LOSS OF AN IMPORTANT
OPEN AREA;**

**MAKES SATISFACTORY
ARRANGEMENTS FOR
ACCESS, SERVICING, CYCLE
AND CAR PARKING; AND**

**MAKES ADEQUATE
PROVISION FOR THE
DISPOSAL OF SEWAGE AND
WASTE WATER**

Arkholme Borwick
Bolton-le-Sands
(outside Green Belt)
Brookhouse Caton
Cowan Bridge Dolphinholme
Galgate Glasson Dock
Gressingham Halton
Hest Bank (outside Green Belt)
Hornby Melling
Middleton Millhead
Nether Kellet Over Kellet
Overton Priest Hutton
Slyne (outside Green Belt)
Silverdale Tunstall
Warton Wennington
Whittington Wray
Yealand Yealand
Conyers Redmayne

**PROPOSALS FOR THE
RESIDENTIAL CONVERSION OF
EXISTING BUILDINGS WILL
ONLY BE PERMITTED WHERE IT
CAN BE SHOWN THAT THERE IS
NO DEMAND FOR
CONVERSION TO EMPLOYMENT
OR TOURISM USE OR WHERE
THE BUILDING, ITS LOCATION
OR SURROUNDINGS ARE
CLEARLY UNSUITABLE FOR
COMMERCIAL DEVELOPMENT.**

**PRIORITY WILL BE GIVEN TO
SUITABLE SMALL SCHEMES
DESIGNED SPECIFICALLY TO
MEET RURAL HOUSING NEEDS.**

Housing in the Countryside

2.4.18 Outside the settlements identified in Policy H7 new housing will not normally be permitted. Exceptions will only be made where there is an essential need to house a person employed in agriculture or forestry or other legitimate countryside occupation on site and this need cannot be accommodated in an existing building or settlement. In assessing the need for an agricultural dwelling, the Council will have regard to the tests in Planning Policy Guidance Note 7; 'The Countryside - Environmental Quality and Economic and Social Development' Annexe I. This limits new dwellings to those which satisfy the clearly established functional need of a financially viable agricultural enterprise for a full-time worker which cannot be met in an existing dwelling or building. Specialist advice will be obtained to determine whether essential need exists and that suitable safeguards are in place to guard against abuse of the system.

2.4.19 Where a house is proposed in connection with a newly created farm enterprise, particular care is required. In the case of a new farming activity where a need is demonstrated, the Council will normally approve a temporary dwelling in the first instance prior to the business becoming established. All such dwellings must be carefully sited and designed to minimise their effect on their surroundings and designed to meet the employment needs of the occupier. Recent evidence of the sale or disposal of buildings may be taken as evidence of lack of need.

POLICY H8

OUTSIDE THE SETTLEMENTS LISTED IN POLICY H7, NEW DWELLINGS IN THE

COUNTRYSIDE WILL ONLY BE PERMITTED WHICH ARE;

ESSENTIAL TO THE NEEDS OF AGRICULTURE OR FORESTRY OR OTHER USES APPROPRIATE IN THE RURAL AREA;

SITED TO MINIMISE THEIR IMPACT ON THE RURAL AREA;

CONSISTENT WITH MEETING THE ESSENTIAL EMPLOYMENT NEEDS OF THE OCCUPIER;

APPROPRIATE TO THE AREA IN TERMS OF DESIGN, MATERIALS AND LANDSCAPING; AND

MAKE ADEQUATE PROVISION FOR THE DISPOSAL OF SEWAGE AND WASTE WATER

2.4.20 Where existing rural buildings are unsuited to employment use, proposals for residential conversion may be appropriate in certain circumstances. Policy E20 deals with proposals for the conversion of rural buildings.

The Removal of Occupancy Conditions

2.4.21 Every attempt is made to ensure that, where new forestry or agricultural occupancy housing is permitted, it remains an integral part of a functioning forestry or agricultural enterprise and is occupied by persons involved in that enterprise in perpetuity. Very exceptionally, there may be circumstances where, owing to farm mergers, land-use change, business failure, reduced employment needs or increased efficiency, a dwelling may no longer be required for the purpose originally envisaged. In such cases,

because of the risk of abuse of the system, the Council will only allow removal of a forestry or agricultural occupancy condition, where it is completely satisfied that the dwelling has been positively marketed for the purpose envisaged.

2.4.22 The Council will have regard to PPG7 Annex I and DoE Circular 11/95. Applicants will be required to provide evidence that the dwelling has been marketed locally and in the agricultural press on more than two occasions over a period of at least one year at a realistic price or rent and that no reasonable offer has been refused.

2.4.23 The fact that a dwelling is no longer in the same ownership as the farm to which it is originally related cannot be taken as justification for the removal of an occupancy condition.

POLICY H9

**PROPOSALS FOR THE
REMOVAL OF AGRICULTURAL
OR OTHER KEY WORKER
OCCUPANCY CONDITIONS
FROM DWELLINGS IN THE
COUNTRYSIDE WILL NOT BE
PERMITTED.**

**EXCEPTIONS WILL ONLY BE
CONSIDERED WHERE IT CAN BE
DEMONSTRATED THAT THE
DWELLING IS NOT REQUIRED
TO MEET THE EXISTING AND
FUTURE NEEDS OF ANY
AGRICULTURAL OR FORESTRY
ENTERPRISE IN THE LOCALITY
FOR KEY WORKER HOUSING.**

Affordable Housing

Affordable Housing

2.4.24 Affordable housing is housing (both low-cost market housing and subsidised housing) which is accessible to people whose income does not enable them to afford to buy or rent housing appropriate to their needs on the open market. It includes low cost housing for rent, shared ownership housing and low cost housing for sale with an element of subsidy. Low cost housing for sale provided at market price is not defined as affordable housing within the meaning of Policy H10.

2.4.25 What constitutes affordable housing will change over time with changes in average earnings, demographic change, household structure, changes in the local economy, changes in the owner occupied and rented housing markets and supply and demand for new housing. It may also vary within the district between town and country and between different settlements. The Council keeps the District's affordable housing needs constantly under review and regularly reviews the detailed definition of affordable housing. The Council reviews housing needs annually through its Housing Investment Programme and considers affordability issues during this process. Rural settlements are defined in the Rural Gazetteer. Affordable housing proposals in rural areas raise special issues due to the limited supply of sites.

2.4.26 To help meet affordable housing needs, the Council will negotiate with developers the inclusion of up to a 20% affordable housing component on the main housing sites identified in the Local Plan. An assessment of how this figure was determined is illustrated in a summary table in Appendix 5. This

assessment was based on the Council's 1996 Housing Needs Study. A further study carried out in 1999 confirmed that the overall need for affordable housing identified in the earlier study remains at a similar level. The Council will also negotiate with developers a reasonable component on other sites in Lancaster, Morecambe, Heysham, Carnforth or Bolton-le-Sands of 1.0 ha or more or containing 25 or more dwellings. In settlements within the rural area with a population of 3000 or fewer, it will negotiate a reasonable component on sites of 0.4 ha or more, or which contain 10 or more dwellings. What constitutes a reasonable amount will depend upon;

- progress made in providing affordable housing in the District as a whole;
- demand for, and supply of, affordable housing in the locality;
- other planning, economic and material considerations relating to the site; and
- the local housing market

2.4.27 When considering where affordable housing should be located within a residential layout, developers should allow for residents to have good access to public transport and other local services. However to encourage social integration, developers should avoid both the over-concentration of affordable houses in one part of the site and the physical separation of affordable houses from open market houses.

2.4.28 Developers should also be aware that the affordable contribution expected from each site is a discrete target and cannot be discounted or traded against affordable housing completions on other sites. For example, should a

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site listed in Paragraph H9 contribute twice the anticipated number of completions to the District Affordable Housing Target, then the developer of another site listed in Policy H10 where affordable dwellings are required, cannot seek a compensatory reduction in the affordable housing expectation from that site. However this does not preclude developers from the off-site provision of affordable dwellings to discharge an affordable housing requirement.

2.4.29 Affordable housing may be provided either by a Registered Social Landlord (RSL) or through the provision of discounted homes for sale. Where provision is not by a Registered Social Landlord, the provision and future control of occupancy of such housing will normally be achieved by means of an agreement under Section 106 of the Town and Country Planning Act 1990.

2.4.30 In the urban part of the District, it will be necessary to demonstrate that household income is insufficient to purchase a home appropriate to their needs on the open market and that at least one member of the household has been resident in Lancaster District for a period of ten or more years or

- has commenced (within one year of the date of application) or been offered a full time permanent job within Lancaster District with the stated intention of remaining in the position for the foreseeable future; or
- wishes to take up residency in Lancaster District to formally act as a carer for an elderly or infirm relative who is a resident of Lancaster District; or
- Can satisfy Lancaster City Council and/or a registered social landlord of a justifiable need to live in Lancaster District for reasons not foreseen above

based on the merits of their individual case.

POLICY H10

THE COUNCIL WILL SEEK THE COMPLETION OF AROUND 740 AFFORDABLE DWELLINGS WITHIN THE LOCAL PLAN PERIOD. ON THE FOLLOWING SITES, THE COUNCIL WILL, THROUGH NEGOTIATION, SEEK TO ENSURE THAT UP TO 20% OF COMPLETIONS ARE AFFORDABLE

SITE	AREA (Ha)	CAPACITY (Dwellings)	COMPLETIONS BY 2006
ROYAL ALBERT WESTGATE SOUTH	12.5	350	350
LANCASTER MOOR NORTH*	5.0	175	175
LUNESIDE EAST	12.2	220-400	0
LUNDSFIELD	3.4	203-300	150
PYE'S FEEDMILL	14.0	100-150	0
	1.0	139	139

ON OTHER SITES IN LANCASTER, MORECAMBE, HEYSHAM CARNFORTH AND BOLTON-LE-SANDS OF 1.0 HA OR MORE, OR WHICH CONTAIN 25 OR MORE DWELLINGS; AND

IN SETTLEMENTS WITHIN THE RURAL AREA WITH A POPULATION OF 3000 OR FEWER ON SITES OF 0.4 HA OR MORE, OR WHICH CONTAIN 10 OR MORE DWELLINGS;

THE COUNCIL WILL, THROUGH NEGOTIATION, SEEK TO ENSURE THAT A REASONABLE NUMBER OF COMPLETIONS ARE AFFORDABLE.

DEVELOPMENT WILL NOT BE PERMITTED WHERE THE DEVELOPER IS UNWILLING TO INCLUDE A REASONABLE AMOUNT OF AFFORDABLE HOUSING WITHOUT GOOD REASON.

Housing Exceptions in the Rural Area

2.4.31 In the rural areas house prices tend to be high and local people with lower incomes are often forced to find houses in urban areas. Where there is a need for affordable property, local needs housing can be approved on land where planning permission would not otherwise be granted. Such dwellings must be occupied by local people with a demonstrable housing need and this restriction must apply to all subsequent occupiers.

2.4.32 Although housing development on such sites would be an exception to normal policy, it is important that such development is close to local services. Permissions will therefore normally be restricted to sites within or adjoining a settlement listed in Policy H7.

2.4.33 Exceptions development of this nature will only normally be permitted on small sites. Care must be taken to ensure that the housing is well integrated in terms of scale, location, design and materials. Proposals for affordable housing must also be weighed against policies on landscape and nature conservation. These considerations will be particularly important within Areas of Outstanding Natural Beauty.

2.4.34 Although specific local needs will vary between settlements, in Section 106 Agreements relating to affordable housing, the Council will normally use the following definition of local need;

Housing required for residents, or persons with close family associations of the parish within which the development is located or neighbouring rural parishes to

- establish a household as an only or principal home; or
- take up employment; or

- to allow people to move from unsatisfactory, unsuitable, or tied accommodation; *in the parish or neighbouring rural parishes.*

2.4.35 Exceptionally where reasonable measures to procure a person or persons with a local need within the parish or neighbouring rural parishes have failed, the Council may consider specific cases originating elsewhere in the District's rural wards.

2.4.36 Exceptions housing provided in this way will only be offered to persons, either resident, or with close family associations, in the Wards of Halton-with-Aughton, Slyne-with-Hest, Bolton-le-Sands, Carnforth, Warton, Silverdale, Kellet, Arkholme, Hornby, Caton, Ellel and Overton.

POLICY H11

EXCEPTIONALLY THE COUNCIL MAY PERMIT PROPOSALS FOR AFFORDABLE HOUSING ON SMALL SITES OF LESS THAN 0.4 HA IN THE RURAL AREA WHICH WOULD NOT OTHERWISE BE RELEASED FOR HOUSING PROVIDED THAT;

THE APPLICANT CAN SATISFY THE LOCAL PLANNING AUTHORITY THAT THE PROPOSAL MEETS A SPECIFIC AND PROVEN LOCAL NEED;

THERE ARE NO OTHER SUITABLE SITES OR MEANS BY WHICH THE NEED CAN BE MET; AND

THE PROPOSED DWELLINGS REMAIN RESTRICTED TO LOCAL OCCUPANCY IN PERPETUITY; AND

THE SITE IS WITHIN OR ADJOINING A SETTLEMENT LISTED IN POLICY H7 AND THE PROPOSED DEVELOPMENT;

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~~IS APPROPRIATE TO ITS
SURROUNDINGS AND THE
SETTLEMENT IN TERMS OF
SITING, SCALE, DESIGN,
MATERIALS, EXTERNAL
APPEARANCE AND
LANDSCAPING; AND~~

~~WOULD NOT RESULT IN A
SIGNIFICANT ADVERSE IMPACT
ON THE CHARACTER OF THE
SETTLEMENT, THE AMENITIES
OF RESIDENTS, THE RURAL
LANDSCAPE, OR NATURE
CONSERVATION INTERESTS;
AND~~

~~WOULD NOT RESULT IN THE
LOSS OF OPEN SPACE WITH
PUBLIC AMENITY OR
RECREATIONAL IMPORTANCE.~~

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2.5 Standards for New Housing

2.5.1 Lancaster District is notable for the quality and strongly defined character of its buildings and settlements often set in outstanding countryside. The District has some 1300 listed buildings and 37 conservation areas. New development must respect this inheritance and reflect local building traditions and designs if this distinctive identity is to be maintained. New housing, whether in town or country, must respect the characteristics of its site and the character and setting of its immediate locality. It must also meet peoples' demands for space, privacy and amenity.

Layout, Design and the Use of Materials

2.5.2 The layout and design of new housing should take full account of the character and setting of the site and its surroundings, of its visual impact in and around the site, of views from the site and the potential to enhance these.

2.5.3 New development should be integrated into its local setting and the site's topography. The scale, massing, style and proportions of buildings should relate closely to those of any adjacent buildings or groups of buildings.

2.5.4 At an early stage, developers should carry out a landscape appraisal of potential development sites and their surroundings to identify constraints and opportunities. Where necessary, developers will be expected to carry out detailed assessments to establish the importance of features of nature conservation or archaeological interest. Where possible, existing natural features such as open hilltops, small woodlands, trees, hedgerows, ponds and watercourses should be

safeguarded and incorporated into new housing areas.

2.5.5 New development should achieve high standards of space, amenity and privacy. The layout, design and landscape treatment of open areas is as important as the design of buildings. Consideration should also be given to creating a secure living environment consistent with DoE (now DTLR) Circular 5/94 and the police manual 'Secured by Design'.

2.5.6 The layout, design and landscaping of new housing areas should, as far as possible, buffer new housing from significant noise sources. Noise reduction measures should be included within building designs if needed. Noise reduction surveys may need to be carried out by professional consultants.

2.5.7 Traditional buildings of all ages throughout the District follow a distinctive local design tradition with a unity and simplicity of design which reflects domestic scale and function. Elements of traditional buildings have, in many cases, been reflected in 20th Century development. As a result, many settlements have retained a distinctive local identity. Differences between settlements stem mainly from the use of local building materials.

2.5.8 There are now many examples of high quality modern developments which respect local building traditions. It is important that this process is encouraged and that future development respects and reinforces local identity. To assist in this, a Residential Design Code has been produced as Supplementary Planning Guidance to the Local Plan. The Code covers building layout and design, building materials, the layout of open space

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including recreation space,
landscape treatment and planting.

POLICY H12

PROPOSALS FOR HOUSING DEVELOPMENT WILL ONLY BE PERMITTED WHICH EXHIBIT A HIGH STANDARD OF DESIGN, LAYOUT AND LANDSCAPING, WHICH USE MATERIALS AND FEATURES WHICH ARE APPROPRIATE TO, AND RETAIN THE DISTINCTIVE LOCAL IDENTITY OF, THEIR SURROUNDINGS.

THE QUALITIES OF AN OUTSTANDING SCHEME MAY EXCEPTIONALLY JUSTIFY A DESIGN WHICH DOES NOT RETAIN OR REINFORCE LOCAL DISTINCTIVENESS. THE MERITS OF THIS MUST BE PRESENTED IN A WRITTEN STATEMENT WHICH ACCOMPANIES THE PLANNING APPLICATION.

Sustainable Living

2.5.9 Environmental considerations have directed new housing to areas close to main town centres or the Primary Bus Corridor to encourage less use of private transport. Encouraging and enabling people to live in a more environmentally friendly way also requires a new approach to the layout and design of new housing areas and conversions so that the development process and future householders use fewer non-renewable natural resources, maximise energy efficiency and facilitate domestic recycling.

2.5.10 New developments should;

- Maximise sunlight penetration into buildings and gardens;
- Maximise the ground surface areas capable of natural drainage and provide water butts for most new homes;
- Provide sufficient external space and facilities for domestic

waste separation, storage and collection.

In order to assist in achieving the Council's land recycling target, new residential development should make the most efficient possible use of land particularly on sites in urban locations with good public transport access and social infrastructure;

POLICY H13

PROPOSALS FOR HOUSING DEVELOPMENT AND CONVERSIONS WILL ONLY BE PERMITTED WHERE THE COUNCIL IS SATISFIED THAT FULL REGARD HAS BEEN TAKEN OF ENERGY EFFICIENCY AND WASTE REDUCTION AND RECYCLING CONSIDERATIONS.

NEW RESIDENTIAL DEVELOPMENT WITH A NET DENSITY OF LESS THAN 30 DWELLINGS PER HECTARE WILL NOT BE PERMITTED.

IN CENTRAL LANCASTER AND ON OTHER URBAN SITES WITH GOOD PUBLIC TRANSPORT AND PROXIMITY TO EMPLOYMENT OPPORTUNITIES AND SERVICES THE COUNCIL WILL SEEK DENSITIES OF MORE THAN 50 DWELLINGS PER HECTARE

2.6 Catering for Specific Housing Needs

Student Accommodation

- 2.6.1 Large scale expansion plans at Lancaster University during the early 1990s have not come to fruition and growth in student numbers on the scale predicted has not now materialised. In the event of developments at Lancaster University and other higher and further education institutions giving rise to a need for additional off campus student accommodation during the plan period, student housing will be directed to surplus capacity on Housing Opportunity Sites such as Luneside East and adjoining land and other small sites or existing buildings in Central Lancaster. In considering proposals for off campus student accommodation, the impact on surrounding residents will be a key factor which will be taken into account.

THE CITY COUNCIL WILL, IN CONJUNCTION WITH THE HIGHER EDUCATION BODIES, MONITOR THE DEMAND FOR OFF CAMPUS STUDENT HOUSING AND WILL DIRECT DEMAND TO CITY CENTRE AND EDGE OF TOWN CENTRE SITES AND BUILDINGS IN LANCASTER

~~Residential Caravans and Park Homes~~

- ~~2.6.2—Although some residential caravan sites can have a poor appearance and provide sub-standard accommodation, good quality 'park homes' can offer attractive low-cost housing. Residential caravans and park homes are particularly attractive to elderly people.~~
- ~~2.6.3—Some residential caravan parks have been upgraded with investment in 'park homes' and in improvements to the site environment and facilities.~~

~~Upgrading will be encouraged where there is a clear commitment to improving the local environment, residential amenity and space standards. Site extensions will only be permitted as part of a comprehensive programme of improvements.~~

~~POLICY H14~~

~~PROPOSALS TO EXTEND RESIDENTIAL CARAVAN PARKS WILL ONLY BE PERMITTED WHERE:~~

~~HIGHER STANDARDS OF EXTERNAL SPACE, ACCOMMODATION AND SITE ENVIRONMENT WILL BE ACHIEVED; AND~~

~~THERE WOULD BE NO SIGNIFICANT ADVERSE IMPACT ON NEIGHBOURING PROPERTIES.~~

Gypsies

- 2.6.4 Lancaster District has a long association with gypsies. The District is a popular location for gypsy families to make their home and is also regularly used as a short term halt for transient gypsies. This popularity has led to problems in the past with a shortage of sites resulting in illegal encampments often in inappropriate locations.
- 2.6.5 Until 1994, local authorities had a statutory duty under the Caravan Sites Act 1968 to provide gypsy sites for those gypsies normally resident in the area. Those authorities which could demonstrate that such provision had been made could apply for Designated Status. In 1987, following the opening of the Mellishaw Lane Gypsy Site, Lancaster District was awarded designated status. However under the Criminal Justice and Public Order Act 1994, this statutory duty

was removed and the onus was placed upon the gypsy community and the local planning authority to find sites under the planning system.

The Existing Situation

- 2.6.6 There are currently 12 gypsy sites in Lancaster District which in total provide 98 residential and 4 touring pitches. Of these, 20 pitches are located on the Council owned site at Mellishaw Lane. Eight of these sites, which accommodate 79 pitches, are located in the Mellishaw Lane/ Oxcliffe Road area of Morecambe. It is this area which has seen most of the pressure for additional sites and instances of illegal encampments.
- 2.6.7 A spot count of gypsy caravans is undertaken on behalf of the Department of Transport, Local Government and the Regions every six months. The latest count was undertaken in 1997 when there were 89 caravans housing an estimated 54 families located in the District. Of these, 9 caravans were parked illegally. The figures increase during the winter months when gypsies spend less time travelling. Over the last few years there has been an average of around 20 illegally parked caravans during the winter months.
- 2.6.8 Whilst these figures would seem to imply that there is a shortage of sites, there is evidence to suggest that some of the existing gypsy sites are being used by non-gypsies as site owners seek to obtain a year-round income from their sites. In these circumstances a cautious approach will be taken to proposals involving existing or proposed gypsy sites. In particular the Council will not normally allow existing sites to be lost to other uses or to be occupied by non-gypsies. Exceptions will only be made where suitable alternative provision has been made or where applicants can prove that the facility

is no longer needed. In these circumstances, evidence based on actual surveys will be required and verification with representatives of the gypsy community sought.

POLICY H15

THE CITY COUNCIL WILL REFUSE PROPOSALS WHICH WOULD RESULT IN THE LOSS OF EXISTING APPROVED GYPSY SITES.

EXCEPTIONALLY SUCH PROPOSALS MAY BE PERMITTED WHERE THE APPLICANT CAN DEMONSTRATE TO THE SATISFACTION OF THE COUNCIL THAT:

THE SITE IS NO LONGER NEEDED TO MEET THE EXISTING OR FUTURE NEEDS OF GYPSIES SEEKING TO RESIDE OR STAY IN THE DISTRICT; OR

ALTERNATIVE PROVISION HAS BEEN MADE OF A COMPARABLE STANDARD ON AN APPROPRIATE SITE.

New Gypsy Sites

- 2.6.9 Current Government advice requires local authorities to treat applications for new gypsy sites on the same basis as any other development, with a strong presumption in favour of proposals which accord with the Development Plan.
- 2.6.10 The surveys of gypsy caravans carried out over the last four years point to a slight deficiency in provision. However, as pointed out above, there is some doubt that all these caravans are actually occupied by gypsies. There is no firm evidence to suggest that current demand is significantly greater than the supply available. There does not seem, therefore, to

be a pressing case to identify new gypsy sites in the District. This situation may however change during the life of the Local Plan and if a genuine need can be demonstrated then proposals may be permitted.

- 2.6.11 New gypsy accommodation should be located in or on the edge of existing settlements and be close to local shops and services. The immediate surroundings of the proposed site should be capable of providing an acceptable living environment in terms of health and safety. Neighbouring uses should be compatible with the gypsy lifestyle. In addition, gypsy sites will not normally be allowed in the open countryside, particularly in the North Lancashire Green Belt and Areas of Outstanding Natural Beauty or where nature conservation interests will be affected.

- 2.6.12 There are instances where gypsies wish to carry out a business from a home base. This can cause problems if the use is unneighbourly and affects other residents of the site or nearby householders. The Council will only approve proposals involving this type of activity where it is convinced that these types of problems can be avoided.

POLICY H16

PROPOSALS FOR THE ESTABLISHMENT OR EXTENSION OF GYPSY SITES WILL ONLY BE PERMITTED WHERE THE APPLICANT CAN PROVE TO THE SATISFACTION OF THE COUNCIL THAT:

THE PROPOSAL MEETS A GENUINE NEED FOR GYPSY ACCOMMODATION WHICH CANNOT BE MET ON AN EXISTING OR APPROVED SITE;

THE SITE IS SUITABLE FOR THE PROPOSED USE AND

CAN PROVIDE AN ACCEPTABLE LIVING ENVIRONMENT;

THE PROPOSED USE IS COMPATIBLE WITH NEIGHBOURING USES; AND

THE SITE IS LOCATED IN OR ADJACENT TO AN EXISTING SETTLEMENT AND IS WITHIN REASONABLE DISTANCE OF LOCAL SERVICES AND SCHOOLS;

EXCEPTIONALLY, PROPOSALS WHICH INVOLVE THE CARRYING OUT OF A TRADE BY THE OCCUPANT(S) IN A REASONABLE MANNER WITHOUT SIGNIFICANTLY HARMING THE AMENITY OF NEARBY RESIDENTS WILL BE PERMITTED.

Accommodation for Elderly People

- 2.6.13 By the year 2006, the number of people above retirement age in the District will decrease slightly although numbers in very old age groups will continue to grow. This means that there is likely to be only limited demand for additional accommodation for elderly people.

Sheltered Accommodation

- 2.6.14 Sheltered housing allows residents to maintain an independent lifestyle with access to central services such as warden facilities. It should be located in central locations close to shops and other services and with good access to public transport. Some of the Housing Opportunity Sites identified in Policies H3 and H6 which are close to public transport and local facilities may be suitable for sheltered housing.

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POLICY H17

PROPOSALS FOR SHELTERED HOUSING, EITHER NEW BUILD OR CONVERSION, WILL ONLY BE PERMITTED WHERE THE SITE IS CONVENIENT TO THE PRIMARY BUS ROUTE OR OTHER MAJOR BUS ROUTE, LOCAL SERVICES AND FACILITIES

PUBLIC TRANSPORT PROVISION;

IS PHYSICALLY SUITABLE IN SIZE AND GENERAL LAYOUT;

CAN PROVIDE A GOOD STANDARD OF EXTERNAL AMENITY SPACE.

Retirement Homes

- 2.6.15 There is continuing demand for the conversion of larger houses to homes for elderly people. Such properties should have sufficient amenity space, appropriate neighbouring uses and, preferably, access to public transport. To avoid an excessive concentration of homes for the elderly, Lancashire Social Services, which registers all new homes for the elderly, will be consulted on all proposals for this type of accommodation.

Nursing Homes

- 2.6.16 Nursing homes are best located in an established residential area in quiet, pleasant surroundings, accessible to medical services, staff and visitors and well served by public transport. There may be opportunities to develop high quality nursing homes within the major new residential areas proposed in this plan.

POLICY H18

PROPOSALS FOR NEW NURSING HOMES OR HOMES FOR ELDERLY PEOPLE, INCLUDING THE CHANGE OF USE OF EXISTING PROPERTIES, WILL ONLY BE PERMITTED WHERE THE SITE OR PROPERTY;

IS WELL LOCATED IN RELATION TO LOCAL SERVICES, FACILITIES AND

2.7 Existing Housing Areas

2.7.1 The District has a large stock of older housing including extensive areas of Victorian terraced housing in Lancaster, Morecambe and Carnforth. Comprehensive area improvement programmes have been implemented in selected areas, most recently in the West End of Morecambe. As a result, there is little housing which is unfit for habitation, and over-crowding, shared facilities and the number of houses without modern amenities has been greatly reduced. Most of the District's older residential stock can meet housing needs well into the next century and the City Council will continue to promote its improvement.

Environmental Improvements

2.7.2 Older housing areas often lack basic facilities such as parking, effective traffic management, children's play areas and green space. Many dwellings lack gardens. Back alleys are often poorly maintained and unattractive.

2.7.3 Improvements to older housing areas require a comprehensive approach. Derelict or under-used open land can provide amenity or play space or off-street parking. Traffic management, traffic calming and improvements in the condition of roads, footpaths and rear alleyways can re-establish a pleasant and attractive street scene. Better designed extensions and new housing can also have an impact. Comprehensive area-based renewal initiatives can ensure a targeted, co-ordinated approach.

Development on Small Sites in Lancaster, Morecambe, Heysham and Carnforth

2.7.4 In Lancaster, Morecambe, Heysham and Carnforth many new dwellings are built on small infill plots, under-used, vacant or derelict sites or are created by the re-use of existing buildings. Around a quarter of new dwellings are provided in this way. Although some of the larger potential development sites are identified as Housing Opportunity Sites, other sites will continue to come forward.

2.7.5 Redevelopment and infill sites can present design challenges as they are often small or irregularly shaped and close to existing houses. Some sites and properties lie within conservation areas or are close to listed buildings. Such development should be well designed, provide a high standard of amenity and not result in a significant adverse impact on neighbouring properties. The Residential Design Code provides detailed guidance on the standards which will be expected for this type of development.

2.7.6 All new housing development must be connected to the public sewerage system where connection is possible. These systems should have the capacity to accept increased flows without any adverse impact on the environment. Development in Heysham Village should take account of the potential effect on sewage discharges from Heysham Village Pumping Station. In the Oxcliffe Road/White Lund area, the reliance on septic tanks has resulted in poor water quality in Oxcliffe Dyke. Development in this area should have adequate provision for foul drainage to the public sewerage system.

POLICY H19

**IN LANCASTER, MORECAMBE,
HEYSHAM AND CARNFORTH,
NEW RESIDENTIAL
DEVELOPMENT WITHIN
EXISTING HOUSING AREAS
WILL BE PERMITTED WHICH;**

**WOULD NOT RESULT IN THE
LOSS OF GREEN SPACE OR
OTHER AREAS OF LOCALLY
IMPORTANT OPEN SPACE;**

**WOULD NOT HAVE A
SIGNIFICANT ADVERSE
EFFECT ON THE AMENITIES
OF NEARBY RESIDENTS;**

**PROVIDES A HIGH
STANDARD OF AMENITY;**

**MAKES ADEQUATE
PROVISION FOR THE
DISPOSAL OF SEWAGE AND
WASTE WATER, AND**

**MAKES SATISFACTORY
ARRANGEMENTS FOR
ACCESS, SERVICING AND
CYCLE AND CAR PARKING.**

Residential Use of Upper Floors

- 2.7.7 There is a substantial amount of unused space above shops in the District. This could be converted to provide flats and office space which would improve the vitality of the District's town centres. As well as being an eyesore and an inefficient use of a building, neglect of upper floors can cause structural damage in the long term. Proposals to bring upper floors into beneficial use, particularly for residential flats, will be encouraged and development which would result in the severance of separate accesses to upper floors will be resisted.
- 2.7.8 In some areas, a comprehensive, planned conversion of upper floor properties could allow for shared access, circulation space and

amenity areas. This is particularly the case around the Stonewell Housing Opportunity Site where the potential exists to integrate the upper floors of existing uses into the overall development of the area.

POLICY H20

**PROPOSALS WHICH WOULD
REMOVE SEPARATE UPPER
FLOOR ACCESSES IN TOWN
CENTRE AND SEAFRONT
PROPERTIES WILL NOT BE
PERMITTED. PROPOSALS TO
CONVERT UPPER FLOORS TO
RESIDENTIAL USE WILL BE
PERMITTED WHERE A
SEPARATE PRIVATE ACCESS
AND ACCEPTABLE STANDARDS
OF PRIVACY, SPACE AND
RESIDENTIAL AMENITY ARE
PROVIDED**

**WITHIN THE AREA SHOWN ON
THE LOCAL PLAN PROPOSALS
MAP AS THE STONEWELL
UPPER FLOORS IMPROVEMENT
AREA, THE COUNCIL WILL
PROMOTE THE
COMPREHENSIVE CONVERSION
OF UPPER FLOOR PROPERTIES
TO RESIDENTIAL USE**

Flat Development

- 2.7.9 High density flat developments are an efficient use of land. Conversion to flats can be a particularly suitable use for many larger properties such as redundant hotels and guest houses. Flats are normally acceptable if a satisfactory standard of amenity and appearance is achieved.
- 2.7.10 Initiatives such as the West End Renewal Area have shown that good quality self-contained flats can help to solve local housing problems rather than contribute to them. Many buildings are potentially attractive, centrally located and close to shops and other amenities. They could provide high quality flats

which would in turn assist local shops and services.

- 2.7.11 All new flats must provide enough useable living space, have basic amenities and the best possible external environment. Ground floor storage, refuse collection and the parking of vehicles will all have to be addressed. Appendix 2 sets out the standards which will be applied to such proposals.

POLICY H21

PROPOSALS FOR THE DEVELOPMENT OF, OR CONVERSION OF BUILDINGS TO, SELF CONTAINED FLATS WILL BE PERMITTED WHERE THEY COMPLY WITH THE COUNCIL'S STANDARDS SET OUT IN APPENDIX 2.

Houses in Multiple Occupation and Hostels

- 2.7.12 There are a large number of houses in multiple occupation (HMOs), hostels and residential bed and breakfast establishments in the District. Many are located in older parts of Morecambe's Town Centre and West End where their use has often arisen from the unauthorised and sub-standard adaptations of former hotels and guest houses which were concentrated in these areas. The proliferation of houses in multiple occupation can have and has had an adverse effect on the amenity and character of various parts of the District.
- 2.7.13 The City Council will restrict the establishment of further houses in multiple occupation. New HMOs and hostels will only be permitted in exceptional circumstances such as purpose built shared accommodation to meet a specific proven need where this would not have a detrimental impact on the surrounding neighbourhood. In such cases, occupation will normally be limited to identified groups, such as students or people with learning difficulties, where a

high standard of amenity and management is provided.

- 2.7.14 In existing HMOs and hostels, the Council will enforce the prescribed minimum standards and, where possible, encourage owners to provide improved levels of accommodation including, where practicable, conversion to self-contained accommodation. The unauthorised use of HMOs and Hostels will only be regularised where it can be shown that the use has not resulted in an adverse impact on the surrounding area either on its own or in combination with other similar establishments and where acceptable living standards are provided.

POLICY H22

THE CREATION OF A NEW HOUSE IN MULTIPLE OCCUPATION, INCLUDING CHANGE OF USE AND USE AS A HOSTEL, WILL ONLY BE PERMITTED WHERE THE PROPOSAL:

- 1. MEETS A SPECIFIC PROVEN NEED AND IS LIMITED TO USE BY THAT GROUP;**
- 2. WOULD NOT RESULT IN A SIGNIFICANT ADVERSE EFFECT ON THE AMENITY OF NEARBY RESIDENTS AND THE CHARACTER AND APPEARANCE OF THE STREET SCENE; AND**
- 3. PROVIDES FOR ACCEPTABLE STANDARDS OF SPACE, OUTLOOK, PRIVACY, DAYLIGHT, OPEN SPACE AND RESIDENTIAL AMENITY.**

PROPOSALS TO REGULARISE THE UNAUTHORISED USE OF HOUSES IN MULTIPLE OCCUPATION OR HOSTELS WILL ONLY BE PERMITTED WHERE CRITERIA 2 AND 3 (ABOVE) ARE MET.

2.7.15 Where enforcement action is taken against unauthorised houses in multiple occupation or hostels, the owner will be encouraged to seek permission for conversion to self contained accommodation where practicable. There will be instances where the unauthorised use has been operating for some time and action could result in the displacement of tenants causing hardship. In such cases the effective date of enforcement proceedings may be delayed to allow for alternative arrangements to be made for tenants and the owner.

IN DEALING WITH THE UNAUTHORISED USE OF PROPERTY AS A HOUSE IN MULTIPLE OCCUPATION OR HOSTEL, THE CITY COUNCIL WILL ENCOURAGE THE CONVERSION TO FULLY SELF-CONTAINED FLATS OR OTHER SUITABLE USE. WHERE THE OWNER IS UNWILLING TO CARRY OUT SUITABLE WORKS OF CONVERSION, IT WILL TAKE ENFORCEMENT ACTION TO ENSURE CESSATION OF THE USE.

Housing Regeneration in Morecambe

2.7.16 In Morecambe West End and the Poulton area there are many HMOs and hostels providing accommodation for unemployed people. These areas have some of the District's highest concentrations of unemployment and deprivation.

2.7.17 A comprehensive action plan for the West End has been prepared and implemented through the Housing Renewal Area programme and the Single Regeneration Budget. This has improved housing standards, upgraded the environment, introduced traffic management, provided residents parking and improved conditions for pedestrians. It is intended to adopt

a similar approach to other similar areas of the District. Initially resources will be directed to the Poulton area of Morecambe where a range of measures will be introduced to increase confidence in the area including;

- redevelopment of the former Poulton Market site for housing, open space and car parking in accordance with the Development Brief;
- providing new public open space in housing developments;
- introducing residents parking schemes;
- restricting the overnight parking of HGVs;
- the conversion and rehabilitation of upper floors for residential use.

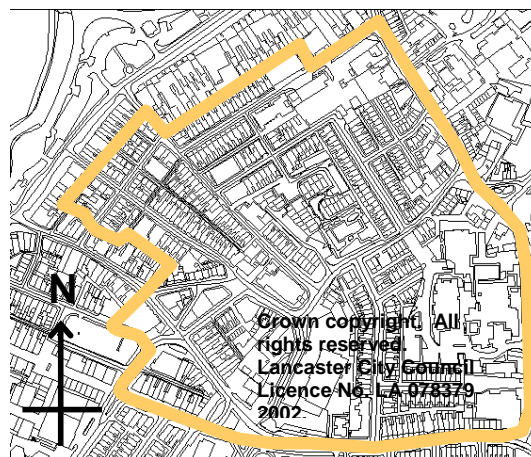


Diagram 10 – The Central Poulton Action Area

~~The Central Poulton Area of Morecambe~~

~~2.7.18 Physical improvements to the Poulton area, such as enhancement of the street environment, the provision of new public open space and measures to manage traffic in the area could be accompanied by limited new housing development and the conversion of vacant shops and commercial premises to residential use. This would have the effect of~~

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Policy in Black Strikethrough: Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)
Policy has Dashed Underlining: Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

~~directing investment to under-used
and neglected properties and
areas.~~

~~2.7.19 The Poulton area contains several
areas where new housing would be
acceptable and the former Poulton
Market site is identified as a
Housing Opportunity Site. Within
the central area of Poulton as
shown on Diagram 11, priority will
be given to proposals to convert
vacant shops and commercial
premises to housing. This will
complement the Council's intention
to declare a Housing Renewal
Area.~~

~~POLICY H23~~

~~WITHIN THE CENTRAL
POULTON ACTION AREA,
PROPOSALS FOR THE CHANGE
OF USE OF VACANT SHOPS
AND COMMERCIAL PREMISES
TO HOUSING, WHICH WOULD
BRING ENVIRONMENTAL OR
ECONOMIC BENEFITS TO THE
AREA WILL BE PERMITTED.~~

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3. The Local Economy

This part of the Local Plan contains the Council's policies for employment, shopping and tourism development. It allocates sites for new business and industry. It sets out criteria for development in existing industrial areas. It contains policies on office development. It sets out the District's shopping hierarchy, the approach to new shopping development and protecting the District's shopping centres. Finally it identifies opportunities for tourism related development.

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The City Council's Policies aim to:

- increase local employment opportunities and reduce the need for commuting out of the District;
- provide sites to meet the development needs of existing and potential employers;
- maintain and develop the district's existing employment areas and shopping centres;
- encourage sectors with growth potential such as education and port related development;
- continue the successful development of tourism and leisure in the District; and
- encourage diversification and employment development in the rural economy.

The City Council proposes;

- a business park at Bailrigg;
- sites for new businesses at Lancaster Business Park, Mellishaw Lane in Morecambe and Carnforth Business Park;
- improvements to the District's existing employment areas;
- mixed-use developments including offices in and around Lancaster City Centre;
- consolidating and improving the District's shopping centres; and
- developing the distinct tourism roles of Morecambe, Lancaster, Carnforth and the rural area.

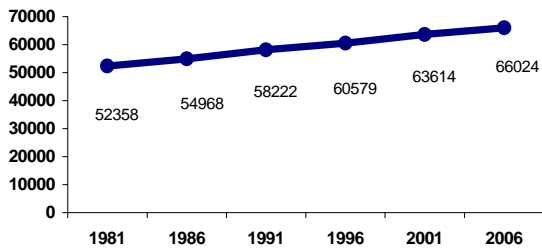
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3.1 Background – the Local Economy

Figure 6; Lancaster District Economically Active Population 1981-2006.



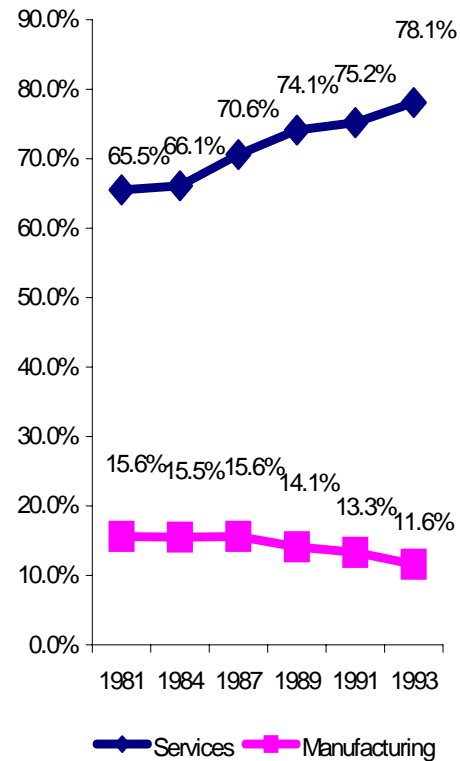
SOURCE; LANCASHIRE COUNTY COUNCIL

3.1.1 Over the last 20 years there has been a fundamental shift in the economy of Lancaster District from manufacturing to service employment. By 1994, only 11% of the workforce worked in manufacturing. The 1980s saw service employment grow by 1000 jobs with the largest increases occurring in the retail, education, public administration and miscellaneous service sectors (Figure 7). Public sector organisations such as health and education providers, Government agencies and privatised utilities now play an important role. The District's largest individual employers are Lancaster University, the two NHS hospital trusts and the nuclear power stations at Heysham. Unemployment has exceeded national and county averages for some time.

3.1.2 New activities, such as paper manufacture, have developed in the manufacturing sector. There has been major investment in the Caton Road area, at White Lund and in the Lancaster Canal Corridor by local companies and by new companies moving into the District.

Figure 7; Lancaster District Employment Structure, 1981-1993

SOURCE; CENSUS OF EMPLOYMENT



3.1.3 The local economy is also becoming less self-contained. During the 1980s, the number of people commuting to work outside the District grew by 75% to some 6,100 people (Figure 8). The main destinations are Central Lancashire and South Lakeland.

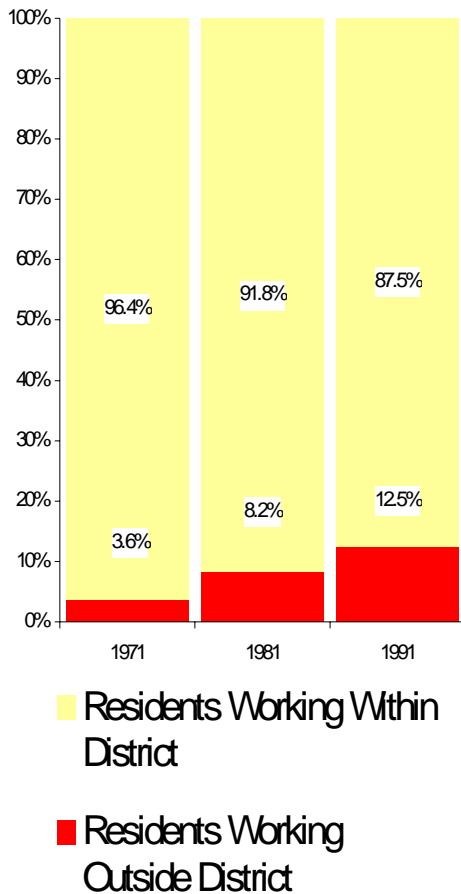


Figure 8; Commuting out of the District 1971-1991

SOURCE; CENSUS

Business Land and Property

3.1.4 This Local Plan is required by the Lancashire Structure Plan to allocate 100 ha of land for business and industrial development over the Local Plan period. Between 1991 and 1996 around 9 ha of land was taken up. This leaves a balance of 91 ha. Government Guidance in PPG4, PPG6 and PPG13 requires Councils to allocate a choice of sites of different sizes, types and locations and that sites employing a lot of people should be sited in locations with a choice of means of transport.

3.1.5 Demand for offices and commercial property has helped

to regenerate areas such as White Cross in central Lancaster, where some 90 companies now employ around 1000 people, and at the adjacent Moor Lane Mills. Development has also been rapid in the White Lund Industrial Estate, both by service industries and by car showrooms and retail wholesalers.

Figure 9 – Structure Plan Employment Land Requirements

Structure Plan Requirement – 1991-2006	100 ha
Land developed 1991-1996	9 ha
Vacant Land available within existing employment areas retained in District Local Plan 1996	50 ha
Land allocated on green-field sites in Local Plan	45.5 ha
TOTAL LAND SUPPLY	95.5 ha

3.1.6 Some former industrial land is unattractive and subject to some form of contamination. Where there is no possibility of re-use for employment purposes, the Council will encourage the recycling of this land for other purposes. The largest single project is the ongoing establishment of a 100 ha community woodland on the former Shell-ICI sites in South Heysham.

3.1.7 Figure 9 shows the amount of employment land available in the District in July 1996. This amounts to 50 hectares, whilst an additional 45.5 ha is proposed in this plan at Bailrigg, Lancaster Business Park, Mellishaw and Carnforth Business Park.

3.2 Business Development Sites

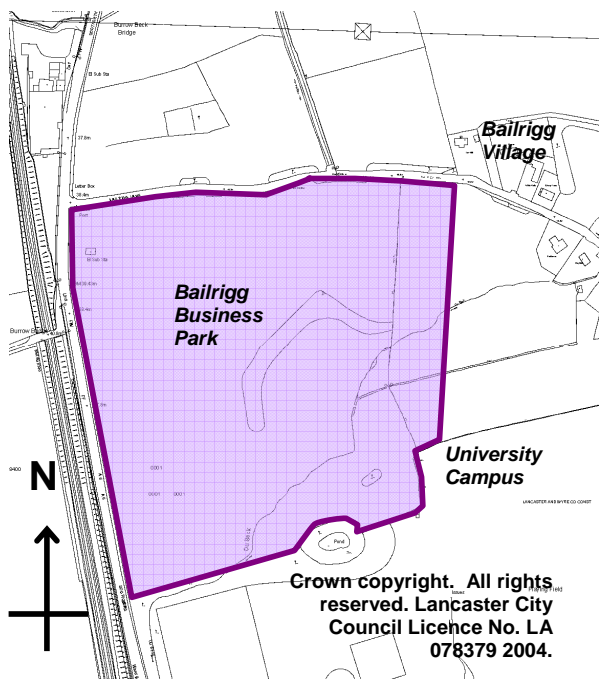


Diagram 11 – Bailrigg Business Park

- 3.2.1 The Local Plan identifies four prestige green-field locations for inward investment and high quality development by local firms. These are vital to attract investment and generate jobs.

Bailrigg Business Park

- 3.2.2 The District must attract new high quality service industries in the face of local, national and international competition. The District offers high environmental quality, good external transport links, cultural facilities, the expertise of Lancaster University and an exceptional quality of life. It must also offer high quality business locations in attractive surroundings, close to the M6 and to Lancaster City Centre.
- 3.2.3 A new business park at Bailrigg, south of Lancaster is proposed to meet this need. The business park is aimed particularly at inward investment. It is almost level with an established landscape structure and a

substantial frontage to the A6. It is 5km north of M6 Junction 33. It is adjacent to Lancaster University and is served by the Primary Bus Route (see Policy T5) and the Strategic Cycle Network (see Policy T24). The site lies in a natural hollow and is hidden by a low mound to the north and by the heavily wooded Lancaster University Campus to the south. Because of the need to protect the high quality of the site and prevent development which would detract from it, only Business (B1) uses are acceptable on the site.

- 3.2.4 Because the site lies in a sensitive location close to Bailrigg Village and the University Campus, a Development Brief will be prepared to guide the layout of the site, the form and design of the buildings and the phasing of development. Development proposals will be required to include proposals for extensive screening to Bailrigg village and the A6.

POLICY EC1

THE 9.7 HA OF LAND IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP AS THE BAILRIGG BUSINESS PARK IS ALLOCATED FOR B1 (BUSINESS AND LIGHT INDUSTRIAL) USE ONLY.

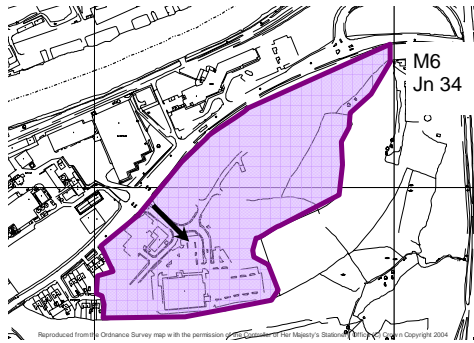


Diagram 12 – Lancaster Business Park

Lancaster Business Park

3.2.5 Lancaster Business Park is an 8 ha green-field site identified in the Lancaster Local Plan for B1 and B2 use. It is next to M6 Junction 34 with a long main road frontage. Some non-industrial uses such as car dealerships, hotels and restaurants may be a necessary component of a package to bring forward its development. Business and industrial floorspace must however make up at least 75% of any mixed-use package.

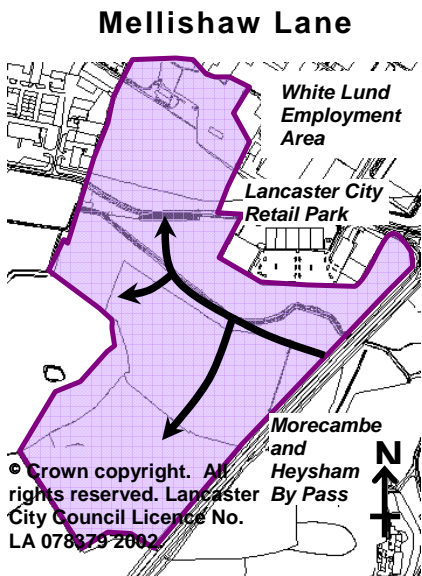


Diagram 13 – The Mellishaw Area

3.2.6 Existing local plans allocate 6.5 ha to the north and 14.6 ha to the south of Mellishaw Lane for

employment use. Together these sites form a natural southerly extension of the existing White Lund Industrial Estate. They are attractive level green-field sites close to the Morecambe-Heysham By-pass.

3.2.7 Some uses such as waste disposal, scrapyards and uses involving large areas of open storage can detract from sites where an attractive business environment is essential. Scrapyards and waste uses are therefore unacceptable on both sites, whilst uses involving open storage should only be allowed north of Mellishaw Lane subject to screening to reduce their impact.

POLICY EC2

THE FOLLOWING SITES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP ARE ALLOCATED FOR THE BUSINESS USE FOR THE BUSINESS USES SPECIFIED;

	Area (Ha)	Uses
LANCASTER BUSINESS PARK	8.00	B1 B2
MELLISHAW LANE	20.00	B1 B2 B8

USES INVOLVING EXTENSIVE OPEN STORAGE WILL NOT BE PERMITTED ON MELLISHAW SOUTH. SUCH USES WILL ONLY BE PERMITTED ON MELLISHAW NORTH SUBJECT TO SATISFACTORY SCREENING.

3.2.8 Lancaster Business Park and Mellishaw Lane are major sites raising complex design, phasing and land-use issues. New or updated development briefs for these sites will be prepared as required.

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Carnforth Business Park

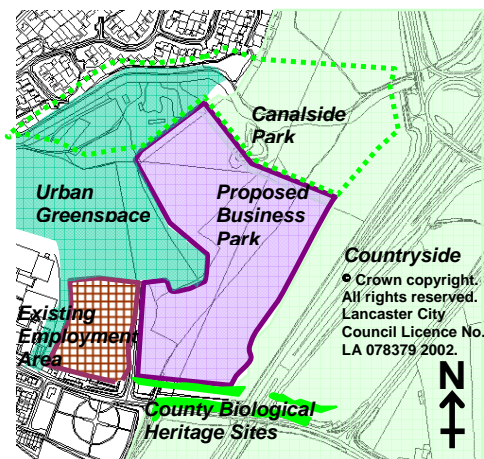


Diagram 14 – Carnforth Business Park

3.2.9 The Carnforth Local Plan (adopted 1989) identified land at Kellet Road Carnforth as a site for a business park. Phase 1 was developed in the mid 1980s and the park is now Carnforth's most modern business environment. A further 7.8 ha is identified for general and light industry. As the site occupies a prominent location on the edge of the countryside, development proposals must provide substantial landscaping along the eastern and northern edges of the site and safeguard the Kellet Road Verges County Biological Heritage Site.

3.2.10 The site lies close to houses and schools and is located on a main route into Carnforth's congested town centre. Uses which are likely to generate significant heavy goods vehicle movements into and out of the town centre will not be allowed on the site. As at Lancaster Business Park and Mellishaw Lane, there is a concern that waste disposal and scrapyards would diminish the attractiveness of a high quality site of this nature.

3.2.11 An approved development brief for this site provides detailed guidance for potential developers.

POLICY EC3

THE 7.8 HA OF LAND IDENTIFIED AS THE CARNFORTH BUSINESS PARK IS ALLOCATED FOR B1 (BUSINESS AND LIGHT INDUSTRIAL) AND B2 (GENERAL INDUSTRIAL) USE.

PROPOSALS FOR USES WHICH COULD RESULT IN SIGNIFICANT INCREASES IN HGV MOVEMENTS INTO OR OUT OF CARNFORTH TOWN CENTRE WILL NOT BE PERMITTED ON THIS SITE.

Other Rural Employment Locations

3.2.12 Employment land and a positive attitude to employment development in the countryside is essential to the rural economy. This is illustrated by the success of Rural Development Commission (now Countryside Agency) investment in workshops in Hornby and Caton and private business developments in Carnforth, Cowan Bridge, Burrow, Halton and Galgate. Such developments will continue to be supported. Development will normally be directed to identified rural settlements. Exceptionally, appropriate development may be allowed adjacent to or outside villages if it meets a clear local need.

Willow Mill, Caton

3.2.13 The converted Willow Mill and adjacent farm buildings to the south are the main employment area within Caton and Brookhouse containing many small businesses. The site is close to residential property and the impact of new uses will be carefully considered.

Cloughton Buffer Store

- 3.2.14 There is an established concentration of industrial activity at Cloughton. The site consists of a brickworks, a garden centre and a large former buffer store previously used for the storage of agricultural produce. The area is directly accessed from the A683 and does not directly adjoin residential property. Although not within a rural settlement, the site lies on the main Lune Valley bus route. The site also adjoins a football pitch which should be protected from development. The site lies within the Forest of Bowland Area of Outstanding Natural Beauty and development must therefore be of a high standard (see Policy E3).

Hornby Industrial Estate

- 3.2.15 The small industrial estate at Hornby has successfully attracted a number of small businesses to the village. The estate is close to residential properties on Caton Road. Any development on the estate must carefully consider impacts on these properties. This site is also within the Forest of Bowland Area of Outstanding Natural Beauty and the landscape impact of development proposals will be closely examined (see Policy E3).

Cowan Bridge Industrial Estate

- 3.2.16 The development of a small industrial estate in Cowan Bridge has brought significant employment benefits to the upper Lune Valley. The site adjoins the A65 trunk road. Development here must pay close attention to its road frontage.

Glasson Dock

- 3.2.17 In addition to the Port of Glasson discussed under Policy EC11, the

Glasson Industrial Area is a major rural employment site anchored by a large silencer manufacturer. Future development here will need to safeguard the Fishnet point yacht club. Development must not harm the Lune Estuary Site of Special Scientific Interest (See Policies E15 and E16). HGV movements and the impact of development on adjoining residential areas will also be important issues.

Galgate Silk Mill

- 3.2.18 The former silk mill at Galgate has been successfully converted for use by a number of small businesses. Access improvements have been brought about by the development of the adjoining housing site (See Policy H5). The main issues here are likely to be the impact of development on adjoining residents and the impact of traffic on Church Lane.

Halton Mills

- 3.2.19 Halton Mills is an important rural employment site. The special issues affecting this site are considered under Policy EC7.

POLICY EC4

EMPLOYMENT DEVELOPMENT AND THE CONVERSION OF BUILDINGS TO EMPLOYMENT USE WILL BE PERMITTED ON THE FOLLOWING RURAL EMPLOYMENT SITES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP;

**WILLOW MILL, CATON
CLAUGHTON BRICKWORKS AND BUFFER STORE
HORNBY INDUSTRIAL ESTATE
COWAN BRIDGE INDUSTRIAL ESTATE
GLASSON DOCK
GLASSON INDUSTRIAL AREA
GALGATE SILK MILL**

**AND ON OTHER EXISTING
EMPLOYMENT SITES WITHIN
OR ON THE EDGE OF THE
RURAL SETTLEMENTS
IDENTIFIED IN POLICY H7,
WHERE THE PROPOSED
DEVELOPMENT;**

**THE FOREST OF BOWLAND
AND ARNSIDE/SILVERDALE
AREAS OF OUTSTANDING
NATURAL BEAUTY.**

3.2.20 Note; The conversion of existing buildings in the countryside is considered in Policy E20.

**IS APPROPRIATE TO ITS
SURROUNDINGS IN TERMS
OF SITING, SCALE,
DESIGN, MATERIALS,
EXTERNAL APPEARANCE
AND LANDSCAPING; AND**

**WOULD NOT RESULT IN A
SIGNIFICANT ADVERSE
IMPACT ON THE
AMENITIES OF
NEIGHBOURING
RESIDENTS AND
BUSINESSES BY REASON
OF NOISE, VIBRATION,
SOOT, ASH, GRIT, VISUAL
INTRUSION, LIGHT,
TRAFFIC GENERATION OR
PARKING; AND**

**MAKES SATISFACTORY
ARRANGEMENTS FOR
ACCESS, SERVICING,
CYCLE AND CAR PARKING
AND**

**MAKES SATISFACTORY
ARRANGEMENTS FOR THE
DISPOSAL OF SEWAGE
AND WASTEWATER; AND**

**DOES NOT GENERATE
UNACCEPTABLE LEVELS
OR TYPES OF TRAFFIC ON
RURAL ROADS; AND**

**DOES NOT HAVE A
SIGNIFICANT ADVERSE
EFFECT ON NATURE
CONSERVATION
INTERESTS;**

**PARTICULAR ATTENTION
WILL BE PAID TO THE
APPEARANCE AND IMPACTS
OF EMPLOYMENT
DEVELOPMENT AFFECTING**

3.3 Improving the District's Existing Employment Areas

3.3.1 The sites identified in Policies EC1 and EC2 provide locations for large single users, offices and users which require high quality surroundings. The needs of small businesses and the expansion needs of existing businesses must also be met. Vacant sites and premises within the existing industrial areas at South Heysham, White Lund, Caton Road, Luneside, Carnforth and Halton can help to meet this need. The turnover of businesses in these areas also provides a supply of sites and premises.

White Cross, Lancaster

3.3.2 White Cross is the result of a major conversion and new build regeneration initiative in the 1980s. It comprises mills converted to offices, new industrial units, a canalside public house, a television studio and a Further Education College. White Cross is close to Lancaster City Centre and is adjoined by dense residential areas. It is therefore unsuitable for B8 uses which generate a lot of lorry movements.

Caton Road, Lancaster

3.3.3 The area between Caton Road and the River Lune is one of Lancaster's most successful employment areas. At the south end, the Ladies Walk Industrial Estate provides a range of small business premises. The central section is a former mill, now used largely for storage and distribution. The Lansil industrial estate has been reclaimed from a former mill site by Lancaster City Council and is now fully developed with the development

of a major new paper mill and agricultural feedmill. The area is close to the M6 and is suitable for most types of business and industrial use.

Luneside

3.3.4 The special problems of the Luneside area are considered in Policy EC14. The area has a substantial stock of vacant land but is constrained by access difficulties and potential contamination.

White Lund

3.3.5 The White Lund Industrial Estate, between Lancaster and Morecambe, is the District's largest employment area covering 89 ha and employing more than 5000 people. In addition to being the location for many important local businesses, the estate has become the District's centre for car showrooms. Around 3.9 ha of land remains undeveloped. White Lund is suitable for most industrial uses. The special problems of the Whitegate area are discussed later in this chapter.

Royd Mill, Heysham

3.3.6 This small site lies on the Morecambe-Heysham By-pass and currently fully occupied. It is suitable for most types of industrial use.

Major Industrial Estate and Heysham Industrial Estate

- 3.3.7 These sites are part of the former Shell oil refinery which covered much of south Heysham. The special problems of the south Heysham area are considered later in the plan. The Major Estate is currently fully occupied by a chemical reclamation plant, a builder's yard and a number of small businesses. The Heysham estate contains 3.2 ha of vacant land and a number of vacant premises. A new waste water treatment plant has recently been completed on this site. The sites are suitable for most industrial uses. Particular care should be taken where development adjoins Middleton Wood (see Policy E26).

Lancaster West Business Park

- 3.3.8 The former ICI Nitrates Plant is the District's largest area of vacant industrial land. Although partly in use for storage, it contains 15.2 ha of vacant land and premises. Completion of the Morecambe and Heysham By-Pass has opened up the possibility of a new direct access to the site using an old rail alignment. The site is part of the complex of sites in south Heysham and development should make a positive contribution to the implementation of the Middleton Wood proposal (see Policy E26). The site is suitable for most industrial uses.

The Port of Heysham

- 3.3.9 The special issues related to the Port of Heysham are covered by Policy EC10. The 2.4 ha of vacant land is safeguarded for port related industry.

Port of Heysham Industrial Estate

- 3.3.10 The Port of Heysham Industrial Estate was reclaimed in the early 1980s. Some vacant plots remain and land to the rear is reserved for future expansion. The estate is suitable for most business and industrial uses not involving extensive open storage. Development on the vacant land identified will need to be screened from nearby residential areas.

Heysham Power Stations

- 3.3.11 Some 12.3 ha of land at Heysham Power Stations is held by Nuclear Electric in support of its existing power station development and for possible future industrial use. A feasibility study is currently being carried out for the Company into the suitability of the land for B1, B2 or B8 use.

Warton Road, Carnforth

- 3.3.12 The area between Warton Road and the West Coast Main Line in Carnforth is currently used as a haulage and distribution operation. Further employment development in this area will be considered principally in terms of its effect on HGV movements in Market Street.

Lodge Quarry, Carnforth

- 3.3.13 Also known as Carnforth Trading Estate, this site contains a number of small businesses and business premises. It is however close to residential properties. The central location of the site means that it is not suitable for B8 uses which generate a lot of lorry traffic.

Scotland Road, Carnforth

3.3.14 This site is currently used for the manufacture and storage of concrete products. Whilst it currently suffers from an inadequate access onto the A6, it can be reached from the M6 without passing through the centre and is therefore suitable for B8 uses. The site adjoins a residential area on its southern side and lies immediately adjacent to Carnforth Town Centre.

Kellet Road, Carnforth

3.3.15 The new business allocation at The Carnforth Business Park is considered under Policy EC3. The existing industrial estate is also constrained by the need to restrict uses which increase lorry movements through the Town and B8 uses are not appropriate.

Millhead

3.3.16 The Millhead industrial area adjoins open countryside. The area between the industrial estate and the River Keer is urban greenspace and should not be developed. The area is also very close to houses at Millhead. The site is unsuitable for B8 uses because of its unsatisfactory access and the fact that such uses could increase traffic movements through Carnforth Town Centre.

Carnforth Levels

3.3.17 These sites, on the northern edge of Carnforth, are close to the M6, remote from residential areas and suitable for most types of industrial use. As they adjoin the countryside area, frontage treatments will require particular care.

POLICY EC5

THE FOLLOWING SITES SHOWN ON THE LOCAL PLAN PROPOSALS MAP ARE ALLOCATED FOR THE BUSINESS USES SPECIFIED SUBJECT TO POLICIES EC9, EC10 AND EC13.

USES	Total	Vacant
	Ha	Ha

LANCASTER

WHITE CROSS B1,B2	6.3	0
CATON ROAD B1,B2,B8	39	0
LUNESIDE B1,B2	29.7	6.4
WHITE LUND B1,B2,B8	88.9	3.9

HEYSHAM

ROYD MILL B1,B2,B8	2.2	0
MAJOR IND. EST. B1,B2,B8	8.2	0
HEYSHAM IND. EST B1,B2,B8	19.3	3.2
LANCASTER WEST B1,B2,B8	18.8	15.2
PORT OF HEYSHAM B1,B2,B8	33.5	2.4
PORT IND. EST. B1,B2,B8	11.0	5.1
POWER STATIONS B1,B2,B8	56.8	12.23

CARNFORTH

WARTON ROAD B1,B2,B8	8.5	0
LODGE QUARRY B1,B2	2.6	0
SCOTLAND ROAD B1,B2,B8	3.0	0
KELLET ROAD B1,B2,B8	2.0	0
MILLHEAD B1,B2	2.2	0
CARNFORTH LEVELS B1,B2,B8	2.6	0

TOTAL 50 ha

Criteria for new Employment Development

3.3.18 New employment development must maintain or improve the quality of the business environment and cannot be allowed to worsen local environmental conditions.

Safeguards are also required to ensure that adjoining land-uses are not adversely affected by employment related activity.

POLICY EC6

IN LANCASTER, MORECAMBE, HEYSHAM AND CARNFORTH, NEW EMPLOYMENT DEVELOPMENT WILL BE PERMITTED WHICH;

MAKES SATISFACTORY PROVISION FOR ACCESS, SERVICING, CYCLE AND CAR PARKING;

IS EASILY ACCESSIBLE TO PEDESTRIANS AND CYCLISTS FROM SURROUNDING STREETS, PUBLIC RIGHTS OF WAY, BUS STOPS AND RAIL STATIONS;

IS APPROPRIATE TO ITS SURROUNDINGS IN TERMS OF SITING, SCALE, DESIGN AND EXTERNAL APPEARANCE;

USES HIGH QUALITY FACING MATERIALS AND LANDSCAPING TREATMENT TO FRONTAGES VISIBLE FROM ROADS AND OTHER PUBLIC PLACES;

PROVIDES FOR THE SCREENING OF SERVICING AND OPEN STORAGE AREAS FROM PUBLIC FRONTAGES AND FROM ADJOINING COUNTRYSIDE;

MAKES SATISFACTORY ARRANGEMENTS FOR THE DISPOSAL OF SEWAGE AND WASTEWATER AND DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON WATER QUALITY;

DOES NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE AMENITIES OF RESIDENTS AND BUSINESSES BY REASON OF NOISE, SMELL, GRIT, VISUAL INTRUSION, LIGHT, TRAFFIC GENERATION OR PARKING; AND

UPGRADES ENVIRONMENTAL CONDITIONS WHERE THESE ARE UNSATISFACTORY.

PROPOSALS FOR MAJOR EMPLOYMENT DEVELOPMENT MUST BE ACCOMPANIED BY GREEN TRANSPORT PLANS IN ACCORDANCE WITH POLICY T17

Local Issues

Halton Mills, Employment Opportunity Site

3.3.19 Halton Mills is an old industrial area on the banks of the River Lune containing a mixture of Victorian mill buildings and cleared sites and more recent industrial premises. Part of the site, the former Great Lakes chemical works is believed to be seriously contaminated. The only access to the site, along Mill Lane is narrow and poorly surfaced whilst all approaches to the site are along constrained local roads unsuitable for heavy goods vehicles.

3.3.20 The site has a substantial river frontage and is crossed by a public footpath linking Halton, the Lancaster-Caton Cycle Track and the Crook o' Lune beauty spot. The eastern end of the site adjoins the Forest of Bowland Area of Outstanding Natural Beauty. The site also forms part of the River Lune Millennium

Park. The River Lune and the woods forming its banks are County Biological Heritage Sites.

3.3.21 Despite the difficulties set out above, the site is one of the most important employment sites in the rural area and employment should remain the dominant use. In view of the constraints set out above and the recreational and landscape importance of the site, a comprehensive employment based mixed-use development including limited supporting development, which clearly addresses the problems of the whole site, is essential. Development proposals will only be acceptable which sustain the importance of the site as an employment area.

3.3.22 Detailed criteria for employment development in the rural area are set out in Policy EC4 and development proposals for Halton Mills should satisfy these.

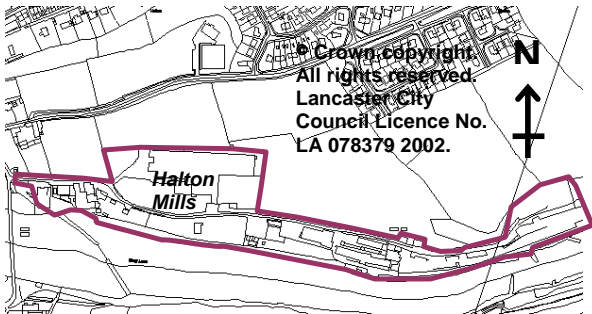


Diagram 15 – Halton Mills

POLICY EC7

LAND IDENTIFIED ON THE PROPOSALS MAP AT HALTON MILLS IS ALLOCATED AS A RURAL EMPLOYMENT OPPORTUNITY SITE. PROPOSALS FOR COMPREHENSIVE EMPLOYMENT BASED MIXED USE DEVELOPMENT INCLUDING HOUSING AND INFORMAL RECREATIONAL USES WILL BE PERMITTED WHERE THE PROPOSAL;

CONFINES DEVELOPMENT TO THE AREA SHOWN ON THE LOCAL PLAN PROPOSALS MAP;

PROVIDES FOR AN EXPANSION OF BUSINESS ACTIVITY ON THE SITE;

WILL REMOVE ALL PROBLEMS OF DERELICTION AND CONTAMINATION FROM THE SITE; AND

WILL RESULT IN A MIX OF DEVELOPMENT IN WHICH EMPLOYMENT IS THE DOMINANT USE.

EXCEPTIONALLY THE COUNCIL WILL CONSIDER LIMITED EMPLOYMENT DEVELOPMENT BEYOND THE CONFINES OF THE EXISTING DEVELOPMENT AREA PROVIDED;

THIS IS ESSENTIAL TO THE RETENTION OR EXPANSION OF AN EXISTING EMPLOYER;

THE PROPOSAL WOULD CONTRIBUTE TO THE RESOLUTION OF THE ACCESS PROBLEMS OF THE SITE;

THE PROPOSALS WOULD RESULT IN A NET ENVIRONMENTAL IMPROVEMENT OVER THE WHOLE SITE.

~~Non-Employment Development in Employment Areas~~

~~3.3.23 The District's employment areas must be safeguarded from inappropriate development. Retail and leisure development within employment areas can reduce the potential of an area for~~

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~~employment development, both directly in terms of land lost, and indirectly through subsequent limitations on industrial uses on adjacent sites. New retail development is, in any event, directed to town centres (see Policy S1 and S3) whilst large scale commercial leisure development is essential to the regeneration of central Morecambe (see Policy TO1). Functioning industrial areas are rarely capable of providing a satisfactory residential environment.~~

~~POLICY EC8~~

~~PROPOSALS TO SITE NON-INDUSTRIAL DEVELOPMENT INCLUDING RETAIL, COMMERCIAL LEISURE AND RESIDENTIAL DEVELOPMENT ON LAND IDENTIFIED FOR BUSINESS AND INDUSTRIAL USE WILL NOT BE PERMITTED~~

~~South Heysham~~

~~3.3.24 There are substantial areas of vacant land in the south Heysham area. This area continues to be upgraded with new woodland with the aim of providing a recreational resource and a better environment for the remaining industrial area (see Policy E26).~~

~~3.3.25 To achieve this upgrading, it is necessary to control the further introduction of uses which could detract from the environmental quality of the area.~~

~~POLICY EC9~~

~~DEVELOPMENT PROPOSALS WHICH WOULD RESULT IN A WORSENING OF ENVIRONMENTAL CONDITIONS IN SOUTH HEYSHAM WILL NOT BE PERMITTED.~~

The Port of Heysham

3.3.26 The Port of Heysham is one of the most important ports on the Irish Sea and is a major economic asset. It is an important link between the UK and Ireland and is a potential component of the EC Trans European Route Network. It is the terminal for passenger services to the Isle of Man and freight services to Ireland. The Port also houses an onshore supply base for the Morecambe Bay Gas Field and has attracted some port related industry. Although facing increasing competition, port business is growing and it is therefore important that land adjacent to the port is safeguarded for port expansion. Morecambe Bay is a nature conservation site of international importance. Policies E15 and E16 address nature conservation issues.

POLICY EC10

WITHIN THE PORT OF HEYSHAM AREA IDENTIFIED ON THE PROPOSALS MAP, EMPLOYMENT DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT REQUIRES A COASTAL LOCATION

Glasson Dock

3.3.27 Glasson Dock is a small but important port which is located close to residential areas. The Port's development needs must be balanced against the impact of port related activities on local residents. Some dock activities, such as the open storage of coal and animal feeds and the loading and unloading of goods at unsocial hours can cause disturbance, noise, dust and smell.

3.3.28 Most port related activity within the established estate does not require planning permission.

Where proposals do fall within planning control which are likely to generate an adverse impact on nearby homes it is essential that mitigation measures to minimise their impact on residents are provided.

THE COUNCIL WILL WORK WITH THE PORT COMMISSIONERS TO REDUCE THE IMPACT OF EXISTING PORT ACTIVITY ON NEIGHBOURING RESIDENTS AND BUSINESSES. THE COUNCIL WILL ALSO MAKE USE OF ITS POWERS UNDER THE ENVIRONMENTAL PROTECTION ACT TO REGULATE PORT ACTIVITY

POLICY EC11

WITHIN THE GLASSON AND GLASSON DOCK INDUSTRIAL AREAS IDENTIFIED ON THE PROPOSALS MAP, DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON RESIDENTIAL AMENITY IN TERMS OF NOISE, SMELL, VIBRATION, SMOKE, SOOT, ASH, GRIT, DUST, LIGHT VISUAL INTRUSION, TRAFFIC GENERATION OR PARKING.

ADDITIONALLY WITHIN GLASSON DOCK, DEVELOPMENT WILL BE PERMITTED ONLY WHERE IT CAN BE ESTABLISHED THAT IT REQUIRES A COASTAL LOCATION.

Nightingale Hall Farm

~~3.3.29 The animal by-products rendering plant at Nightingale Hall Farm has expanded in recent years allied with the installation of more sophisticated odour control and suppression measures. The plant was identified as a 'bad~~

~~neighbour' use in the Lancaster Local Plan and has, over the years, been the subject of complaints from local residents over the impact of smell and heavy goods vehicle movements on their amenity. The plant is also close to several schools and well-used public amenity areas such as Williamson Park. Whilst the number of complaints has reduced in recent years, the Council remains concerned over the potential for further problems if the abatement system controlling odours is not managed correctly.~~

~~3.3.30 The plant operates under an authorisation granted under the Environmental Protection Act 1990 and its day to day operation is regulated by the Chief Environmental Health Officer. However, because of the potential for adverse impact on amenity, the Council considers it appropriate to establish additional safeguards. The Council will not therefore permit development which would result in either an adverse impact on residential or public amenity particularly by reason of smell or increased HGV movements though residential areas.~~

~~3.3.31 Nightingale Hall Farm's location on the prominent eastern side of Lancaster, close to Williamson Park (a Conservation Area and a Historic Park and Garden) and the listed Ashton Memorial, means that any development which would have an adverse impact on the hillside location or the character of the surrounding area must be carefully controlled. In determining any such proposal, the Council will take into account the benefits of any operational improvements and balance these against any visual impact.~~

~~**POLICY EC12**~~

~~**WITHIN OR ADJACENT TO THE AREA IDENTIFIED AS NIGHTINGALE HALL FARM ON THE LOCAL PLAN PROPOSALS MAP, PLANNING PERMISSION FOR DEVELOPMENT WILL NOT BE GRANTED UNLESS IT WILL RESULT IN;**~~

~~**NO ADVERSE IMPACT ON AMENITY BY REASON OF SMELL; AND**~~

~~**NO INCREASE IN HGV MOVEMENTS TO AND FROM THE SITE AND THROUGH RESIDENTIAL AREAS IN PARTICULAR; AND**~~

~~**NO UNACCEPTABLE IMPACT ON THE SITE, ITS SURROUNDINGS AND THE WIDER LANDSCAPE.**~~

~~3.3.32 Nightingale Hall Farm's close proximity to a residential area, schools, parks and playing fields and poor road links to the motorway, means that it occupies a location which is not ideal for its current use. Whilst complaints of smell have reduced, there is still the potential for problems to arise and the impact of HGV traffic remains. For these reasons, the Council remains committed, working with the plant's owner, to achieving the relocation of the animal by-products rendering plant to a more acceptable site.~~

~~3.3.33 In considering any proposal to relocate Nightingale Hall Farm the Council will take into account the location of the proposed site in relation to protected areas, links to the national transport network, potential impact on amenity and any adverse effect on landscape or settlement character or the setting of a listed building.~~

~~3.3.34 Any relocation proposal will also have to address the future of the existing site in terms of the use to which it will ultimately be put and a timetable for the transfer of the rendering operation. The Council will require a scheme covering the cessation of the rendering operation to be agreed before construction commences on the replacement plant. This scheme must address the treatment of any potential on-site contamination, the removal of traffic problems associated with the existing operation and the appearance of the site. The Council will seek to negotiate a section 106 planning agreement which will guarantee a cessation of the rendering operation within an agreed timescale.~~

~~3.3.35 To assist the future relocation of Nightingale Hall Farm, the plant and some surrounding land is identified as a Housing Opportunity Site under policy H3. Whilst housing is considered to be a particularly suitable use for the site, this allocation does not preclude other appropriate uses.~~

~~**POLICY EC13**~~

~~**THE CITY COUNCIL WILL WORK WITH THE SITE OWNERS TO ACHIEVE THE RELOCATION OF THE ANIMAL BY-PRODUCTS RENDERING PLANT AT NIGHTINGALE HALL FARM TO A MORE ACCEPTABLE SITE.**~~

~~**PLANNING PERMISSION FOR AN ANIMAL BY-PRODUCTS RENDERING PLANT TO REPLACE THAT AT NIGHTINGALE HALL FARM WILL ONLY BE GRANTED WHERE;**~~

~~**THE SITE LIES OUTSIDE ANY AREA OF OUTSTANDING NATURAL BEAUTY, SITE OF NATURE CONSERVATION**~~

~~IMPORTANCE,
CONSERVATION AREA,
GREEN BELT OR
SCHEDULED ANCIENT
MONUMENT, AND;~~

~~THE SITE CAN BE
SATISFACTORILY LINKED
TO THE NATIONAL
TRANSPORT NETWORK
WITHOUT GENERATING
HGV TRAFFIC THROUGH
RESIDENTIAL AREAS,
AND;~~

~~THE PROPOSAL DOES
NOT HAVE AN ADVERSE
IMPACT ON AMENITY BY
REASON OF SMELL,
NOISE, LIGHT AND
TRAFFIC GENERATION,
AND;~~

~~THE PROPOSAL DOES
NOT HAVE A SIGNIFICANT
ADVERSE EFFECT ON
LANDSCAPE OR
SETTLEMENT CHARACTER
OR ON THE SETTING OF A
LISTED BUILDING.~~

~~NO WORK ON THE
CONSTRUCTION OF A
REPLACEMENT PLANT SHALL
COMMENCE UNTIL A SCHEME
FOR THE ENVIRONMENTALLY
ACCEPTABLE REUSE OF THE
NIGHTINGALE HALL FARM
SITE AND A PROGRAMME
FOR THE TRANSFER OF THE
ANIMAL BY PRODUCTS
RENDERING PLANT TO A NEW
SITE HAS BEEN AGREED
WITH THE LOCAL PLANNING
AUTHORITY.~~

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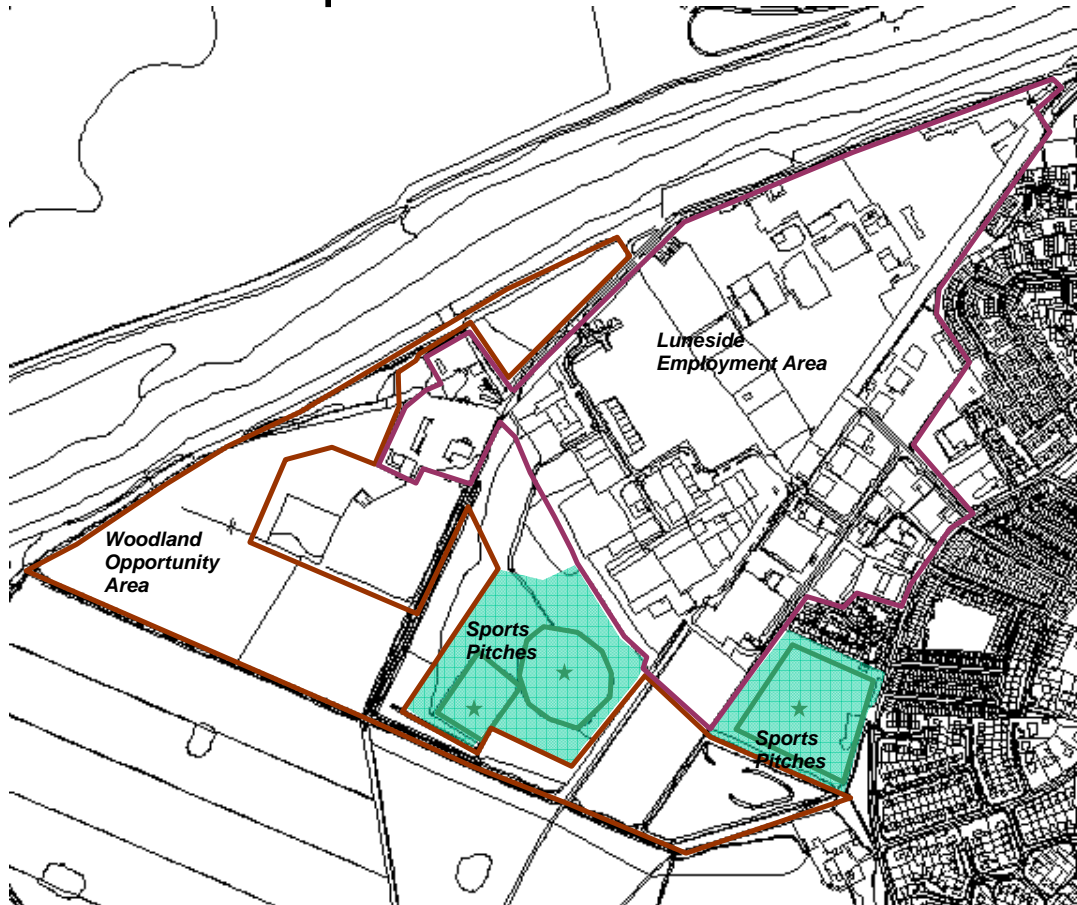


Diagram 16 - Luneside

Luneside

3.3.36 The Luneside area contains 7.9 ha of vacant land and is in need of major upgrading. The area remains an important industrial location with some of the District's main manufacturing employers and many small businesses. Existing allocations for industrial and business development are retained.

3.3.37 Access to Luneside will continue to be via residential roads. This limits business developments which generate HGV movements. Further haulage, construction and

warehousing uses will not therefore normally be permitted.

3.3.38 Part of the Luneside area adjoins the Lune Riverside Park (see Policies E30 and R9). The open land to the south and west containing woodland and open space uses is not required for industrial use. This area is identified as a woodland opportunity area under Policy E27.

POLICY EC14

WITHIN THE LUNESIDE AREA IDENTIFIED ON THE PROPOSALS MAP, DEVELOPMENT BRINGING

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NEW BUSINESSES WHICH WOULD RESULT IN AN OVERALL INCREASE IN HGV MOVEMENTS WILL NOT BE PERMITTED. PROPOSALS TO EXPAND OR INTENSIFY EXISTING USES WILL ONLY BE PERMITTED WHERE THEY ARE ACCOMPANIED BY AN AGREED SCHEME OF ENVIRONMENTAL IMPROVEMENTS AND MEASURES TO MINIMISE THE IMPACT OF TRAFFIC MOVEMENTS ON NEARBY STREETS.

Environmental Improvements

- 3.3.39 The Luneside area and the western end of the White Lund Industrial Estate around Whitegate suffer from poor environmental quality, circuitous access and a low standard of building, servicing and storage facilities. Significant improvements to both areas are needed including the upgrading and renewal of access roads, environmental improvements and the screening of open storage and scrapyards uses.

THE COUNCIL WILL PREPARE A STRATEGY FOR THE UPGRADING AND ENHANCEMENT OF THE WHITEGATE AND LUNESIDE AREAS INCLUDING ENVIRONMENTAL AND ACCESS IMPROVEMENTS

~~Business and Industrial Development Outside Employment Areas~~

- ~~3.3.40 Whilst most employment development will take place on identified sites, some service uses can satisfactorily be located in residential areas or within town centres. Some businesses located outside employment areas may also need to expand.~~

~~Mixed-use developments are encouraged and appropriate employment development outside employment areas will be allowed where compatible with other policies of the Local Plan.~~

- ~~3.3.41 Where proposals for employment use are located close to houses, residential amenity will be the primary consideration. Where a proposal is acceptable in its own right but changes of use within the same use class could be unacceptable, the Council will limit planning permissions to the specific use applied for.~~

POLICY EC15

~~IN LANCASTER, MORECAMBE, HEYSHAM AND CARNFORTH, PROPOSALS FOR B1 (BUSINESS AND LIGHT INDUSTRIAL) USES WILL BE PERMITTED OUTSIDE ESTABLISHED EMPLOYMENT AREAS PROVIDED THAT;~~

~~THE DEVELOPMENT IS WELL SERVED BY PUBLIC TRANSPORT; AND~~

~~THERE WILL BE NO SIGNIFICANT IMPACT ON THE AMENITIES OF ADJOINING RESIDENTS AND BUSINESSES.~~

~~EXCEPTIONALLY B2 (GENERAL INDUSTRIAL) USES WILL BE PERMITTED PROVIDED THAT THE ABOVE CRITERIA ARE MET. IN SUCH CASES THE COUNCIL WILL ATTACH A CONDITION LIMITING THE PERMISSION SPECIFICALLY TO THE USE APPLIED FOR.~~

Non-Employment Development on Rural Employment Sites

- 3.3.42 In the rural areas, demand for small affordable business premises has been demonstrated by the success of business developments in Caton, Hornby and Cowan Bridge. Jobs in villages are essential to the survival of vulnerable rural communities. Opportunities for land and premises are limited by the need to protect the countryside and by having to compete with housing development for a very limited supply of sites. Existing employment sites in villages are therefore a very important resource. Their potential contribution to the rural economy must be taken into account when assessing proposals for their use.
- 3.3.43 Proposals for non-employment uses on rural employment sites will only be permitted where it can be demonstrated that committed attempts have been made to market the site for employment purposes. Evidence will be required that the site has been advertised for sale on the open market in the appropriate local and trade press at a realistic price or rent on more than two occasions over a period of at least one year and that no reasonable offers have been refused.
- 3.3.44 Some rural employment uses can give rise to serious environmental problems through visual intrusiveness, noise and heavy goods vehicle movements on unsuitable roads. There will be instances where the benefits of removing an unsatisfactory use will be substantial and other uses may be considered.

POLICY EC16

PROPOSALS FOR NON-EMPLOYMENT DEVELOPMENT ON THE FOLLOWING RURAL EMPLOYMENT SITES WILL NOT BE PERMITTED:

**WILLOW MILL, CATON
CLAUGHTON BRICKWORKS
AND BUFFER STORE
HORNBY INDUSTRIAL ESTATE
COWAN BRIDGE INDUSTRIAL
ESTATE
GLASSON INDUSTRIAL AREA
GLASSON DOCK
GALGATE SILK MILL**

ELSEWHERE IN THE RURAL AREA, DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE SHOWN THAT THERE IS NO DEMAND FOR EMPLOYMENT DEVELOPMENT; OR

THE SITE'S LOCATION OR SURROUNDINGS ARE CLEARLY UNSUITED TO EMPLOYMENT USE; AND

AND THE PROPOSAL WOULD BRING ABOUT CLEAR ENVIRONMENTAL BENEFITS; OR

THE PROPOSAL IS PART OF A MIXED-USE SCHEME IN WHICH EMPLOYMENT IS THE DOMINANT USE.

3.4 The Office Sector

Office Development

- 3.4.1 There has been significant recent in office development in the District. Two companies (Reebok and Prospero) have established major office centres in the District. The largely office-based White Cross scheme, which began in 1983, is now approaching capacity. Both White Cross and Mitre House contain large public sector users.
- 3.4.2 There is scope for further office-based service industry development in the District. This may be met at the proposed Bailrigg Business Park (see Policy EC1) and through the re-use of existing sites and buildings in and on the edge of the District's town centres where users can benefit from the concentration of activities and facilities and good public transport links.
- 3.4.3 There may be opportunities for mixed-use conversions with an office element at the redundant hospital site at Lancaster Moor North (see Policy H3) where there are substantial buildings with the scope to provide new offices in high quality buildings and surroundings.

POLICY EC17

WITHIN THE DISTRICT'S SHOPPING CENTRES, PROPOSALS FOR OFFICE (B1) USES INCLUDING THE CHANGE OF USE OF EXISTING BUILDINGS WILL BE PERMITTED WHERE THEY ARE CONSISTENT WITH THE RETAIL POLICIES OF THE LOCAL PLAN.

THE FOLLOWING SITES SHOWN ON THE PROPOSALS MAP ARE IDENTIFIED AS

BUSINESS OPPORTUNITY SITES;

**KINGSWAY
DAMSIDE
LANCASTER MOOR HOSPITAL**

WITHIN THESE SITES, THE COUNCIL WILL PERMIT OFFICE DEVELOPMENT AS PART OF A MIXED-USE SCHEME

Kingsway Site, Lancaster

- 3.4.4 This site lies at the busiest approach to Lancaster City Centre at the Lune bridges. It presents visitors from the north with their first impression of the City. There are three Listed Buildings on the site, the 18th Century Bridge End House - an attractive former tollhouse for Skerton Bridge, which is currently unused, Kingsway Baths and Bus Garage - a large 1930s municipal structure and an ornate former marble works currently in use as a restaurant. The recent closure of Kingsway baths has created an opportunity to develop comprehensive proposals to provide;

- better road links from Caton Road to the City Centre car parks;
- a more impressive entrance to the historic city of Lancaster;
- a permanent use for Bridge End House;
- the safeguarding of the listed former Marble Works and its setting;
- the retention of as much of the important elements of Kingsway Baths and Bus Garage as is practicable;

- A 300 space 'Park and Walk/Ride' car park;
- better footpath links across the site and;
- attractive development sites for business and commercial development;

3.4.5 It is important to ensure that the comprehensive approach to the development of the area and the opportunity to transform this important gateway to the City Centre is not lost.

3.4.6 The site lies outside Lancaster City Centre. Any retail floorspace proposed must satisfy Policy S2. It must not exceed the existing retail floorspace on the site.

POLICY EC18

PROPOSALS FOR THE COMPREHENSIVE MIXED-USE DEVELOPMENT OF THE KINGSWAY BUSINESS

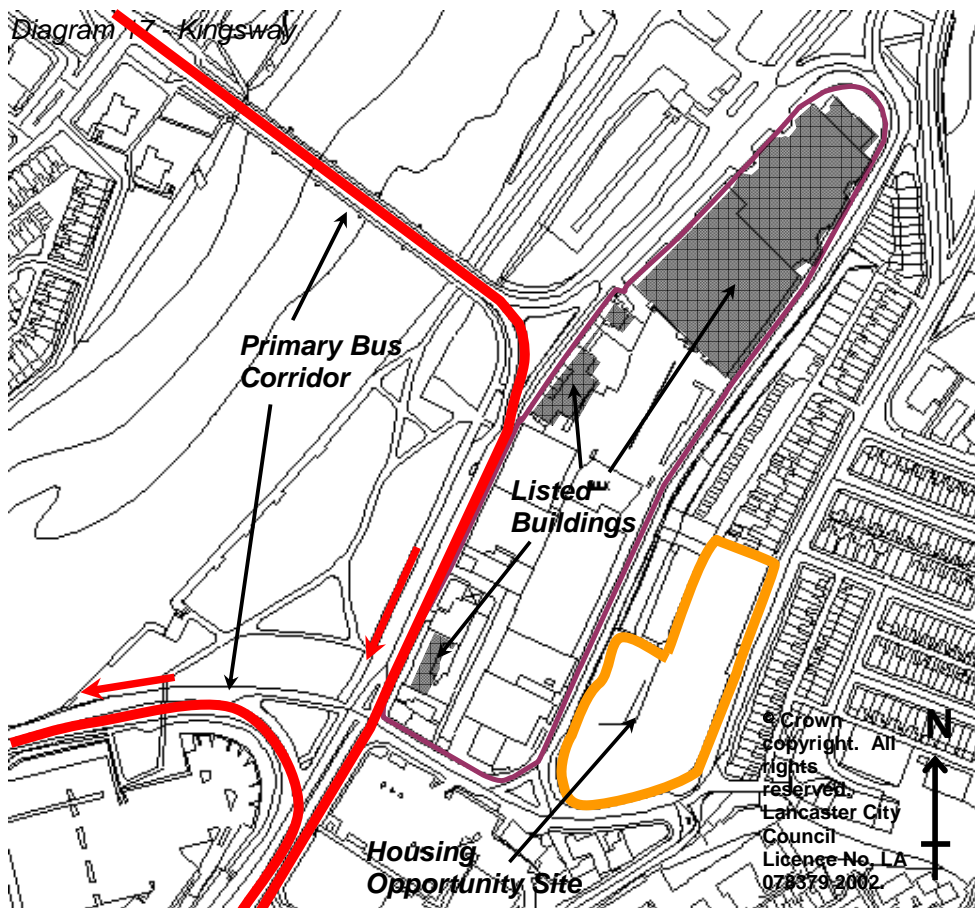
OPPORTUNITY SITE FOR BUSINESS AND LIGHT INDUSTRY, RETAIL, LEISURE AND RESIDENTIAL USES, WILL BE PERMITTED WHERE;

PROVISION IS MADE FOR A 300 SPACE PARK AND WALK/RIDE CAR PARK AS PART OF THE SCHEME;

THE PROPOSALS DO NOT PREJUDICE THE PROPOSED LANCASTER CITY CENTRE HIGHWAY IMPROVEMENTS; AND

ANY RETAIL FLOORSPACE PROPOSED SHOULD SATISFY THE TESTS SET OUT IN POLICY S2

Note) Developers will be expected to demonstrate that they have taken full account of the effect of their proposals on the adjacent Bulk Road Housing Opportunity Site.



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3.5 Maintaining and Enhancing the District's Shopping Centres

The District's Retail Hierarchy

3.5.1 The retail sector is one of the most important elements in the Local Economy. It is estimated that there are around 800 retail businesses in the District adding up to around 96,000 sq. m of retail floorspace and employing around 4000 people.

Figure 10 – Comparison Shopping in Lancaster and Morecambe (1998)

	Lancaster Centre	Morecambe Centre
Number of Shops (A1,A2,A3)	383	196
Total Shopping Floorspace (ground floor gross)	66,847	46,150
Number of National Comparison Multiple Shops	76	27
National Comparison Floorspace (sq.m gross)	35,031	10,228
Number of Clothing and Footwear shops	58	27
Clothing and Footwear Floorspace (sq.m gross)	15,221	7205

3.5.2 The District's retail hierarchy elaborates on the hierarchy set out in the Lancashire Structure Plan which identifies Lancaster and Morecambe town centres as preferred locations for new retail development. The hierarchy consists of;

- Lancaster City Centre: a major sub-regional shopping centre and the principal location for new retail development;
- Morecambe Town Centre: an important convenience and local comparison centre;
- Carnforth: the convenience, local comparison and service centre for the north of the District; and

- local convenience centres at Torrisholme, Caton, Bare, Morecambe West End, Heysham Road Heysham and Bolton-le-Sands.

3.5.3 Four supermarkets form the basis of convenience shopping in the District. A Sainsbury store lies on the edge of Lancaster City Centre. Morecambe Town Centre contains a Morrisons and a small Tesco. Carnforth Town Centre contains a Booths. There is also an out-of-centre Asda at Ovangle Road, a Netto on Lancaster Road and an Aldi on Morecambe Road, all between Lancaster and Morecambe.

3.5.4 Other retail outlets in the District are the Lancaster City Retail Park, an out-of-centre retail park selling DIY goods and furniture on Mellishaw Lane, Morecambe, a small edge-of-centre retail park on Bulk Road, north of Lancaster City Centre and freestanding out-of-centre DIY stores on Aldcliffe Road, Lancaster and White Lund Road, Morecambe.

3.5.5 The shopping hierarchy identifies the town centres to be protected and enhanced. It ensures that as many services as possible are provided locally, that high order services are provided at the most public transport accessible locations and that local services are accessible on foot. New development should be located in the centres identified and should be appropriate to the size and catchment area of the centre concerned.

POLICY S1

NEW SHOPPING DEVELOPMENT, OTHER THAN SMALL LOCAL SHOPS, VILLAGE SHOPS, FARM SHOPS AND SHOPPING DEVELOPMENT WHICH SATISFIES THE REQUIREMENTS OF POLICY S2, WILL BE PERMITTED ONLY WITHIN THE CITY, DISTRICT AND LOCAL CENTRES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP.

SUB-REGIONAL CENTRE LANCASTER

DISTRICT CENTRES MORECAMBE..... CARNFORTH

LOCAL CENTRES MORECAMBE, WEST END..... TORRISHOLME BARE HEYSHAM ROAD CATON VILLAGE BOLTON-LE-SANDS

WITHIN THESE CENTRES PROPOSALS FOR RETAIL DEVELOPMENT WILL ONLY BE PERMITTED WHICH ARE APPROPRIATE TO THE SIZE AND FUNCTION OF THE CENTRE CONCERNED

Retail Development on the Edge of or Outside Identified Centres

3.5.6—The Council's primary objective is to retain the overall vitality and viability of the centres identified in the hierarchy. It will apply the sequential test to all proposals for new retail development. This means that proposals for retail development in edge of centre locations will only be approved where all of the following tests are satisfied;

- need can be demonstrated;

- need cannot be met on sites on or within premises within existing centres;

- the site is within reasonable walking distance of an existing centre;

3.5.7—Out of centre development, i.e. development which lies outside reasonable walking distance of the centre, will only be permitted where there are no town centre or edge of centre options. In the very exceptional circumstances when an out of centre proposal may be acceptable, it must be well related to public transport and to existing and proposed residential areas.

3.5.8—In considering edge and out of centre retail schemes, the Council will have regard to the possibility of accommodating demonstrated need on more than one site and, in considering bulky goods proposals, the extent to which the type of goods to be sold could also be sold in town centre shops. Where out of centre and edge of centre retailing is permitted, it will only be in locations with good public transport links to its potential catchment area. Out and edge of centre permissions will be limited to ranges of goods which can be shown not to have a significant adverse effect on the overall vitality of a city, district or local centre.

3.5.9—Local shopping development is defined as that which, because of its size, potential turnover and range of goods sold, may be expected to draw most of its custom from residents of the area within 5 minutes walking distance of the development. Village shops which serve an extensive, sparsely populated, rural catchment area are clearly an exception. Rural shopping is considered in Policies S16-S18.

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~~POLICY S2~~

~~EXCEPTIONALLY, WHERE THERE IS CLEAR EVIDENCE OF NEED SUPPORTED BY A RETAIL IMPACT STATEMENT, PROPOSALS FOR NEW RETAIL DEVELOPMENT WILL BE PERMITTED IN EDGE-OF-CENTRE LOCATIONS WHERE;~~

- ~~1. THE SITE IS WITHIN REASONABLE WALKING DISTANCE OF THE BOUNDARY OF AN EXISTING CENTRE; AND~~
- ~~2. THE NEED IDENTIFIED CANNOT BE MET WITHIN AN EXISTING CENTRE; AND~~
- ~~3. THE PROPOSAL IS SERVED BY PUBLIC TRANSPORT; AND~~
- ~~4. THE SITE IS LINKED TO THE CENTRE BY A SAFE,~~

~~DIRECT PEDESTRIAN ROUTE; AND~~

- ~~5. THE PROPOSAL, BY REASON OF ITS SIZE, LOCATION, RANGE OF GOODS SOLD, PROJECTED TURNOVER AND POTENTIAL CATCHMENT AREA CAN BE SHOWN TO HAVE NO SIGNIFICANT ADVERSE EFFECT ON THE VIABILITY AND VITALITY OF A CENTRE IDENTIFIED IN POLICY S1 OR A TOWN OR DISTRICT CENTRE OUTSIDE THE DISTRICT~~

~~VERY EXCEPTIONALLY, OUT OF CENTRE SHOPPING DEVELOPMENT WILL BE PERMITTED WHERE THE IDENTIFIED NEED CANNOT BE MET EITHER IN EXISTING CENTRES OR IN SUITABLE EDGE OF CENTRE LOCATIONS AND WHERE CRITERIA 2,3 AND 5 ARE MET.~~

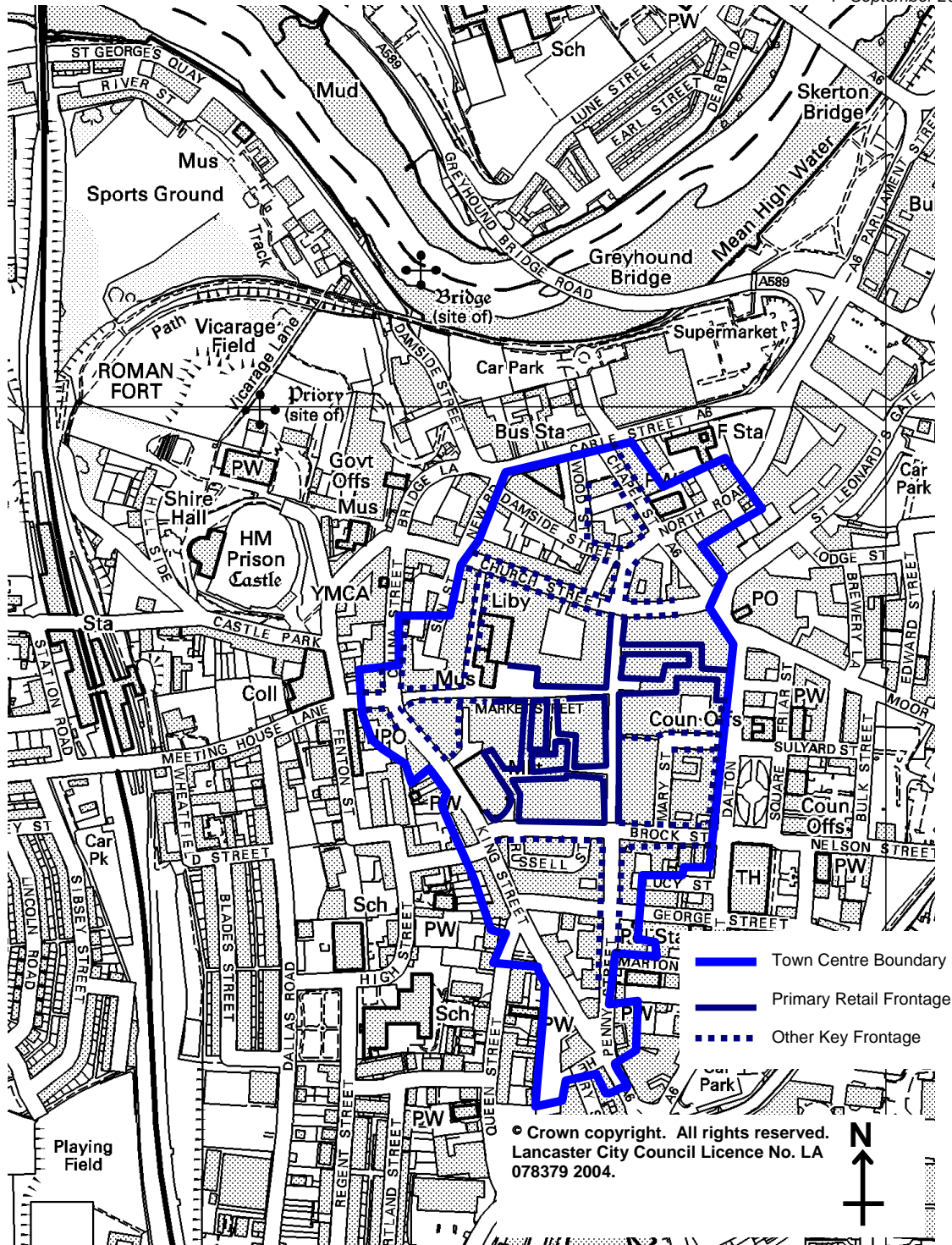


Diagram 18 – Lancaster City Centre

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Lancaster City Centre Strategy

- 3.5.10 Lancaster is Lancashire's third largest centre after Preston and Blackpool. It has a large catchment including all of Lancaster District and parts of Wyre, Craven and South Lakeland District. Lancaster must maintain and develop a role as a prosperous, successful, sub-regional shopping centre providing high-quality shops and services to north Lancashire and south Cumbria.
- 3.5.11 Lancaster has recently seen the development of the Marketgate Centre, the major refurbishment of St Nicholas Arcades, refurbishments and extensions to Marks and Spencer, BHS and WH Smith, the development of the edge of centre retail park at Bulk Road and the out-of-centre Lancaster City Retail Park. The pedestrianisation of Upper Penny Street, improvements in Church Street, the promotion of quality shopfronts and the control of non-A1 retail uses have resulted in significant improvements.
- 3.5.12 Vacancy rates in Lancaster have fallen significantly over the past two years as units in the Marketgate Centre have been taken up and major relocations have been absorbed. There is some evidence to suggest that there will be some capacity for new comparison retailing in Lancaster during the plan period. At the same time, caution is needed to ensure that the current compact, pedestrian friendly retail core is not undermined by excessive retail development outside the City Centre. Concerns remain about the high level of secondary retailing activity such as charity and discount shops in primary frontages. There may also be scope for some new

convenience retailing in Lancaster.

- 3.5.13 Lancaster competes with other centres. It must retain its existing customer base, increase market share within its existing catchment area and win back customers in areas where it has lost trade in the past.
- 3.5.14 To achieve this, Lancaster must build on its strengths. These are;
- a historic city with exceptional environmental quality and a good range of high street and specialist shops;
 - a largely traffic free shopping environment;
 - a compact city centre with most facilities within easy and pleasant walking distance of each other;
 - a town centre which is perceived as safe;
 - an easily understood layout with many attractive landmark buildings;
 - a city centre that has seen high levels of investment in the recent past;
 - a location which is accessible from a wide area.
- 3.5.15 At the same time, action needs to be taken to combat the disincentives to shop in Lancaster including a perceived shortage of car parking, access difficulties and a smaller range of shops in certain goods types than some of its competitors.
- 3.5.16 The strategy therefore has the following main elements;
- the upgrading of Lancaster Bus Station;
 - the pedestrianisation of Church Street;
 - the provision of better pedestrian links between the

bus station and the City Centre;

- the reduction of primary vacancy to 5% and secondary vacancy to 10%;
- the mixed-use development of the Brewery site for retail, residential and commercial use;
- the mixed-use development of the Dalton Square/Penny Street site;
- the management of town centre car parking to provide more short-stay parking for shoppers;
- provision of the Kingsway Park and Walk site;
- Better provision for cyclists through the Council's Cycling Strategy.

~~New City Centre Development~~

~~3.5.17 To allow the City Centre to consolidate and adjust, a cautious approach to new retail development is needed. There is enough vacant floorspace to absorb most expenditure growth. There may be some scope for some town centre convenience floorspace in Lancaster and limited new comparison floorspace after 2001. The Council has identified three sites suitable for retail development.~~

~~The Brewery Site~~

~~3.5.18 The Brewery site, between Market Street and Church Street, is a small backland site which could create pedestrian links between Church Street, Market Street, Market Square and Cheapside. Mixed-use development of this site could incorporate a small arcade or small high quality town centre foodstore. Housing, offices and~~

~~other town centre uses could form part of a mixed-use package.~~

~~Dalton Square/Penny Street~~

~~3.5.19 The chain of sites between Dalton Square and Penny Street could be a new entrance to the shopping centre from the east. It links Dalton Square and the canalside car parks with the main clothes shopping street of Penny Street and the Marketgate Shopping Centre. The comprehensive mixed-use development of these sites, sensitively designed to protect important buildings, could incorporate new retail development.~~

~~King Street~~

~~3.5.20 A large area off King Street was previously identified as a site for a large single store. Changing pressures on the City Centre and new government guidance allow the consideration of residential or mixed-use schemes. Development must enhance this important gateway to the City Centre. This site is also identified as a Housing Opportunity Site under Policy H3.~~

~~3.5.21 The complex and sensitive nature of these sites may require development to be guided by development briefs covering design and acceptable uses.~~

~~POLICY S3~~

~~THE FOLLOWING SITES ARE IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP AS CITY CENTRE DEVELOPMENT SITES FOR COMPREHENSIVE MIXED-USE DEVELOPMENT INCORPORATING RETAIL, RESIDENTIAL, BUSINESS AND OTHER APPROPRIATE TOWN CENTRE USES;~~

~~BREWERY,
DALTON SQUARE/PENNY
STREET,
KING STREET~~

~~NEW RETAIL DEVELOPMENT
IN LANCASTER CITY CENTRE
WILL BE DIRECTED TO THESE
SITES.~~

- 3.5.22 The Lancaster Local Plan also identified a large site at Damside for major retail development. This would include Lancaster Bus Station and the car parks in the vicinity. There is currently no likelihood of such a development being achievable. There is also concern that such development on this scale could harm the City Centre. This site is no longer considered appropriate as a City Centre Development Site.

Lancaster City Centre - Primary Shopping Frontages

- 3.5.23 Lancaster's primary shopping area consists of the northern end of Penny Street, the eastern end of Market Street, Cheapside, the St Nicholas Centre and the Marketgate Centre. This area contains most of the City's national comparison multiples, its biggest in-centre stores, its highest rents, its major shopping centres and its highest pedestrian flows. It is the retail core of Lancaster and its continued vitality is essential to the District's economy. Whilst the diversity of the centre is one of its strengths, restraint must be exercised over A2 (financial and professional services) and A3 (food and drink) uses to ensure that A1 retail remains the dominant ground floor use. The Council will concentrate environmental improvements within this area to ensure that the centre continues to provide a competitive shopping environment.

- 3.5.24 The main approaches to the retail core are identified as other key retail frontages. These are predominantly pedestrianised streets housing many of the District's small specialist shops, restaurants, public houses and cafes. Lower pedestrian flows allow for the development of street life, cafes with outside seating, market stalls etc. The pedestrianisation of Church Street will assist this process and increase the importance of connecting streets between the primary retail area and the new bus station. Within these areas, the Council wishes to maintain uses which contribute to the vitality and viability of the frontages. A1 retail must remain an important element but the introduction of high quality food and drink uses will contribute to the vitality of the area.

POLICY S4

**THE FOLLOWING FRONTAGES
ARE IDENTIFIED AS PRIMARY
RETAIL FRONTAGES WITHIN
WHICH A1 RETAIL WILL
REMAIN THE DOMINANT USE;**

**CHEAPSIDE
(ALL FRONTAGES),
ST NICHOLAS CENTRE
(ALL FRONTAGES),
MARKETGATE CENTRE
(ALL FRONTAGES)
1-33 AND 2-36 MARKET
STREET
1-43 AND 2-32 PENNY STREET**

**THE FOLLOWING FRONTAGES
ARE IDENTIFIED AS OTHER
KEY RETAIL FRONTAGES
WITHIN WHICH A1 RETAIL
AND A3 (FOOD AND DRINK)
USES WHICH SATISFY THE
CRITERIA SET OUT IN POLICY
S7 WILL REMAIN THE
DOMINANT USES;**

**BROCK ST (ALL FRONTAGES)
1-35, COMMON GARDEN ST**

**42-88 AND 53-99, PENNY ST
SIR SIMON'S ARCADE
(ALL FRONTAGES),
FRANCES' PASSAGE
(ALL FRONTAGES),
GAGE ST
(ALL FRONTAGES),
11-21 DALTON SQUARE
1-15 AND 2-8 NORTH ROAD,
25-47 CHINA STREET,
35-83 AND 38-99, MARKET ST
NEW ST (ALL FRONTAGES)
1-59 AND 2-70, CHURCH ST
63-81 AND 46-60 NORTH RD,
1-5 AND 2-14 DAMSIDE ST,
1-11 AND 2-6 CHAPEL ST.**

**Lancaster City Centre -
Financial and
Professional Service
Uses**

3.5.25 Financial and professional services are a major element of the economy of Lancaster City Centre and, in moderate numbers, contribute to the diversity of uses within the centre. Most of the City's estate agents are located in New Street and the west end of Market Street. A number of banks and financial services are located at the west end of Church Street. There is a further concentration of office and professional services in the Dalton Square area.

3.5.26 In the City's Primary Retail Frontages, within which most major retailers are located and which experience the highest pedestrian flows, there is a real danger that where such uses become over-dominant, the vitality, interest and attractiveness of the street is diminished. These concerns also exist, but to a lesser degree, in Other Key Frontages. There are also special considerations in the Castle Precinct area and these are considered in Policy E40.

3.5.27 The Council therefore takes a fourfold approach as follows;

- Encouraging the development of financial and professional services in the established office quarters of upper Church Street/Sun Street and Dalton Square, in marginal and peripheral shopping areas, and in upper floors elsewhere within the City Centre;
- Allowing for A2 uses within the City Centre Development Sites and the Employment Opportunity Site at Damside Street;
- Allowing up to 20% of ground-floor frontages to be in A2 use within Other Key Retail Frontages; and
- Making reasonable provision within Primary Retail Frontages whilst ensuring that A1 retail remains the dominant use.

POLICY S5

**WITHIN THE PRIMARY RETAIL
FRONTAGES IN LANCASTER
CITY CENTRE IDENTIFIED ON
THE PROPOSALS MAP, THE
CHANGE OF USE OF GROUND
FLOOR PREMISES TO A2
(FINANCIAL AND
PROFESSIONAL SERVICE)
USES WILL ONLY BE
PERMITTED WHERE;**

**ALL ADJOINING
FRONTAGES ARE IN A1
RETAIL USE; AND**

**THE PROPOSAL WOULD
NOT RESULT IN THE
PROPORTION OF NON-A1
USES EXCEEDING 20% OF
ANY CONTINUOUS RETAIL
FRONTAGE.**

WITHIN OTHER KEY FRONTAGES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP, SUCH USES WILL ONLY BE PERMITTED WHERE;

AN ADJOINING BUILDINGS IS IN A1 RETAIL USE, AND

THE PROPORTION OF ANY CONTINUOUS RETAIL FRONTAGE LENGTH IN A2 USE WOULD NOT EXCEED 20%

Note: A 'Continuous Retail Frontage' is defined as 'a row of four or more units in A1, A2, A3 or **other Town Centre** use of which the A1 frontage element is greater than 50%. A frontage may both cross a side road or wrap around a corner'.

Lancaster City Centre – Amusement Related Uses

3.5.28 Amusement centres have become established features of almost all town centres. A centre has recently opened on Cheapside. Amusement centres are wholly inappropriate in the Castle Conservation Area. Elsewhere in the City Centre, there may be limited scope for such centres outside Primary Retail Frontages. In dealing with applications for amusement centres, particular attention will be paid to the appearance of the street scene, the effect on shopping frontages and the amenities of nearby residents and businesses.

POLICY S6

AMUSEMENT CENTRES AND OTHER AMUSEMENT RELATED USES WILL NOT BE PERMITTED WITHIN THE CASTLE CONSERVATION AREA. ELSEWHERE IN GROUND FLOOR PROPERTIES WITHIN THE CITY CENTRE, SUCH USES WILL BE PERMITTED OUTSIDE

PRIMARY RETAIL FRONTAGES WHERE THEY DO NOT;

HARM THE CHARACTER AND APPEARANCE OF THE STREET SCENE OR HISTORIC BUILDINGS;

COMPROMISE PEDESTRIAN SAFETY ON A MAJOR TRAFFIC ROUTE;

ADJOIN A SIMILAR USE OR BREAK UP A CONTINUOUS RETAIL FRONTAGE; AND

HAVE A SIGNIFICANT ADVERSE EFFECT ON THE AMENITIES OF NEIGHBOURING RESIDENTS OR BUSINESSES.

EXCEPTIONALLY SUCH USES MAY BE PERMITTED WITHIN PRIMARY RETAIL FRONTAGES WHERE THEY ARE OF A SCALE AND DESIGN APPROPRIATE TO A PRIMARY SHOPPING LOCATION AND DO NOT PREJUDICE THE VITALITY AND VIABILITY OF THE CITY CENTRE

Lancaster City Centre – Food and Drink Uses

3.5.29 Restaurants, cafes, public houses and hot food takeaways are essential elements of the City Centre economy. They contribute to its diversity, its employment base and its vitality and viability. They are particularly valuable in maintaining the vitality of the centre outside normal shopping hours. There are concentrations of pubs and restaurants in the Church Street area and in Upper Penny Street. Pedestrianisations in these areas will increase the scope for pavement seating and consolidate their roles as eating and drinking areas. Within these

'Cafe Quarters' the Council will give priority to proposals for cafes and restaurants which open during the day, which will have an attractive frontage and which allow pavement seating.

- 3.5.30 Some types of A3 use, particularly hot-food takeaways and public houses can give rise to problems of noise, smell and antisocial behaviour if over-concentrated or unsuitably located. The introduction of CCTV in Lancaster City Centre is helping to combat this. The Council will resist proposals for public houses and takeaways where such concentrations would threaten city centre vitality or residential amenity.

3.5.31 The Council's approach to A3 uses is the following;

- Encouraging the development of 'cafe and restaurant quarters' in pedestrianised Other Key Frontage streets, where these would contribute to the vitality of the centre and giving particular encouragement to proposals incorporating outdoor seating.
- Making provision for a reasonable proportion of A3 uses within primary retail frontages.
- Resisting excessive concentrations of, or unsuitably located public houses and hot food takeaways where these would give rise to amenity problems or have a harmful effect on City Centre vitality.

POLICY S7

WITHIN THE PRIMARY RETAIL FRONTAGES IN LANCASTER

CITY CENTRE IDENTIFIED ON THE PROPOSALS MAP, THE CHANGE OF USE OF GROUND FLOOR PREMISES TO A3 (FOOD AND DRINK) USES WILL ONLY BE PERMITTED WHERE;

AN ADJOINING FRONTAGE IS IN A1 RETAIL USE; AND

THE PROPOSAL WOULD NOT RESULT IN THE PROPORTION OF A3 (FOOD AND DRINK) OF ANY CONTINUOUS RETAIL FRONTAGE LENGTH EXCEEDING 20%, AND

THE PROPOSAL DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE STREET OR THE AMENITIES OF NEIGHBOURING RESIDENTS OR BUSINESSES;

WITHIN OTHER KEY RETAIL FRONTAGES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP, SUCH USES WILL ONLY BE PERMITTED WHERE

AN ADJOINING FRONTAGE IS IN A1 RETAIL USE; AND

THE PROPOSAL DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE STREET OR THE AMENITIES OF NEIGHBOURING RESIDENTS OR BUSINESSES.

Morecambe Town Centre

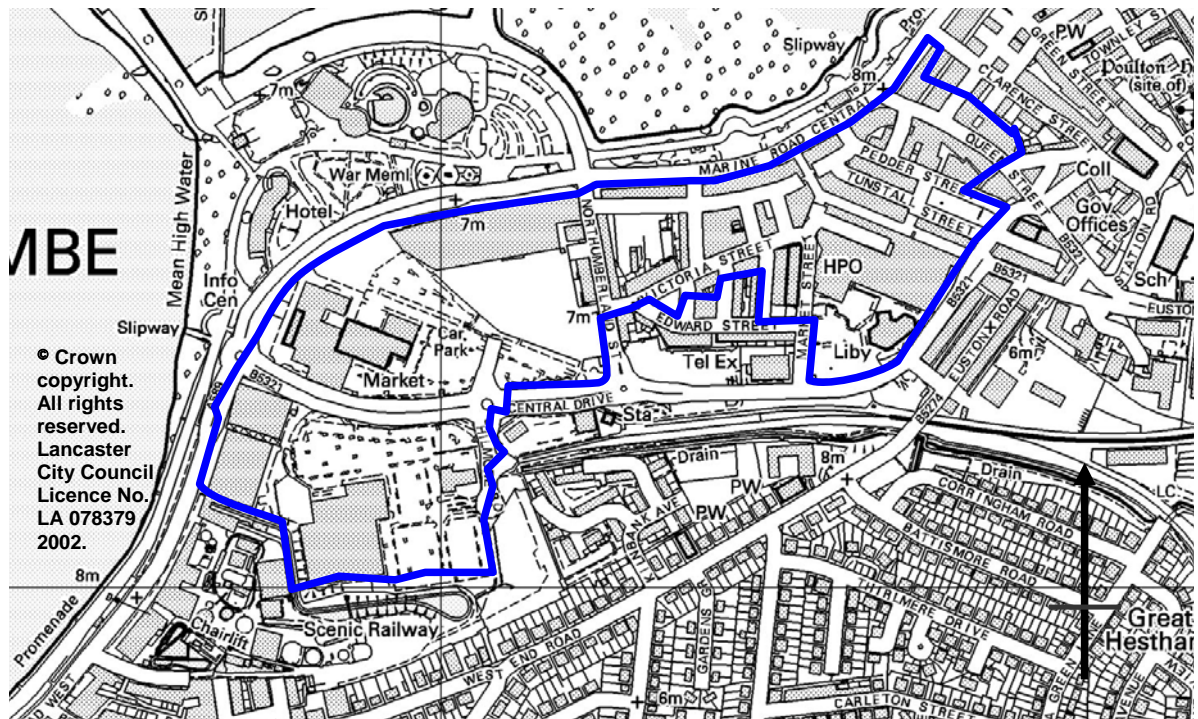


Diagram 19 – Morecambe Town Centre

~~3.5.32~~ Morecambe Town Centre is a district shopping centre providing mainly convenience goods to Morecambe, Heysham and nearby villages. The town has recently seen the development of a new Morrisons superstore and the relocation of its market to a new market hall on Central Drive. Although larger than Lancaster in area, Morecambe has fewer shops and a smaller catchment population. It is also very dispersed with many vacant shops.

~~3.5.33~~ The centre has three main elements. There is a core of town centre shops focused around the Arndale Centre. There is also a range of gift shops, amusement arcades and catering outlets along Marine Drive serving visitors. The third element is the new development in the Central Drive area.

~~3.5.34~~ The new development and stock of vacant shops can absorb

demand for new floorspace over the local plan period.

POLICY S8

WITHIN MORECAMBE TOWN CENTRE, PROPOSALS FOR NEW RETAIL DEVELOPMENT WHICH ARE CONSISTENT WITH POLICY S1 AND WOULD IMPROVE THE RANGE AND QUALITY OF SHOPS IN MORECAMBE WILL BE PERMITTED.

ELSEWHERE IN MORECAMBE, WHERE THERE ARE SIGNIFICANT CONCENTRATIONS OF VACANT SHOPS, PROPOSALS TO CONVERT SHOPS TO RESIDENTIAL USE WILL BE PERMITTED WHERE THE LOSS OF RETAIL PROPERTY WOULD NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE VIABILITY OF A CENTRE IDENTIFIED IN POLICY S1.

~~Policy in Red Strikethrough:~~ Policy was Not Saved (it is no longer part of the Development Plan)
~~Policy in Black Strikethrough:~~ Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)
~~Policy has Dashed Underlining:~~ Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

Morecambe Town Centre – Non-A1 Retail Uses

- 3.5.35 Morecambe's central shopping area needs to be safeguarded against the incursion of restaurant and café uses which are better located on the seafront. Morecambe's seaside character and its well defined existing areas justify a different policy approach to that operated in Lancaster. Over-concentration of financial and professional service uses should also be avoided. Outside the main shopping centre, and in the Poulton Action Area in particular, the conversion of shops to non-retail uses could help to consolidate the town centre (See Policy H23).

POLICY S9

IN GROUND FLOOR PROPERTIES IDENTIFIED AS PROTECTED RETAIL FRONTAGES IN MORECAMBE TOWN CENTRE, A2 (FINANCIAL AND PROFESSIONAL SERVICES) AND A3 (FOOD AND DRINK) USES WILL BE PERMITTED WHERE;

THE ADJOINING FRONTAGES ARE IN A1 RETAIL USE; AND

THE PROPOSAL WOULD NOT RESULT IN THE PROPORTION OF NON-A1 RETAIL USE OF ANY CONTINUOUS RETAIL FRONTAGE LENGTH EXCEEDING 20%, AND

THE PROPOSAL DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE AMENITIES OF NEIGHBOURING RESIDENTS OR BUSINESSES;

Amusement Centres

- 3.5.36 Amusement centres and arcades are part of the seaside 'scene' and, in moderate numbers, contribute to the colour and variety of the seafront. If over-concentrated, however, they become intrusive. They can also cause noise and visual disturbance particularly in residential areas. In the Town Centre, amusement uses may detract from the shopping environment. Amusement arcades are inappropriate in the modern leisure environment created in the Central Promenade Area and are directed to older parts of the seafront.

POLICY S10

AMUSEMENT RELATED USES WILL NOT BE PERMITTED IN GROUND FLOOR PROPERTIES ON MARINE RD BETWEEN NORTHUMBERLAND ST AND FRONTIERLAND. ELSEWHERE IN GROUND FLOOR PROPERTIES WITHIN MORECAMBE TOWN CENTRE, SUCH USES WILL BE PERMITTED OUTSIDE PROTECTED RETAIL FRONTAGES WHERE THEY DO NOT;

HARM THE CHARACTER AND APPEARANCE OF THE STREET-SCENE OR HISTORIC BUILDINGS;

COMPROMISE PEDESTRIAN SAFETY ON A MAJOR TRAFFIC ROUTE;

ADJOIN A SIMILAR USE OR BREAK UP A CONTINUOUS RETAIL FRONTAGE AND

HAVE A SIGNIFICANT ADVERSE EFFECT ON THE AMENITIES OF NEIGHBOURING RESIDENTS AND BUSINESSES.

~~Carnforth Town Centre~~

~~3.5.37 Carnforth is a small but important shopping centre providing convenience and local comparison goods to the north of the District and adjoining parts of south Cumbria. The centre has around 5000 sq. m net of retail floorspace in 46 units focused on Market Street. The Booths supermarket has reinforced Carnforth with modern town-centre shopping with parking. It has enabled the centre to withstand competition from food superstores in Lancaster, Kendal and Morecambe.~~

~~3.5.38 Despite recent planning applications for retail development, large scale increases in floorspace, particularly out of town could cause significant harm to the town centre. No provision has therefore been made to expand its shopping area.~~

~~POLICY S11~~

~~**WITHIN CARNFORTH TOWN CENTRE, PROPOSALS FOR NEW RETAIL DEVELOPMENT WHICH IS CONSISTENT WITH POLICY S1 AND WOULD IMPROVE CARNFORTH'S ROLE AS A DISTRICT CENTRE WILL BE PERMITTED**~~

3.5.39 The unrestricted development of financial service uses and food and drink uses in Market Street could have a harmful effect on what is currently a successful and diverse shopping street.

POLICY S12

IN GROUND FLOOR PROPERTIES IDENTIFIED AS PROTECTED RETAIL FRONTAGES IN CARNFORTH TOWN CENTRE, A2 (FINANCIAL AND PROFESSIONAL SERVICES)

AND A3 (FOOD AND DRINK) USES WILL BE PERMITTED WHERE;

AN ADJOINING FRONTAGE IS IN A1 RETAIL USE; AND

THE PROPOSAL WOULD NOT RESULT IN THE PROPORTION OF NON-A1 RETAIL USE OF ANY CONTINUOUS RETAIL FRONTAGE LENGTH EXCEEDING 20%, AND

THE PROPOSAL DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE AMENITIES OF NEIGHBOURING RESIDENTS OR BUSINESSES;

~~Morecambe West End Local Centre~~

~~3.5.40 The large area of shops in the West End of Morecambe has developed a local convenience role. This has been reinforced by the Morecambe Single Regeneration Budget Programme. Vacancy, low investment and poor quality shops are prevalent in the West End. The centre is spread over a large area and lacks an obvious focus. It does however retain distinctive traditional architecture which contributes to its character.~~

~~3.5.41 Most of the surviving shops are on Yorkshire Street, Claremont Road and Albert Road. A short section of seafront uses link Albert Road with Frontierland. A compact, focused West End shopping centre could provide convenience goods and local services whilst continuing to offer interest to visitors. The change of use of peripheral shop units to residential or community use will be encouraged.~~

~~POLICY S13~~

~~IN-GROUND FLOOR
PROPERTIES IDENTIFIED AS
PROTECTED RETAIL
FRONTAGES IN THE
MORECAMBE WEST-END
LOCAL CENTRE, A2
(FINANCIAL AND
PROFESSIONAL SERVICES)
AND A3 (FOOD AND DRINK)
USES WILL BE PERMITTED
WHERE;~~

~~THE PROPOSAL WOULD
NOT RESULT IN THE
PROPORTION OF NON-A1
RETAIL USE OF ANY
CONTINUOUS RETAIL
FRONTAGE LENGTH
EXCEEDING 20%, AND~~

~~THE PROPOSAL DOES
NOT HAVE A SIGNIFICANT
ADVERSE EFFECT ON THE
AMENITIES OF
NEIGHBOURING
RESIDENTS OR
BUSINESSES;~~

~~ELSEWHERE WITHIN THE
CENTRE, THE CONVERSION
OF SHOPS TO RESIDENTIAL,
BUSINESS AND COMMUNITY
USE WILL BE PERMITTED~~

~~Local Centres~~

~~3.5.42 The District's local centres provide top-up convenience retailing and local services within walking distance of many homes. Development which could harm the vitality and viability of these centres will be resisted. Wherever practicable, the Council will introduce environment and highway safety improvements.~~

~~3.5.43 The Council will, in consultation with the highway authority, public transport operators and local residents, develop Environmental Improvement Strategies for the local centres identified. These may include traffic calming, improvements to the pedestrian~~

~~environment and other
environmental improvements.~~

~~Torrisholme Local Centre~~

~~3.5.44 Torrisholme is a small local convenience centre between Lancaster and Morecambe centred around the former village core of Torrisholme. It is anchored by a Booths supermarket and by a sizeable Spar shop. It offers all basic convenience functions. The primary bus corridor runs along its main street. It has an attractive curvilinear form, a focus in the former village green and a number of buildings of character.~~

~~3.5.45 To protect and enhance Torrisholme, the impact of traffic must be lessened. It lies on a main route between Lancaster and Morecambe. Narrow pavements in places and a curving road limit opportunities for pedestrian crossings and bus stops. The pavement linking Booths with the rest of the centre is particularly narrow. Some pavements are in need of renewal and expanses of tarmac in front of some shops may provide opportunities for environmental improvements.~~

~~Prince's Crescent Local Centre, Bare~~

~~3.5.46 Prince's Crescent in Bare is an attractive small shopping centre of 32 shops in north Morecambe. It is an unspoilt Victorian shopping parade with spacious pavements and mature trees. Its main shops are concentrated at the southern end of the parade and there are few vacant units. It lies on a main bus route.~~

~~3.5.47 Like many local centres, it suffers from under-investment. Some shops require maintenance and upgrading and there is a small~~

~~cluster of vacant units on the corner of Princes Crescent and Bare Lane. The centre is anchored by a Spar shop and there is no off-street car parking.~~

~~Heysham Road, Heysham~~

~~3.5.48 Heysham Road is the only sizeable local centre for the Heysham area. It contains 17 shops, a garage and a public house and is located on the Primary Bus Corridor. The Morecambe and Heysham By-Pass has reduced the impact of traffic and left a wide road with on-street parking on both sides. It remains dominated by the main road and has a severe street environment with no trees.~~

~~Caton Local Centre~~

~~3.5.49 Caton is a small but important centre providing convenience shopping and other facilities to the Lune Valley area. It has a Co-op Late Shop, two banks, a post office, two public houses, a petrol station, a newsagent and a public library. The small shopping parade on Sycamore Drive is also an important facility. The busy A683 separates the shops and other facilities from most of the residential areas of Caton and from the main car park.~~

~~Bolton-le-Sands~~

~~3.5.50 Bolton-le-Sands is the District's largest village. Its shops and key facilities are located in the village core and most lie within the Bolton-le-Sands Conservation Area. The Centre contains most key shops, two pubs and a library. The centre is well served by public transport and is close to the Lancaster Canal.~~

~~POLICY S14~~

~~**WITHIN THE FOLLOWING LOCAL CENTRES SHOWN ON THE PROPOSALS MAP, SMALL-SCALE RETAIL DEVELOPMENT SERVING A STRICTLY LOCAL CATCHMENT WILL BE PERMITTED SUBJECT TO OTHER POLICIES IN THE LOCAL PLAN;**~~

~~**MORECAMBE WEST END
TORRISHOLME
PRINCE'S CRESCENT, BARE
HEYSHAM ROAD, HEYSHAM
CATON
BOLTON-LE-SANDS**~~

~~**WITHIN THESE AREAS, THE COUNCIL WILL PREPARE AND IMPLEMENT PROPOSALS FOR ENVIRONMENTAL IMPROVEMENTS AND TRAFFIC CALMING WHERE APPROPRIATE.**~~

Small Local Shops

3.5.51 Small shopping parades and convenience shops in urban areas such as Scotforth Road, Bowerham Road, Greaves and Heysham Village provide valuable top-up convenience shopping that people can walk to. Small shops within large new housing developments can also perform this role as well as providing a focus and adding variety.

3.5.52 The loss of such shops can increase dependence on the car and cause inconvenience to those without access to a car. Decisions on the future of local shops may be affected by the expectation of a residential after use. In some areas however, there are many redundant shops which have a poor appearance and little likelihood of viable use. Here conversion to housing may improve the quality of the local environment.

POLICY S15

IN LANCASTER, MORECAMBE AND CARNFORTH, PROPOSALS FOR SMALL SHOPS AND SHOPPING PARADES WILL BE PERMITTED WHERE THEY HAVE A STRICTLY LOCAL CATCHMENT AND DO NOT HAVE AN ADVERSE EFFECT ON THE OVERALL VITALITY AND VIABILITY OF EXISTING SHOPPING CENTRES;

THE CONVERSION OF LOCAL SHOPS TO NON A1 RETAIL USE WILL NOT BE PERMITTED UNLESS;

EQUIVALENT PROVISION WITHIN REASONABLE WALKING DISTANCE EXISTS, OR FORMS PART OF THE PROPOSAL; OR

IT CAN BE DEMONSTRATED THAT THE SHOP IS NO LONGER VIABLE AND CONVERSION WOULD HAVE CLEAR ENVIRONMENTAL BENEFITS.

Villages

~~3.5.53 Village shops provide essential services to those without access to a car and give a focus to small rural communities. The importance of rural shopping has recently been reinforced with the publication of the Rural White Paper and revised PPG7. Small shops in villages will normally be encouraged.~~

POLICY S16

WITHIN RURAL SETTLEMENTS, PROPOSALS FOR NEW VILLAGE SHOPS WILL BE PERMITTED WHERE THEY DO NOT HARM THE OVERALL VITALITY AND

VIABILITY OF EXISTING SHOPPING CENTRES.

Farm Shops

3.5.54 Farm shops selling their own produce are an important part of many agricultural businesses. They can contribute to the management of change and the retention of a vibrant rural economy which is a key aim of the Local Plan. Policy E21 deals more generally with proposals for agricultural diversification. The small-scale sale of a farm's own produce does not normally require permission. This includes operations such as 'Pick Your Own' fruit and small-scale sales of milk, eggs, potatoes etc. Whilst farm shops should be founded on selling the produce of the farm unit, the seasonal nature of agriculture means that in order to secure year-round opening and provide permanent employment, farm shops may need to sell other produce at certain times. It may also be appropriate for farm shops to sell the produce of neighbouring farms.

3.5.55 The countryside is not an appropriate location for general retail activity because of trade diversion from vulnerable village shops, and because of its visual impacts, traffic generated, impact on travel patterns and associated signage. These concerns are particularly acute within the District's two Areas of Outstanding Natural Beauty. Making use of existing farm buildings helps to minimise the visual impact of any proposed shop. Proposals for farm shops will be closely examined to make sure that these impacts are minimised. Farm shops will only therefore be permitted where they are clearly related to an agricultural enterprise.

POLICY S17

FARM SHOPS WILL BE PERMITTED WHERE;

THE PROPOSED SHOP MAKES A POSITIVE CONTRIBUTION TO THE VIABILITY OF THE FARM HOLDING AND REMAINS SUBSIDIARY TO THE MAIN FARMING ENTERPRISE;

THE GOODS SOLD ARE PREDOMINANTLY GROWN OR PRODUCED WITHIN THE FARM UNIT OR WITHIN OTHER FARMS IN THE LOCALITY; AND

THE PROPOSAL WOULD NOT BY REASON OF ITS SCALE, POTENTIAL TURNOVER OR RANGE OF GOODS SOLD, HAVE A SIGNIFICANT ADVERSE IMPACT ON NEARBY VILLAGE SHOPPING; AND

THE PROPOSAL, AND ANY SIGNAGE ASSOCIATED WITH IT, WOULD NOT HAVE AN ADVERSE IMPACT ON THE CHARACTER OF THE AREA OR LEAD TO AN UNACCEPTABLE INCREASE IN TRAFFIC; AND

THE PROPOSAL MAKES SATISFACTORY ARRANGEMENTS FOR ACCESS, SERVICING, CYCLE, AND CAR PARKING; AND

THE SHOP USES EXISTING BUILDINGS WITHIN THE MAIN AGRICULTURAL UNIT WHERE POSSIBLE;

PARTICULAR ATTENTION WILL BE PAID TO THE LANDSCAPE AND TRAFFIC

IMPACTS OF FARM SHOPS WITHIN AONBs.

The Loss of Rural Shops

- 3.5.56 Proposals for the conversion of rural shops to non-A1 retail use will be permitted where it can be demonstrated that committed attempts have been made to market the shop as a retail business. Evidence will be required that the shop has been advertised for sale in the appropriate or local and trade press at a realistic price or rent on more than two occasions over period of at least one year and that no reasonable offers have been refused.

POLICY S18

IN THE RURAL AREA, PROPOSALS FOR THE CONVERSION OF VILLAGE SHOPS TO NON-A1 RETAIL USE WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT THE SHOP IS NO LONGER VIABLE

Food and Drink Uses Outside Town Centres

- 3.5.57 Restaurants, pubs and hot food takeaways can cause noise, smell, traffic, parking problems and late night disturbance. Where such uses may cause problems, planning permission may be limited to the specific use applied for.

POLICY S19

IN THE URBAN AREA OUTSIDE THE CENTRES OF LANCASTER AND MORECAMBE AND IN RURAL SETTLEMENTS, A3 (FOOD AND DRINK) USES WILL ONLY BE PERMITTED WHERE THEY;

WOULD NOT RESULT IN UNACCEPTABLE ADVERSE EFFECTS ON THE AMENITIES OF

**ADJOINING RESIDENTS
AND OTHER
NEIGHBOURING USES IN
TERMS OF NOISE, SMELL
AND DISTURBANCE; AND**

**WOULD NOT CAUSE
SIGNIFICANT TRAFFIC OR
CAR PARKING PROBLEMS.**

**WHERE THERE IS A
POSSIBILITY THAT SUCH A
USE MAY CAUSE
DISTURBANCE AT UNSOCIAL
HOURS, THE COUNCIL MAY
IMPOSE CONDITIONS
LIMITING THE USE AND
HOURS OF OPENING OF THE
PROPOSED FOOD AND DRINK
USE.**

~~Retail Development in Mixed-Use Schemes~~

~~3.5.58 Some non-retail or mixed-use developments may include a retail element. These include shops within tourist and leisure developments, golf club shops, employee shops within business and industrial development and on-campus shopping in higher education institutions, hospitals and prisons. In all such cases, the retail element should be considered on the same basis as other retail schemes and satisfy Policy S1 and Policy S2. Where such development is permitted, the range of goods sold may be limited by condition to control future changes of use.~~

~~POLICY S20~~

**~~PLANNING PERMISSION FOR
RETAIL DEVELOPMENT
WHICH IS ANCILLARY TO THE
MAIN USE OF THE SITE WILL
ONLY BE PERMITTED WHERE
THE PROPOSED
DEVELOPMENT BY REASON
OF ITS SCALE AND RANGE OF
GOODS SOLD CAN BE SHOWN
NOT TO HARM THE VITALITY
AND VIABILITY OF EXISTING
SHOPPING CENTRES.~~**

The Loss of Rural Food and Drink Outlets

3.5.59 Rural food and drink establishments and village public houses in particular are often important local facilities. Research undertaken by Oxford Brookes University has highlighted the role of rural public houses as providers of essential facilities in villages, as employers and as visitor attractions. The importance of rural pubs is recognised in the Rural White Paper and the Rural Development Commission's Rural Pubs Initiative.

3.5.60 Within Lancaster District, the Green Dragon in Whittington contains the village Post Office. In villages such as Whittington, Melling, and Burrow, public houses have survived where there is no village shop. Like village shops, public houses are vulnerable and subject to pressure for residential conversion and decisions on their future may be conditioned by the expectation of a residential after-use. It is vital that the importance of public houses and other food and drink establishments to village communities is taken fully into account in considering proposals affecting them.

3.5.61 Proposals for the conversion of food and drink establishments to residential use will normally have to demonstrate that committed attempts have been made to market the business as a going concern. Evidence will be required that the premises has been advertised in the appropriate local and trade press at a realistic price or rent on more than two occasions over a period of at least one year and that no reasonable offers have been refused.

POLICY S21

**IN THE COUNTRYSIDE AREA,
PROPOSALS FOR THE
CHANGE OF USE OF FOOD
AND DRINK
ESTABLISHMENTS TO
RESIDENTIAL OR OTHER
USES WILL ONLY BE
PERMITTED WHERE THE
BUSINESS CAN BE
DEMONSTRATED TO BE NO
LONGER VIABLE.**

~~Policy in Red Strikethrough~~: Policy was Not Saved (it is no longer part of the Development Plan)

~~Policy in Black Strikethrough~~: Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)

~~Policy has Dashed Underlining~~: Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

3.6 Tourism and Commercial Leisure Development

Tourism in the Local Economy

- 3.6.1 Tourism is a major sector of the local economy employing around 1000 people directly and many more in the hotel and catering sectors. Visitor spending also benefits the District's shopping centres. The District has many visitor attractions. Morecambe provides traditional seaside attractions, modern leisure facilities, public art and pavement games. The historic city of Lancaster offers museums, parks, the canalside area and a developing shopping centre.
- 3.6.2 The Forest of Bowland and Arnside/Silverdale Areas of Outstanding Natural Beauty provide informal quiet recreation. Other rural attractions include the Pine Lake leisure complex, the Lancaster Canal and the outstanding wildlife areas of Morecambe Bay and the Lune Estuary.
- 3.6.3 Tourism is an area where the District has advantages possessed by few. With its outstanding urban and rural landscapes, its attractions, motorway connections and proximity to the Lake District, the Yorkshire Dales and Blackpool, the District is well positioned to attract more visitors.
- 3.6.4 The District's existing tourist attractions must be safeguarded and enhanced. The regeneration of Morecambe must be continued. New visitor attractions must be developed including raising the profile of the City of Lancaster and developing Carnforth's railway heritage.

~~The Regeneration of Morecambe~~

- ~~3.6.5 Morecambe has adjusted to the loss of its traditional seaside holiday market by developing new commercial leisure attractions and upgrading its environment with new public art based on the bird life of Morecambe Bay. It now has a cinema, ten-pin bowling, leisure swimming and public art. Many of these facilities benefit local residents as well as visitors. The concentration of leisure facilities in a quality environment is one of Morecambe's strengths which will be encouraged and developed. New visitor attractions should also reflect its outstanding natural environment.~~
- ~~3.6.6 Much remains to be done. Extensive repair work has now begun to the Victoria Pavilion (Winter Gardens). The 1930s art deco Midland Hotel is in need of substantial investment. The eastern sea front and some of the shops and cafes along it need upgrading.~~
- ~~3.6.7 Phase 5 of the Morecambe coastal defence works, covering the entire eastern seafront has now begun. This has created the opportunity to incorporate new public art and pavement games and provide an interpretation centre adjacent to Green Street subject to lottery funding. Development which could prejudice the regeneration of Morecambe will be resisted.~~
- ~~3.6.8 The existing Development Brief for the area has now largely been implemented and a revised Development Brief will be produced in due course.~~
- ~~3.6.9 The Council's development strategy for the area incorporates the following elements;~~

- ~~• an interpretation and visitor centre on land adjoining Green Street slipway;~~
- ~~• upgraded parks and gardens with new public art and pavement games;~~
- ~~• restoration and re-use of the Victoria Pavilion (Winter Gardens);~~
- ~~• traffic calming and remodelling of Marine Road; and~~
- ~~• upgrading of the area around the Midland Hotel.~~

~~POLICY TO1~~

~~WITHIN THE MORECAMBE TOURISM OPPORTUNITY AREA, NEW COMMERCIAL LEISURE DEVELOPMENT WILL BE PERMITTED WHICH WOULD;~~

~~ENHANCE MORECAMBE AS A VISITOR ATTRACTION; AND~~

~~MAKE A POSITIVE CONTRIBUTION TO THE REGENERATION OF THE AREA THROUGH SENSITIVE DESIGN AND USE OF MATERIALS AND APPROPRIATE ADVERTISING AND SHOPFRONT DESIGN.~~

~~DEVELOPMENTS WHICH WOULD PREJUDICE THE TOURISM AND LEISURE ROLE OF MORECAMBE TOWN CENTRE WILL NOT BE PERMITTED~~

Tourism in Lancaster

- 3.6.10 Although its profile as a visitor destination is rising, Lancaster could make more of its tourism assets. It attracts fewer visitors than many other historic cities. The City has a number of high quality tourist attractions and the potential of Lancaster Castle is substantial,

particularly if combined with the St George's Quay area.

- 3.6.11 Although there is already limited visitor access to the Castle and extensive improvements to the Castle surroundings have already been carried out including the relocation of the Tourist Information Centre, the Castle cannot fully realise its tourism potential whilst it continues to be used as a prison. In the long term, the development of the Castle as a visitor attraction would be of enormous assistance to Lancaster in realising its tourism potential and it is vital to the long-term future of the City that this interest be safeguarded.

THE COUNCIL WILL CONTINUE TO ENCOURAGE THE USE OF THE CASTLE PRECINCT AS A VISITOR DESTINATION. IN THE EVENT OF LANCASTER CASTLE BEING DECLARED SURPLUS TO REQUIREMENTS, THE COUNCIL WILL WORK WITH THE COUNTY COUNCIL AND OTHER RELEVANT BODIES TO PREPARE AN ACTION PLAN FOR THE DEVELOPMENT OF THE CASTLE AND ST GEORGE'S QUAY AREA AS A MAJOR TOURIST ATTRACTION

Tourism Opportunities Elsewhere in the District

Carnforth

- 3.6.12 One of the District's major attractions, the Steamtown Railway Centre has recently been significantly scaled down. The site retains major potential for a rail based tourism attraction containing extensive locomotive and carriage sheds, sidings, coaling facilities, a turntable and a coach park close to the M6 and with a direct connection onto two of the Country's most scenic rail routes – around the Cumbrian Coast and across the Yorkshire Dales. It is essential that

this potential is safeguarded and that every effort is made to attract a new rail based attraction to the site.

- 3.6.13 Steamtown also adjoins Carnforth Station which, despite its historic association with the development of the railways and the film 'Brief Encounter' remains under-used and in poor condition. The opportunity exists for a tourism development based around the station which could develop links with Steamtown.

Pine Lakes, Carnforth

- 3.6.14 Pine Lakes, north of Carnforth, is one of the District's most successful tourism developments. A variety of leisure opportunities have been created out of a series of redundant gravel pits. There is scope for the limited expansion of leisure uses on this site. There may also be scope in the longer term to expand into the area immediately to the north of the site, which is currently used for gravel extraction, upon cessation of this use.

South Heysham

- 3.6.15 The former Middleton Towers Holiday Camp and adjacent caravan park represent an area in urgent need of renewal. The holiday camp site offers the opportunity to develop a modern tourist attraction without causing significant harm to the coastal environment. The site will also benefit from the proximity of the Community Woodland (see Policy E26) which will reduce the impact of the past industrial uses in the area.

POLICY TO2

THE FOLLOWING AREAS IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP ARE ALLOCATED AS TOURISM OPPORTUNITY AREAS;

**MORECAMBE CENTRE
LANCASTER CASTLE & ST
GEORGE'S QUAY
STEAMTOWN, CARNFORTH
PINE LAKES, CARNFORTH
SOUTH HEYSHAM**

**THE COUNCIL WILL DIRECT
NEW VISITOR ATTRACTIONS TO
THESE AREAS. PROPOSALS
WHICH WOULD PREJUDICE THE
POSSIBILITY OF ACHIEVING
NEW VISITOR ATTRACTIONS
WITHIN THESE AREAS WILL
NOT BE PERMITTED.**

*TOGETHER WITH THE
RELEVANT LAND OWNERS AND
OPERATORS, THE COUNCIL
WILL PREPARE A
COMPREHENSIVE PLAN FOR
THE IMPROVEMENT AND
DEVELOPMENT OF THE SOUTH
HEYSHAM AREA*

Rural Tourism

- 3.6.16 The District's outstanding rural landscapes provide wide-ranging opportunities for quiet tourism and recreation development which could benefit the local economy. Insensitive tourism development can be highly damaging to the rural environment in terms of visual impact, habitat destruction and traffic generated. Small-scale tourism development such as visitor accommodation, craft workshops, galleries, catering facilities, information and interpretation facilities and quiet recreation, such as fishing and cycling can be satisfactorily integrated into the rural scene if sensitively designed. It can contribute to the diversity of the countryside, attract more visitors and create jobs.

- 3.6.17 New visitor facilities will be encouraged within rural settlements and other suitable locations such as within farm complexes or existing rural buildings in the countryside where they do not, in themselves or in combination with existing tourism development, cause significant harm to their surroundings.

POLICY TO3

PROPOSALS FOR SMALL-SCALE TOURIST-RELATED USES IN RURAL SETTLEMENTS, FARM BUILDING GROUPS AND EXISTING BUILDINGS IN THE COUNTRYSIDE WILL BE PERMITTED WHERE THE PROPOSAL;

IS APPROPRIATE IN TERMS OF SCALE, DESIGN AND LANDSCAPING TO THE SITE AND ITS SURROUNDINGS;

WOULD NOT RESULT IN A SIGNIFICANT ADVERSE IMPACT ON THE AMENITIES OF ADJOINING RESIDENTS OR BUSINESSES;

WOULD NOT GENERATE TRAFFIC LIKELY TO CAUSE A SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA OR INCREASE ACCIDENT RISK;

IS NOT PREJUDICED BY THE OPERATION OF THE FARM WITHIN WHICH IT IS LOCATED (IF ANY);

MAKES SATISFACTORY ARRANGEMENTS FOR ACCESS, SERVICING AND CYCLE AND CAR PARKING;

IS EASILY ACCESSIBLE TO PEDESTRIANS AND CYCLISTS FROM SURROUNDING ROADS AND RIGHTS OF WAY; AND

MAKES REASONABLE PROVISION FOR PUBLIC TRANSPORT WHERE THE DEVELOPMENT WOULD BE LIKELY TO SIGNIFICANTLY INCREASE THE DEMAND FOR TRAVEL.

Major Tourism Development in Rural Areas

- 3.6.18 Large scale recreation development should, wherever possible, be directed to the main urban area. Some types of tourism and recreation development can only take place in rural areas, either because they require large areas of land or because there are no suitable sites in the urban areas.
- 3.6.19 In exceptional circumstances, where large-scale tourism and recreation development in the rural area would provide new attractions, generate new jobs or provide new uses for existing rural buildings, development may be permitted. The need to protect the District's outstanding landscape quality means that such development must be very closely controlled and, if permitted, screened to protect the landscape. Noise and light impacts must also be closely controlled. The surrounding countryside and nearby villages must not suffer significantly increased traffic generation or levels of activity in the area. Good quality agricultural land should be safeguarded. Wildlife habitats and public rights of way should be protected and enhanced. Development attracting large numbers of people from the urban area should be close to Lancaster and Morecambe and accessible by public transport.

POLICY TO4

WITHIN RURAL SETTLEMENTS AND THE COUNTRYSIDE, LARGE SCALE TOURISM DEVELOPMENT WILL ONLY BE PERMITTED WHERE THERE ARE CLEAR ENVIRONMENTAL OR BUILDING CONSERVATION BENEFITS AND THE PROPOSAL;

DOES NOT LIE WITHIN AN AREA OF OUTSTANDING NATURAL BEAUTY;

WOULD NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON THE APPEARANCE AND RURAL CHARACTER OF THE AREA INCLUDING THE IMPACTS OF LIGHT AND NOISE;

WOULD NOT GENERATE TRAFFIC LIKELY TO CAUSE A SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA OR INCREASE ACCIDENT RISK;

MAKES SATISFACTORY ARRANGEMENTS FOR ACCESS, SERVICING AND CAR PARKING;

IS EASILY ACCESSIBLE TO PEDESTRIANS AND CYCLISTS FROM SURROUNDING ROADS AND RIGHTS OF WAY;

WOULD NOT HAVE A SERIOUS ADVERSE EFFECT ON NATURE CONSERVATION INTERESTS INCLUDING PROTECTED SPECIES;

MAKES REASONABLE PROVISION FOR PUBLIC TRANSPORT WHERE THE DEVELOPMENT WOULD BE LIKELY TO SIGNIFICANTLY INCREASE THE DEMAND FOR TRAVEL; AND

IN THE CASE OF DEVELOPMENT LIKELY TO BE USED BY PEOPLE FROM NEARBY URBAN AREAS, IT IS CLOSE TO AND EASILY ACCESSIBLE FROM THESE AREAS.

Caravans

- 3.6.20 The District contains around 4000 static and touring caravan pitches. Although caravan sites provide visitor accommodation and contribute to the local economy, they can have a detrimental impact on the countryside. Because of the substantial existing provision, the poor appearance of many sites and the sensitivity of much of the District's landscape, caravan development should be limited to modest extensions. The Forest of Bowland and Arnside/Silverdale Areas of Outstanding Natural Beauty are particularly unsuitable for additional caravan development.

POLICY TO5

WITHIN THE ARNSIDE/SILVERDALE AND FOREST OF BOWLAND AREAS OF OUTSTANDING NATURAL BEAUTY, PROPOSALS FOR NEW STATIC OR TOURING CARAVAN SITES OR THE EXTENSION OF EXISTING SITES WILL NOT BE PERMITTED.

- 3.6.21 Even outside the Areas of Outstanding Natural Beauty, much of the landscape is of outstanding quality. Caravan development would have an unacceptable impact on the countryside in many areas.
- 3.6.22 Static caravans, being larger and permanent, have a worse visual impact than touring caravans and no new static caravan sites should be established. Modest increases in the number of vans on a site will occasionally be acceptable where linked to better landscaping or improvement of on site facilities and

where such increases can be accommodated within existing site boundaries or through minor extensions which will not harm the surrounding countryside or neighbouring properties.

POLICY TO6

OUTSIDE THE AREAS OF OUTSTANDING NATURAL BEAUTY, PROPOSALS FOR NEW STATIC CARAVAN SITES WILL NOT BE PERMITTED. THE SMALL-SCALE EXTENSION OF EXISTING SITES WILL ONLY BE PERMITTED PROVIDED THAT:

THE PROPOSAL WOULD RESULT IN A DEMONSTRABLE IMPROVEMENT TO ON-SITE FACILITIES AND/OR LANDSCAPING; AND

THERE ARE NO ADVERSE EFFECTS ON THE SURROUNDING COUNTRYSIDE OR NEIGHBOURING PROPERTIES.

- 3.6.23 Touring caravans tend to be less intrusive than static caravans. There are fewer pitches most of which are unoccupied in winter. Nevertheless the District's landscape quality and the unsuitability of many rural roads justify a cautious approach.
- 3.6.24 New development should be restricted to small-scale facilities where siting and landscaping can prevent poor visual impact and where the local road network is suitable. Open countryside locations are usually unsuitable and the best locations are often adjacent to farm buildings and other rural businesses or achieved through small-scale extensions to existing sites.

POLICY TO7

NEW TOURING CARAVAN SITES OR EXTENSIONS TO EXISTING FACILITIES WILL ONLY BE PERMITTED WHERE THE PROPOSAL:

CAN BE DEMONSTRATED TO HAVE NO SIGNIFICANT ADVERSE EFFECT ON THE APPEARANCE OF THE SURROUNDING COUNTRYSIDE OR ON THE AMENITIES OF NEIGHBOURING USES;

CAN BE DEMONSTRATED NOT TO GIVE RISE TO SIGNIFICANT TRAFFIC CONGESTION OR INCREASED ACCIDENT RISK

MAKES SATISFACTORY ARRANGEMENTS FOR ACCESS SERVICING AND CYCLE AND CAR PARKING; AND

IS EASILY ACCESSIBLE TO PEDESTRIANS AND CYCLISTS FROM SURROUNDING ROADS AND RIGHTS OF WAY

- 3.6.25 There is increasing pressure for longer opening seasons for caravan sites. A longer opening season could assist the local economy, particularly in Morecambe where further all year indoor entertainment facilities have been developed. However the impact of a longer season on the landscape and nature conservation and shorter 'recovery time' will also be taken into account. Increased returns arising out of a longer season must be reflected in on-site improvements. Proposals to extend the season must be accompanied by enhancement proposals.
- 3.6.26 Most caravans are unsuitable for permanent occupation. To prevent the use of caravans as permanent homes and to allow some time for sites to recover, planning approvals

will require that the site remains closed for a minimum six week period. This period will normally be during the first six months of the year. Where necessary a Section 106 agreement will be negotiated to ensure that this requirement is met.

POLICY T08;

PROPOSALS TO EXTEND THE SEASON OF EXISTING CARAVAN SITES WILL ONLY BE PERMITTED WHERE:

THERE WOULD BE NO SIGNIFICANT ADVERSE IMPACT ON THE SURROUNDINGS OR ON NATURE CONSERVATION INTERESTS;

A PROGRAMME OF ON SITE IMPROVEMENTS IS AGREED WITH THE LOCAL PLANNING AUTHORITY AND IMPLEMENTED BEFORE THE EXTENDED OPEN SEASON BEGINS;

CARAVANS REMAIN IN HOLIDAY USE AND ARE NOT USED FOR PERMANENT OCCUPATION; AND

THE SITE REMAINS CLOSED FOR A CONTINUOUS SIX WEEK PERIOD BETWEEN JANUARY 1st AND MARCH 31st.

~~Policy in Red Strikethrough~~: Policy was Not Saved (it is no longer part of the Development Plan)
~~Policy in Black Strikethrough~~: Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)
~~Policy has Dashed Underlining~~: Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

4. Transport

This part of the Local Plan looks at transport in Lancaster District and at how current difficulties could change as reliance on the private car is reduced in future.

The Local Plan is based on the assumption that the promotion of public transport, walking and cycling, coupled with appropriate demand management measures, will gradually persuade people to use their cars less, particularly for local journeys within the main urban area.

Because the District covers a wide rural area, travel by car will remain important and most residents will continue to need a car for daily journeys.

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The City Council aims to;

- limit car journeys in Lancaster centre to 1991 levels;
- increase the proportion of people commuting by cycle to 10% and by bus to 12%;
- provide for cyclists, pedestrians and buses in new development.

The City Council proposes;

- a Primary Bus Corridor between Lancaster, Morecambe and Heysham;
- new bus stations in the centre of Lancaster and Morecambe;
- to improve bus priority and accessibility to shopper car parks;
- to ensure that the proposed Heysham M6 Link Road is not prejudiced by development;
- to manage car parking in Lancaster City Centre to favour shoppers over commuters;
- a new park and ride/walk car park at Kingsway, Lancaster;
- a new pedestrian and cycle crossing of the River Lune in Lancaster;
- extending the cycle path network through new housing areas and
- to protect the potential for future investment in the District rail network

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4.1 Background

The Current Situation

- 4.1.1 The ease with which people and goods can move around and across Lancaster District affects everyone who lives, works, visits or is seeking to invest in the area. Many everyday journeys to work, school or the shops are delayed by congestion, mainly due to traffic volumes on Lancaster's two river crossings. Cycling and walking can be dangerous and unpleasant and Lancaster City Centre can be difficult to drive into and park. People living or working near main roads suffer from fumes, noise and vibration. Buses caught up in congestion cannot run on time whilst delays to goods vehicles add to the costs of industry.
- 4.1.2 Ease of access by a choice of means of transport is essential for future inward investment in Lancaster and Morecambe. If accessibility is worse than in other areas the District's economy could suffer.

The Future

- 4.1.3 Car ownership and use have grown steadily, both nationally and locally for many years. Figures 11 and 12 illustrate this trend.

Figure 11 – Car Ownership, Great Britain, 1965 – 1989

Households with	1965	1975	1985	1989
No car	59%	44%	38%	34%
One car	36%	46%	45%	44%
Two or more cars	5%	10%	17%	22%
Total households	17.2m	19.1m	20.8m	21.7m

Source: Department of Transport

Figure 12; Car Ownership, Lancaster District 1981-1991

Households with	1981	1991
No car	18,450	17,060
One car	20,655	23,662
Two cars	5,040	8,480
Three or more cars	855	1,574
Total cars*	33,300	45,344
Total households	45,000	50,776

*This assumes 3 cars in the 3 or more category and is therefore a minimum figure.
 Source: 1981 and 1991 census.

- 4.1.4 The latest forecasts for car ownership produced by the Department of Transport (DoT) suggest that, if current trends continue, Lancaster District could see an increase of between 20.7% (low growth) and 32.4% (high growth) between 1991 and 2006. Figure 13 shows the potential implications of this level of growth for the District.

Figure 13 – Car Ownership Forecasts, Lancaster District, 1991-2006

Households	1991	1996	Change 1991-1996
Households	50,776	59,100	8,324
Cars Owned – Low forecast	45,344	54,730	9,386
Cars Owned – High Forecast	45,344	60,035	14,691

Source; Lancashire Structure Plan Report 16 – Transport Issues

- 4.1.5 As the number of people and cars in the District grows, Lancaster and Morecambe will continue to change as a result of new development, expansion in the education sector and re-organisation of health care provision. These changes will further increase demand for car travel in Lancaster and Morecambe. Rising car use has

been particularly evident in local journeys to work, the main components of peak hour congestion. There has been a big increase in travel to work by car and a corresponding drop in bus patronage.

Figure 14 – Means of Travel to Work in Lancaster District 1981-1991

	1981	%	1991	%	Change
Train	421	0.9	460	0.9	+39
Bus	5940	12.7	3370	6.6	-2570
Car (Driver)	18193	38.9	27770	54.4	+9577
Car (Passenger)	6407	13.7	4492	8.8	-1915
Motorcycle	1263	2.7	970	1.9	-293
Pedal Cycle	1450	3.1	2042	4.0	+592
Foot	9307	19.9	7350	14.4	-1957
Other/home	3747	8.0	4471	8.7	+730
TOTAL	46769		51050		

4.1.6 Figure 14 shows that between the 1981 and 1991 censuses, the number of people driving to work increased by nearly 10,000 and the number using buses dropped by over 2,500. There was a significant reduction in the number of people walking to work or sharing a car. The increase in the use of private cars to get to work is reflected in the number of vehicles in and around Lancaster City Centre at the peak morning and evening times.

4.1.7 Figure 15 shows how daily traffic flows on Lancaster's main roads have grown between 1977 and 1992. It also shows how forecasts prepared in 1980 for the year 2000 have already been exceeded on a number of central roads. Finally the table shows how these flows could grow by the year 2006 if current trends continue.

Figure 15 - Traffic Growth in Lancaster Urban Area 1977 to 2006;
 Annual average daily flows (thousands)

1977 (1)	2001(1)			1992(2)	2006(3)	2006(3)
Count	Est.			Count	Low Est	High Est
23.9	30.4	South Rd	Two Way	28.0	35.0	40.0
15.2	20.8	Greaves Road	Two Way	17.4	21.8	24.9
17.3	22.3	King Street	North bound	21.5	26.9	30.8
16.3	21.8	Thurnham St	South bound	25.7*	32.2	36.8
18.8	24.9	Greyhound Bridge	North bound	25.8*	32.3	36.9
19.3	24.9	Skerton Bridge	South bound	26.1*	32.6	37.4
24.5	32.5	Morecambe Rd	Two way	34.7*	43.4	49.7
12.7	18.8	Caton Road	Two way	19.0	23.8	27.2

1992 flows exceed predicted flows for 2001 prepared in 1991.

Source; (1) Lancaster Central Area Traffic Study (1981)
 (2) Lancashire County Council
 (3) Lancashire County Council
 Locally based traffic forecasts

Note: (2) Incorporates updated rebased Lancaster City Council traffic forecasts when available.

4.1.8 Figure 15 illustrates what could happen by the year 2006 if travel demand grows as forecast. The main gyratory system and river crossings would be congested for longer periods of the day. More motorists may use residential streets to avoid congestion. The conditions that would result from the levels of traffic growth shown in Figure 15 would be environmentally and economically unacceptable. It is clear that other ways must be found to cater for traffic growth.

The City Council's Transport Strategy

4.1.9 The Council's Transport Strategy is based on the following assumptions:

- The Council's long-term aim of reducing dependence on the car will take time to implement and, in the meantime, it is an unavoidable reality that the car will remain an important means of transport particularly for people in rural areas;
- Continued growth in car use is unsustainable due to the potential impacts on environmental quality, health, quality of life and the local economy;
- There is unlikely to be major investment in road infrastructure during the early part of the plan period;
- Measures to limit and reduce car use must be matched with the provision of attractive and realistic alternatives to the car.
- The priority areas where the greatest potential exists to make an immediate impact on reducing car dependency are travel to work and travel to school within the urban area of Lancaster, Morecambe and Heysham.

4.1.10 The Council's strategy must make the most efficient use of existing transport infrastructure. This includes the District's road network, the local rail network, car parks and the District's cycle and pedestrian networks.

4.1.11 The Strategy will include;

- Small scale initiatives to tackle local problems;

- Traffic management and traffic calming measures;
- Schemes to give priority to public transport;
- Improvements to cycle provision;
- The management of car parking pricing policy;
- The investigation of Park and Ride for Lancaster City Centre;

4.1.12 These measures should maximise the use of alternatives to the car whilst providing for reasonable levels of vehicular access within the District's urban areas.

4.1.13 The City Council cannot implement this strategy on its own. Of crucial importance is the role of the highway authority, Lancashire County Council. The County Council is responsible for strategic transport guidance via its Structure Plan and for obtaining funding for specific projects from the Government. The City Council proposes to work with the County Council and bus transport operators on a joint programme to maximise the use of, and integration between, existing transport systems through public sector projects and through working with the private sector and individuals to make more use of environmentally friendly forms of transport.

POLICY T1

THE CITY COUNCIL WILL WORK WITH LANCASHIRE COUNTY COUNCIL AND OTHER AGENCIES TO PREPARE AND IMPLEMENT A PROGRAMME TO MANAGE THE DEMAND FOR CAR TRAVEL, MAKE THE MOST EFFICIENT USE POSSIBLE OF EXISTING TRANSPORT INFRASTRUCTURE, AND MAXIMISE OPPORTUNITIES

~~TO USE MEANS OF
TRANSPORT OTHER THAN
THE CAR.~~

~~DEVELOPMENT PROPOSALS
WHICH WOULD RESULT IN A
SIGNIFICANT ADVERSE
EFFECT ON THE EFFICIENT
OPERATION OF A BUS OR
RAIL SERVICE, OR THE EASE
OF USE OF A BUS, RAIL,
CYCLE OR PEDESTRIAN
ROUTE WILL NOT BE
PERMITTED.~~

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4.2 The Heysham-M6 Link Road

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Diagram 20 – Routes being examined by Lancashire County Council for a Heysham-M6 Link

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- 4.2.1 The 1997 Lancashire Structure Plan identifies a proposal for a road linking the M6 with the Heysham peninsula. The strategic purpose of the road is
- to provide a direct link for Morecambe and Heysham traffic (particularly for port and tourism traffic) and assist the regeneration of the Lancaster and Morecambe area (particularly Heysham) and;
 - to contribute as one of a number of measures, to solving the traffic problems of Lancaster, improving safety and environmental conditions there and enabling existing road space to be used more effectively to give priority to buses, cyclists and pedestrians.
- 4.2.2 The Structure Plan does not identify a specific route. Phase 1 of the scheme, the construction of a road between the A589 (Morecambe Road) and the Port of Heysham, was completed in 1994.
- 4.2.3 The need to complete the second phase linking Phase 1 with the M6 is becoming increasingly important. The Port of Heysham has continued to expand and has recently come under new ownership. The road is identified as a regionally significant transport proposal to be completed by 2007 in (draft) Regional Planning Guidance for the North West. Access to the Port of Heysham is identified as a Strategic Internal Route in the Regional Economic Strategy produced by the North West Development Agency. It is the single major road scheme put forward in Lancashire County Council's Local Transport Plan which also proposes a number of improvements to public transport,
- walking and cycling in and around Lancaster City Centre.
- 4.2.4 Following consultations on route options in 1997, which were required as a result of the Structure Plan Examination in Public Panel Report, Lancashire County Council, in March 1998 resolved that a Green Route (from M6 Junction 33 around the west side of Galgate and Lancaster and joining Phase 1 south of the Lancaster City Retail Park) be adopted as the preferred option for completion of the Heysham/M6 link. An alternative route (known as the Orange Route) from M6 Junction 34 around the north of the city joining Phase 1 at Lancaster and Morecambe College was rejected. A third option (the Blue Route) also running west of the City to a new motorway junction at Bailrigg was also rejected.
- 4.2.5 Following the County Council's decision, the City Council proposed in its Pre-Inquiry Changes to safeguard the line of the Western (Green) Route in the Local Plan. A large number of objections were received. Following a lengthy debate at the Local Plan Inquiry in early 1999, the Inspector, in his report of June 2000, concluded that, principally in the light of potential concerns about the landscape and nature conservation impacts of the Western (Green) Route (the route passes within 20m of the Lune Estuary SSSI which is a nature conservation site of international importance), there was no realistic prospect of a start on the project being made in the Plan period. In terms of the Northern (Orange) route, he concluded that, in the light of the County Council's commitment to the Green Route, there was similarly no prospect of the Northern (Orange) route being

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- completed in the plan period. Accordingly, in line with Government advice in PPG12, he recommended the deletion of deposit plan policies T1 and T2 which safeguarded land for the construction of a Heysham-M6 Link.
- 4.2.6 In response to the Inspector's recommendations, the County Council made some adjustments to the Western route including the deletion of proposals to light the proposed road and its reduction to a single carriageway. Given the reduced environmental impact and cost of the revised scheme, the City Council took the view that there was a reasonable expectation that a start could be made on the construction of the road within the plan period. In response to the County Council's decision, the City Council proposed to safeguard this revised route as a modification to the deposit Local Plan. These modifications were published in June 2001.
- 4.2.7 In parallel with the Local Plan process, the County Council has been seeking funding for the Link Road through the Local Transport Plan process. In order to provide clarification requested by the Secretary of State in December 2000, the County Council in the summer of 2001, undertook a further public consultation exercise and comparative assessment between a revised Western (Green) Route including further changes to the route over and above those proposed in the proposed modifications to the Local Plan and a revised northern (Orange) Route.
- 4.2.8 Following the consultation process, the County Council resolved that;
- The Heysham/M6 link should remain the County's top priority scheme for road construction in Lancashire.
- In view of the environmental issues which need to be addressed in relation to the green route, the County Council should undertake environmental impact studies of both the green and orange routes.
 - If it proves impossible to proceed with the Green Route, the County Council should then pursue the Orange Route.
 - Meanwhile, the County will continue to invest in such traffic management measures and additional public transport options as will help to improve the situation in the interim.
- 4.2.9 This resolution was subsequently endorsed by the City Council. The environmental studies are expected to be completed in 2003.
- 4.2.10 The City Council wishes to see the implementation of the Heysham M6 link at the earliest possible opportunity. Because of the County Council's decision to commission further environmental impact studies, there is now less likelihood of implementation within the period of this Local Plan. The City Council cannot therefore formally safeguard a line for either route in the plan and still comply with Government Guidance in PPG12. The Council is however concerned that development should not take place which could prejudice the implementation of this scheme and that the Plan remains consistent with the Lancashire Structure Plan which forms part of the Development Plan for the area.
- 4.2.11 Both possible routes run predominantly through land identified as open countryside, Green Belt, Urban Greenspace

and Green Corridor designations. In these areas, major built development is restricted for other reasons and there is little likelihood of the route being prejudiced.

- 4.2.12 Where there is a possibility that a development proposal could prejudice either potential route, the City Council will consult the County Council on the relevant planning application and resist proposals which the County Council considers could prejudice the implementation of the scheme. Indicative lines are shown on the plan opposite.
- 4.2.13 This Local Plan will be the subject of an early alteration. The route, if finalised, will be incorporated and safeguarded in a future edition of the Plan.

*THE CITY COUNCIL
SUPPORTS THE COMPLETION
OF THE HEYSHAM-M6 LINK*

*ROAD AS A MATTER OF
PRIORITY.
THE CITY COUNCIL WILL
CONSULT THE COUNTY
COUNCIL ON ANY
DEVELOPMENT PROPOSAL
WHICH COULD PREJUDICE
THE COUNTY COUNCIL'S
INTENTION, SET OUT IN
LANCASHIRE STRUCTURE
PLAN POLICY 34, TO PROVIDE
A HEYSHAM M6 LINK ROAD.*

*WHERE THE COUNTY
COUNCIL, AS STRUCTURE
PLANNING AUTHORITY,
ADVISES THAT A
DEVELOPMENT PROPOSAL
COULD PREJUDICE THE
IMPLEMENTATION OF
LANCASHIRE STRUCTURE
PLAN POLICY 34 INSOFAR AS
IT RELATES TO THE
HEYSHAM-M6 LINK ROAD, THE
CITY COUNCIL WILL REFUSE
PLANNING PERMISSION FOR
THAT DEVELOPMENT
PROPOSAL.*

4.3 Public Transport

4.3.1 Most transport problems stem from daily journeys in Lancaster, Morecambe and Heysham where around 100,000 people live in a tightly knit area of around 20 sq. km. This compact distribution of housing, employment areas, schools, shops and other services contributes to the high proportion of relatively short cross-town movements.

4.3.2 Over the next ten years, the number of short daily journeys will continue to grow. As many of these journeys could easily be undertaken by public transport, positive measures are needed to encourage people to use public transport for local journeys and to discourage car use.

4.3.3 Local public transport is provided by both bus and rail services. A frequent train service connects the centres of Lancaster and Morecambe. However, despite recent improvements to peak hour services and a centre to centre journey time which compares favourably with either car or bus, relatively few people use the train to get to work.

4.3.4 In the long term new railway stations could help provide more choice for local journeys. To allow this to happen, it is important that the long term prospect of opening new stations is not prejudiced by development.

4.3.5 Although some large cities such as Manchester and Sheffield have successfully introduced light rail and tram based transport systems, the limited size of the District's urban population and the topography of the area suggests that it is unlikely that such a system could be cost-effective in the District.

4.3.6 These factors have focused attention on ways of improving use of existing local bus and rail services.

Railways

4.3.7 The District has a rail network which serves a large geographic area. The West Coast Main Line links Lancaster with London and Scotland. The branch lines to Heysham, Barrow-in-Furness and Leeds bring rail services to Morecambe, Carnforth, Silverdale, Bare, Heysham Harbour and Wennington. Off the main line, services are infrequent and fares relatively high and this is reflected in low levels of use. As Figure 14 illustrates, in 1991 only 460 people considered the train to be their principal form of transport to work.

4.3.8 Rail can, however, be a much quicker way of travelling between Lancaster, Morecambe, Heysham and Carnforth. A rail journey between Lancaster and Morecambe takes around 10 minutes and between Carnforth and Lancaster 8 minutes. At peak times, the corresponding journeys by car can both take well over half an hour to complete. Trains however struggle to compete with cars in terms of convenience and flexibility.

4.3.9 The Local Plan cannot directly influence the decisions of the rail operator. It can however put forward proposals that could encourage greater use of the railways. In particular it can identify opportunities for additional rail halts and look at ways in which these and existing stations can be made more accessible.

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~~New Railway Stations~~

~~4.3.10 Although greater rail use is not expected to make a significant difference to local travel patterns in the short term, scope does exist in the longer term to encourage greater rail use by introducing new railway stations in locations which could be attractive to commuters. Although the means of actually providing new stations is largely beyond the control of the City Council, it intends to ensure that the long term prospects of opening new railway stations are not prejudiced by development proposals and that, where appropriate, the development process contributes to the provision of rail facilities.~~

~~4.3.11 New stations require the support of the relevant train operating company, Railtrack or its successor and the Rail Regulator. The City Council will work with these bodies and Lancashire County Council to make the greatest possible use of the local rail network.~~

~~4.3.12 A recent County Council study looked at the potential for establishing new railway stations in Lancashire. In Lancaster District, the County Council considered that the potential existed for a new station at Hest Bank and estimated that this could attract as many as 45,000 single passenger journeys per annum and provide a valuable park and ride facility.~~

~~4.3.13 The Structure Plan requires land to be safeguarded for a new station at Hest Bank but does not identify a site. The City Council will work with the County Council to identify a suitable site which will be protected from development until it is required for a new station.~~

~~4.3.14 The City Council will also continue to protect the land at Mossgate currently reserved for a new station and will work with the Mossgate Development Company to find practical ways in which this initiative can be realised.~~

~~POLICY T2~~

~~**DEVELOPMENT WHICH COULD PREJUDICE THE CONSTRUCTION OF NEW RAIL HALTS/STATIONS TOGETHER WITH ASSOCIATED CAR PARKING AND BUS STOPS AT THE FOLLOWING LOCATIONS WILL NOT BE PERMITTED;**~~

~~**HEST BANK; and MOSSGATE, HEYSHAM.**~~

4.3.15 The scope for new stations on the West Coast Main Line is constrained by capacity issues at the present time although, if design, siting, funding and capacity constraints can be overcome, there may be opportunities for a station in the Bailrigg area. The platforms on the West Coast Main Line at Carnforth are currently unused and may also represent a long term opportunity to improve rail services.

4.3.16 Away from the West Coast Main Line, the potential exists to provide new halts in locations such as Westgate and Broadway and elsewhere on the Morecambe and Heysham branch line. There may also be potential to make greater use of the Furness line and the Carnforth-Leeds line.

4.3.17 The design of any new stations and halts must be carefully controlled to maximise the potential for integration with other modes of transport and to ensure that they are appropriate to their surroundings.

POLICY T3

NEW RAIL STATIONS WILL BE PERMITTED WHERE THEY;

MAKE SATISFACTORY ARRANGEMENTS FOR VEHICULAR, BUS AND PEDESTRIAN ACCESS;

PROVIDE ADEQUATE CYCLE AND CAR PARKING;

DO NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE AMENITIES OF NEARBY RESIDENTS AND BUSINESSES; AND

ARE APPROPRIATE TO THEIR SURROUNDINGS IN TERMS OF SITING, SCALE AND LANDSCAPING.

- 4.3.18 There is scope to increase the use of rail services by providing better facilities for car, cycle and motorcycle parking at stations, particularly at Morecambe and Carnforth in association with park and ride facilities. The Council will work with the County Council, local rail user groups and the railway companies to identify ways in which additional parking could be made available in these locations.

THE CITY COUNCIL WILL, TOGETHER WITH THE COUNTY COUNCIL, LOCAL RAIL USER GROUPS AND THE RAILWAY COMPANIES, EXAMINE THE SCOPE FOR PROVIDING DEDICATED PARKING TO SERVE PARK AND RIDE FACILITIES AT CARNFORTH AND MORECAMBE STATIONS

~~Movement of Freight by Rail~~

- ~~4.3.19 The City Council is strongly in favour of measures which would increase the proportion of freight carried by rail through the District. It considers that there is considerable potential in making greater use of the branch line to Morecambe and Heysham and, in particular, of establishing a rail freight terminal at the Port of Heysham. This potential should not be prejudiced by development proposals.~~

~~THE CITY COUNCIL WILL SUPPORT PROPOSALS AIMED AT INCREASING THE AMOUNT OF FREIGHT MOVED BY RAIL THROUGH THE DISTRICT~~

~~POLICY T4~~

~~**DEVELOPMENT PROPOSALS WHICH WOULD PREJUDICE THE POSSIBILITY OF UPGRADING THE WEST COAST MAIN LINE, THE MORECAMBE AND HEYSHAM BRANCH LINE OR THE CONSTRUCTION OF A RAIL FREIGHT TERMINAL WITHIN THE PORT OF HEYSHAM AREA WILL NOT BE PERMITTED.**~~

~~Buses~~

- 4.3.20 Future travel growth in the District cannot be met by a corresponding increase in car use. The future development and economic prosperity of the District will involve a marked increase in bus use.
- 4.3.21 The District's local bus companies reach most of the urban area. Along the main routes between Lancaster and Morecambe, buses run fairly regularly although frequency drops on the more local services. The linear shape of Lancaster, Morecambe and Heysham means that the main bus routes directly

link the District's town centres whilst serving a high proportion of the District's population. Bus operators, the City Council and the County Council are seeking to reverse the long term decline in travel to work by bus.

- 4.3.22 There has already been major investment, both in new buses, time-tabling and fare structures and in bus priority measures information and infrastructure. This has resulted in improvements to passenger comfort, reliability, image, value for money and journey times. Ensuring that this process continues is essential to encourage people to switch from commuting by car.
- 4.3.23 The City Council can only influence some of these factors. It cannot determine the routing, frequency and cost of bus services. It can, however, make sure that opportunities to enhance the bus service are not prejudiced by development proposals. It can identify the main bus routes and ensure that every opportunity is taken to protect and improve their operation and that major new housing and employment areas can be well served by bus. Most importantly, the City Council can work with the County Council to reduce delays experienced by buses by giving them an advantage over general traffic.
- 4.3.24 The City Council's strategy is based on the assumption that buses will be the main alternative to the private car

and that in future more people will choose to use them for daily journeys. To help achieve this, the City Council;

- has identified a primary bus corridor that will be safeguarded and freed from congestion and delay wherever practicable by providing dedicated bus lanes and giving buses priority at key junctions;
- will seek to improve waiting facilities, passenger information and bus access;
- will look to improve bus penetration in housing areas, places of work and town centres; and
- has chosen development areas which are either close to, or can be served from, the main bus network.

4.3.25 It is clear that a major shift from car to bus will not happen immediately, and that, for the early part of the plan period at least, the Council will be putting in place foundations for a shift from private to public transport. A significant shift from cars to buses will only take place if people are convinced that buses are quick, convenient and comfortable. This means that in congested sections of road, buses must be given a clear advantage over cars with dedicated road space and priority at key junctions.

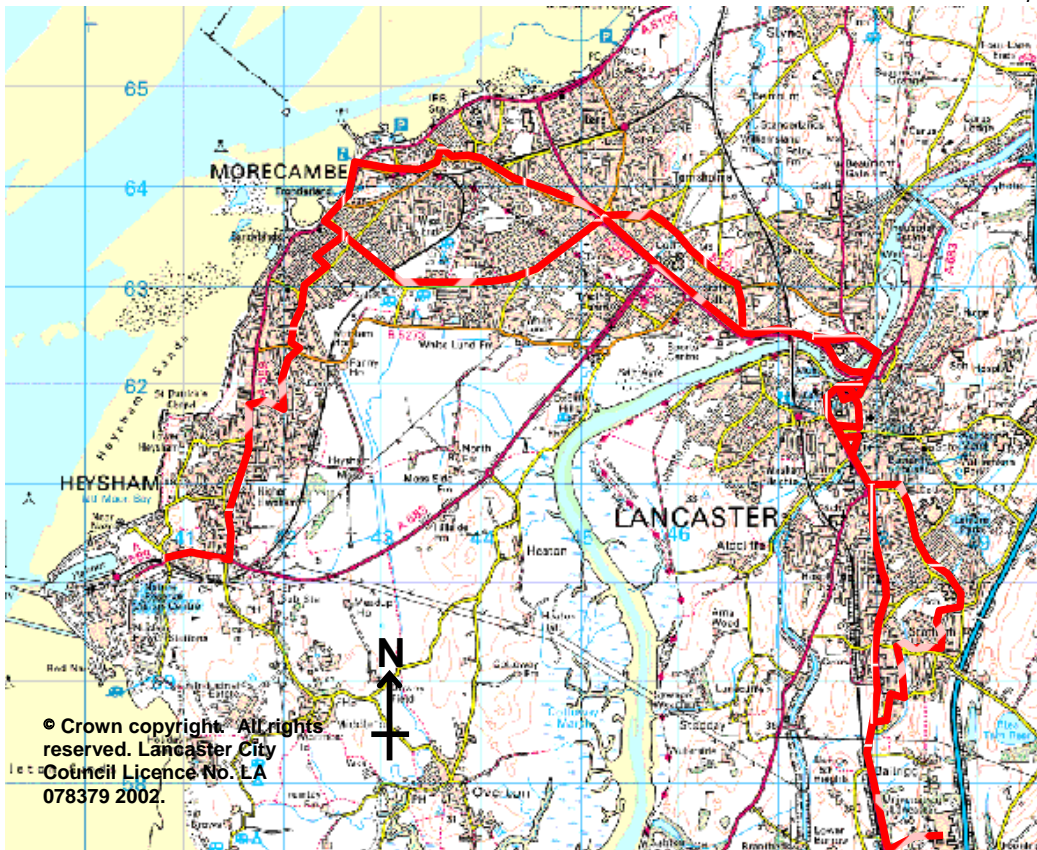


Diagram 21 - The Primary Bus Route

The Primary Bus Corridor

~~4.3.26~~ The main existing bus routes link Lancaster University and the centres of Lancaster, Morecambe and Heysham. Nearly half of the urban population live within a 250 metre walk of this route. These 48,000 people are potential users of an improved bus service. By identifying these roads as the Primary Bus Corridor, the City Council will work with the bus operators and the County Council to direct investment into improving this route. It will also concentrate efforts to provide bus priority measures on the key stretches of this route.

~~4.3.27~~ To achieve an attractive bus service along the primary bus corridor, it will be necessary to improve bus journey times through Lancaster City Centre where buses are often caught up

in congestion. This will require the introduction of bus priority measures. As long as buses are caught up in the same traffic jams as other road users, there is little incentive for drivers to leave their cars at home and use the bus instead.

~~4.3.28~~ It is clear that within the historic centre of Lancaster it will not be possible to introduce bus lanes throughout the entire one-way system. Bus lanes and other priority measures will, therefore, be introduced in locations where a significant advantage over general traffic can be achieved without harming the fabric of the centre. The first phase of measures proposed are;

- a new southbound-only bus lane linking the existing bus lane on Parliament Street to Lancaster Bus Station;

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- ~~• northbound bus priority measures along Ashton Road outside the Royal Lancashire Infirmary; and~~
- ~~• an extension of the Morecambe Road bus lane at Scale Hall.~~

~~4.3.29 The City Council will work with the County Council to obtain funding for these proposals from the Government and will press for these measures to form a key element of future package bids within the County Council's Transport Policy and Programme.~~

~~4.3.30 The Primary Bus Corridor runs along normal roads through areas subject to development pressure. The City Council will ensure that development proposals on, or adjacent to the Primary Bus Corridor will not prejudice its operation. In particular new junctions serving housing or commercial sites will be kept to a minimum on the primary bus routes and new uses in town centres requiring on-street servicing along a bus route will be resisted.~~

POLICY T5

~~**THE ROUTES SHOWN ON THE LOCAL PLAN PROPOSALS MAP ARE DESIGNATED AS THE PRIMARY BUS CORRIDOR. DEVELOPMENT WHICH WOULD ADVERSELY EFFECT THE EFFICIENT OPERATION OF BUSES OR THE INTRODUCTION OF PRIORITY MEASURES WITHIN THIS CORRIDOR WILL BE REFUSED**~~

The Primary Bus Corridor Action Plan

~~4.3.31 Designation of the Primary Bus Corridor is the first stage in a long process which will involve bus operators, local transport user groups, businesses and the~~

County Council working in partnership to improve the Corridor. This will involve investment in the bus priority measures set out above; and

- ~~• physical measures aimed at improving access to buses including raised bus stops to make buses more accessible to people with heavy shopping, prams, pushchairs or wheelchairs;~~
- ~~• better bus shelters with accurate, passenger friendly and up-to-date route information;~~
- ~~• better signing and well-lit footpath links to and from bus stops; and~~
- ~~• provision of new or improved bus stations in Lancaster and Morecambe.~~

~~4.3.32 Some of these developments could be introduced as part of development proposals which affect bus routes. In other cases, funds raised via Section 106 developer contributions could also be used where those developments would benefit from improved public transport.~~

~~4.3.33 In conjunction with the County Council and the bus operators, the City Council will survey the Primary Bus Route and prepare a detailed action plan for introducing improvements to the route. The study will recognise that different sections of the route will perform different roles. For example, Morecambe Road and South Road carry the main through routes from outside the District. Here, there is a need for fewer stops than on Torrisholme Road or Bowerham Road which perform a more local function.~~

~~4.3.34 The Action Plan will also examine the scope for introducing more bus priority measures such as those on Morecambe Road and Parliament Street. The existing~~

bus lanes have given buses a real advantage over cars. To date these measures have only been introduced on short stretches of road with space to construct a bus lane without closing the route to other vehicles. Buses still have no advantage on the river crossings or through Lancaster Centre. The Council's objective is to achieve a dedicated bus lane wherever practicable or necessary along the primary bus route, particularly on the approaches to Lancaster City Centre.

IN CONJUNCTION WITH THE COUNTY COUNCIL, BUS OPERATORS AND LOCAL TRANSPORT GROUPS, THE CITY COUNCIL WILL PREPARE AN ACTION PLAN FOR THE PRIMARY BUS ROUTE

~~Lancaster Bus Station~~

- ~~4.3.35 A key element of the action plan is the provision of a new bus station in Lancaster through the Capital Challenge Project. Lancaster bus station is in need of improvement. The City Council will work with the County Council and bus operators to develop plans for a better bus station in Lancaster. In particular it will look at ways in which passenger comfort and safety, especially for female passengers at night, can be improved.~~
- ~~4.3.36 This measure will require the support of the Department of Transport, the County Council, local transport user groups, bus companies and businesses. It will involve considerable consultation, drafting of road closure orders and inevitable fine tuning. All of this will take time. In the meantime, development which could prejudice the introduction of these measures will be resisted.~~

~~POLICY T6~~

~~MAJOR DEVELOPMENT PROPOSALS FOR THE DAMSIDE AREA MUST MAKE PROVISION FOR A NEW OR IMPROVED BUS STATION. PROPOSALS WHICH PREJUDICE AN UPGRADED BUS STATION WILL BE REFUSED.~~

~~Park and Ride~~

- ~~4.3.37 For most people who live outside the urban area and who do not have access to public transport, there are currently no practical alternatives to the car. The Council has therefore looked at ways in which car parking can be provided outside the City Centre in locations that allow car users either to walk or to catch a bus for the rest of their journey. It has looked at the potential of sites located close to the edge of Lancaster City Centre and for park and ride sites on the periphery of the built-up area.~~

~~Kingsway~~

- ~~4.3.38 The City Council considers that additional long-stay parking is only acceptable outside the City Centre and located in a position which allows users to access the site without entering the City Centre. The Kingsway development site, identified earlier in the plan, has the potential to provide a sizeable car park for commuters and longer stay visitors to the City. It is available for development and offers an early opportunity to introduce park and ride and park and walk facilities. Car parking provision on the Kingsway site will be limited to that required to support development on the site and the replacement of city centre car parking lost as a result of redevelopment. This will assist the intention set out the Lancashire Structure Plan to~~

~~progressively relocate long-stay parking to sites outside the City Centre. Any development proposal must provide satisfactory access and egress to and from the site.~~

~~4.3.39 The Kingsway site is within walking distance of the City Centre, located on the Primary Bus Corridor and could intercept traffic arriving from Caton Road, the A6 north and Morecambe Road before it enters the main one-way system. Car users would have the choice either of walking to the City Centre or catching a bus. The site could provide additional shopper car parking and offers the potential to introduce a park and ride bus service at weekends and possibly at other busy times such as the Christmas period or during a festival or event.~~

~~4.3.40 This site could accommodate more than 300 vehicles on one level. Being close to the riverside and the Lancaster Canal, the site would also provide an ideal reception point for visitors to Lancaster. Redevelopment of the site should therefore also include toilet facilities as well as information boards, street plans etc. The site forms part of an area earmarked for comprehensive development in Policy EG18. Development proposals must therefore include better road linkages between the river crossings, Caton Road and the main one-way system and improved and safer pedestrian and cycle routes through and across the Kingsway area to the City Centre.~~

POLICY T7

PROPOSALS FOR THE COMPREHENSIVE DEVELOPMENT OF THE KINGSWAY SITE IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP WILL ONLY

BE PERMITTED WHERE APPROXIMATELY 300 PUBLIC PARKING SPACES, APPROPRIATE BUS STOPS AND IMPROVED PEDESTRIAN AND CYCLE LINKS ARE PROVIDED AS PART OF THE DEVELOPMENT.

Edge of Town Sites

4.3.41 Bus based Park and Ride schemes have been introduced in a number of towns around the country such as York, Chester and Bath. Most of these services have been introduced to cater for shoppers and tourists in towns where demand for car parking far outweighs supply. Latterly some towns have been looking to extend their service to cater for commuters. In Lancaster District, where many workers and shoppers live in areas poorly served by public transport, the car will continue to be the main means of transport for many people. Park and ride could offer a way in which many of these car drivers could be discouraged from entering the central area.

4.3.42 The County Council's current Transport Policies and Programmes sets out how Park and Ride services operating along Caton Road, Slyne Road, Scotforth Road and Morecambe Road could help relieve the District's transport problems. It does not, however, identify any specific sites.

4.3.43 It is unlikely that a park and ride service would succeed in Lancaster until the changes in car parking management proposed elsewhere in the Local Plan are implemented or until there is a significant boost to Lancaster's retail or tourist attractions. Travel patterns, parking demands and the impact of the policies set out in this plan will be monitored, therefore and, in conjunction with

the County Council, the Council will investigate and bring forward proposals for Park and Ride when appropriate.

- 4.3.44 In the interim, the City Council will concentrate on the development of the Park and Walk and peak Park and Ride ideas for the Kingsway site set out under Policy T7.
- 4.3.45 Park and Ride sites may be extensive and generate a lot of local traffic. They should be satisfactorily integrated with their surroundings and avoid adverse noise and visual impact. Park and Ride sites may also require extensive landscaping. There is also a concern that Park and Ride sites may encourage existing public transport users to drive to park and ride sites.

POLICY T8

THE CITY COUNCIL WILL, IN CONJUNCTION WITH THE COUNTY COUNCIL AND BUS OPERATORS, EXAMINE THE CASE FOR PARK AND RIDE CAR PARKS IN THE FOLLOWING LOCATIONS AND INTRODUCE PARK AND RIDE SERVICES WHEN APPROPRIATE AND GENERALLY IN ACCORDANCE WITH THE PROGRAMME CONTAINED IN THE LOCAL TRANSPORT PLAN;

**CATON ROAD (A683)
MORECAMBE RD(A589)
SCOTFORTH RD (A6 SOUTH)
SLYNE ROAD (A6 NORTH)**

PARK AND RIDE SITES WILL ONLY BE PERMITTED WHICH;

DO NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE AMENITIES OF NEARBY RESIDENTS AND BUSINESSES;

MAKE SATISFACTORY ARRANGEMENTS FOR ACCESS AND CAR PARKING;

ARE APPROPRIATE TO THEIR SURROUNDINGS IN TERMS OF SITING, SCALE AND LANDSCAPING AND;

CAN BE DEMONSTRATED, BY MEANS OF A TRANSPORT ASSESSMENT, TO BE SITED AND MANAGED TO ENSURE THAT THE PROPOSAL RESULTS IN INCREASED PUBLIC TRANSPORT USE AND REDUCED CAR JOURNEYS.

Providing for Buses in New Development

- 4.3.46 In the past, some new housing estates have been designed without fully taking into account the needs of bus operators. In the future, developers of new housing and employment areas will be expected to ensure that roads within the site allow buses to use them efficiently and that consideration is given to the integration of bus stops, local services and linking footpaths.
- 4.3.47 It is important that all dwellings within a new development area have reasonable access to a bus stop. Developers will therefore be expected to ensure that all dwellings are located within a 5 minute walk of an existing or proposed bus route. In most cases, this will be around 400 metres although this will be less if the route involves significant inclines in either direction.
- 4.3.48 On sites without existing bus services, it may be some years before the number of residents reaches a level which makes running a service a viable proposition. In these cases,

developers will be asked to subsidise the operation of a bus service so that new residents will have access to the bus network from an early stage. This will be achieved by the use of planning obligations under Section 106 of the 1990 Town and Country Planning Act.

- 4.3.49 The policy considerations set out below will apply to major developments which are likely to significantly increase the demand for travel. The need for and scope of public transport measures will depend on the nature and scale of the development, the size of the site and its relationship with existing and proposed public transport networks.

POLICY T9

ALL NEW HOUSING AND OTHER DEVELOPMENT WHICH WOULD SIGNIFICANTLY INCREASE THE DEMAND FOR TRAVEL SHOULD BE DESIGNED TO MAXIMISE THE OPPORTUNITIES FOR USING PUBLIC TRANSPORT AND SHOULD BE LOCATED AS CLOSE AS POSSIBLE TO EXISTING OR PROPOSED BUS SERVICES. WHERE APPROPRIATE PEDESTRIAN/CYCLE LINKS TO BUS STOPS SHOULD BE PROVIDED.

ON THE PROPOSED LANCASTER MOOR (NORTH AND SOUTH) HOUSING SITES, DEVELOPMENT WILL ONLY BE PERMITTED WHERE THE ROAD LAYOUT ALLOWS THE OPERATION OF A FULL BUS SERVICE THROUGH THE SITE ON AN EXISTING OR PLANNED BUS ROUTE.

WHERE A SITE IS CURRENTLY POORLY

SERVED BY BUS, THE COUNCIL WILL NEGOTIATE WITH DEVELOPERS A CONTRIBUTION TOWARDS THE OPERATION OF A LOCAL BUS SERVICE TO START DURING THE EARLY STAGES OF DEVELOPMENT.

WHERE A DEVELOPER IS UNWILLING TO MAKE REASONABLE PROVISION FOR MAXIMISING THE USE OF PUBLIC TRANSPORT, DEVELOPMENT WILL NOT BE PERMITTED.

Carnforth and the Rural Areas

- 4.3.50 In Carnforth and the rural villages and countryside, the City Council has little influence over transport matters. It can encourage better public transport and innovative measures such as Dial-a-Ride services. It has, however, little opportunity to subsidise bus routes or to make the bus companies run a particular service.
- 4.3.51 The City Council is however, through its development strategy, seeking to strengthen local service centres such as Carnforth, Galgate and Caton and to direct housing growth in

the rural areas to locations where there is potential for employment growth. In selecting these settlements for growth, the City Council has also sought to capitalise on existing bus routes and will work with the County Council and the bus operators to try and improve bus services to these areas. It will also seek to improve facilities for buses in Carnforth including better stops in the centre of the town.

THE CITY COUNCIL WILL WORK WITH THE COUNTY COUNCIL AND LOCAL BUS OPERATORS TO IMPROVE BUS SERVICES AND WAITING FACILITIES IN CARNFORTH AND THE RURAL AREA

4.4 Managing Private Transport

Lancaster

4.4.1 The City Council considers that major new road building is inappropriate in Lancaster City Centre. It has therefore looked at ways in which existing road space can be better used by making relatively minor changes to the road network and how improvements can be achieved through better management of road space and car parking. The City Council proposes to complement the proposals for bus priority measures by working with the County Council to;

- create a new road link between Back Caton Road and St Leonardgate to provide relief for the residential Bulk Road and Alfred Street area and better access for shoppers and visitors to and from the east side car parks. The necessary land for this road link will be reserved. This road will not be designed as an alternative route for through traffic;
- create an all purpose route between North Road and Cable Street, improving access to the northern part of the City Centre for traffic from the north and east and thereby reducing the need for this traffic to use the central one-way gyratory system.

4.4.2 Details of the alterations which will have to be made to the highway to accommodate these changes will be agreed with the County Council and implemented through the Lancashire Local Transport Plan.

POLICY T10

LAND BETWEEN BACK CATON ROAD, ST LEONARDGATE AND EDWARD

STREET SHOWN ON THE LOCAL PLAN PROPOSALS MAP IS RESERVED FOR ROAD CONSTRUCTION AND JUNCTION IMPROVEMENTS. DEVELOPMENT PROPOSALS WHICH WOULD PREJUDICE THE IMPLEMENTATION OF THESE CHANGES WILL BE REFUSED

POLICY T11

DEVELOPMENT PROPOSALS WHICH WOULD PREJUDICE THE CITY COUNCIL'S INTENTION TO RELIEVE THE BULK ROAD/ALFRED STREET AREA FROM THROUGH TRAFFIC, IMPROVE ACCESS FOR SHOPPERS AND VISITORS TO THE EAST SIDE CAR PARKS AND IMPROVE LINKS BETWEEN NORTH ROAD AND CABLE STREET WILL BE REFUSED

~~Church Street Pedestrianisation~~

~~4.4.3 An important element of the Council's proposals for the Damside area is improving pedestrian links between the bus station and the main shopping streets. To help achieve this and to provide a boost for traders, it is proposed to pedestrianise Church Street between New Street and Cheapside.~~

~~POLICY T12~~

~~ACCESS TO THE SECTION OF CHURCH STREET BETWEEN NEW STREET AND CHEAPSIDE SHOWN ON THE LOCAL PLAN PROPOSALS MAP IS RESTRICTED BY TRAFFIC REGULATION ORDER.~~

~~THE CITY COUNCIL WILL, AS A MATTER OF PRIORITY, IMPLEMENT A SCHEME OF RESURFACING AND ENVIRONMENTAL IMPROVEMENTS TO ENABLE THE USE OF CHURCH STREET IN ACCORDANCE WITH THAT ORDER.~~

Car Parking

- 4.4.4 The creation of the Primary Bus Route will lay the foundations for a future in which the bus will play a more prominent role. Encouraging more people to use the buses however will involve a range of measures. In particular there must be complementary measures to discourage car use where the bus provides a realistic alternative. One of the main ways in which local plan policies can be used to discourage non-essential car-use is through the provision and management of car parking in Lancaster City Centre.
- 4.4.5 The supply and management of car parking in the centre is a crucial element in the City Council's transport strategy. As long as parking is freely or cheaply available in or near the central area, many people will continue to use their cars. Changing travelling habits will be a gradual process. Bus priority measures will take some time to achieve a major shift to public transport and will not, in any case, meet all transport needs. There will still be a need to cater for shoppers and other visitors to the City and to provide for people who do not have access to public transport.
- 4.4.6 The Council's proposals are based on the need to provide sufficient parking to meet the economic needs of the centre and to progressively reduce all day parking for people working in the centre as measures such as bus priority and edge of centre

parking are introduced. These policies are in line with Lancashire County Council's policies as set out in the Structure Plan. These propose that there shall be no overall increase in car parking levels in major centres such as Lancaster and that provision should progressively switch from long to short-stay parking.

- 4.4.7 If Lancaster is to maintain and develop its shopping and tourism role, it must compete with nearby centres for trade. To help reduce the need for travel, Lancaster should provide as many services as possible for local residents. One of the main factors which influences where people shop is the ease with which car parking can be found and how much it costs to park.

Figure 16 – Off-Street Parking Provision in Lancaster Centre 1996

	Shopper / Visitor Spaces	All Day Commuter No Time Restrictions	Total
City Council Owned	810 short-stay 890 long-stay	235	
Privately Owned	25 short-stay 50 long-stay	1060	
Attached to major retail stores	500		
Total	2275	1295	3570

- 4.4.8 Surveys of car parking usage carried out in November 1995 show that most off-street public car parks in Lancaster were used to capacity for much of a typical weekday and on Saturdays. The surveys also revealed a significant increase in usage since a similar survey was carried out in 1991.
- 4.4.9 There is evidence to suggest that Lancaster Centre has insufficient car parking to cater for current and likely future demand. However the large scale

~~Policy in Red Strikethrough~~: Policy was Not Saved (it is no longer part of the Development Plan)
 Policy in Black Strikethrough: Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)
 Policy has Dashed Underlining: Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

~~development of new car parks within the City Centre would be inappropriate in Lancaster and be contrary to the Structure Plan. It is important therefore that existing public car parks within the main commercial centre of Lancaster are used to their maximum potential and that spaces lost to development are replaced.~~

POLICY T13

WITHIN THE LANCASTER CENTRAL PARKING AREA, PROPOSALS WHICH WOULD REDUCE THE LEVEL OF SHOPPER/VISITOR PARKING WILL BE REFUSED.

EXCEPTIONS WILL ONLY BE MADE WHERE ADEQUATE COMPENSATORY PROVISION IS MADE ELSEWHERE IN THE AREA.

PROPOSALS FOR ADDITIONAL SHOPPER/VISITOR CAR PARKING WILL ONLY BE ALLOWED WHERE THIS IS ACCOMPANIED BY AN EQUIVALENT REDUCTION IN THE ALL DAY COMMUTER PARKING

Managing Car Parking in Lancaster Centre

- 4.4.10 As the provision of major new car parks in Lancaster City Centre is not considered appropriate, additional shopper and visitor car parking can only be created by using spaces currently occupied by long-stay commuters. This would have the additional benefit of encouraging commuters to seek alternative forms of travel. Surveys have shown that on a typical weekday, commuters occupy at least 1300 spaces in and around the City Centre using;
- public off-street parking spaces (300);

- residential streets close to Lancaster City Centre (500);
- private non-residential car parks within the central core area of the City (500).

4.4.11 Many of these car users could use other forms of transport or out-of-centre car parks such as Kingsway. The City Council will assist this process by:

- progressively introducing residents parking schemes in streets close to Lancaster City Centre;
- increasing the proportion of short-stay parking for shoppers and visitors on its off-street car parks;
- encouraging the redevelopment of privately owned commuter car parking and Council owned contract parking;
- providing alternative spaces on the Kingsway development site.

CAR PARKING IN CENTRAL LANCASTER WILL BE MANAGED. ENCOURAGE SHORT-STAY SHOPPER AND VISITOR CAR PARKING AND REDUCE THE USE OF SUCH PARKING BY COMMUTERS.

Coach Parking

- 4.4.12 Coach parking will become more important as Lancaster develops its role as a visitor destination. At the moment, coaches can drop passengers off in the City Centre and lay up at Water Street. This is however only a temporary arrangement and the site at Water Street has been earmarked for development for a number of years. The City Council will work with the County Council and coach operators to identify potential sites once a timetable is known for the redevelopment of the Water

Street site. In particular, it will look at the opportunities presented by the redevelopment of the Kingsway and Damside areas to see if coach parking space can be located in these areas.

THE COUNCIL WILL WORK WITH LANCASHIRE COUNTY COUNCIL AND COACH OPERATORS TO IDENTIFY A NEW COACH PARK IN LANCASTER

The Redevelopment of Non-Residential Car Parking

~~4.4.13 In Lancaster, privately owned car parking accounts for most of the off-street spaces in and around Lancaster City Centre. There are currently around 2600 spaces located either in the centre or within a short walk of it which are available for all day use by commuters. The high proportion of privately controlled parking makes it difficult to manage commuter parking. As these spaces tend to fill and empty at peak times, cars using these spaces contribute significantly to peak hour traffic.~~

~~4.4.14 The amount of private commuter parking in Lancaster, including contract parking spaces in both public and private ownership, could be reduced by encouraging the redevelopment of such car parks to other uses. In many cases, this could also have the added benefit of improving untidy areas and result in a significant improvement to the character and appearance of the surrounding area. Redeveloping such sites could also provide small sites for housing and business uses in the centre of the City. Provided that proposals comply with local plan policies regarding access, residential amenity etc and are compatible with the historic~~

~~environment, proposals to redevelop non-residential car parks will receive favourable consideration.~~

POLICY T14

~~**WITHIN THE LANCASTER CENTRAL PARKING AREA, PROPOSALS TO REDEVELOP NON-RESIDENTIAL CAR PARKS FOR OTHER USES WILL BE PERMITTED WHERE THEY COMPLY WITH THE OTHER POLICIES OF THE LOCAL PLAN.**~~

Parking Standards

4.4.15 In June 1997 Lancashire County Council adopted new parking standards for the County. The standards were revised to bring them into line with the policies of the new Structure Plan and to better reflect current Government guidance. The standards differ from previous versions in that they set maximum amounts of parking that may be permitted to accompany development rather than setting minimum targets.

4.4.16 The new targets encourage lower provision in centres such as Lancaster whilst still acknowledging that seaside resorts like Morecambe have differing requirements. Of particular importance is the fact that the new standards formally recognise that it is legitimate to negotiate contributions from developers instead of requiring car parking to be provided. These contributions can be used to fund initiatives such as better public transport, improvements to city centre car parks or other city centre enhancements.

Non-residential Development in the Lancaster Central Parking Area

- 4.4.17 Within the Lancaster Central Parking Area, allowing additional non-residential car parking would run counter to the aim of discouraging car use by commuters. Within this area, the Council will not permit proposals which include staff parking and will instead negotiate a contribution towards the Council's transport and city centre improvement proposals described elsewhere in the Local Plan. This requirement will only be relaxed in exceptional circumstances where the applicant can demonstrate an overriding need for car parking such as for the use of a disabled person.

POLICY T15

**WITHIN THE LANCASTER
CENTRAL PARKING AREA
SHOWN ON THE LOCAL PLAN
PROPOSALS MAP, NON-
RESIDENTIAL DEVELOPMENT
WILL ONLY BE PERMITTED
WHERE NO CUSTOMER OR
STAFF CAR PARKING IS
PROVIDED.**

**IN CONSIDERING PROPOSALS
WHICH WOULD INCREASE
THE DEMAND TO TRAVEL
INTO LANCASTER CENTRE,
THE COUNCIL WILL
NEGOTIATE WITH
DEVELOPERS THE
CONCLUSION OF A SECTION
106 AGREEMENT WHICH, IN
CONFORMITY WITH THE
ADVICE OF CIRCULAR 1/97
SECURES THE PAYMENT OF A
COMMUTED SUM TOWARDS
SECURING ADEQUATE
ACCESSIBILITY TO THE SITE
BY ALL MODES WITH THE
EMPHASIS ON ACHIEVING
THE GREATEST DEGREE OF
ACCESS BY PUBLIC**

TRANSPORT, WALKING AND CYCLING.

**WHERE APPROPRIATE, THE
COUNCIL WILL REQUIRE
DEVELOPERS TO INSTALL,
OR CONTRIBUTE TOWARDS
THE PROVISION OF, CYCLE
PARKING FACILITIES.**

**THE CITY COUNCIL WILL
REFUSE PLANNING
PERMISSION WHERE THE
APPLICANT IS UNWILLING TO
MAKE A REASONABLE
CONTRIBUTION TO
MEASURES TO MANAGE THE
DEMAND FOR TRAVEL.**

Residential Development and other proposals outside the Lancaster Central Parking Area

- 4.4.18 For residential development and other proposals outside the Lancaster Central Parking Area, the City Council will apply the appropriate County Council standards. It will, however, take a flexible attitude to proposals for housing development in or close to Lancaster City Centre. In appropriate circumstances, proposals which are accompanied by reduced levels of parking will be permitted.
- 4.4.19 The Council will also take a positive approach to the needs of disabled drivers and people who transport disabled people. In these instances, the Council will ensure that parking spaces are the correct size, allow easy access in and out of cars and parking spaces and are located as close as possible to entrances with a level route between.

POLICY T16

DEVELOPMENT PROPOSALS OTHER THAN PROPOSALS FOR NON-RESIDENTIAL DEVELOPMENT WITHIN THE LANCASTER CENTRAL PARKING AREA WILL ONLY BE PERMITTED WHERE PARKING PROVISION SATISFIES THE LANCASHIRE COUNTY COUNCIL CAR PARKING STANDARDS AS SET OUT IN APPENDIX 6

WHERE DEVELOPMENT IS LIKELY TO INCREASE THE DEMAND FOR TRAVEL, THE COUNCIL WILL NEGOTIATE WITH DEVELOPERS THE CONCLUSION OF A SECTION 106 AGREEMENT WHICH, IN CONFORMITY WITH THE ADVICE OF CIRCULAR 1/97, SECURES THE PAYMENT OF A COMMUTED SUM TOWARDS SECURING ADEQUATE ACCESSIBILITY TO THE SITE BY ALL MODES WITH THE EMPHASIS ON ACHIEVING THE GREATEST DEGREE OF ACCESS BY PUBLIC TRANSPORT, WALKING AND CYCLING.

Monitoring

- 4.4.20 The policies set out above represent a radical change from existing policies and will take some time to implement fully. During this period, the City Council will monitor the effects of policy changes as they are implemented and review the Local Plan in the light of this information.

On-street Parking

- 4.4.21 The 400 or so on-street parking spaces in Lancaster City Centre are popular locations for short-stay parking particularly with local drivers. The County Council has recently introduced charging on

these streets with payment being made by pre-paid vouchers or pay and display tickets. The City Council, in conjunction with the County Council, will monitor the impact of the scheme and its effect on parking demand on off-street car parks and residential streets.

Parking in Residential Areas

- 4.4.22 In and around Lancaster City Centre, many residential streets are used by motorists for free all day car parking. Most of these streets are made up of dense terraced housing with little or no off-street parking. Residents can find it difficult to park near their properties during the day and are subject to the dangers of motorists driving round the area looking for somewhere to park.
- 4.4.23 The City Council has begun to introduce residents parking schemes in these streets and, in conjunction with local residents, will continue to introduce more schemes where appropriate.

A PROGRAMME OF PARKING MANAGEMENT SCHEMES GIVING PREFERENCE TO LOCAL RESIDENTS WILL BE INTRODUCED IN RESIDENTIAL STREETS IN AND AROUND LANCASTER CITY CENTRE FOLLOWING CONSULTATIONS WITH LOCAL RESIDENTS

Green Travel Plans

- 4.4.24 A high proportion of peak hour traffic is generated by commuters, many of whom benefit from free or subsidised car parking. Many major employers are either located within or on the edge of Lancaster City Centre or close to the Primary Bus Corridor. The City Council will encourage all existing major employers and

educational establishments to prepare green travel plans which set targets for reducing car use.

- 4.4.25 When considering development proposals which would be likely to generate large numbers of daily journeys, including the significant expansion of existing trip generators, the City Council will require a Green Travel Plan to accompany the planning application. A Green Travel Plan will be required for the following categories of development;
- Retail and Leisure
Development of more than 1000 sq. m gross;
 - Employment development of more than 2500 sq. m gross;
 - Hospital and Higher Education Development of more than 2500 sq. m gross;
 - Sports venues with a capacity of more than 1500 spectators;
- 4.4.26 Green Travel Plans may be required for smaller developments which are likely to generate significant amounts of travel or where there are particular local traffic problems.
- 4.4.27 The Green Travel Plan should address the number of trips likely to be generated by the proposal and the measures that will be taken to encourage travel by means other than the private car. The level of information required will depend upon the scale of development proposed and, in the case of existing places of employment, the net gain of jobs. Where appropriate, targets should be set for minimising car journeys. Where developers are unwilling to meet reasonable targets for reducing car travel, development will not be permitted.
- 4.4.28 The nature of a Green Travel Plan will vary according to the nature and scale of the

development proposal and its relationship with existing public transport, cycle and pedestrian networks. Issues which Green Travel Plans might address could include measures to encourage employees to use public transport, cycle or walk to work, or to car share.

POLICY T17

DEVELOPMENT PROPOSALS LIKELY TO GENERATE LARGE NUMBERS OF DAILY JOURNEYS, INCLUDING THE SIGNIFICANT EXPANSION OF EXISTING TRIP GENERATORS MUST BE ACCOMPANIED BY A GREEN TRAVEL PLAN.

WHERE THE DEVELOPER IS UNWILLING TO MEET REASONABLE TARGETS FOR MINIMISING THE PROPORTION OF JOURNEYS MADE TO THE SITE BY CAR, DEVELOPMENT WILL NOT BE PERMITTED.

4.5 Morecambe

4.5.1 Transport difficulties in Morecambe are less pronounced than in Lancaster. Most day-to-day problems arise from congestion tailing back from the river crossings and Lancaster City Centre. Heavy goods vehicles can now reach the Port of Heysham by using Phase 1 of the Morecambe-Heysham By-pass whilst the new section of Central Drive has improved access to the Central Promenade area. However, as Morecambe attracts more visitors, more cars may travel to the seafront area and queues could become increasingly common at peak times. Until a Heysham-M6 Link Road is completed, most of these vehicles will have to reach Morecambe via the existing road network and river crossings.

4.5.2 It is important that the regeneration of Morecambe is not hampered by poor access and that local residents are not inconvenienced by increasing traffic levels. It is therefore proposed to:

- give greater priority to pedestrians and cyclists along Morecambe Seafront by managing road space, slowing traffic speeds and improving crossing facilities;
- directly address the parking and servicing needs of businesses located in central Morecambe, particularly hotels and restaurants catering for car and coach borne trade; and
- provide secure overnight coach parking for both day visits and overnight stops.

Marine Road

4.5.3 Marine Road is an important part of Morecambe's road network catering for north-south two-way traffic and providing access to the central Promenade. However, its role as the main road between Coastal Road and White Lund has diminished after the opening of Phase 1 of the Lancaster and Morecambe By-pass. Given this, the central stretch of Marine Road between Lord Street and Central Drive could perform a more local function with greater priority being given to pedestrians and cyclists. To achieve this, it is proposed to remodel this stretch of Marine Road by;

- implementing a comprehensive programme of traffic calming measures aimed at increasing pedestrian priority;
- creating new safe and convenient pedestrian crossing points;
- reducing the carriageway width and building lay-bys parallel to the landward side of Marine Road for coaches, parking and loading; and
- on the seaward side of Marine Road, removing on-street parking and creating off-street parking areas.

4.5.4 The proposals will be implemented as a matter of priority and planning applications which fail to make a positive contribution to these improvements will be refused.

POLICY T18

BETWEEN LORD STREET AND CENTRAL DRIVE, THE CITY COUNCIL WILL REMODEL MARINE ROAD TO IMPROVE HIGHWAY SAFETY AND FACILITIES FOR PEDESTRIANS AND CYCLISTS.

DEVELOPMENT PROPOSALS BETWEEN THE LANDWARD SIDE OF MARINE ROAD AND THE FORESHORE WILL ONLY BE PERMITTED WHERE THEY MAKE A POSITIVE CONTRIBUTION TO THE COUNCIL'S REMODELLING PROPOSALS.

Victoria Street and Euston Road

- 4.5.5 Construction of the new market and other attractions in the Central Promenade area have reinforced the need to provide attractive and convenient pedestrian links with the main shopping area around the Arndale Centre. The most obvious route between the two areas is across the car park at the rear of the Victoria Pavilion (Winter Gardens) and along Victoria Street. To encourage people to walk between these areas, the City Council will, in conjunction with local residents and businesses, implement a scheme of traffic calming and environmental improvements along Victoria Street and Euston Road aimed at removing non-essential traffic and improving the pedestrian environment. It will also work with the owner of the Winter Gardens Car Park to improve the appearance of this area and to provide a formal route between Queen Street and the Central Promenade Area.

THE CITY COUNCIL WILL PREPARE A SCHEME OF TRAFFIC CALMING AND

ENVIRONMENTAL IMPROVEMENTS FOR VICTORIA STREET AND EUSTON ROAD TO ENCOURAGE PEDESTRIAN MOVEMENTS TO AND FROM THE CENTRAL PROMENADE AREA

Parking in Morecambe

- 4.5.6 Parking plays a very different role in Morecambe than in Lancaster. In Morecambe, the main need is for long-stay car parking to serve visitors to the town. This different emphasis is reflected in the Lancashire Structure Plan which allows for parking to be provided to meet visitor needs in coastal resorts. Whilst it is important to provide alternatives to the car by improving public transport, providing better facilities for pedestrians and cyclists and improving rail links to the town, it is inevitable, in the short term at least, that the bulk of visitors will arrive in Morecambe by car and, to a lesser extent, by coach. An adequate supply of conveniently located, easy-to-find car and coach parking will be a crucial element in sustaining Morecambe's economic recovery. For this reason, existing car parking in the town centre will be protected and additional car parking provided as part of the redevelopment process.

CAR PARKING IN THE MORECAMBE TOURISM OPPORTUNITY AREA WILL BE MANAGED TO ENCOURAGE SHORT-STAY VISITOR AND SHOPPER CAR PARKING IN THE ARNDALE CENTRE, PEDDER STREET, CENTRAL PROMENADE AREA AND MARINE ROAD CAR PARKS AND DISCOURAGE THE USE OF SUCH PARKING BY COMMUTERS.

Parking Requirements

- 4.5.7 Morecambe's car parks serve both visitors to the town and the day-to-day needs of residents using the shops and other services in the Town Centre. Whilst there appears to be sufficient car parking to meet the daily needs of residents, there is a shortage of parking to meet visitor demands. This is particularly so at peak visitor times when drivers looking for a parking space cause congestion along Marine Road and in residential streets in the Town Centre and West End.
- 4.5.8 As Morecambe increases its range of visitor attractions, it will attract more day-trippers who will spend longer in the resort. This will generate additional parking requirements. At the moment, there are around 1800 off-street and 600 on-street parking spaces in the central area (including the Battery Breakwater) which cater principally for visitors. If Morecambe attracted the same number of day visitors as it did in 1987 (900,000 per annum), this would generate a peak day requirement for around 2500 parking spaces which leaves a theoretical shortfall of some 700 spaces.
- 4.5.9 Although it will be possible to create some new car parking in future phases of development, the potential for major increases is extremely limited. This emphasises the importance of protecting and managing the existing stock of car parking spaces.
- 4.5.10 The main off-street parking areas serving central Morecambe are located within the Central Promenade area, along Central Drive and at Pedder Street. Some are in private ownership and have, in the past, been the subject of development inquiries.

To ensure that Morecambe's regeneration is not undermined by losing valuable parking spaces, proposals to redevelop existing car parks within the Central Promenade area, which are currently available for public use, will not be permitted. As some car parks are not formally marked out or used to their maximum potential, in assessing what constitutes a net loss of parking, the City Council will take into account both the present capacity of the site and the number of vehicles it could accommodate if marked out properly. The Council will also manage its car parks in Morecambe to discourage the use of visitor and shopper car parks by commuters.

POLICY T19

WITHIN MORECAMBE TOWN CENTRE, THE REDEVELOPMENT OF THE VISITOR/SHOPPER CAR PARKS SHOWN ON THE LOCAL PLAN PROPOSALS MAP WHICH WOULD RESULT IN A NET LOSS OF COACH OR CAR PARKING SPACES, ACTUAL OR POTENTIAL, WILL NOT BE PERMITTED

Coach Parking

- 4.5.11 There is a continuing need for coach parking in Morecambe. Within the Central Promenade area, coach dropping-off points are available on Central Drive and close to the new railway station. Secure coach parking is also available within the Frontierland Coach Park. These facilities should be sufficient to meet demand for the immediate future.
- 4.5.12 At the eastern end of Morecambe, there is a concentration of larger hotels which are particularly dependent upon coach trade. Here there is a

need for dropping off points alongside Marine Road and for overnight parking reasonably close to the hotels. The previous overnight coach parking facility on the Poulton Market site is no longer available due to the redevelopment of the site. The City Council will therefore investigate options for alternative provision and ensure that proposals to redesign Marine Road in this area make adequate provision for coach dropping off points.

Parking on Morecambe Seafront

- 4.5.13 The City Council is proposing a wide range of measures aimed at improving the appearance, safety and range of attractions on the central stretch of Morecambe seafront. These include remodelling Marine Road, Phase 5 of the Coastal Protection works and the development of the TERN public art project. These initiatives will radically alter Morecambe's seafront, attract more visitors and residents to this part of town and increase car-parking demands.
- 4.5.14 Along Marine Road, on-street parking on either side of the carriageway means that there is effectively only one lane of traffic in either direction. This flow is disrupted by constant movements in and out of parking spaces and by motorists driving slowly, looking for a vacant space. As Marine Road will continue to be an important local distributor road, ways of improving pedestrian safety and access to the Seafront should be developed which do not compromise this role.
- 4.5.15 The extensive engineering works associated with the coastal works and remodelling of Marine Road provide an opportunity to improve car parking provision along the

central stretch of the seafront by switching the emphasis from on-street to off-street parking. On the seaward side of the road, this should take the form of purpose-built off-street car parks linked to the main visitor attractions on the Promenade. On the landward side, lay-bys should be created to provide parking and servicing space for the businesses located here.

POLICY T20

BETWEEN LORD STREET AND CENTRAL DRIVE, PROPOSALS TO REMODEL MARINE ROAD AND MORECAMBE SEAFRONT WHICH RESULT IN THE LOSS OF ON-STREET PARKING MUST PROVIDE COMPENSATORY OFF-STREET SHORT-STAY VISITOR PARKING AND COACH DROPPING OFF POINTS. PROPOSALS WHICH FAIL TO PROVIDE THESE FACILITIES WILL BE REFUSED.

Parking in Residential Areas

- 4.5.16 In the Poulton, Central and West End areas of Morecambe, cars parked by visitors and workers can cause road safety problems in many streets and inconvenience to local residents. These areas are likely to see extensive change during the life of the Local Plan as implementation of the Council's regeneration policies proceeds. This level of change will alter the balance between parking needed for residential and business purposes. The City Council intends to monitor the effect of change in the Poulton, Central and West End areas and introduce parking management schemes aimed at giving priority to local residents where necessary. The City Council is

aware that there remain a sizeable number of hotels and guesthouses in these areas. It will therefore concentrate on those streets which are predominantly residential in character.

A PROGRAMME OF PARKING MANAGEMENT SCHEMES GIVING PREFERENCE TO LOCAL RESIDENTS WILL BE INTRODUCED IN RESIDENTIAL STREETS IN THE POULTON, CENTRAL AND WEST END AREAS OF MORECAMBE FOLLOWING CONSULTATIONS WITH LOCAL RESIDENTS

~~Poulton Market~~

~~4.5.17 The relocation of Poulton Market and the subsequent redevelopment of the site for housing and open space will be accompanied by the introduction of residents parking schemes and other traffic management measures in nearby streets. The Poulton area is densely developed. Many houses have been converted to flats or bedsits and the proposed parking and traffic management measures will not provide enough parking to meet all the needs of the area. It is therefore intended to incorporate a neighbourhood parking area in the scheme of redevelopment and to manage the scheme to favour local residents.~~

~~POLICY T21~~

~~PROPOSALS FOR THE REDEVELOPMENT OF THE POULTON MARKET SITE SHALL INCORPORATE A NEIGHBOURHOOD PARKING AREA~~

4.6 Carnforth and the Rural Areas

4.6.1 Carnforth lies on a transport corridor which contains the Lancaster Canal, the M6 motorway, the A6 principal road, the West Coast Main Line and railway lines to Barrow in Furness and Leeds. The town therefore has strong and long-standing transport associations. Despite being close to the M6, traffic through Carnforth Town Centre has continued to grow and its roads have become increasingly congested. Narrow roads and footways through the centre of Carnforth contribute to unpleasant and dangerous conditions for pedestrians and cyclists. Much of this traffic takes the form of vehicles travelling between M6 Junction 35 and destinations north and west of Carnforth where there are a number of heavy transport users.

4.6.2 Carnforth's traffic problems are long standing. Despite the best efforts of the local authorities concerned, these are likely to remain throughout the local plan period unless there is significant investment in a northern by-pass to the town. Unfortunately, there is no indication that the funding needed to progress this major scheme is likely to come forward in the near future.

4.6.3 ~~The City Council's strategy is therefore to;~~

- ~~• limit the growth of the town until there is significant investment in transport infrastructure and refuse development proposals which would generate significant levels of additional traffic on the town's road network;~~
- ~~• continue to encourage the relocation of non-conforming traffic generating uses to more appropriate sites;~~

- ~~• direct through traffic to existing main routes and deter it from entering residential areas;~~
- ~~• focus on small-scale initiatives such as more convenient and safer pedestrian crossings;~~
- ~~• investigate the possibility of removing on-street parking from Market Street; and~~
- ~~• protect existing facilities at Carnforth Station and car parking associated with it, which serves both the town centre and the rail service;~~

~~POLICY T22~~

~~DEVELOPMENT PROPOSALS WHICH WOULD GENERATE SIGNIFICANT LEVELS OF ADDITIONAL TRAFFIC ON CARNFORTH'S MAIN ROAD NETWORK WILL NOT BE PERMITTED~~

Traffic Management

4.6.4 Carnforth and a number of rural villages experience considerable volumes of through traffic. This problem is particularly bad in villages such as Warton and the Kellets which lie on routes used by quarry traffic, whilst both Galgate and Cowan Bridge have main A roads running through the centre of the villages. In the Lune Valley, villages such as Caton, Hornby, Melling, Tunstall and Burrow also experience significant volumes of through traffic. In Glasson, increasing volumes of HGV traffic to and from the dock area is also causing concern. This traffic also affects Cockerham.

- 4.6.5 Over the years, the County Council has introduced small-scale traffic management schemes in locations such as Tunstall and Caton and the Department of Transport has introduced traffic calming on the A65 through Cowan Bridge. The City Council will continue to press for similar schemes elsewhere in the rural area where problems are identified. In particular it will continue to look at ways in which the impact of quarry traffic from Middlebarrow Quarry can be reduced.

THE CITY COUNCIL WILL, IN CONJUNCTION WITH THE COUNTY COUNCIL, PROMOTE TRAFFIC MANAGEMENT MEASURES IN CARNFORTH AND THE RURAL AREAS IN RESPONSE TO IDENTIFIED PROBLEMS

Car Parking at Visitor Destinations in Rural Areas

- 4.6.6 At many of the District's popular tourist attractions, car-parking demand can exceed supply. In locations such as Leighton Moss and Silverdale, this frequently results in cars being parked on roadside verges. This can result in erosion and traffic dangers. The City Council considers that, whilst increasing car parking provision may attract more car users, there are instances where environmental and road safety considerations may override these concerns. The Council will therefore look at each case on its merits.
- 4.6.7 If it can be demonstrated that additional on-site car parking will help to relieve pressure for on-road parking around a visitor attraction, proposals will only be

permitted if accompanied by a clear, detailed indication of how parking restrictions can be enforced. In most cases, this will require the submission of a fully worked up management plan. The Council will work with parish councils to resolve local parking problems.

POLICY T23

PROPOSALS TO INCREASE ON-SITE VISITOR PARKING IN THE COUNTRYSIDE WILL ONLY BE APPROVED WHERE THE APPLICANT CAN DEMONSTRATE TO THE COUNCIL'S SATISFACTION THAT;

THE ENVIRONMENTAL AND ROAD SAFETY BENEFITS OF INCREASING ON-SITE PARKING WILL OUTWEIGH THE IMPACT OF ATTRACTING SIGNIFICANT LEVELS OF ADDITIONAL TRAFFIC TO THE SITE;

PARKING MANAGEMENT MEASURES CAN BE INTRODUCED TO RESOLVE ANY EXISTING PARKING PROBLEMS ASSOCIATED WITH THE OPERATION OF THE SITE; AND

EVERY EFFORT HAS BEEN TAKEN TO ENCOURAGE TRAVEL BY MEANS OTHER THAN THE PRIVATE CAR; AND

THE PROPOSAL MAKES SATISFACTORY ARRANGEMENTS FOR ACCESS, SERVICING, CYCLE AND CAR PARKING.

4.7 Walking and Cycling

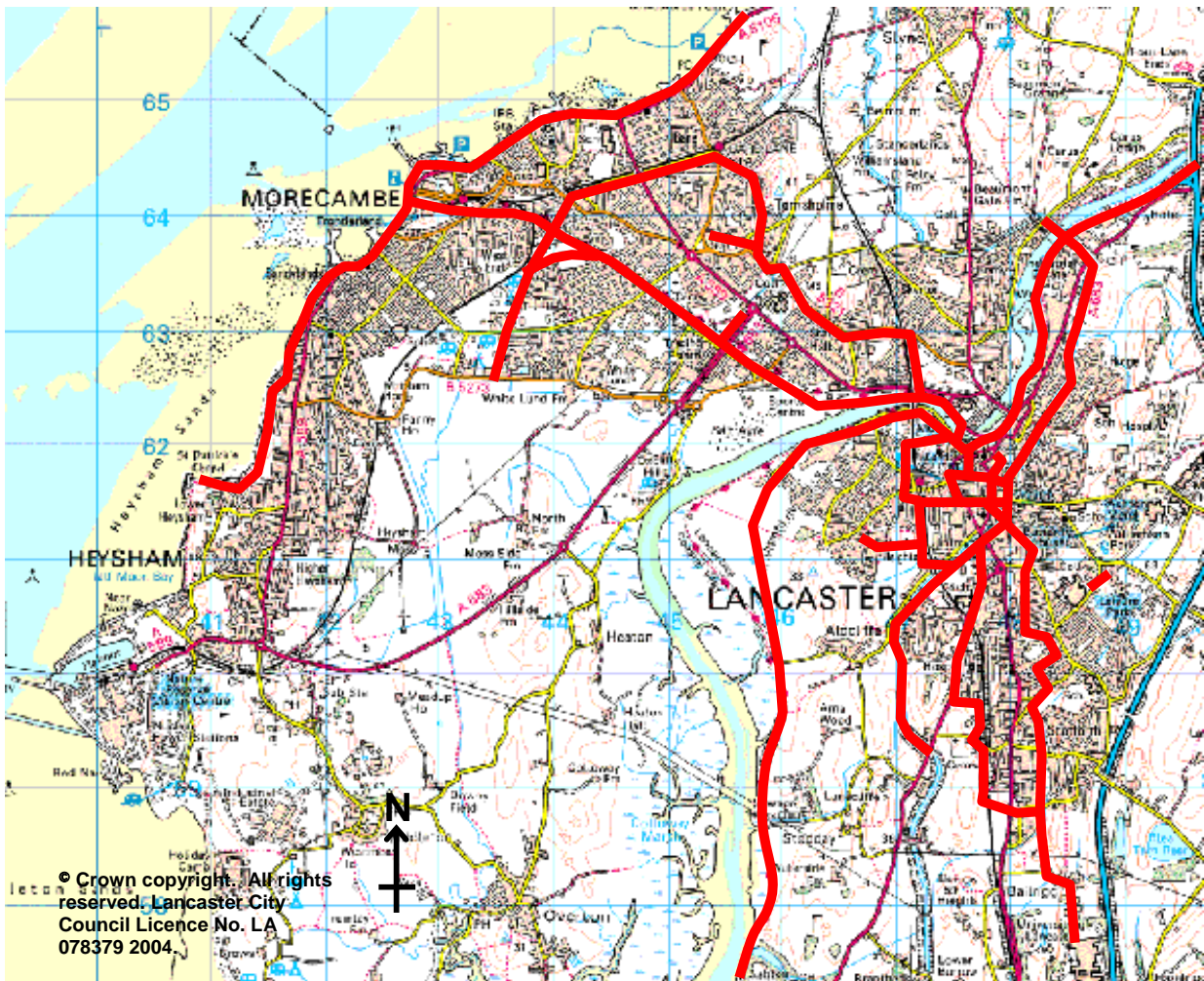


Diagram 22 – The Strategic Cycle Network

- 4.7.1 In 1991, around 15% of people in the District walked to work. In housing areas close to the District's town centres over a third of people walk to work. In terms of day-to-day movements to and from the centres of Lancaster, Morecambe and Carnforth, walking can be quicker, cheaper and healthier than driving from many surrounding areas.
- 4.7.2 By comparison in 1991 only 4% of people cycled to work, slightly more than in 1981. This increase is probably as a result of improvements to the cycle network. Cycling and walking are also

increasingly important recreational pastimes.

The Cycling Strategy.

- 4.7.3 In a district that contains a densely developed urban area, there is considerable potential to increase the number of people who regularly walk or cycle to work and places of education. Increased emphasis is being placed on improving facilities for pedestrians and cyclists in DoT funding settlements. The current Local Transport Plan for Lancaster District contains a number of such initiatives. The City Council has

~~approved a Cycling Strategy which sets out how the Council intends to encourage more people to cycle and walk. The Cycling Strategy sets ambitious targets for increasing the number of journeys made on foot or by bicycle and defines a Strategic Cycle Network (see Diagram 22).~~

- 4.7.4 ~~The Strategic Cycle Network contains the key routes which the Council proposes to develop. New development lying on these routes must link into the network and provide those sections which run through the site. In addition, every opportunity will continue to be taken to improve road conditions generally for cyclists and pedestrians.~~

~~POLICY T24~~

~~THE ROUTES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP ARE DESIGNATED AS THE STRATEGIC CYCLE NETWORK. THE CITY COUNCIL WILL WORK WITH LANCASHIRE COUNTY COUNCIL AND OTHER AGENCIES TO DEVELOP THE CYCLE NETWORK AS A MATTER OF PRIORITY.~~

~~DEVELOPMENT PROPOSALS WHICH WOULD PREJUDICE THE IMPLEMENTATION OF ANY SECTION OF THE CYCLE NETWORK WILL ONLY BE PERMITTED WHERE AN ACCEPTABLE ALTERNATIVE ROUTE HAS BEEN PROVIDED WHICH IS AT LEAST COMPARABLE WITH THAT LOST IN TERMS OF ENVIRONMENT, QUALITY AND CONVENIENCE.~~

~~Crossing the River Lune~~

- 4.7.5 ~~The Lancaster river crossings are the biggest single obstacle to cyclists and pedestrians travelling between Lancaster and Morecambe. Carlisle Bridge can only be used by climbing a difficult flight of steps and is very narrow~~

~~and exposed. Both Skerton Bridge and Greyhound Bridge are intimidating to negotiate with heavy volumes of traffic and narrow footpaths. Provision of a new bridge to link the existing cycle paths on either side of the river has long been seen as an essential element in the cycle network.~~

- 4.7.6 ~~Planning permission has recently been granted for the erection of a new cycle bridge and its construction is being actively pursued through a bid for Millennium funding. Its position is shown on the Local Plan Proposals Map. The Council will refuse permission for development proposals which could either prejudice this proposal or adversely affect access to the Bridge for cyclists or pedestrians.~~

~~POLICY T25~~

~~THE CITY COUNCIL PROPOSES THE CONSTRUCTION OF A NEW CYCLE AND PEDESTRIAN BRIDGE OVER THE RIVER LUNE IN THE LOCATION SHOWN ON THE LOCAL PLAN PROPOSALS MAP. DEVELOPMENT WHICH WOULD PREJUDICE THIS PROPOSAL WILL NOT BE PERMITTED~~

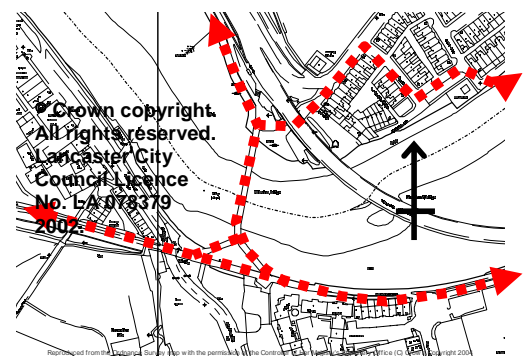


Diagram 22 – New River Lune Bridge

~~The National Cycle Network~~

- 4.7.7 ~~The north west of England section of the National Cycle Network will~~

run through the District. The National Cycle Network is a visionary project created by the charity Sustrans aimed at creating a 6,000 mile network of cycle routes covering the length and breadth of Britain. The network will provide a linked series of traffic-free paths and traffic-calmed minor roads. Its implementation is being supported by a £43.5m grant from the Millennium Commission. The precise line through Lancaster District has yet to be finalised. The City Council will however assist Sustrans in identifying the most appropriate route and aiding its implementation where possible.

Footpath Improvements

- 4.7.8 Improving the provision and condition of footpaths is an important way of encouraging people to undertake more journeys on foot. Although the maintenance and improvement of adopted pavements is beyond the scope of this Local Plan, there is scope to improve footpath links between residential areas and workplaces, shops and other services. There is also considerable scope to improve the safety and condition of pedestrian routes to schools. Where needed, the Council will provide new footpath links, resolve problems such as poor lighting and surfacing and ensure that routes are free of obstruction.

FOOTPATH LINKS BETWEEN HOUSING AREAS, SCHOOLS, CENTRES OF EMPLOYMENT AND LOCAL AND DISTRICT SHOPPING CENTRES WILL BE IMPROVED

New Development

- 4.7.9 There is considerable scope to improve and extend the cycle and footpath network by ensuring that, wherever practical, new housing and commercial developments link into the network. This will be

particularly important in the new housing and employment areas proposed in the Local Plan. Here developers will be expected to provide footpaths and cycle ways through the site and direct and safe off-road links with surrounding areas.

- 4.7.10 Developers will also be expected to provide adequate levels of secure and convenient cycle parking within their proposals. Such provision must meet the County Council's minimum standards and may, where appropriate, be required to exceed these.

POLICY T26

WHERE DEVELOPMENT PROPOSALS INCLUDE OR LIE CLOSE TO THE STRATEGIC CYCLE NETWORK, THE CITY COUNCIL WILL NEGOTIATE WITH DEVELOPERS LINKS AND IMPROVEMENTS TO THE NETWORK.

PROPOSALS FOR NON-RESIDENTIAL DEVELOPMENT WILL ONLY BE PERMITTED WHERE CONVENIENT AND SECURE CYCLE PARKING FACILITIES ARE PROVIDED IN LINE WITH THE COUNTY COUNCIL'S STANDARDS.

Development Affecting Public Rights of Way

- 4.7.11 Wherever possible, existing public rights of way should be maintained and the network extended when the opportunity arises. Wherever possible, developers will be expected to retain rights of way or, exceptionally, provide a diversion which is at least equal to that lost in terms of convenience and condition and is available for use before the existing route is closed. Developers will also be expected to provide links between the existing rights of way network and new housing and community facilities.

- 4.7.12 Policy T27 (below) is intended to refer to all rights of way except 'carriageway highways' or regular roads used by motor vehicles. These include footpaths, bridle paths, cycle tracks and other non-vehicular routes. Development proposals which impact on pedestrian and cycle rights of way on carriageway highways are considered under policy T1;

POLICY T27

DEVELOPMENT PROPOSALS THAT WOULD ADVERSELY AFFECT THE ROUTE OR CHARACTERISTICS OF AN EXISTING OR PROPOSED RIGHT OF WAY WILL ONLY BE PERMITTED WHERE A SATISFACTORY DIVERSION CAN BE PROVIDED AND SECURED IN ADVANCE OF DEVELOPMENT.

WHERE A DEVELOPMENT PROPOSAL LIES CLOSE TO, OR INCLUDES, A PUBLIC RIGHT OF WAY, THE CITY COUNCIL WILL REQUIRE DEVELOPERS TO PROVIDE SAFE AND CONVENIENT PEDESTRIAN AND CYCLE LINKS TO NEW DWELLINGS AND COMMUNITY FACILITIES.

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5. Environmental Protection and Enhancement

This part of the Local Plan seeks to manage change in the urban and rural environment over the next 10 years. The City Council aims to protect and enhance the diversity of landscape, townscape and wildlife habitats which provides Lancaster District with one of the highest quality environments in the North West of England. It also seeks to improve environmental conditions where these are unsatisfactory through landscape enhancement, finding new uses for old buildings and through the creation and management of wildlife sites.

The City Council aims to;

- conserve non-renewable resources such as wildlife habitats, historic buildings and open countryside;
- protect and enhance the District's outstanding rural landscapes;
- create new areas of community woodland on the urban fringe;
- support proposals for maintaining and improving historic buildings;
- enhance the District's urban green spaces and protect them from development; and
- protect and reinforce the diversity of wildlife habitats in the District;

The City Council proposes to;

- continue to participate in the active management of the Arnside/Silverdale and Forest of Bowland Areas of Outstanding Natural Beauty;
- closely control development affecting areas of nature conservation importance, protected species, the coast and other sensitive areas;
- protect landscape essential to the setting of Lancaster, Morecambe and Heysham;
- establish a new community woodland at Middleton and identify potential planting areas at South Heysham, Luneside and the eastern edge of Lancaster;
- develop and safeguard Green Corridors along the River Lune, Lancaster Canal and rural cycle paths.
- maintain a long term green belt boundary on the north side of Lancaster; and

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- continue to work with neighbouring authorities to safeguard and enhance the internationally important nature conservation interest of Morecambe Bay;

5.1 Landscape Protection

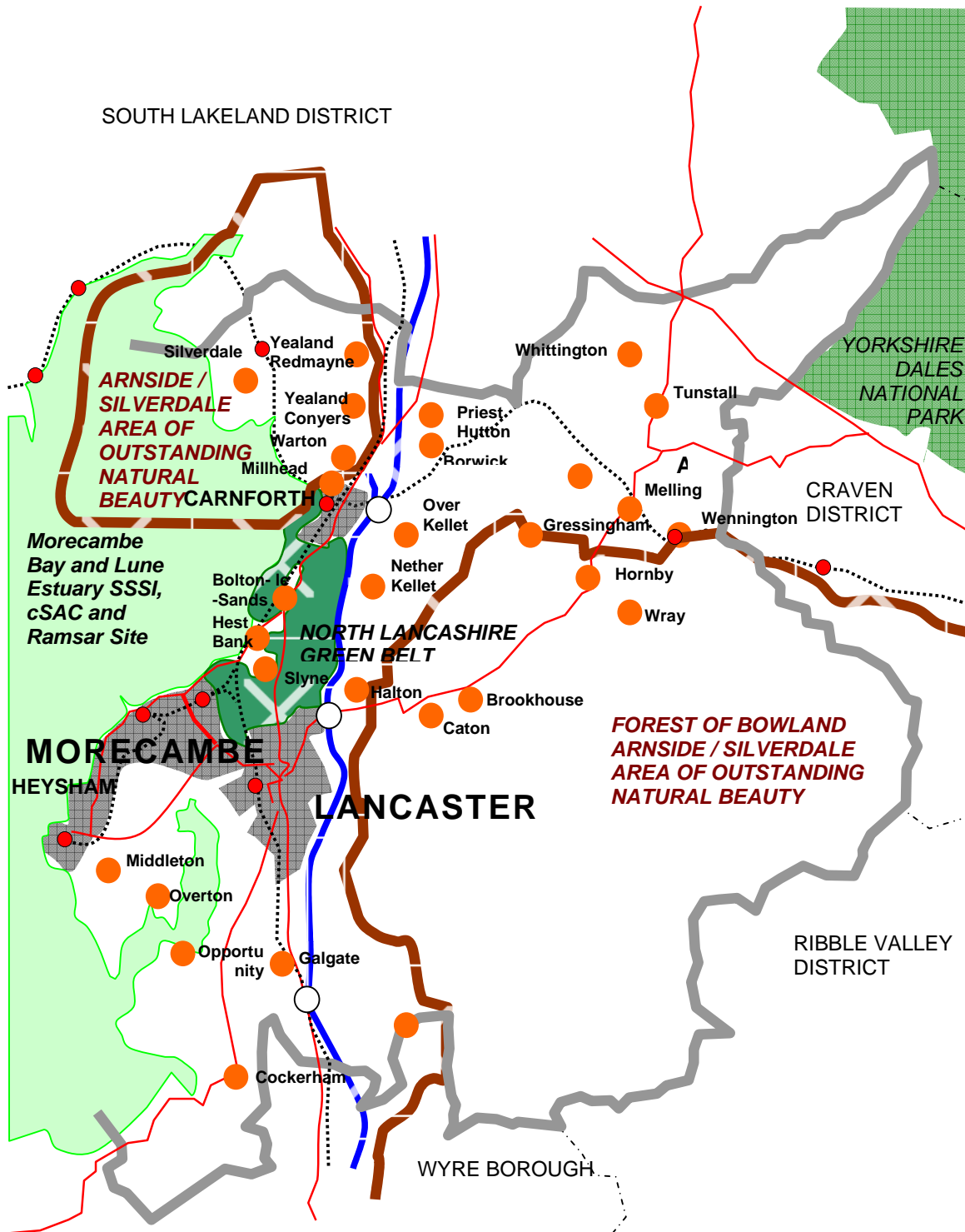


Diagram 24 – Landscape Designations

Background

5.1.1 Lancaster District covers the northernmost part of

Lancashire and contains some of the County's most attractive countryside. Its 565 sq. km of diverse and contrasting countryside extend from the

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shores of Morecambe Bay to the Pennine Hills, including the woodland and limestone outcrops around Silverdale and the heather moorland of Bowland, the intimate pastures of the Lune Valley and the bleak uplands of Leck Fell. The District's coastline contains headlands and salt marshes and boasts outstanding views across Morecambe Bay to the Lakeland Fells.

- 5.1.2 The countryside also contains numerous small villages, hamlets and farmsteads which together house around 30,000 people, about a quarter of the District's population. Although employment in agriculture has declined in recent years, around 8,000 people still work in the rural areas. The City Council will ensure through the Local Plan, that protection of the countryside and villages is balanced against the need to maintain thriving rural communities.

The Lancashire Structure Plan

- 5.1.3 The Lancashire Structure Plan sets out policies aimed at protecting the Countryside. These areas are given different levels of protection and include;
- The North Lancashire Green Belt which lies between Lancaster, Morecambe and Carnforth, where the intention is to prevent built-up areas merging together by strictly controlling new development;
 - The Arnside/Silverdale and Forest of Bowland Areas of Outstanding Natural Beauty where the emphasis is on conserving natural beauty;
 - The District's other rural areas such as the Lune Valley, the Amounderness Plain, the countryside around Morecambe Bay and the

Lune Estuary, the Bowland fringes and the Morecambe Bay Limestone areas and the edge of the Yorkshire Dales which also have distinctive characteristics which should be protected and enhanced.

The North Lancashire Green Belt

- 5.1.4 In 1991, the City Council designated the land between Carnforth and the northern edge of Lancaster and Morecambe as Green Belt. The purpose of the Green Belt is primarily to prevent the built-up areas of Lancaster, Morecambe and Carnforth from merging into one urban area, losing their separate identities and absorbing Bolton-le-Sands, Hest Bank and Slyne. Green Belts should, wherever possible, be permanent and remain protected for the foreseeable future. The settlements within the Green Belt; Bolton-le-Sands, Hest Bank and Slyne; will be protected from large-scale development and will not be allowed to expand beyond their present boundaries into open countryside. Within the Green Belt itself, new development will only be allowed in exceptional circumstances.

POLICY E1

THE NORTH LANCASHIRE GREEN BELT IS ESTABLISHED WITHIN THE BOUNDARIES SET OUT ON THE LOCAL PLAN PROPOSALS MAP.

- ~~5.1.5 Both central Government guidance expressed in Planning Policy Guidance Note 2 – Green Belts, and the Lancashire Structure Plan, set out the type of development which can and cannot be allowed in the Green Belt. The City Council will strictly apply Structure Plan Policy 4 – Development in Green Belts~~

~~when determining planning applications within the North Lancashire Green Belt and resist proposals for inappropriate development.~~

POLICY E2

~~**WITHIN THE NORTH LANCASHIRE GREEN BELT, THE ERECTION OF NEW BUILDINGS WILL NOT BE PERMITTED EXCEPT FOR;**~~

~~**AGRICULTURAL OR FORESTRY PURPOSES;**~~

~~**ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND OUTDOOR RECREATION, FOR CEMETERIES AND FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT; OR**~~

~~**THE LIMITED EXTENSION, ALTERATION OR REPLACEMENT OF EXISTING DWELLINGS.**~~

~~**THE RE-USE OF EXISTING BUILDINGS WITHIN THE GREEN BELT WILL BE PERMITTED WHERE THE PROPOSAL SATISFIES THE REQUIREMENTS OF POLICY E20 AND DOES NOT HAVE A MATERIALLY GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND WITHIN IT.**~~

Development affecting Areas of Outstanding Natural Beauty and the Yorkshire Dales National Park

5.1.6 Lancaster District contains two Areas of Outstanding Natural Beauty (AONBs) both of which extend beyond the District boundary. The Arnside/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 extends into Craven District of North Yorkshire as well as parts of Ribbles Valley, Pendle, Wyre and Preston Districts. Diagram 24 shows the extent of the two AONBs within Lancaster District.

5.1.7 The District boundary is contiguous with the boundary of the Yorkshire Dales National Park in the Leck Fell area. Development proposals which could have a significant adverse impact on the National Park will not be permitted.

5.1.8 Proposals in areas immediately adjacent to AONBs may have an impact on views into and out of the AONB or generate traffic through an AONB. Development proposals which have a significant adverse effect on an AONB will not be permitted.

5.1.9 The two AONBs are living communities for which rural employment, affordable housing and village shops are of considerable importance. The economic and social well being of communities within the two AONBs will be a major factor in considering development proposals within them.

5.1.10 The primary objective within the AONBs is to conserve the natural beauty of the landscape. The City Council intends to do this by resisting inappropriate development and insisting on high design standards for proposals which are approved. The Plan's policies are also

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intended to complement those of neighbouring authorities.

POLICY E3

DEVELOPMENT BOTH WITHIN AND ADJACENT TO THE FOREST OF BOWLAND OR ARNSIDE/SILVERDALE AREAS OF OUTSTANDING NATURAL BEAUTY OR THE YORKSHIRE DALES NATIONAL PARK WHICH WOULD EITHER DIRECTLY OR INDIRECTLY HAVE A SIGNIFICANT ADVERSE EFFECT UPON THEIR CHARACTER OR HARM THE LANDSCAPE QUALITY, NATURE CONSERVATION INTERESTS OR FEATURES OF GEOLOGICAL IMPORTANCE WILL NOT BE PERMITTED.

ANY DEVELOPMENT PERMITTED MUST BE OF AN APPROPRIATE SCALE AND USE MATERIALS APPROPRIATE TO THE AREA.

The Countryside Area

5.1.11 The District's countryside is remarkably diverse in character and includes;

- 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 and isolated red sandstone farmsteads;
- The Bowland Fringes including the Lune Valley, Wyresdale and Roeburndale, characterised by herb-rich hay meadows defined by stone walls and hedges, extensive semi-natural and ancient woodland, numerous rivers and watercourses, small villages and hamlets in

local stone and slate and areas of formal parkland surrounding country houses;

- The Bowland Fells, which consist of extensive, open, high heather moorland and blanket bog with 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 pastures divided by hedges. 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 the Heysham Power Stations.
- The Morecambe Bay limestone area including the Arnside/Silverdale Area of Outstanding Natural Beauty which consists of craggy limestone outcrops and screes, topped by limestone pavements, large areas of ancient semi-natural woodland, and areas of mossland. Fields are small and predominantly divided by limestone dry-stone walls.

5.1.12 Whilst within these areas the landscape can vary markedly, their common characteristic is that they are essentially open and rural in character. These qualities are easily damaged by the intrusive effects of inappropriate development.

5.1.13 As most of the District's development needs can be accommodated in the main urban area of Lancaster, Morecambe and Heysham and to a lesser extent in Carnforth and the rural villages, development in the countryside can be restricted to that essential to the needs of agriculture or forestry or to other uses appropriate to a rural area. The boundary of the countryside area is shown on the Local Plan Proposals Map.

WOULD NOT RESULT IN A SIGNIFICANT ADVERSE EFFECT ON NATURE CONSERVATION OR GEOLOGICAL INTERESTS; AND

MAKES SATISFACTORY ARRANGEMENTS FOR ACCESS, SERVICING, CYCLE AND CAR PARKING.

5.1.14 There are a wide range of policies which apply to the Countryside area in addition to Policy E4. The main additional policies are;

H7,H8, H9 and H11	Housing in the Countryside
EC5 and EC16	Rural employment
S16-S18	Rural shopping
S19	Rural pubs
TO3-8	Rural tourism
T23	Rural car parking,
T27	Public Rights of Way
E1-E5	Landscape designations
E6-E11	Natural resource protection,
E12-E18	Nature conservation
E19-E24	Development in the Countryside
E25	Derelict land
E44-46	Archaeology
R4-R8	Recreation in the rural area
R10	Equestrian development
R17	Village halls

POLICY E4

WITHIN THE AREA IDENTIFIED AS COUNTRYSIDE ON THE LOCAL PLAN PROPOSALS MAP, DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT:

IS IN SCALE AND KEEPING WITH THE CHARACTER AND NATURAL BEAUTY OF THE LANDSCAPE;

IS APPROPRIATE TO ITS SURROUNDINGS IN TERMS OF SITING, SCALE, DESIGN, MATERIALS, EXTERNAL APPEARANCE AND LANDSCAPING;

The Open Coastline

5.1.15 The undeveloped coastline, including the estuary of the River Lune, is a valuable and fragile resource. It represents some of the District's finest landscape and borders internationally important wildlife habitats. The impact of past development pressure on the open coastline can be seen in the virtual coalescence of settlements between Heysham and Hest Bank and the industrial activities at Glasson Dock. It would be inappropriate to allow further development on the last few remaining areas of open coastline and the Lune Estuary. Exceptions will only be made for development essential to the coastal area such as sea defence, the fishing industry and informal recreation.

5.1.16 Development relating to the offshore hydrocarbon industry or energy generation should normally take place on the existing industrial areas in the South Heysham area. Exceptionally such development proposals which are of major regional or national importance may be allowed elsewhere where it can be demonstrated that the economic benefits clearly outweigh environmental concerns. Proposals which would have an adverse effect on the landscape or nature conservation must be accompanied by a full

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environmental impact
assessment.

POLICY E5

**DEVELOPMENT ON THE
COASTLINE WITHIN THE
COUNTRYSIDE AREA SHOWN
ON THE LOCAL PLAN
PROPOSALS MAP WILL ONLY
BE PERMITTED WHERE THE
PROPOSAL;**

**IS ESSENTIAL FOR
COASTAL PROTECTION
OR MARINE NAVIGATION
PURPOSES; OR**

**IMPROVES PUBLIC
ACCESS, INFORMAL
RECREATION PROVISION
OR THE AMENITY OF THE
AREA; AND**

**HAS NO SIGNIFICANT
ADVERSE IMPACT ON
NATURE CONSERVATION
INTERESTS;**

**EXCEPTIONALLY,
DEVELOPMENT FOR
RENEWABLE ENERGY
GENERATION OR THE
OFFSHORE HYDROCARBON
INDUSTRY WHICH IS OF
MAJOR REGIONAL OR
NATIONAL IMPORTANCE WILL
BE PERMITTED WHERE THE
COUNCIL IS SATISFIED THAT
THE ECONOMIC BENEFITS
CLEARLY OUTWEIGH
ENVIRONMENTAL IMPACTS
AND WHERE SUCH IMPACTS
ARE MINIMISED.**

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5.2 Natural Resource Protection

~~Agricultural Land~~

~~5.2.1—Farming remains an important rural activity in the District, both in terms of providing employment and managing the countryside and it is important that the viability of farm holdings is maintained wherever possible. Proposals that would have adverse effects on the operation of an agricultural holding will be resisted and the loss of the best and most versatile agricultural land will only be allowed where development would bring significant local or community advantages and cannot be accommodated elsewhere on land of poorer quality.~~

~~POLICY E6~~

~~DEVELOPMENT WHICH WOULD RESULT IN THE PERMANENT LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (DEFRA AGRICULTURAL LAND CLASSIFICATION GRADES 1,2 AND 3A) OR WILL SUBSTANTIALLY ERODE THE VIABILITY OF A FARM HOLDING WILL ONLY BE PERMITTED WHERE THE PROPOSAL;~~

~~BRINGS SIGNIFICANT ECONOMIC OR COMMUNITY BENEFITS WHICH OUTWEIGH THE LOSS OF LAND OR FARM UNIT; AND~~

~~THE PROPOSAL CANNOT REASONABLY BE ACCOMMODATED ELSEWHERE;~~

~~WHERE DEVELOPMENT IS PERMITTED, ONLY THE MINIMUM AGRICULTURAL LAND TO MEET ESSENTIAL~~

~~NEEDS WILL BE ALLOWED TO BE DEVELOPED.~~

~~Protection of Water Resources~~

- 5.2.2 Development proposals can have an adverse impact on watercourses in terms of the amount and quality of water within them and their contribution to the landscape, nature conservation interests and informal recreation needs. Proposals which involve water abstraction or discharges to a watercourse can have an adverse impact upon human health, public amenity interests, wildlife and fisheries. Proposals of this type must be accompanied by full details of the potential effects of abstraction and/or discharges together with appropriate remediation measures.
- 5.2.3 A number of existing and proposed development sites contain watercourses, including Westgate South, Mellishaw Lane and the Bailrigg Business Park. Development on such sites which would have a significant impact on the landscape, nature conservation or recreational importance of a watercourse must be designed to minimise the impact on watercourses and include appropriate remediation works where necessary.

~~POLICY E7~~

~~DEVELOPMENT PROPOSALS WHICH WOULD AFFECT AN EXISTING WATERCOURSE WILL ONLY BE PERMITTED WHERE:~~

~~WATER QUALITY WOULD BE MAINTAINED OR IMPROVED;~~

WATER FLOW WOULD NOT BE REDUCED TO A POINT WHICH WOULD HAVE A SIGNIFICANT ADVERSE IMPACT ON WATER QUALITY, PUBLIC AMENITY OR PUBLIC HEALTH; AND

THERE WOULD BE NO SIGNIFICANT ADVERSE IMPACT ON THE LANDSCAPE, NATURE CONSERVATION, RECREATION AND AMENITY IMPORTANCE OF THE WATERCOURSE.

Protection of Groundwater

- 5.2.4 Groundwater is present in water-bearing underground strata or aquifers. Groundwater is an important source of water supply for drinking water and industrial and agricultural uses. It is also of considerable landscape and nature conservation importance.
- 5.2.5 Groundwater is particularly susceptible to human activity, the consequences of which may take many years to manifest themselves. The Environment Agency has designated areas of groundwater vulnerability within Lancaster District. Within these areas, particular care will be taken when considering the potential effect of development proposals on groundwater resources. Proposals which would result in contamination will not be permitted.

POLICY E8

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

Air Quality

- 5.2.6 Air quality is important for sustaining health. It is also an indicator of environmental quality. Poor air quality can damage flora, fauna and buildings and can have a significant effect on soil and water. Pollutants such as CO₂ and other greenhouse gases can also contribute to wider global environmental problems.
- 5.2.7 The City Council can assist in maintaining and improving air quality by directing development to locations which minimise the need to travel and by encouraging the use of alternative means of travel to the private car.

THE CITY COUNCIL WILL SEEK TO MAINTAIN OR IMPROVE AIR QUALITY WHEREVER POSSIBLE BY RESISTING DEVELOPMENT WHICH WOULD RESULT IN UNNECESSARY JOURNEYS.

~~Water Conservation~~

- ~~5.2.8 There is increasing awareness of the need to reduce the demand for water. New development should wherever possible incorporate water saving devices and consideration should be given to the use of flow attenuation such as grass swales, wetlands and retention ponds on large development sites.~~

~~*IN CONSIDERING DEVELOPMENT PROPOSALS WHICH WOULD INVOLVE THE USE OF WATER, THE COUNCIL WILL ENCOURAGE THE USE OF WATER SAVING DEVICES AND FLOW ATTENUATION FACILITIES WHEREVER PRACTICABLE.*~~

POLICY E9

DEVELOPMENT WHICH WOULD RESULT IN A SIGNIFICANT INCREASE IN DEMAND FOR WATER WILL ONLY BE PERMITTED WHERE:

THE DEVELOPMENT IS LOCATED IN AN AREA WHERE ADEQUATE WATER RESOURCES ARE OR WILL BE AVAILABLE; AND

THE DEVELOPMENT HAS AN ADEQUATE MEANS OF WATER SUPPLY OR ONE CAN BE PROVIDED WITHOUT SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS.

Contaminated Land and Landfill Gas Migration

5.2.9 It has been Government policy for a number of years to encourage the reclamation and redevelopment of contaminated land. Reclamation of derelict sites assists urban regeneration and can reduce pressure on green-field sites. A number of contaminated sites in Lancaster, Morecambe and Heysham have been successfully reclaimed in recent years.

5.2.10 There are a number of potential redevelopment sites within the District where contaminants are known to exist, such as parts of the Halton Mills and St. George's Works sites and at south Heysham, and others where contamination may be a problem such as the gas holder on the Venture Caravan Site. On some sites, the migration of landfill gas may also be a problem.

5.2.11 The City Council will continue to encourage the reclamation and re-use of contaminated land where the degree and nature of

~~the contamination has been assessed. However, where ground contamination is known to exist, or where the City Council has reason to believe that it could be a problem, appropriate site investigations and risk assessments will be required. Where development is permitted on contaminated land, appropriate remediation measures must be carried out prior to redevelopment of the site.~~

5.2.12 On sites within 250 metres of a current or former landfill site, planning permission will not be granted unless the developer demonstrates that there is no risk from the generation or migration of landfill gas or that satisfactory measures can be taken to counter any possible hazards. The Environment Agency maintains information on the following sites:

- ~~Halton Mills~~
- ~~Willow Mill, Caton~~
- ~~Claughton Buffer Store~~
- ~~Hornby Industrial Estate~~
- ~~Cowan Bridge Industrial Estate~~
- ~~Glasson Dock~~
- ~~Luneside~~
- ~~White Lund~~
- ~~Major Industrial Estate~~
- ~~Heysham Industrial Estate~~
- ~~Lancaster West Business Park~~
- ~~The Port of Heysham~~
- ~~Heysham Power Station~~
- ~~Warton Road, Carnforth~~
- ~~Lodge Quarry, Carnforth~~
- ~~Scotland Road, Carnforth~~
- ~~Kellet Road, Carnforth~~
- ~~Millhead~~
- ~~Carnforth Levels~~
- ~~Nightingale Hall Farm~~

5.2.13 The above list should not be interpreted as direct evidence of a contamination problem. Similarly the list is not exhaustive and the absence of a site from the above list does not mean that it can be assumed that no contamination problem exists.

~~POLICY E10~~

~~DEVELOPMENT ON OR NEAR
POTENTIALLY
CONTAMINATED LAND WILL
ONLY BE PERMITTED WHERE:~~

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

~~ANY NECESSARY
REMEDIAL MEASURES
ARE CARRIED OUT PRIOR
TO REDEVELOPMENT OF
THE SITE.~~

Development affecting
Flood Plains

- 5.2.14 Many low-lying areas within the District and parts of river valleys such as the Lune are identified by the Environment Agency (EA) as being 'at risk' of flood either from tidal inundation or river flood. Development within areas of

flood risk should be avoided
unless the costs and
environmental impacts of flood
defence can be justified.
Although most of Morecambe and
Heysham is classified as 'at risk',
adequate defences are either in
place or programmed. New
development should not increase
the risk of flooding elsewhere by
reducing the storage capacity of
flood plains or by increasing run-
off.

POLICY E11

DEVELOPMENT PROPOSALS
WITHIN AREAS AT RISK OF
FLOODING WILL ONLY BE
PERMITTED WHERE:

APPROPRIATE FLOOD
PROTECTION MEASURES
ARE ALREADY IN PLACE;
OR

THESE WILL BE PROVIDED
WITHOUT ADVERSE
ENVIRONMENTAL
IMPACTS.

5.3 Protecting Wildlife and Habitats

Background

- 5.3.1 The District contains a wealth of semi-natural wildlife habitats; some of international importance. Many are protected by a variety of designations, some of which overlap. The range of sites includes the intertidal flats of Morecambe Bay, the moorland of Bowland, the limestone pavements of Silverdale, ancient woodlands, traditional hay meadows, raised bogs such as Heysham Moss and marshland as at Leighton Moss.
- 5.3.2 Morecambe Bay is the most important estuarine wintering site in the United Kingdom for oyster catcher, dunlin, curlew and turnstone and is second only to The Wash in terms of its size and the number of waterfowl it supports. The heather moorlands of Bowland are a habitat for rare birds of prey and a wide variety of bird species whilst the semi-natural grasslands of Silverdale support a rich flora.
- 5.3.3 The wildlife importance of many semi-natural habitats is, however, in slow decline. The threats, whether from further agricultural improvement, pollution, development, recreational use or even neglect (the diversity of many habitats actually depends on some human management) are many and varied. The wider countryside is also experiencing a slow but remorseless erosion of commonplace features such as trees and hedgerows which are vital to wildlife. As wildlife has retreated in the countryside, habitats in urban areas have become very much more important. Urban habitats however are constantly under threat from development and inappropriate management.
- 5.3.4 The City Council, through its planning responsibilities, has an important role in conserving habitats. Given the wildlife importance of the Districts, the City Council will;
- Identify important habitats and species and protect them from development;
 - ensure that nature conservation interests are taken into account fully in planning decisions;
 - enable nature conservation objectives to be met within development sites; and
 - help to enhance the environment and opportunities for landscape enhancement within it.
- ### Nature Conservation in the Wider Environment
- 5.3.5 The City Council will ensure that nature conservation interests are given full consideration when determining development proposals. In many cases it is possible to achieve conservation objectives alongside change. There will however be situations where the need for development means that nature conservation objectives cannot be met. Conversely there will be situations where the need to safeguard nature conservation interests necessitates the refusal of a development proposal.
- 5.3.6 Where it appears that a development proposal could harm nature conservation interests, English Nature and the Lancashire Wildlife Trust will be consulted to determine whether the impact of development can be minimised and whether the developer should be required to create and provide for the

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appropriate management of new wildlife habitats to compensate for those damaged or destroyed.

POLICY E12

IN DETERMINING DEVELOPMENT PROPOSALS, THE COUNCIL WILL ENSURE THAT ANY IMPACTS UPON WILDLIFE, WILDLIFE HABITATS, PROTECTED SPECIES AND IMPORTANT GEOLOGICAL FEATURES ARE TAKEN INTO FULL ACCOUNT.

WHERE DEVELOPMENT IS PERMITTED, DEVELOPERS WILL BE REQUIRED TO MINIMISE ANY ADVERSE IMPACT AND/OR CREATE AND PROVIDE FOR THE APPROPRIATE MANAGEMENT OF COMPENSATORY WILDLIFE HABITATS.

Trees and Woodland

5.3.7 The Local Plan seeks to protect all significant areas of woodland in the District. Ancient woodland in particular, by virtue of its semi-natural condition, has a rich flora and fauna which takes centuries to develop in newly planted woodlands. The City Council places particular importance upon the conservation of ancient woodlands and will seek to protect these from development that would involve a loss of, or have an adverse impact upon, their nature conservation value. The Felling Licensing System operated by the Forestry Commission is the primary means of control over felling. When consulted by the Forestry Commission on felling licence applications affecting ancient woodlands, the Council will also seek to ensure that the integrity of the woodland is maintained and that nature conservation impacts are safeguarded.

5.3.8 On development sites it is particularly important that existing

trees are protected both during the construction period and after buildings are occupied. To avoid future problems with trees overhanging buildings, adequate space should be retained between buildings and trees. This should take into account the type of tree, its future size and potential overshadowing. No site or engineering works should take place within the crown spread of an existing tree. Existing trees should be fenced off during the construction period.

POLICY E13

DEVELOPMENT WHICH WOULD RESULT IN A SIGNIFICANT ADVERSE EFFECT ON, OR INVOLVE THE LOSS OF,

ANY SIGNIFICANT AREA OF WOODLAND;

SIGNIFICANT TREES; OR

ANY AREA OF ANCIENT WOODLAND,

WILL NOT BE PERMITTED.

5.3.9 The City Council is empowered to make Tree Preservation Orders (TPOs) in order to protect trees which have amenity value, whether these are single trees, in groups or in areas of woodland. The protection conferred ensures that any works to trees must have the prior approval of the Local Authority. Trees in Conservation Areas are similarly protected.

5.3.10 The Council will use its Tree Preservation Order powers and its powers under the Hedgerow Regulations and work with the Forestry Commission in operating its Felling Licence system to ensure that trees, woodlands and hedgerows with nature conservation, historic or landscape, or local amenity value are protected from development.

The Council will also seek to encourage woodland management, new woodland planting and hedge creation.

THE CITY COUNCIL WILL MAKE FURTHER TREE PRESERVATION ORDERS WHERE TREES ARE CONSIDERED TO BE IN NEED OF PROTECTION

Limestone Pavements

- 5.3.11 The District contains many areas of geological importance including a number of limestone pavements. These distinctive areas of water-worn limestone, with their clint and gryke features, are an internationally rare geological phenomenon and are irreplaceable. The only limestone pavements in Britain are in the Yorkshire Dales, South and East Cumbria and the very northern parts of Lancaster District.
- 5.3.12 Limestone Pavement Orders, made by Lancashire County Council at the recommendation of English Nature, now cover all the important areas within the District. Whilst these discourage the removal of, and damage to, pavements, a planning approval can override the protection afforded by a Limestone Pavement Order. All areas covered by Limestone Pavement Orders are either Sites of Special Scientific Interest or designated as being of County-wide importance.

POLICY E14

DEVELOPMENT PROPOSALS INVOLVING THE REMOVAL OF NATURALLY OCCURRING AREAS OF WATER WORN LIMESTONE, OR WHICH COULD DAMAGE A LIMESTONE PAVEMENT, WILL NOT BE PERMITTED.

The Nature Conservation Site Hierarchy

- 5.3.13 Lancaster District contains some of the most important nature conservation sites in the Country. This importance is reflected in the number of areas which have been identified as requiring special protection. The importance of various sites is reflected in the hierarchy of designations. These can be summarised as follows;

International Sites

- 5.3.14 These consist of Special Areas of Conservation (SAC), Candidate SACs (cSAC), Special Protection Areas (SPA) and Ramsar Sites. There are seven sites either wholly or partly within the District and these are listed below and shown on the Local Plan Proposals Map.

National Sites

- 5.3.15 The District contains 27 sites which are of national importance and designated as Sites of Special Scientific Interest (SSSIs). These are shown on the Local Plan Proposals Map.

Non-Statutory County Biological Heritage Sites

- 5.3.16 These are sites which have been identified as being of importance in County terms. There are around 250 of these and these are also shown on the Local Plan Proposals Map.

National and Local Nature Reserves

- 5.3.17 In Lancaster District, the Gait Barrows SSSI is also a National Nature Reserve owned, leased or managed by English Nature. The City Council owns two Local

Nature Reserves (LNRs) at Warton Crag and Trowbarrow Quarry. These sites are owned and managed by public bodies and designation as an LNR does not confer any additional protection from development.

Site Protection

5.3.18 The City Council has a duty to protect designated sites from damaging development. The extent to which this protection is exercised will be dependent upon the importance of a site in nature conservation terms and the need for development. Clearly, sites of international importance will be afforded maximum protection.

~~International Sites (Protected under European Union legislation)~~

~~5.3.19 Seven of the District's SSSIs are of such importance that they have been recognised in international nature conservation designations and are protected under European Union legislation. These are;~~

- ~~• Ramsar Sites (designated under the Ramsar Convention on Wetlands of International Importance);~~
- ~~• Special Protection Areas (designated under Article 4 of the European Communities Council Directive of April 1979 on the Conservation of Wild Birds);~~
- ~~• Special Areas of Conservation (designated under the European Habitats Directive).~~

~~5.3.20 The seven areas are;~~

- ~~• Bowland Fells
Special Protection Area;~~

- ~~• Morecambe Bay and Lune Estuary Special Protection Area, Ramsar Site and Candidate Special Area of Conservation;~~
- ~~• Leighton Moss
Special Protection Area and Ramsar Site;~~
- ~~• Hawes Water
Candidate Special Area of Conservation;~~
- ~~• Yealand Hall Allotment
Candidate Special Area of Conservation;~~
- ~~• Gait Barrows
Candidate Special Area of Conservation;~~
- ~~• Calf Hill and Cragg Wood
Candidate Special Area of Conservation;~~

~~5.3.21 These are shown on the Local Plan Proposals Map as 'Internationally Protected Wildlife Sites'. Within these areas, the City Council will exercise the highest possible protection from development. Exceptions to this policy will only be considered where the applicant can demonstrate that there are imperative reasons of over-riding public interest for the development and there is no alternative solution. The Council will also require proposals which could have an adverse effect on an internationally designated site to be accompanied by an Environmental Impact Assessment.~~

~~POLICY E15~~

~~**DEVELOPMENT LIKELY TO
DAMAGE OR DESTROY A
DESIGNATED EUROPEAN
SITE, A PROPOSED
EUROPEAN SITE OR A
RAMSAR SITE WILL NOT BE
PERMITTED**~~

Nationally Protected Sites

5.3.22 There are 27 Sites of Special Scientific Interest (SSSI) in the District and these are identified on the Local Plan Proposals Map. These sites will be protected from development that might damage the interest of a site either directly or indirectly. Many of these sites can be harmed by development which takes place nearby. For example, a housing or industrial development near a wetland site might lead to a lowering of the water table and a particularly noisy activity emanating from a development might cause harmful disturbance to wildlife. Pollution is an obvious concern whilst an increase in recreational activity could also have an impact.

5.3.23 To ensure that these potential indirect effects on development are given proper consideration, the City Council is required to determine whether a development proposal could adversely affect an SSSI and, if so, to consult English Nature. Where necessary, the City Council will require additional information from developers to assist in assessing the nature of any indirect effects.

5.3.24 Where development is permitted, the Council will require developers to keep damage to a minimum and undertake appropriate compensatory provision.

POLICY E16

DEVELOPMENT LIKELY TO DAMAGE OR DESTROY A DESIGNATED OR PROPOSED SITE OF SPECIAL SCIENTIFIC INTEREST WILL NOT BE PERMITTED UNLESS THE NEED FOR DEVELOPMENT IS OF NATIONAL IMPORTANCE AND THIS DEMONSTRABLY

OUTWEIGHS THE NEED TO PROTECT THE SITE.

WHERE DEVELOPMENT IS PERMITTED, DEVELOPERS WILL BE REQUIRED TO MINIMISE ADVERSE IMPACTS AND TO COMPENSATE FOR THESE BY APPROPRIATE HABITAT CREATION AND/OR ENHANCEMENT MEASURES EITHER WITHIN THE SITE OR THE IMMEDIATE LOCAL AREA.

Sites of County Conservation Importance

5.3.25 The District contains around 250 sites which are of County importance for nature conservation, geomorphological or geological interest. These should as far as possible also be protected from development or disturbance. These sites are shown on the Local Plan Proposals Map as County Biological and/or Geological Heritage sites.

POLICY E17

DEVELOPMENT LIKELY TO DAMAGE OR DESTROY A COUNTY BIOLOGICAL HERITAGE SITE OR COUNTY GEOLOGICAL HERITAGE SITE WILL NOT BE PERMITTED UNLESS THE NEED FOR DEVELOPMENT DEMONSTRABLY OUTWEIGHS THE NEED TO PROTECT THE SITE.

WHERE DEVELOPMENT IS PERMITTED, DEVELOPERS WILL BE REQUIRED TO MINIMISE ADVERSE IMPACTS AND TO COMPENSATE FOR THESE BY APPROPRIATE HABITAT CREATION OR ENHANCEMENT MEASURES, EITHER WITHIN THE SITE OR THE IMMEDIATE LOCAL AREA.

Development affecting Protected Species

~~5.3.26 The Wildlife and Countryside Act 1981 gives protection to certain rare or endangered birds, animals and plants, especially bats and their roosts. The Protection of Badgers Act 1992 gives special protection to badgers. Most species protected by law can be found almost anywhere, including areas of otherwise limited nature conservation value such as roof space inhabited by bats.~~

~~5.3.27 The presence of a protected species is a material consideration when considering a development proposal. If a protected species could be adversely affected by a proposal, applicants will be required to submit an ecological survey and set out how impacts can be kept to a minimum.~~

POLICY E18

~~**DEVELOPMENT LIKELY TO DAMAGE OR DESTROY BATS, BADGERS OR OTHER PROTECTED SPECIES OR THEIR HABITATS WILL NOT BE PERMITTED UNLESS THE NEED FOR DEVELOPMENT DEMONSTRABLY OUTWEIGHS THE NEED TO PROTECT THE SPECIES.**~~

~~**WHERE DEVELOPMENT IS PERMITTED WHICH WOULD AFFECT THESE SPECIES, THE COUNCIL WILL REQUIRE DISTURBANCE TO BE KEPT TO A MINIMUM AND REQUIRE DEVELOPERS TO PROVIDE ALTERNATIVE HABITATS TO SUSTAIN THE CURRENT LEVELS OF POPULATION**~~

The Management of Important Wildlife Habitats

5.3.28 The Council has an important role to play in encouraging the management of important wildlife sites. The Wildlife and Countryside Act 1981 allows the City Council to negotiate management agreements with landowners. In view of the number and extent of sites of nature conservation importance within the District, it is likely that situations will arise where the negotiation of such agreements is desirable.

5.3.29 It is also important that the Council continues to maintain the wildlife sites which it owns. The Council's Landscape and Wildlife Advisory Group (LWAG) provides multi-disciplinary expert advice on site management to the Council. The Council owns two local nature reserves at Warton Crag and Trowbarrow Quarry. The number of areas recognised as having wildlife importance in the District is likely to lead to situations where it may be possible and desirable to take other areas under direct ownership and manage them as Local Nature Reserves.

WHERE PRACTICABLE, THE COUNCIL WILL PROMOTE NATURE CONSERVATION IN THE MANAGEMENT OF ITS LAND HOLDING AND MANAGE, AS LOCAL NATURE RESERVES, SITES WHICH ARE OF SUFFICIENT WILDLIFE IMPORTANCE

5.4 Development in the Countryside

~~Agricultural Development~~

~~5.4.1—New agricultural development with its associated roads and services can have a major impact on the character and appearance of the countryside. Although many buildings do not require planning permission, the Council can, through a system of prior notification of intention to build, require full details of such buildings and influence their siting. The largest buildings continue to require planning permission.~~

~~5.4.2—In considering planning applications or prior notifications for new agricultural buildings such as stables, glasshouses, mushroom tunnels and silos, the Council will seek to minimise any adverse impact on the surrounding countryside through the use of good design, appropriate materials, careful siting and effective landscaping. Proposals which do not adequately reflect these objectives will be refused. The Council recognises the pressures placed on farmers to comply with environmental, hygiene and animal welfare legislation and will take a positive approach to development designed to meet these requirements.~~

~~POLICY E19~~

~~**NEW AGRICULTURAL DEVELOPMENT REQUIRED FOR THE OPERATIONAL NEEDS OF A FARM UNIT OR TO MEET IMPROVED ANIMAL WELFARE, ENVIRONMENTAL OR HYGIENE STANDARDS WILL BE PERMITTED WHERE THE PROPOSAL;**~~

~~**WOULD NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE LANDSCAPE, NATURE CONSERVATION INTERESTS OR THE AMENITIES OF NEARBY RESIDENTS;**~~

~~**IS OF A DESIGN AND SCALE AND USES MATERIALS APPROPRIATE TO ITS SURROUNDINGS**~~

The Re-use of Buildings in the Countryside

5.4.3 The District's countryside contains many buildings which are no longer required for their original purpose and could be converted to other uses. There is an increasing recognition of the importance of such buildings in providing affordable employment premises in the rural area. This is reflected in the Rural White Paper and 'Planning Policy Guidance Note 7 The Countryside - Environmental Quality and Economic and Social Development' (PPG7) which places a much stronger emphasis than previous guidance on promoting the re-use of buildings for employment generating proposals, particularly in areas where job creation is a priority.

5.4.4 Retaining such buildings in beneficial use can also help to secure the long term future of historic buildings and enhance the appearance of the countryside. Where such buildings are unsuited to employment use, there may be certain circumstances where residential conversion may be acceptable.

Not all buildings are suitable for conversion particularly in the open countryside. Proposals for the conversion of buildings within rural settlements are considered in Policy H7. In the open countryside the factors taken into account will include;

- **Potential for Employment Use** - Proposals for residential conversions must demonstrate that committed attempts have been made to market the building for employment purposes. Evidence will be required that the building has been advertised for sale in the appropriate local and trade press at a realistic price or rent on more than two occasions over a period of at least one year and that no reasonable offers have been refused.
- **Remoteness** - Some of the District's rural buildings are isolated field barns and other buildings remote from roads and largely surrounded by fields. These are often visually very prominent. In such cases new access roads, driveways, parking, service areas, electricity and telecommunication lines and traffic can have an adverse impact on the character and appearance of the countryside. Inappropriate screening and lighting can also have an impact.
- In addition, the effect of proposals on the demand for travel must be taken into account in very remote locations. This includes journeys to work, and servicing journeys.
- These considerations are considerably lessened where the proposed conversion lies within a group of existing buildings
- Residential conversions including gardens and driveways are particularly obtrusive and such conversions will normally only be allowed within groups containing at least one other house. Conversions will not be permitted where access or other services cannot be made up to acceptable standards with a minimum of additional work and minimal impact.
- **Agricultural Use** – although it should not normally be necessary to consider whether the building is no longer needed for its present agricultural use, there is a danger that changes of use of traditional farm buildings will be followed by the construction of new modern farm buildings to replace them. The Council will therefore continue, where appropriate, to seek qualified advice on the effect of the loss of the building on a farm before determining a planning application.
- **Structural Suitability** – buildings to be converted should be capable of conversion without the need for major demolition and rebuilding. A structural report will be required where this is an issue. Some rural buildings are of poor quality, insubstantial or unsightly materials or are of a temporary nature. In such cases, the environmental and landscape benefit of their removal may outweigh any employment benefit. Securing an alternative use may have the effect of perpetuating an eyesore. Good quality modern or recent buildings can however provide satisfactory employment premises without

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compromising environmental quality. In the case of residential conversions, only buildings of domestic scale which have a positive impact on the character and appearance of the landscape are appropriate for conversion.

- **Design** - conversions should be designed to reflect local traditions, maintain the character of the building and minimise the need for new doors and windows or extensions to the building. Proposals to vary ridge and eave heights or remove or destroy important architectural features will not be permitted. Conversions for employment use can offer greater flexibility than residential conversions to utilise buildings without major alterations
- **Density** – over-intensive development can give rise to the need for additional storage buildings or open storage, increase the need for wall openings and extensions and spoil the original simplicity, spaciousness and attractiveness of the building. In commercial or recreation schemes, storage needs should as far as possible be accommodated within existing buildings. This can be a particular factor in considering residential proposals where there has been a trend towards seeking the maximum possible numbers from conversions resulting in cramped developments with inadequate space. Large numbers of units also have a greater impact on the surrounding countryside and give rise to pressure for garages and stores. The number of dwellings proposed should reflect the nature of

the surroundings, the need for garages and storage and the amenities of existing residents.

- **Protected Species** - The impact of development on any protected species present in the building, particularly bats and their roosts will also be taken into account. Where protected species are present, proposals will have to satisfy the requirements of Policy E18.

POLICY E20

IN THE COUNTRYSIDE OUTSIDE THE SETTLEMENTS LISTED IN POLICY H7, THE CONVERSION OF PERMANENT AND SUBSTANTIAL BUILDINGS TO BUSINESS AND TOURISM USE WILL ONLY BE PERMITTED WHERE;

SUITABLE SERVICES AND ACCESS ARE AVAILABLE WITHOUT THE NEED FOR WORKS WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF THE AREA;

THE PROPOSAL WOULD NOT RESULT IN MAJOR RECONSTRUCTION, THE DESTRUCTION OF IMPORTANT ARCHITECTURAL OR HISTORIC FEATURES OR THE LOSS OF TRADITIONAL ARCHITECTURAL CHARACTER;

THE PROPOSAL SAFEGUARDS THE ROOSTING OR NESTING HABITAT OF ANY PROTECTED SPECIES PRESENT IN THE BUILDING;

THE CONVERSION CAN BE CARRIED OUT WITHOUT MAJOR EXTENSIONS TO

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THE EXISTING BUILDING OR THE CONSTRUCTION OF ANCILLIARY BUILDINGS; AND

THE PROPOSAL DOES NOT ADVERSELY AFFECT THE CHARACTER AND APPEARANCE OF THE SURROUNDING COUNTRYSIDE OR THE AMENITY OF NEARBY RESIDENTS;

WHERE IT CAN BE SHOWN THAT THERE IS NO DEMAND FOR CONVERSION TO BUSINESS OR TOURISM DEVELOPMENT OR WHERE THE BUILDING LOCATION OR SURROUNDINGS ARE CLEARLY UNSUITABLE FOR BUSINESS DEVELOPMENT, THE COUNCIL WILL PERMIT THE CONVERSION OF BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION TO THE RURAL LANDSCAPE TO RESIDENTIAL USE, SUBJECT TO THE ABOVE CRITERIA PROVIDED THAT;

THE BUILDING IS WITHIN A GROUP OF BUILDINGS CONTAINING AT LEAST ONE EXISTING DWELLING; AND

THE NUMBER AND DENSITY OF DWELLINGS IS APPROPRIATE TO THEIR SURROUNDINGS.

Agricultural Diversification

- 5.4.5 Agricultural diversification can sustain the viability of farms and provide alternative employment opportunities. The City Council will, therefore, adopt a positive attitude to proposals for alternative uses for farms providing they remain secondary to the main agricultural use and do not have a significant adverse impact on the countryside or

result in unacceptable levels of traffic using rural roads. Farm shops raise special issues and these are covered by Policy S17.

POLICY E21

PROPOSALS FOR BUSINESS AND TOURISM USES WHICH FORM PART OF AN EXISTING AGRICULTURAL UNIT WILL BE PERMITTED WHERE;

THE PROPOSED USE MAKES A POSITIVE CONTRIBUTION TO THE VIABILITY OF THE FARM HOLDING AND REMAINS SUBSIDIARY TO THE MAIN FARMING ENTERPRISE; AND

THE DEVELOPMENT WOULD NOT RESULT IN A SIGNIFICANT ADVERSE IMPACT ON THE CHARACTER OF THE AREA OR LEAD TO AN UNACCEPTABLE INCREASE IN TRAFFIC;

WHEREVER POSSIBLE, THE PROPOSED USE SHOULD USE EXISTING BUILDINGS WITHIN THE MAIN AGRICULTURAL UNIT.

Wind Farms

- 5.4.6 Recent years have seen a rapid increase in the development of wind farms in upland areas throughout the country. In Lancaster District, the only site which has been developed so far consists of ten turbines on Caton Moor.
- 5.4.7 It is clear that, for wind power to contribute significantly to UK energy requirements, a dramatic increase in the number of turbines is required. Lancaster District contains several areas which have been identified as potential locations for wind farms. An increasing number of wind

farms could have a damaging impact on the character and appearance of upland areas, particularly the two Areas of Outstanding Natural Beauty. Additional wind farms will not therefore normally be permitted in AONBs. Elsewhere, proposals will be assessed in terms of their impact on the character of the landscape, including the cumulative impact of separate schemes and the likely effect on nearby dwellings of electromagnetic disturbance.

POLICY E22

PROPOSALS FOR THE DEVELOPMENT OF WIND TURBINES WILL BE ASSESSED AGAINST THEIR IMPACT ON;

THE CHARACTER OF THE LANDSCAPE, INCLUDING THE CUMULATIVE IMPACT ON A NUMBER OF SITES;

NATURE CONSERVATION INTERESTS, HISTORIC BUILDINGS AND AREAS AND ARCHAEOLOGICAL SITES;

NEARBY DWELLINGS INCLUDING THE EFFECT OF ELECTROMAGNETIC DISTURBANCE.

WITHIN THE ARNSIDE/SILVERDALE AND FOREST OF BOWLAND AREAS OF OUTSTANDING NATURAL BEAUTY, WIND TURBINES WILL ONLY BE PERMITTED WHERE THE APPLICANT CAN DEMONSTRATE THAT NO ALTERNATIVE SUITABLE SITE EXISTS ELSEWHERE, THAT THE ECONOMIC BENEFITS OF THE PROPOSAL CLEARLY OUTWEIGH ANY ADVERSE IMPACT ON THE AREA AND THAT ANY SUCH IMPACT IS MINIMISED.

Telecommunications

5.4.8 Within the Plan period, it is likely that there will be additional demand for radio masts and other similar equipment associated with this rapidly developing area of technology. Many such proposals will be associated with the needs of mobile phone operators but there are also likely to be new installations for the use of businesses and the emergency services.

5.4.9 Whilst new communications systems bring welcome benefits, it is important to ensure that the equipment required is sited as unobtrusively as possible. Discussions have taken place with some of the operators concerned in an attempt to anticipate their future needs. Consideration may be given to the attachment of transmission equipment to existing buildings in appropriate cases provided that this does not harm a historic building. For example in Carnforth, potential exists to share a proposed radio mast near the station which should be capable of accommodating other installations.

POLICY E23

APPLICATIONS FOR TELECOMMUNICATIONS INSTALLATIONS WILL ONLY BE PERMITTED WHERE APPLICANT CAN DEMONSTRATE THAT;

THE PROPOSED APPARATUS IS SITED AND DESIGNED TO MINIMISE, AS FAR AS PRACTICAL WITHIN TECHNICAL AND LEGAL CONSTRAINTS, ITS IMPACT ON RESIDENTIAL AMENITY, LISTED BUILDINGS, CONSERVATION AREAS, SCHEDULED ANCIENT MONUMENTS,

**ARCHAEOLOGICAL
AREAS, NATURE
CONSERVATION
INTERESTS AND AREAS
OF HIGH QUALITY
LANDSCAPE,**

**THE POSSIBILITY OF
ERECTING ANTENNA ON
EXISTING BUILDINGS,
MASTS AND OTHER TALL
STRUCTURES HAS BEEN
THOROUGHLY
INVESTIGATED;**

**THE APPARATUS, HAS AS
FAR AS IS PRACTICAL,
BEEN SITED TO MINIMISE
ITS IMPACT ON THE
BUILDING ON WHICH IT IS
LOCATED (IF ANY); AND**

**ACCOUNT HAS BEEN
TAKEN OF THE NEED FOR
ADDITIONAL CAPACITY TO
ACCOMMODATE OF
GROWING NEEDS FOR
NETWORK DEVELOPMENT
INCLUDING THOSE OF
OTHER OPERATORS.**

**IN DETERMINING WHETHER
APPROVAL OF DETAILS OF
SITING AND APPEARANCE OF
APPARATUS IS REQUIRED,
THE COUNCIL WILL HAVE
REGARD TO THE CRITERIA
SET OUT ABOVE.**

Electricity Lines

- 5.4.10 Overhead electricity lines can have a significant impact on the character of the countryside. Proposals for electricity lines should take the least visually damaging route and preferably be placed underground. Within an Area of Outstanding Natural Beauty or other visually sensitive area, special justification will be needed for overhead lines.

**POLICY E24
IN CONSIDERING PROPOSALS
FOR NEW OR REPLACEMENT
ELECTRICITY LINES, THE**

**COUNCIL WILL REQUIRE THE
LEAST VISUALLY HARMFUL
ROUTE FOR THE LINE. IT IS
EXPECTED THAT SUCH
ROUTES WILL BE PLACED
UNDERGROUND AS FAR AS
TECHNICAL, ECONOMIC AND
PRACTICAL
CONSIDERATIONS ALLOW.
PROPOSALS WILL NEED TO
DEMONSTRATE THAT;**

**A MORE SUITABLE SITE,
ROUTE OR SYSTEM IS NOT
AVAILABLE;**

**THE PROPOSAL
RESPECTS THE FORM
AND CHARACTER OF THE
LANDSCAPE AND THE
SETTING OF ANY
SETTLEMENT INVOLVED
AND MAKES PROVISION
FOR APPROPRIATE
LANDSCAPING;**

**THE PROPOSAL IS SITED
TO MINIMISE ITS IMPACT
ON LISTED BUILDINGS,
CONSERVATION AREAS,
SCHEDULED ANCIENT
MONUMENTS,
ARCHAEOLOGICAL
AREAS AND AREAS OF
HIGH QUALITY
LANDSCAPE; AND**

**THE PROPOSAL WOULD
NOT RESULT IN A
SIGNIFICANT ADVERSE
IMPACT ON NATURE
CONSERVATION
INTERESTS.**

**WITHIN THE ARNSIDE/
SILVERDALE AND FOREST OF
BOWLAND AREAS OF
OUTSTANDING NATURAL
BEAUTY AND OTHER
VISUALLY SENSITIVE AREAS,
APPLICANTS MUST PROVIDE
SPECIAL JUSTIFICATION FOR
ANY OVERHEAD LINE AND TO
DEMONSTRATE
CONCLUSIVELY WHY THESE
CANNOT BE PLACED
UNDERGROUND**

5.5 Managing and Enhancing the Countryside

Managing and Improving Areas of Outstanding Natural Beauty

- 5.5.1 The main purpose of designating an Area of Outstanding Natural Beauty (AONB) is to protect and enhance the natural beauty of the area including its landscape, flora, fauna and geographical features. There is no duty to promote recreation although the demands of recreation can be met where they pose no threat to the character of the area.
- 5.5.2 There is a danger that both AONBs may experience greater pressures in the future particularly from increasing demands for recreation. Detailed management strategies have been prepared for the AONBs which will address the main issues, problems and opportunities within each area and set management objectives for a comprehensive range of topic areas.
- 5.5.3 Established programmes of countryside management within both AONBs have proved successful to date in achieving gains for conservation and recreation. The future work of the respective countryside management services will be guided by the agreed Management Plans.

IN CONJUNCTION WITH OTHER LOCAL AUTHORITIES AND RELEVANT BODIES, THE CITY COUNCIL WILL CONTINUE TO SUPPORT THE MANAGEMENT AND ENHANCEMENT OF THE COUNTRYSIDE WITHIN THE ARNSIDE/SILVERDALE AND FOREST OF BOWLAND AREAS OF OUTSTANDING NATURAL BEAUTY THROUGH PROGRAMMES OF

COUNTRYSIDE MANAGEMENT WORKS.

~~Derelict and Degraded Land in the Open Countryside~~

- ~~5.5.4 Lancaster District currently contains around 200 ha of derelict land of which around a quarter is located in the Countryside. Most of this land consists of disused mineral workings. Some sites are already designated as County Biological and/or Geological Heritage Sites and are of acknowledged wildlife importance. Nature conservation and recreation are normally the most appropriate uses although other uses appropriate to a rural area may be permitted where these are consistent with other Local Plan policies and the interests of nature conservation.~~

~~POLICY E25~~

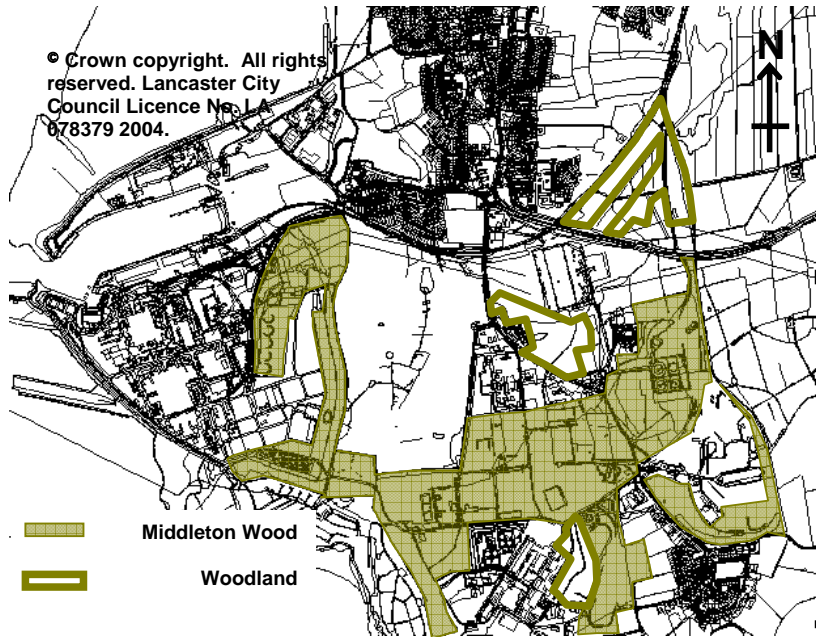
~~DERELICT AND DEGRADED LAND IN THE OPEN COUNTRYSIDE INCLUDING THAT IN THE GREEN BELTS WILL BE RECLAIMED OR USED PRIMARILY FOR NATURE CONSERVATION AND APPROPRIATE RECREATIONAL USES~~

Woodland

- 5.5.5 At present, some 4.5% of the District is wooded (i.e. covered by woodland of more than 2 hectares in size). This compares with 9% nationally and 3.3% in Lancashire as a whole. Much of the District's woodland is concentrated within the two Areas of Outstanding Natural Beauty. Outside these areas, woodland cover is sparse particularly close to the main urban areas. Most of the District's population live some distance from the main areas of

- accessible woodland and many woodlands have either limited or no public access.
- 5.5.6 The Council, in partnership with the Forestry Commission, has prepared a Community Woodland Strategy. This proposes:
- the establishment of new woodlands close to or within towns and villages;
 - the protection and management of existing woodland; and
 - the provision of public access to existing woodland.
- 5.5.7 The Strategy proposes the establishment of 200 hectares of community woodland and gives farmers and landowners access to additional financial assistance towards the planting and management of native amenity woodlands within 5 miles of Lancaster and Morecambe where new woodlands would be of greatest benefit to the community.
- 5.5.8 There are certain areas of land within this area where, for landscape, amenity or nature conservation reasons, it is particularly important to encourage the establishment of new woodlands. The City Council has endeavoured to take a lead in the establishment of these. Newly planted woodlands have been established in recent years at Barley Cop Lane and Newton Beck in Lancaster and at High Heysham. The City Council is partnering Lancashire County Council in establishing a community woodland at Levens Drive. It is also actively pursuing Middleton Wood.
- 5.5.9 The City Council will seek to achieve woodland planting by actively encouraging farmers and
- landowners and, where appropriate, through the use of planning obligations.
- THE COUNCIL WILL ENCOURAGE THE PLANTING AND MANAGEMENT OF NEW WOODLANDS USING PREDOMINANTLY NATIVE SPECIES IN APPROPRIATE LOCATIONS WITHIN THE COUNTRYSIDE***
- Middleton Wood**
- 5.5.10 In the Morecambe and Heysham Local Plan, around 100 hectares of derelict land at south Heysham was identified as a Woodland Opportunity Area. The intentions behind this designation was to improve radically this large area of derelict land and to provide a more attractive location for employment growth. Since then the City Council has pursued this initiative and, with the help of English Partnerships, has put together a proposal for the development of a major community woodland in the area. As the site contains a County Biological Heritage Site, the City Council will work with nature conservation bodies to ensure that tree planting and subsequent management protects and enhances the ecological importance of this area.
- 5.5.11 The City Council considers that Middleton Wood is crucial to the long-term future of the South Heysham area and will pursue its implementation as a matter of priority.
- POLICY E26**
- LAND AT MIDDLETON SHOWN ON THE LOCAL PLAN PROPOSALS MAP IS ALLOCATED AS A COMMUNITY WOODLAND**

Diagram 25 –Middleton Wood



Woodland Opportunity Areas

5.5.12 The City Council is also seeking to encourage further woodland planting on the edge of Lancaster, Morecambe and Heysham. It has identified three locations as being particularly suitable for woodland planting. These are;

- South Heysham around the area designated as Middleton Wood;
- Luneside, to the west of the Lune Industrial Estate;
- Lancaster in the eastern M6 corridor.

5.5.13 At South Heysham, additional planting would complement the Middleton Wood proposals and provide additional screening to the existing employment areas. However as this land is currently outside the control of the City Council, implementation of planting proposals will depend upon the co-operation of private landowners.

5.5.14 At Luneside, the City Council considers that current uses and

levels of activity are likely to continue throughout the Local Plan period. It proposes therefore to encourage the enveloping of the southern and western edges of the site with a substantial area of native woodland. This would create a more attractive transition to the open countryside beyond and enhance longer-term employment prospects on the site.

5.5.15 Along the Lancaster Eastern M6 Corridor, tree planting would form a barrier to road noise and provide a more attractive edge to the built-up area. The Council will therefore continue its long-standing commitment to resist development and encourage landowners to undertake woodland planting.

5.5.16 In all three proposed woodland opportunity areas, there are likely to be areas of nature conservation importance. Care must be taken to ensure that any impacts are kept to a minimum and woodland planting proposals must be accompanied an ecological survey.

POLICY E27

THE FOLLOWING SITES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP ARE ALLOCATED AS WOODLAND OPPORTUNITY AREAS:

SOUTH HEYSHAM, LUNESIDE AND LANCASTER EASTERN M6 CORRIDOR

WITHIN THESE AREAS, THE COUNCIL WILL SEEK TO ESTABLISH NEW WOODLANDS USING PREDOMINANTLY NATIVE SPECIES AND ALLOWING, WHERE PRACTICAL, FOR PUBLIC ACCESS AND THE PROTECTION AND ENHANCEMENT OF NATURE CONSERVATION INTERESTS.

DEVELOPMENT WHICH WOULD PREJUDICE THE ESTABLISHMENT OF NEW WOODLANDS IN THESE AREAS WILL NOT BE PERMITTED. WITHIN THE WOODLAND OPPORTUNITY SITES, THE EXISTING NATURE CONSERVATION VALUE WILL BE ASSESSED AND AREAS OF SIGNIFICANT VALUE WILL NOT BE PLANTED.

Woodland in new Housing Areas

- 5.5.17 The Lancaster Moor Hospital site occupies a prominent location on the urban fringe. Development on this site must be carefully designed to respect existing landforms and important features and to create new and attractive transitions between town and country. Crucial to this transition will be substantial areas of new woodland planting.
- 5.5.18 The creation of new woodland is highly desirable. The site has considerable stands of existing

trees which should be protected and enhanced. The site adjoins the extensive ornamental woodlands of Williamson Park. The inclusion of woodland planting will soften the landscape impact of the proposed development, protect adjacent nature conservation sites, provide a framework for the safeguarding of existing mature trees and create habitats and increase nature conservation interest within the area.

- 5.5.19 The Development Brief sets out in detail the Council's expectations for this planting. To ensure that these wooded areas are available as amenity areas for local residents as soon as possible and to ensure that new development takes place within a suitable landscaped setting, developers will be expected to carry out advance planting.

In all proposed woodland areas where there are likely to be areas of nature conservation importance, care must be taken to ensure that any impacts are kept to a minimum. In such cases, woodland planting proposals must be accompanied an ecological survey.

POLICY E28

WITHIN THE FOLLOWING SITES IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP THE CITY COUNCIL WILL NEGOTIATE WITH DEVELOPERS TO ENSURE THAT AREAS OF WOODLAND ARE INCLUDED AS PART OF THE OVERALL DEVELOPMENT OF THESE AREAS:

**ROYAL ALBERT;
LANCASTER MOOR
NORTH AND SOUTH.**

ANY NEW WOODLAND PLANTING MUST ALLOW FOR PUBLIC ACCESS AND THE PROTECTION AND

**ENHANCEMENT OF NATURE
CONSERVATION INTERESTS.**

**DEVELOPMENT WILL NOT BE
PERMITTED WHERE THE
DEVELOPER IS UNWILLING TO
INCORPORATE SUFFICIENT
NEW WOODLAND PLANTING
TO ACHIEVE AN ATTRACTIVE
TRANSITION BETWEEN TOWN
AND COUNTRY, SOFTEN THE
LANDSCAPE IMPACT OF THE
PROPOSED DEVELOPMENT,
SECURE ADEQUATE AMENITY
AREAS FOR LOCAL
RESIDENTS, PROTECT AND
ENHANCE NATURE
CONSERVATION INTEREST
AND PROVIDE A FRAMEWORK
FOR THE SAFEGUARDING OF
EXISTING MATURE TREES.**

~~Policy in Red Strikethrough~~: Policy was Not Saved (it is no longer part of the Development Plan)

~~Policy in Black Strikethrough~~: Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)

~~Policy has Dashed Underlining~~: Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

5.6 Protecting Green Spaces

Green Spaces

- 5.6.1 Open areas, or Green Spaces within towns perform an important role. They provide relief in otherwise densely developed areas, recreational opportunities and the setting for many important groups of buildings. A continuing policy over the last 20 years of directing as much development as possible to sites within existing urban boundaries has resulted in the development of some urban open spaces. Whilst this has relieved development pressures in the countryside, it has led to concerns, particularly in Morecambe and Heysham, that there is now insufficient amenity space within the main urban area.
- 5.6.2 Urban green space can take many forms including land in both private and public ownership. Within Lancaster, Morecambe and Heysham, green space ranges from large areas open to the public such as Regent Park and Williamson Park to school playing fields, institutional grounds, semi-derelict areas and cemeteries. In Carnforth and the rural villages, green spaces tend to be smaller although no less important.
- 5.6.3 Work undertaken by Lancashire County Council in connection with the Green Audit compared provision of urban open space in the various Lancashire districts. Lancaster District was shown to have the lowest provision of urban open space per 1000 population in the County. Figure 17 shows how the District compares to nearby districts and to the average for Lancashire as a whole.

Figure 17 – Urban Open Space Provision, 1990

District	All Urban Open Space (Ha)	Open Space per 1000 (ha)
Lancaster	179	1.4
Ribble Valley	87	1.7
Wyre	393	3.8
Preston	587	4.6
Lancashire	3722	2.7

- 5.6.4 Given this overall lack of urban open space, the City Council will resist any reduction in the number or size of the green spaces identified on the Local Plan Proposals Map in Lancaster, Morecambe, Heysham and Carnforth. Exceptions will only be allowed for essential education or community related development. On larger areas of green space, existing recreational or leisure uses may need room to expand or develop facilities. An example could be the development of visitor facilities at Williamson Park. In such instances where limited development is appropriate, expansion may be permitted provided that it does not spoil the open character of the area.
- 5.6.5 Where appropriate, the Council will also seek to enhance the value of greenspace for recreation and nature conservation.

POLICY E29

THE AREAS IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP AS URBAN GREEN SPACES WILL BE PROTECTED FROM DEVELOPMENT AND WHERE APPROPRIATE ENHANCED. EXCEPTIONALLY, ESSENTIAL EDUCATION OR COMMUNITY

**RELATED DEVELOPMENT OR
THE LIMITED EXPANSION OF
EXISTING USES WILL BE
PERMITTED**

Green Corridors

- 5.6.6 The District contains a number of linear areas of open space which link the built-up area to the countryside or join together large areas of parkland or woodland. These green corridors enable people and wildlife to move freely between these areas away from traffic and other dangers.
- 5.6.7 Four particularly important corridors exist in the District. The banks of the River Lune in Lancaster provide relief from the built-up area and access to the countryside. The Lancaster Canal provides a similar function in both Lancaster and Carnforth. The District's cycle paths have also developed into wildlife havens and provide access to the countryside from most of the built-up area. The valley of Burrow Beck also contains a chain of important green spaces providing recreational open space for much of south Lancaster.
- 5.6.8 The green corridors run through the heart of Lancaster and Morecambe close to expanding employment and housing areas. The City Council will pay particular regard to development proposals close to the green corridors and will seek to resist applications which would affect their role in providing quiet enjoyment or as a haven for wildlife.

POLICY E30

**IN DETERMINING PLANNING
APPLICATIONS, THE COUNCIL
WILL PROTECT AND
ENHANCE THE FOLLOWING
GREEN CORRIDORS SHOWN
ON THE LOCAL PLAN
PROPOSALS MAP:**

**LUNE RIVERSIDE
LANCASTER CANAL
CATON TO GLASSON
CYCLE PATH
LANCASTER TO
MORECAMBE CYCLE
PATH
BURROW BECK**

**WHERE APPROPRIATE, THE
COUNCIL WILL SEEK TO
STRENGTHEN THESE GREEN
CORRIDORS THROUGH THE
PLANTING OF NEW
WOODLAND, LANDSCAPING
AND ACCESS
IMPROVEMENTS:**

Key Urban Landscape

- 5.6.9 Within the main built-up area of Lancaster, Morecambe and Heysham, there are a number of larger areas of open land which are particularly important to the setting of the urban area. These range from the elevated land to the east of Lancaster to the remaining open coastline between Morecambe and Heysham. The Council attaches great importance to maintaining the open nature of these areas and will refuse proposals which would erode this character. It will identify ways in which the character and appearance of these areas and public access can be improved.

The Urban Coastline

- 5.6.10 The City Council considers that the stretch of open coastline between Sandylands and Higher Heysham should be preserved intact. It provides a natural setting for Heysham Head and separates the Heysham Conservation Area from surrounding modern development and commercial uses around the Port of Heysham. As this land borders Morecambe Bay, it is also important in nature conservation terms that it remains open and provides a haven for wildlife.

The Lancaster Eastern M6 Corridor

- 5.6.11 For many of the District's towns and villages, the countryside surrounding them is an essential element of their character. In most cases, there is little prospect of new development spoiling this relationship. Along the eastern edge of Lancaster, the rising ground between the edge of the built-up area and the M6 motorway provides a fine setting for the city and provides a visual link with the countryside beyond.
- 5.6.12 This land also provides a buffer zone between the motorway, with its associated noise and vibration, and the residential properties on the east side of Lancaster. The City Council considers that this role should be preserved, woodland planting encouraged and that development should be prevented from encroaching on this zone.

Open Land of Key Townscape Importance

- 5.6.13 Lancaster contains a number of areas of open land which together make a fundamental contribution to the character of

the City. These areas include the grounds of Lancaster Moor Hospital, St Martin's College, Ripley St Thomas School on Ashton Road and Lancaster University, together with Williamson's Park, Quay Meadow and Ryelands Park. The extent of these areas is shown on the Local Plan Proposals Map. Although some development has taken place in these areas, they remain essentially open and contribute significantly to the setting of the City.

- 5.6.14 Within these areas, important natural features will be safeguarded and new development strictly controlled to preserve their open nature and their character and appearance.

POLICY E31

THE KEY URBAN LANDSCAPE AREAS SHOWN ON THE LOCAL PLAN PROPOSALS MAP WILL BE CONSERVED AND IMPORTANT NATURAL FEATURES SAFEGUARDED.

DEVELOPMENT WILL ONLY BE PERMITTED WHICH PRESERVES THE OPEN NATURE OF THE AREA AND THE CHARACTER AND APPEARANCE OF ITS SURROUNDINGS.

5.7 Historic Buildings and Areas

Background

- 5.7.1 The City Council has a long-standing commitment to the conservation of historic areas and buildings. Through its planning and grant aid powers, it has helped to raise awareness of the benefits of conserving the District's heritage, encouraged traditional buildings and styles and the use of locally sympathetic materials and refused development proposals which would harm historic areas. Areas such as St George's Quay in Lancaster have been transformed into attractive living environments and tourist attractions. Important listed buildings such as the Victoria Pavilion (Winter Gardens) and former Promenade Railway Station in Morecambe have been given a more secure future.
- 5.7.2 The City Council intends to build on the work of the last twenty years and continue to;
- promote a greater awareness of the importance, vulnerability and diversity of the District's historic buildings and areas; and
 - stress the importance of maintaining the District's historic legacy as an important visitor attraction.
- 5.7.3 Lancaster District contains many historic buildings of national and local importance. There are currently around 1300 buildings listed as being of special architectural or historic interest. The District also has 37 Conservation Areas, 38 Scheduled Ancient Monuments and a wealth of areas which could be of archaeological interest.

Historic Buildings

- 5.7.4 The District's historic buildings vary considerably in terms of age, use design and style. Materials used are many and varied ranging from local stone to brick and concrete. Most older buildings are constructed of local sandstone with stone flag or slate roofs. This sandstone is tinged red in the southern coastal areas but is a yellow/orange mixture in most of the other areas. In the north western area the locally available material was limestone which was often lime-washed or rendered.
- 5.7.5 Buildings generally reflect the historical usage of the land. In the rural areas, most listed buildings are either farmhouses, barns, mounting blocks, churches or public houses. In the urban areas, buildings reflect the past functions of the areas in which they are located. For example, in Lancaster the port facilities such as the Custom Houses and the warehouses on the Quay are listed. Lancaster's long history as an administrative centre and major market town is also reflected in listed buildings such as the Judge's Lodgings, Lancaster Town Hall, the merchants housing and the shops. Morecambe's development as a seaside resort is reflected in listed buildings such as the Victoria Pavilion (Winter Gardens), the former Promenade Station and the Midland Hotel.
- 5.7.6 Listed buildings are carefully chosen to fit national criteria. They represent an important but limited number of buildings. Every one which is demolished or altered in ways which diminish importance is a loss to future

generations. The Council recognises the importance of protecting buildings of special architectural or historic interest from unnecessary demolition and inappropriate alteration.

5.7.7 Applications for listed building consent need to show why works which would affect the character of the listed buildings are desirable or necessary. They should provide full information to enable the Council to assess the likely impact of the proposal on the building and its setting. The issues to be taken into account when considering all listed building consent applications are;

- the importance of the building;
- the particular physical features of the building which justify its inclusion on the list;
- the building's setting and its contribution to the local scene and;
- the extent to which the proposed works would bring substantial benefits to the community.

Demolition

5.7.8 Government advice in PPG15 sets down a presumption in favour of the retention of listed buildings. To justify the total or substantial demolition of any listed building, applicants must supply convincing evidence that they have tried and failed to sustain existing uses or find viable new uses or that redevelopment would produce substantial planning benefits for the community which would decisively outweigh the loss resulting from demolition. The demolition of any Grade I or Grade II* listed building should be wholly exceptional and should require the strongest justification. Many listed buildings occupy key

positions in towns and villages. If there is no alternative to demolition, the City Council will not grant approval until a scheme of replacement building is agreed and its early completion guaranteed.

5.7.9 When dealing with applications for consent for demolition, the Council will carefully consider;

- the condition of the building, the cost of repairing and maintaining it, based on consistent long term assumptions;
- the adequacy of efforts made to retain the building in use. This should include the offer of unrestricted freehold on the open market at a realistic price; and
- the merits of alternative proposals for the site.

POLICY E32

THE DEMOLITION OF ALL OR PART OF A LISTED BUILDING WILL ONLY BE PERMITTED WHERE THE APPLICANT CAN DEMONSTRATE CONCLUSIVELY THAT REHABILITATION IS IMPRACTICABLE; AND REASONABLE EFFORTS HAVE BEEN MADE TO SUSTAIN EXISTING USES OR FIND VIABLE NEW USES FOR THE BUILDING AND THESE HAVE FAILED.

EXCEPTIONALLY, DEMOLITION MAY BE PERMITTED WHERE REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL BENEFITS FOR THE COMMUNITY THAT WOULD DECISIVELY OUTWEIGH THE LOSS RESULTING FROM DEMOLITION

WHERE COMPLETE OR SUBSTANTIAL DEMOLITION IS

APPROVED, CONSENT WILL NOT BE ISSUED UNTIL DETAILED PLANNING PERMISSION HAS BEEN GRANTED FOR REDEVELOPMENT INCLUDING EFFECTIVE GUARANTEES OF EARLY COMPLETION

Alterations or Extensions

- 5.7.10 Many listed buildings can sustain some degree of sensitive alteration or extension to accommodate continuing or new uses. Indeed, cumulative changes reflecting the history of use and ownership are themselves an aspect of the special interest of some buildings. The merit of some new alterations or additions, especially where generated within a secure and committed long term ownership, in terms of contributing to the future viability of the building should not be discounted.
- 5.7.11 In assessing applications for alterations and extensions, particular attention should be paid to the retention of characteristics of distinct types of buildings and especially of features peculiar to the locality. New extensions should not dominate the existing building but be sympathetic in scale, materials and position. There are some historic buildings where any extension would be damaging and should not be permitted.

POLICY E33

PROPOSALS INVOLVING EXTERNAL OR INTERNAL ALTERATIONS TO A LISTED BUILDING WHICH WOULD HAVE AN ADVERSE EFFECT ON THE SPECIAL ARCHITECTURAL OR HISTORIC CHARACTER OR INTEREST OF THE BUILDINGS

OR THEIR SURROUNDINGS WILL NOT BE PERMITTED

Finding new uses for Listed Buildings

- 5.7.12 The best use of a listed building will very often be the purpose for which it was originally designed. However finding a new use for a historic building can often be the best way of securing the future of the property. A long-term viable use can generate investment in the fabric of the building and its continued upkeep. A good example of this is the former Promenade Station in Morecambe. By the early 1990s, this Grade II listed building had become too large for British Rail's operational needs. Most of the building was unused and a combination of declining maintenance and increasing vandalism meant that the building was decaying rapidly. By providing a new station elsewhere and incorporating the former station into the Morecambe Centre redevelopment scheme, new uses have been found which have respected the character of the property and guaranteed its long term future.
- 5.7.13 Making a historic building suitable for modern uses can involve major alterations such as providing new means of escape, increasing floor loadings or meeting modern building regulations. In these cases, sufficient information must be supplied to enable the extent to which the character of the building will be affected to be determined.
- Preserving the Setting of a Listed Building**
- 5.7.14 Most listed buildings have evolved over hundreds of years and form important elements in the landscape. They often have

specific historical connections with their immediate surroundings. It is important that these links and the settings of listed buildings are protected from development which could harm these relationships.

THE CITY COUNCIL WILL SEEK TO PRESERVE THE SETTING OF LISTED BUILDINGS BY APPLYING APPROPRIATE CONTROL TO THE DESIGN OF NEIGHBOURING DEVELOPMENT, THE USE OF ADJOINING LAND, TRAFFIC MANAGEMENT MEASURES AND THE PRESERVATION OF TREES AND LANDSCAPE FEATURES

Listed Buildings at Risk

- 5.7.15 The District contains a number of listed buildings which, for one reason and another, have fallen into disrepair. The City Council maintains a register of these buildings and, together with property owners and building preservation trusts, tries to find ways in which they can be restored. The list contains a range of buildings including historic structures such as Tewitfield Locks and remnants of the District's industrial past such as the Lime Kiln at Bottoms Farm, Silverdale.
- 5.7.16 In most instances, the biggest threat to a listed building is disuse. Many buildings are unsuitable for modern use without major alteration. The City Council can assist the process of finding suitable new uses for many of these buildings by taking a positive attitude to appropriate proposals for the re-use of these buildings when determining planning applications.

POLICY E34

PLANNING PERMISSION FOR APPROPRIATE NEW USES FOR LISTED BUILDINGS AT

RISK MAY BE PERMITTED WHERE THIS WILL SECURE THE FUTURE OF THE BUILDING AND RETAIN ITS HISTORICAL AND ARCHITECTURAL INTEGRITY.

Historic Areas

- 5.7.17 The District contains 37 Conservation Areas of contrasting character and function. These areas range from the commercial streets in Lancaster to the quiet rural charm of Arkholme. Both man made and natural features can have a strong influence on their character. For example, Hornby Castle dominates the village whilst Heysham Head and Throbshaw Point provide the backdrop for the Heysham Conservation Area.
- 5.7.18 For each existing conservation area, the City Council has undertaken or is planning to undertake an assessment of the features or buildings which make up their special architectural interest. These assessments will be used by the Council when determining development proposals either in or close to a conservation area.
- 5.7.19 Within conservation areas, the City Council has a duty to preserve and enhance the character of the area. This is achieved by;
- preventing inappropriate development;
 - influencing the design and construction of building that does take place through the planning process;
 - offering advice and grant aid; and
 - undertaking environmental improvements.

Conservation Areas and their Surroundings

- 5.7.20 Many conservation areas rely for their character on the relationship between buildings and spaces and the nature of these spaces. These spaces may be both within and outside the actual boundary of the conservation area. Most of the rural conservation areas form part of the wider rural landscape and are especially vulnerable to the impact of development on village edges.
- 5.7.21 When determining any development proposal affecting a conservation area, the City Council will take into account the impact on views into and across the area, important open spaces either in or near the area and the wider landscape setting.

POLICY E35

DEVELOPMENT PROPOSALS WHICH WOULD ADVERSELY AFFECT IMPORTANT VIEWS INTO AND ACROSS A CONSERVATION AREA OR LEAD TO AN UNACCEPTABLE EROSION OF ITS HISTORIC FORM AND LAYOUT, OPEN SPACES AND TOWNSCAPE SETTING WILL NOT BE PERMITTED.

Change of Use

- 5.7.22 The character of an area can be affected where a building changes to a new use even if there are no physical alterations to the building. This can be particularly noticeable in small rural conservation areas. It is less likely to be of concern in the large conservation areas with diverse uses.

POLICY E36

PLANNING PERMISSION TO CHANGE THE USE OF A BUILDING WHICH MAKES A POSITIVE CONTRIBUTION TO

A CONSERVATION AREA WILL NOT BE GRANTED, IF THE CHANGE OF USE OR ALTERATIONS ASSOCIATED WITH IT FAIL TO PRESERVE OR ENHANCE THE CHARACTER AND APPEARANCE OF THAT AREA.

EXCEPTIONS WILL ONLY BE MADE WHERE;

THE ALTERATIONS ARE ESSENTIAL TO THE FUTURE WELL-BEING OF THE BUILDING; AND

ANY DAMAGING OPERATIONS ARE KEPT TO AN ABSOLUTE MINIMUM.

Demolition

- 5.7.23 Conservation Area designation introduces control over the demolition of most buildings within conservation areas. In determining applications for demolition within a conservation area, the City Council take particular account of the part played in the architectural and historical interest of the area by the building and the wider effects of demolition on the building's surroundings and on the conservation area as a whole. Consent will not be given unless there are acceptable and detailed plans for redevelopment.
- 5.7.24 The Lancaster City Centre Conservation Area contains the commercial core of Lancaster and is subject to exceptional pressure for change. The Castle Conservation Area is an Outstanding Conservation Area containing the historic core of medieval and Roman Lancaster. In these two areas, the Council has identified Key Townscape Features. These are buildings which make a particular contribution to the Conservation

Areas and which should not be demolished or significantly altered except in very special circumstances. The list is not exhaustive and the non-inclusion of a building within either of the Conservation Areas does not imply that the building is of no value and can be demolished. There is an increasing awareness of the value of more recent buildings in particular.

- 5.7.25 Key Townscape Features in other Conservation Areas will be identified through the preparation of Conservation Area Appraisals.

POLICY E37

THE TOTAL OR SUBSTANTIAL DEMOLITION, OF AN UNLISTED BUILDING WILL ONLY BE PERMITTED WHERE IT DOES NOT MAKE A POSITIVE CONTRIBUTION TO THE ARCHITECTURAL OR HISTORIC INTEREST OF A CONSERVATION AREA.

EXCEPTIONALLY, WITHIN ANY CONSERVATION AREA, THE TOTAL OR SUBSTANTIAL DEMOLITION OF AN UNLISTED BUILDING WHICH MAKES A POSITIVE CONTRIBUTION TO THE CONSERVATION AREA WILL BE PERMITTED WHERE THE APPLICANT CAN DEMONSTRATE CONCLUSIVELY THAT;

REHABILITATION IS IMPRACTICAL AND REASONABLE EFFORTS HAVE BEEN MADE TO SUSTAIN EXISTING USES OR FIND VIABLE NEW USES FOR THE BUILDING AND THESE HAVE FAILED; OR

REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL BENEFITS FOR THE COMMUNITY WHICH WOULD DECISIVELY OUTWEIGH THE

LOSS RESULTING FROM DEMOLITION.

WITHIN THE LANCASTER CITY CENTRE AND CASTLE CONSERVATION AREAS, THE DEMOLITION OF KEY TOWNSCAPE FEATURES WILL ONLY BE PERMITTED WHERE THE ABOVE CRITERIA ARE MET.

PROPOSALS TO DEMOLISH ANY BUILDING WITHIN A CONSERVATION AREA WILL ONLY BE APPROVED WHERE DETAILED PLANNING PERMISSION HAS BEEN GIVEN FOR A SCHEME OF REDEVELOPMENT WHICH WOULD PRESERVE AND ENHANCE THE CONSERVATION AREA INCLUDING EFFECTIVE GUARANTEES OF EARLY COMPLETION.

New Building in Conservation Areas

- 5.7.26 Although many rural conservation areas rarely see new building, the historic centres of Lancaster, Morecambe and some of the larger villages experience regular pressure for development. Whilst conservation of the character and appearance of these commercial areas must be a major consideration, this must be carried out in a way which does not unduly stifle trade. The well being of many historic properties is dependent upon maintaining a viable commercial use. A failure to allow for the growth and development of a commercial centre could lead to the ultimate demise of historic buildings in that area.
- 5.7.27 Many conservation areas include gap sites or buildings that detract from the character and appearance of the area. The

redevelopment of these sites can improve the appearance of the surrounding area. To achieve this, an imaginative approach is needed allied to high quality design. New buildings should be designed with respect for their context as part of a larger whole which has a well-established character.

- 5.7.28 As new development can have a profound effect on the character and appearance of a conservation area, the City Council will expect applications to be accompanied by sufficient drawings or other illustrative material to show the proposed visual impact on and relationship of such development to the conservation area and adjoining buildings. Only in very exceptional circumstances will permission be granted in outline. When conservation area appraisals are published, detailed design advice for each area will be included.

POLICY E38

DEVELOPMENT PROPOSALS WITHIN CONSERVATION AREAS WILL ONLY BE PERMITTED WHERE THESE REFLECT THE SCALE AND STYLE OF SURROUNDING BUILDINGS AND USE COMPLEMENTARY MATERIALS.

Alterations and Extensions

- 5.7.29 In the exercise of planning controls, special attention needs to be paid to the desirability of preserving or enhancing the character of a conservation area. Proposals for relatively small extensions and alterations to buildings can have a cumulative effect upon conservation areas which undermines their character and appearance. Guidance as to

the best ways of approaching these matters is offered by the Council's Conservation Officer and efforts need to be sustained to ensure that a high quality of design and the use of materials is achieved.

POLICY E39

THE ALTERATION AND/OR EXTENSION OF BUILDINGS WITHIN CONSERVATION AREAS WILL BE PERMITTED WHERE;

THE PROPOSAL WILL NOT RESULT IN THE LOSS OR ALTERATION OF FEATURES WHICH CONTRIBUTE TO THE SPECIAL CHARACTER OF THE BUILDING AND AREA; AND

THE DESIGN, SCALE, FORM, MATERIAL AND QUALITY OF THE PROPOSAL IS SYMPATHETIC TO THE CHARACTER OF THE BUILDING AND AREA.

SHOPFRONT AND OTHER ALTERATIONS ON COMMERCIAL PREMISES WITHIN CONSERVATION AREAS WILL ONLY BE PERMITTED WHICH ARE DESIGNED TO A HIGH STANDARD AND USE MATERIALS APPROPRIATE TO THE SURROUNDING AREA

Article 4 Directions

- 5.7.30 The distinctive character and appearance of the conservation areas can derive more from the grouping of buildings within the street scene than the importance of individual properties. Terraced houses, for example, are particularly vulnerable to the damaging effect of insensitive alterations such as dormer

windows and balconies, extensions and the loss of individual features.

- 5.7.31 Most such alterations do not require planning permission and are classed as Permitted Development under the 1995 General Development Order. In areas of acknowledged importance, such as conservation areas, local authorities can remove permitted development rights and bring specified operations under the control of planning legislation. Such action is carried out using an Article 4 Direction. Article 4 Directions already cover residential properties in the Lancaster City Centre and Castle Conservation Areas, Westfield Memorial Village, Bath Mill, Glasson and Heysham. In those parts of the other conservation areas considered most at risk, the City Council will consult with residents and consider the introduction of Article 4 Directions. The Council will consult with affected residents and businesses when reviewing existing Article 4 Directions and introducing new directions.

- 5.7.32 The City Council is currently reviewing the effectiveness of existing Article 4 orders. In addition, it is consulting with parish councils with a view to identifying areas which could benefit from such controls. To complement the Article 4 Directions the City Council will ensure that property owners in the conservation areas affected are aware of their status and responsibilities. This will form part of a wider programme aimed at raising awareness and changing attitudes involving publicity and making the City Council's expertise available to residents.

*WHERE THE COUNCIL
CONSIDERS THAT
DEVELOPMENT NORMALLY*

*PERMITTED BY THE 1995
GENERAL DEVELOPMENT
ORDER IS THREATENING THE
CHARACTER AND
APPEARANCE OF A
CONSERVATION AREA, IT
WILL CONSIDER BRINGING
THIS DEVELOPMENT WITHIN
ITS CONTROL BY USE OF AN
ARTICLE 4 DIRECTION*

Environmental Improvements

- 5.7.33 The City Council has a duty to formulate and publish proposals for the preservation and enhancement of conservation areas. These are being prepared on a rolling programme basis and will include character appraisals and programmes of environmental improvements. The Council will consult with affected residents and businesses when developing proposals for environmental improvements in Conservation Areas.

*WITHIN CONSERVATION
AREAS, ENVIRONMENTAL
IMPROVEMENTS WILL BE
CARRIED OUT IN
ACCORDANCE WITH A
PUBLISHED AND AGREED
SCHEME SUBJECT TO
BUDGETARY PROVISION*

- 5.7.34 The Council also has an important role to play as agent for the Highway Authority and as a major owner of land and buildings. It can also influence the County Council and providers of public utilities to carry out repairs and construction work in a sympathetic manner.

*WITHIN CONSERVATION
AREAS, THE COUNCIL WILL
SEEK TO ENSURE THAT
APPROPRIATE HIGH QUALITY
MATERIALS ARE USED FOR
HIGHWAY AND FOOTWAY
SURFACING AND WILL*

ENCOURAGE PROVIDERS OF PUBLIC UTILITIES TO CARRY OUT WORKS IN A MANNER WHICH COMPLEMENTS THE CHARACTER OF THE CONSERVATION AREA AND WHEREVER POSSIBLE ENHANCES THE STREET SCENE.

THE COUNCIL WILL ALSO SEEK TO ENHANCE CONSERVATION AREAS BY CAREFUL MANAGEMENT OF TRAFFIC AND CAR PARKING, THE DESIGN AND SITING OF STREET FURNITURE (INCLUDING SIGNS AND LIGHTING) AND CHOICE OF SURFACE MATERIALS

Lancaster Centre Conservation Areas

- 5.7.35 Lancaster contains the largest concentration of historic buildings and areas in the District, including eight conservation areas, each of which performs different roles and have contrasting characteristics. To reflect this, the City Council has operated, for many years, slightly different policies in the two central conservation areas.
- 5.7.36 There are currently two conservation areas in the City Centre. One is centred on the Castle area and the other takes in most of the main commercial streets. In the Castle area, the emphasis is on strictly preserving its historic and traditional styles and materials and on retaining a predominantly residential character in the surrounding streets. The City Centre area includes Lancaster's main shopping and commercial streets which are subject to continuous pressure for change. Whilst it is still important to promote conservation and ensure high standards of development in the

City Centre, a more flexible approach to change is adopted.

Castle Conservation Area

- 5.7.37 The area around Lancaster Castle contains the historic core of the City. The Castle itself dates from Norman times but is built on the site of a Roman fort. Some of the basic street pattern in this area was established during the Roman occupation. The City Council has recently completed major environmental improvements in the Castle Precinct with funding from English Heritage. The City Council acknowledges the need to manage increasing numbers of visitors and at the same time recognises the need to maintain and enhance high environmental standards.

Maintaining a Living Area

- 5.7.38 The special quality of the Castle Conservation Area depends upon most properties remaining in residential use. The Council considers that more commercial properties would lead to additional demands for advertising, car parking and alterations which could harm the unique character of the area. The Council will therefore seek to maintain the current balance between residential and commercial use.

POLICY E40

WITHIN THE FOLLOWING LOCATIONS, THE CONVERSION OF RESIDENTIAL PROPERTIES TO OTHER USES WILL NOT BE PERMITTED

**CASTLE HILL 8-29(INC.)
CASTLE PARK 2-26(INC.)
HILLSIDE 1-6(INC.)**

**ST MARY'S PARADE 1-29 (INC.)
PRIORY CLOSE 1
CHURCH ST 96-102(INCLUSIVE)**

to proposals for change which enhance the appearance of the City Centre.

Advertisements

- 5.7.39 The character of the Castle Conservation Area is particularly vulnerable to the effects of advertising. Although the Castle Precinct lies within an Area of Special Control for Advertisements, which restricts the range of advertisements which can be displayed with deemed consent, the rest of the area is excluded from this additional control. Strict control will be exercised over advertising in the area.

POLICY E41

WITHIN THE CASTLE CONSERVATION AREA THE CITY COUNCIL WILL REFUSE PROPOSALS FOR ADVERTISEMENTS WHICH DO NOT PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF THE AREA BY VIRTUE OF THEIR POSITION, OVERALL SIZE, MATERIALS, COLOUR, AND SIZE AND STYLE OF LETTERING.

**City Centre
Conservation Area**

- 5.7.40 The City Centre Conservation Area contains many important buildings and spaces as well as the commercial core of the City. The area is subject to continuous change and constant pressure for new development and the alteration and refurbishment of existing buildings. The City Council wishes to see continued growth of the City Centre as a lively and prosperous shopping, service and visitor centre, in parallel with enhancements to the quality of the environment. It will therefore adopt a positive attitude

- 5.7.41 As many properties are in retail and town centre service uses, there is constant demand for new shop fronts and advertisements. Although careful and sympathetic design can bring positive changes to the street scene, the City Council will seek to retain the character of the City Centre by applying special control to the detailed design of shop fronts.
- 5.7.42 The City Council has prepared a Shop Front and Advertisements Design Guide as supplementary planning guidance. This provides additional guidance on how the City Council will deal with proposals within conservation areas.

POLICY E42

WITHIN THE CITY CENTRE CONSERVATION AREA, PROPOSALS FOR NEW OR REPLACEMENT SHOP FRONTS AND ADVERTISEMENTS WHICH DETRACT FROM THE CHARACTER AND APPEARANCE OF THE BUILDING OR AREA WILL NOT BE PERMITTED

**~~Development in the
Lancaster City Centre
Conservation Area~~**

- ~~5.7.43 The City Centre Conservation Area contains the three City Centre Development Sites as well as other smaller sites and buildings. The commercial heart of Lancaster is subject to intensive development pressure. It is vital that where development is permitted it protects and enhances the character of the Conservation Area in terms of design, materials and environmental quality.~~

~~POLICY E43~~

~~WITHIN THE CITY CENTRE
CONSERVATION AREA AS
SHOWN ON THE LOCAL PLAN
PROPOSALS MAP,
PROPOSALS FOR THE
REDEVELOPMENT OF
VACANT SITES WILL ONLY BE
PERMITTED WHERE THEY
PRESERVE OR ENHANCE THE
APPEARANCE AND
CHARACTER OF THE AREA.~~

Morecambe

- 5.7.44 Morecambe has two Conservation Areas, one based on the historic core of Poulton village and the other centred on the Victorian West End Road. Although different in character, both areas have suffered as a result of the growth and decline of the holiday trade. This decline has resulted in many examples of insensitive alterations and new development.
- 5.7.45 In Poulton and the West End, the priority is to place a greater emphasis on the residential role of these areas. This will mean many former commercial premises being converted into residential accommodation. The most obvious example of change is the redevelopment of the former Poulton Market site. The City Council will take the opportunity presented by this process of change to improve the appearance of the conservation areas by seeking the removal of inappropriate alterations and additions and to ensure that renovation and conversion is carried out in a way which improves the appearance of the areas.

*WITHIN THE POULTON AND
WEST END CONSERVATION
AREAS, THE COUNCIL WILL
ENCOURAGE THE RE-
INTRODUCTION OF*

*TRADITIONAL DETAILING AND
PARTICULARLY TRADITIONAL
DORMER WINDOWS, STAINED
GLASS AND METAL RAILINGS*

Heysham

- 5.7.46 Heysham Village Conservation Area takes in most of the village centre together with Heysham Head and Throbshaw Point. In Heysham, there is a long-standing commitment to improve the appearance of the Main Street area.

The Rural Conservation Areas

- 5.7.47 Many of the District's attractive rural villages are designated as conservation areas. Most of these have been designated because of their special appeal, arising mainly from attractive groups of traditional domestic buildings, many of which are listed. These areas do much to give a sense of history to the District and their continued preservation and enhancement is of great importance to both residents and visitors. Most of the boundaries of conservation areas were drawn up a number of years ago and amendments have been made as the Council considered appropriate. For example, Wray Conservation Area has recently been extended to include an area of woodland which acts as a backcloth to the village.

*THE CITY COUNCIL WILL
REVIEW THE DESIGNATION
AND BOUNDARIES OF THE
RURAL CONSERVATION
AREAS IN LINE WITH AN
AGREED PROGRAMME*

New Conservation Areas

- 5.7.48 From time to time, requests are made to consider designating new conservation areas. The City Council also reviews the need for new designations. The Local Plan is not the vehicle for designating

new conservation areas. The City Council will however listen to requests for new designations and act upon these if appropriate.

THE CITY COUNCIL WILL CONSIDER THE NEED FOR NEW CONSERVATION AREAS AS PART OF ITS ONGOING REVIEW OF DESIGNATIONS.

Protecting Archaeological Remains

- 5.7.49 Lancaster District contains many sites of archaeological importance. Archaeological investigations in Lancaster have shown the City to be sited on an important Roman settlement. Evidence of Roman occupation extends throughout the District, particularly in the Lune Valley. The area around St Patrick's Chapel in Heysham is particularly important. Here significant evidence of Iron Age activity has been found.
- 5.7.50 The District contains 38 Scheduled Ancient Monuments, some dating back to Neolithic times. These sites represent the best of the known archaeological heritage of the District and are protected by law. The consent of the Secretary of State is required for any works which would affect a Scheduled Ancient Monument or its setting. Their location is shown on the Local Plan Proposals Map.

POLICY E44

IN DETERMINING APPLICATIONS FOR DEVELOPMENT, THE CITY COUNCIL WILL TAKE INTO ACCOUNT ARCHAEOLOGICAL CONSIDERATIONS AND THE NEED TO SAFEGUARD IMPORTANT SITES FROM DAMAGE OR DESTRUCTION. DEVELOPMENT PROPOSALS WHICH WOULD HAVE AN ADVERSE IMPACT ON THE SITE OR SETTING OF A

SCHEDULED ANCIENT MONUMENT OR OTHER MONUMENT OF NATIONAL IMPORTANCE WILL NOT BE PERMITTED

- 5.7.51 Archaeological remains are fragile, finite and non-renewable. They are easily damaged or destroyed, particularly if their presence is unknown. Unfortunately, there is no means of determining where important archaeological remains are likely to be found unless they are Scheduled Ancient Monuments. In Lancaster for example, it is likely that much of the developed City Centre conceals an exciting archaeological heritage. It is these remains which are most at risk from the potentially damaging effects of development.
- 5.7.52 The City Council has worked with the Lancashire Sites and Monuments Record Officer to identify those parts of the District most likely to contain hidden remains. These include both Lancaster Castle and City Centre Conservation Areas and Heysham Head. Within these areas, developers will be expected to give the Council's nominated archaeologist the opportunity to observe excavations and record finds. Elsewhere, the Record Officer will continue to be involved in the determination of planning applications where there is a possibility that archaeological remains could be disturbed.
- 5.7.53 Where preservation on site is justified, developers may be required to allow investigations to be undertaken, at the developers expense, before planning permission is granted. In other situations, requirements will be made through the imposition of planning conditions or requirements in S106 Agreements.

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~~Policy in Black Strikethrough~~: Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)

~~Policy has Dashed Underlining~~: Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

POLICY E45

**THE CITY COUNCIL WILL
PROTECT OTHER SITES OF
ARCHAEOLOGICAL
SIGNIFICANCE.**

**WHEN DEVELOPMENT
AFFECTING SUCH SITES IS
ACCEPTABLE IN PRINCIPLE,
THE COUNCIL WILL SEEK TO
ENSURE MITIGATION OF
DAMAGE THROUGH
PRESERVATION OF THE
REMAINS IN SITU AS A
PREFERRED OPTION.**

**WHEN IN SITU
PRESERVATION IS NOT
JUSTIFIED, THE DEVELOPER
WILL BE REQUIRED BY
PLANNING CONDITION OR
LEGAL AGREEMENT TO MAKE
ADEQUATE PROVISION FOR
INVESTIGATION AND
RECORDING BEFORE OR
DURING DEVELOPMENT**

POLICY E46

**WHERE DEVELOPMENT
PROPOSALS AFFECT SITES
OF KNOWN OR POSSIBLE
ARCHAEOLOGICAL
INTEREST, THE CITY COUNCIL
WILL REQUIRE AN
ARCHAEOLOGICAL
ASSESSMENT AND/OR
EVALUATION TO BE
SUBMITTED AS PART OF THE
PLANNING APPLICATION.**

**PLANNING PERMISSION WILL
NOT BE GRANTED WITHOUT
ADEQUATE ASSESSMENT OF
THE NATURE, EXTENT AND
SIGNIFICANCE OF THE
REMAINS PRESENT AND THE
DEGREE TO WHICH THE
PROPOSED DEVELOPMENT IS
LIKELY TO AFFECT THEM**

5.8 Environmental Improvements

5.8.1 The City Council has a long history of undertaking environmental improvements and encouraging others to improve their buildings or surroundings, especially in conservation areas. For example, in recent years, there have been a number of environmental improvement schemes undertaken in the Castle Conservation Area. These have included the re-instatement of traditional materials and the reduction of on-street parking.

5.8.2 The City Council will continue to promote and carry out environmental improvements in the conservation areas as funding permits. In Lancaster, this process will be assisted by the Conservation Area Partnership scheme which replaced the former Town Scheme in April 1996.

THE CITY COUNCIL WILL CARRY OUT ENVIRONMENTAL IMPROVEMENTS IN THE CONSERVATION AREAS IN ACCORDANCE WITH AN ANNUAL PROGRAMME OF WORKS. IN LANCASTER, PRIORITY WILL BE GIVEN TO WORKS IDENTIFIED IN THE CONSERVATION AREA PARTNERSHIP SCHEME.

Access Corridors

5.8.3 The main road and rail routes into Lancaster, Morecambe and Carnforth provide many peoples' first impression of the District's main towns. Along these important routes, there are a number of areas which are poorly maintained, under-used or generally of a poor appearance. Over the last ten years or so, the City Council has attempted to improve stretches of these routes whenever the opportunity has arisen. A marked improvement

can be seen, for example, on Caton Road in Lancaster. However, much remains to be done.

5.8.4 Along these routes, priority will be given to improving standards of development, introducing hard and soft landscaping and implementing environmental improvement schemes. Where development is located on an access corridor, the opportunity will be taken to ensure high standards of development and landscaping on these frontages.

POLICY E47

WITHIN THE ACCESS CORRIDORS SHOWN ON THE LOCAL PLAN PROPOSALS MAP, PLANNING PERMISSION FOR USES WHICH COULD ADVERSELY AFFECT THE APPEARANCE OF THEIR SURROUNDINGS WILL NOT BE GRANTED. THE COUNCIL WILL ONLY PERMIT PROPOSALS WHICH;

UPGRADE ENVIRONMENTAL CONDITIONS WHERE THESE ARE UNSATISFACTORY;

USE HIGH QUALITY BUILDING MATERIALS AND LOCAL ARCHITECTURAL STYLES;

RETAIN EXISTING LANDSCAPE FEATURES WHEREVER POSSIBLE AND INCORPORATE LANDSCAPING AND TREE PLANTING; AND

INCORPORATE ONLY DISCRETE AND WELL DESIGNED ADVERTISING

~~WITHIN THE ACCESS
CORRIDORS, A ROLLING
PROGRAMME OF
ENVIRONMENTAL
IMPROVEMENT WORKS WILL
BE AGREED WITH PRIVATE
AND OTHER PUBLIC
LANDOWNERS. SUBJECT TO~~

~~THE AVAILABILITY OF
RESOURCES, THE COUNCIL
WILL ALSO UNDERTAKE A
PROGRAMME OF
ENFORCEMENT AIMED AT
REMOVING UNAUTHORISED
ADVERTISEMENTS AND
STRUCTURES~~

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6. Recreation and Community Services

This part of the Local Plan looks at sport and recreation in the District and at how recreational needs will be catered for over the next ten years. The City Council is committed to protecting outdoor playing space and areas used for informal recreation. It will also seek to improve provision wherever possible. In particular, in the main urban area of Lancaster, Morecambe and Heysham, it will work towards the provision of 2.43 ha (6 acres) of useable outdoor playing space per 1000 people and to improve the supply of public informal recreation areas.

This part of the Plan also looks at how the changing way in which public services such as health and education are provided will affect the District.

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The City Council aims to;

- assess local needs for recreational facilities and identify deficiencies;
- encourage the development of new sport and recreation facilities and additional open space;
- ensure that recreation and community service provision is properly co-ordinated with other local plan proposals, particularly the development of new neighbourhoods; and
- ensure that the land-use needs of public and community services are met in an environmentally acceptable way.

The City Council proposes to;

- protect existing recreation facilities from development;
- require developers of new housing areas to improve local provision of open space and children's play areas;
- develop a new park in central Morecambe and concentrate other initiatives on the River Lune, Lancaster Canal, Morecambe Promenade and the Lancashire Coastal Way;
- continue to develop Salt Ayre as the District's main centre for sport and recreation;
- safeguard a site for a new secondary school at Barton Road, Lancaster and provide for new a primary schools as part of the proposed Lancaster Moor neighbourhoods; and
- safeguard sites for a new fire station for Morecambe at Westgate and a Community Centre at Carnforth.

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6.1 Recreation

Background

6.1.1 This part of the Local Plan looks at the amount and quality of recreation provision in Lancaster District and how it is used by both residents and visitors. There are two types of recreation provision. These are;

- Facilities for formal sport including pitches, greens, courts and playing fields; and
- Informal recreation areas for walking, cycling, relaxing and children's play.

The Local Situation

6.1.2 The following paragraphs describe the current provision of recreational open space in the various parts of the District, starting with Morecambe and Heysham.

Morecambe and Heysham

6.1.3 Morecambe's promenade is its most important area of public open space. Happy Mount Park and Regent Park are its only formal parks and it also has few sports grounds and accessible open spaces. Open space in Heysham is also concentrated on the seafront although Douglas Park and Heysham Village offer opportunities for formal and informal recreation.

Lancaster

6.1.4 Although Lancaster contains Williamson Park and Ryelands Park, the densely developed housing areas which ring the City Centre are short of accessible open space. Most sporting facilities are located between Lancaster and Morecambe at Salt

Ayre, the Vale of Lune and Lancaster and Morecambe College. Salt Ayre also serves Morecambe and Heysham whilst the facilities at the University of Lancaster are also available to the public.

Carnforth

6.1.5 Carnforth is a densely developed town which has little high quality open space. The previous Carnforth Local Plan identified a need for a youth and community centre, improved sporting facilities and new and improved play areas. It also proposed a linear park based on the Lancaster Canal which could link together improved areas of recreation space as well as providing a pleasant route to the countryside.

Rural Areas

6.1.6 In the rural villages and open countryside, recreation facilities tend to be provided on a village by village basis and supported by local clubs and organisations. Not surprisingly, larger villages such as Caton and Galgate are fairly well provided for in terms of playing fields although smaller villages such as Claughton and Millhead have active sports teams. Demand for recreation facilities varies across the rural part of the District and is best dealt with on an area by area basis.

6.2 Outdoor Playing Space

6.2.1 This part of the Local Plan looks at the provision of outdoor playing space in the District. It concentrates on the main urban area of Lancaster, Morecambe and Heysham and looks at how the supply of outdoor playing space compares with the standards set by the National Playing Fields Association (NPFA). In Carnforth and the rural areas, where the population is more dispersed and there is less scope for dual use or the introduction of artificial pitches, the NPFA Standard is harder to apply. In these areas, requests for outdoor playing space will be dealt with on a site by site basis.

Lancaster, Morecambe and Heysham

6.2.2 Most of the demand for outdoor playing space is generated by the 100,000 residents of Lancaster, Morecambe and Heysham, where there is a long standing shortage of recreational provision. Although there has been an overall improvement in the amount and quality of sporting facilities in recent years, mainly due to the development of the Salt Ayre Sports Centre, a combination of population growth and an increasing awareness of the benefits of keeping fit has meant that demand for sporting facilities has continued to grow.

6.2.3 The National Playing Fields Association (NPFA) has set a recommended minimum standard for outdoor playing space of 2.43 hectares per 1000 population. This standard is generally accepted as being a reliable guide to the adequacy of recreation provision and is widely used throughout the country. To meet this target, there should be around 240 hectares of outdoor

playing space in the urban area of Lancaster, Morecambe and Heysham. However, as Figure 18 illustrates, there are currently around 150 hectares of sports pitches and other play areas located within this area.

6.2.4 The NPFA defines outdoor playing space as;

- facilities such as pitches, greens, courts etc in public ownership which are, as a matter of practise and policy available for public use;
- similar facilities privately owned which serve the leisure needs for outdoor recreation of their members or the public; and

(Together this type of facility should account for between 1.6 ha and 1.8 ha of the overall total, i.e. between 160 and 180 ha for the main urban area).

- outdoor equipped playgrounds for children of whatever age; and
- casual or informal playspace within housing areas.

(These areas make up the remainder of the 2.43 ha).

Figure 18 – Outdoor Playing Space in Lancaster, Morecambe and Heysham

	1991 Resident Population	Formal Sports Facilities (ha)	Informal Recreational Open Space (ha)
Lancaster	44,500	61.3	19.1
Morecambe and Heysham	45,000	38.8	12.6
Lancaster University	not applicable	12.1	7.5
URBAN AREA TOTAL	89,500	112.2	39.2

Note) Formal Sports Facilities are defined as open areas available for and capable of being used for soccer, cricket, rugby, hockey, tennis, bowls or other outdoor sport requiring a marked out pitch. Informal Recreation Areas are defined as open areas which are fully accessible to the public for walking and other informal pursuits.

6.2.5 Figure 18 shows that, even with the provision at Lancaster University and the development at Salt Ayre, the urban area is still short of the outdoor playing space and other play areas in the main urban area to meet the NPFA standard. Although at Salt Ayre and Lancaster University, the shortage of sports pitches has been addressed by building all-weather, floodlit pitches, these are not suitable for some competitive sports such as football.

The Future

6.2.6 The Local Plan will see a further increase in the demand for outdoor playing space. The steady population growth forecast for the District is likely to be accompanied by increased participation levels in sport and recreation.

6.2.7 Formal recreation facilities in Lancaster and Morecambe will continue to be concentrated on Salt Ayre where a new swimming pool, athletics track and additional indoor facilities have recently been completed. Elsewhere, both St Martins and

Lancaster and Morecambe Colleges propose to construct all weather pitches and develop their sporting facilities.

6.2.8 Given the shortage of outdoor playing space, all sports pitches currently available for public use should be protected from development. Exceptions will only be permitted where there is a clear justification for development and this is accompanied by the provision of complementary facilities within the immediate vicinity of the proposal. Such facilities should be comparable to those lost in terms of the amount and quality of recreation space provided and convenience to local residents and users. Compensatory provision must be available for use before the existing facilities are lost.

POLICY R1

THE AREAS IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP AS OUTDOOR PLAYING SPACE WILL BE PROTECTED FROM DEVELOPMENT.

EXCEPTIONALLY WHERE THERE IS CLEAR JUSTIFICATION FOR DEVELOPMENT WHICH WOULD RESULT IN THE LOSS OF SUCH SPACE, THIS WILL BE PERMITTED ONLY WHERE SPORT AND RECREATION FACILITIES CAN BEST BE RETAINED AND ENHANCED THROUGH THE REDEVELOPMENT OF A SMALL PART OF THE SITE OR ALTERNATIVE PROVISION OF EQUIVALENT COMMUNITY BENEFIT IS MADE AVAILABLE.

All Weather Pitches

6.2.9 All weather pitches have been developed at Salt Ayre and Lancaster University and both

Lancaster and Morecambe College and St Martin's College have plans to construct such facilities. Other educational establishments may also look to develop such facilities.

6.2.10 Although the provision of all weather pitches is generally supported, careful consideration will be given to;

- the visual impact that the proposal would have on the surrounding area;
- the effect that floodlighting and late night activity would have on nearby residents and businesses;
- the loss of grass playing fields which accommodate competitive sports.

POLICY R2

PROPOSALS FOR ALL WEATHER SPORTS PITCHES WILL BE PERMITTED WHERE THE PROPOSAL, INCLUDING ANCILLARY FEATURES SUCH AS FENCING, FLOODLIGHTING, CHANGING FACILITIES AND CAR PARKING WOULD NOT HAVE AN ADVERSE VISUAL IMPACT OR RESULT IN AN UNACCEPTABLE NUISANCE TO NEARBY RESIDENTS AND BUSINESSES.

Major Sports Clubs

6.2.11 The District has a number of sports clubs which compete in national or regional leagues. Morecambe Football Club competes successfully in the Nationwide Conference League and is only one step away from the Football League. Lancaster City Football Club, meanwhile, is only one division lower in the Unibond League Premier Division. Both clubs have aspirations to play at a higher level and are looking to upgrade

their facilities. In Rugby Union, the Vale of Lune Club have ambitions to improve their status in the national league and is looking to improve its playing and training facilities. In the summer months, both Morecambe and Lancaster Cricket Clubs compete successfully in the Northern League.

6.2.12 As local sports clubs develop, there will be requests to upgrade facilities for both players and supporters. As many existing grounds are close to residential areas, development proposals and a build up of activity on match days could affect local householders. Such proposals should not lead to unacceptable levels of on-street parking, noise and disturbance, particularly at night and clubs proposing to develop their facilities must address these issues at an early stage.

POLICY R3

DEVELOPMENT WITHIN A MAJOR SPORTS GROUND IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP WILL BE ALLOWED WHERE THE DEVELOPMENT;

DIRECTLY RELATES TO THE SPORTS AND SOCIAL ACTIVITIES WHICH ARE SPECIFIC TO THE SITE; AND

THE COUNCIL IS SATISFIED THAT ACCOUNT HAS BEEN TAKEN OF THE CONSEQUENCES OF SPORTS GROUND DEVELOPMENT ON THE AMENITIES OF THE SURROUNDING AREA

New Outdoor Playing Space

6.2.13 In Carnforth and the rural areas, it is more difficult to gauge demand for playing space. Carnforth and

the larger villages act as centres for a wide, dispersed catchment area. Demand for rural play space should, wherever possible, be directed to these locations. In general, suitable proposals to improve play space provision in Carnforth and the villages will be encouraged provided that it would not have an adverse impact on the surrounding area or nearby residents. These criteria will also apply to proposals for new outdoor playing space in the urban part of the District.

POLICY R4

PROPOSALS FOR OUTDOOR PLAYING SPACE WILL BE PERMITTED WHERE;

THE FACILITY WILL MEET DEMANDS GENERATED LOCALLY;

THE SITE IS LOCATED WITHIN OR ADJACENT TO THE MAIN URBAN AREAS OF LANCASTER, MORECAMBE OR CARNFORTH OR A RURAL SETTLEMENT IDENTIFIED IN POLICY H7, AND

THE PROPOSAL WOULD NOT RESULT IN A SIGNIFICANT ADVERSE IMPACT ON THE APPEARANCE AND CHARACTER OF THE AREA, NATURE CONSERVATION INTERESTS OR THE AMENITY OF NEARBY RESIDENTS.

Golf Courses

~~6.2.14 Golf is growing rapidly in popularity and demand for new courses is likely to continue to increase during the life of this Local Plan. In this District, new nine hole courses have recently been opened at Conder Valley and Ashton Hall. Golf courses~~

~~can take up a considerable amount of land and can change the appearance of an area quite significantly. Generally speaking golf courses are an acceptable use in the countryside provided that considerations such as the loss of agricultural land, landscape impact, nature conservation and water abstraction are fully taken into account and any ancillary development does not have a significant adverse effect on the surrounding area or properties. Wherever possible, new courses should be located as close as possible to the main centres of population and be accessible by public transport.~~

~~6.2.15 Whilst there is scope to allow more golf courses in the District, because of their impact on the landscape they will not normally be allowed in the Arside Silverdale or Forest of Bowland Areas of Outstanding Natural Beauty. Exceptions will only be considered where the highest possible standards of landscaping are used and the proposals conserve the natural beauty of the landscape and local landscape characteristics.~~

POLICY R5

~~**EXCEPTIONALLY PROPOSALS FOR GOLF COURSE DEVELOPMENT WILL BE PERMITTED IN THE DESIGNATED AREAS OF OUTSTANDING NATURAL BEAUTY, ONLY IF, HAVING REGARD TO THE CHARACTERISTIC FEATURES OF THE LOCALITY, THEY CONSERVE THE NATURAL BEAUTY OF THE LANDSCAPE AND CONFORM TO THE CRITERIA LISTED IN POLICY R6.**~~

POLICY R6

OUTSIDE THE AONBs, NEW GOLF COURSE DEVELOPMENT WILL BE PERMITTED WHERE THE PROPOSAL WOULD NOT:

RESULT IN THE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND OR SUBSTANTIALLY ERODE THE VIABILITY OF A FARM HOLDING;

HAVE A SIGNIFICANT ADVERSE EFFECT ON NATURE CONSERVATION INTERESTS; AND

HAVE A SIGNIFICANT ADVERSE IMPACT ON THE CHARACTER AND APPEARANCE OF THE LANDSCAPE OR THE AMENITIES OF LOCAL RESIDENTS.

IN CONSIDERING SUCH PROPOSALS, PARTICULAR REGARD WILL BE GIVEN TO THE REMODELLING OF LAND FORMS, CONSTRUCTION OF ACCESS ROADS, CAR PARKS AND ANCILLARY BUILDINGS AND THE ADVANTAGES OF LOCATING GOLF COURSES CLOSE TO EXISTING SETTLEMENTS, MAIN ROAD CONNECTIONS AND RAIL AND BUS SERVICES.

Golf Driving Ranges

- 6.2.16 There are currently two golf driving ranges in the District, located at Ashton Hall and Lancaster Leisure Park. Golf driving ranges differ from conventional courses in that they occupy a smaller area, are fully used throughout the year and are normally floodlit to allow nighttime use. As a visit to a driving range takes less time than a round of golf, turnover is significantly

higher particularly at times of the year when conventional courses cannot be used. As such, facilities such as floodlighting, car parking and covered bays are important components of a successful scheme.

- 6.2.17 To minimise the need to travel and protect the countryside, golf driving ranges are best located close to the main urban area with good access to public transport. Alternatively a location associated with an existing golf course or other leisure activity may be acceptable where this would lead to a sharing of facilities such as car parking. Isolated locations in the countryside will not normally be considered appropriate.

- 6.2.18 In all instances, the potential impact that a proposal and its associated floodlighting, boundary fences and traffic generation would have, both on the appearance of the area and the safety and amenity of local residents will be important considerations.

POLICY R7

NEW GOLF DRIVING RANGES WILL BE PERMITTED WHERE THE PROPOSAL:

IS LOCATED IN, OR ON THE EDGE OF LANCASTER, MORECAMBE, HEYSHAM OR CARNFORTH OR IS ASSOCIATED WITH AN EXISTING GOLF COURSE OR OTHER LEISURE FACILITY;

DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON NATURE CONSERVATION INTERESTS; AND

WOULD NOT HAVE A SIGNIFICANT ADVERSE

~~Policy in Red Strikethrough:~~ Policy was Not Saved (it is no longer part of the Development Plan)

~~Policy in Black Strikethrough:~~ Policy is Wholly Superseded by Policies of the Core Strategy (is no longer part of Dev. Plan)

~~Policy has Dashed Underlining:~~ Policy is Partly Superseded by Policies of the Core Strategy (it should continue to be taken into account along with the pertinent Core Strategy Policy)

IMPACT ON THE CHARACTER AND APPEARANCE OF THE LANDSCAPE OR THE AMENITY OF LOCAL RESIDENTS.

Note; Proposals which are located in the Green Belt will also have to satisfy the provisions of Policy R8

~~Recreation Facilities in the Green Belt~~

~~6.2.19 Within the North Lancashire Green Belt, new development is strictly controlled. Land within the Green Belt can provide opportunities for access to the open countryside for the urban population in Lancaster, Morecambe and Carnforth. It can also provide a suitable location for outdoor sport and recreation near these urban areas. Although the construction of new buildings inside the Green Belt is normally inappropriate, essential facilities for outdoor sport and recreation may be permissible. These could provide small changing rooms or unobtrusive spectator accommodation for outdoor sport. Sport England has provided standards on the minimum sizes required for changing facilities.~~

~~POLICY R8~~

~~WITHIN THE NORTH LANCASHIRE GREEN BELT PROPOSALS FOR NEW OUTDOOR SPORT AND RECREATION FACILITIES WILL BE PERMITTED WHERE THEY;~~

~~RETAIN THE OPEN CHARACTER OF THE GREEN BELT; AND~~

~~DO NOT HAVE AN ADVERSE IMPACT ON THE CHARACTER AND APPEARANCE OF THE COUNTRYSIDE OR~~

NATURE CONSERVATION INTERESTS;

~~NEW BUILDINGS AND OTHER DEVELOPMENT ASSOCIATED WITH SUCH PROPOSALS WILL ONLY BE PERMITTED WHERE THESE ARE ESSENTIAL TO THE OPERATION OF THE PROPOSED FACILITY AND ARE OF THE MINIMUM RECOMMENDED SIZE~~

Salt Ayre

6.2.20 The development at Salt Ayre Sports Centre has provided indoor wet and dry facilities, outdoor all weather and grass sports pitches and a synthetic athletics track for the whole district.

6.2.21 Future development at Salt Ayre will involve the reclamation of the adjoining waste disposal site. This will provide additional sports pitches, opportunities for informal recreation and woodland planting. Measures to improve access by public transport, foot and bicycle will also be pursued and better links established to the Lune Riverside Park and nearby cycle path.

THE CITY COUNCIL WILL SEEK TO ENSURE THAT COMPLETED SECTIONS OF SALT AYRE LANDFILL SITE ARE RESTORED FOR RECREATION USE AND BROUGHT INTO THE PUBLIC DOMAIN AS SOON AS PRACTICABLE

6.3 Informal Recreation

6.3.1 Informal recreation takes many forms from casual children's play to walking, cycling and water sports. The District provides many opportunities for informal recreation both in the built-up and rural areas. However, demand is increasing and recreation pressures can cause problems particularly in sensitive or vulnerable areas.

6.3.2 The improvement of informal recreation provision in suitable locations will continue. In particular, opportunities to develop recreational facilities along the River Lune, the Lancaster Canal and the coast and new facilities in areas within and close to the main built-up area such as Middleton Wood and Morecambe Central Park will be pursued.

South Heysham

6.3.3 Policy E26 allocates around 100 hectares of land for woodland planting at Middleton Wood, south Heysham where a major new woodland and recreational area is proposed. This will be supplemented by additional woodland planting near Middleton Wood on a number of other sites. This initiative will improve the appearance of this neglected area and bring a major boost to the stock of open space.

6.3.4 Located close to the expanding built-up area of Heysham, Middleton Wood will bring opportunities to improve footpath and bridle way links between Heysham, the wood and surrounding countryside and coastline. It will act as a focus for informal recreation in the south Heysham area. The housing areas at Higher Heysham, Mossgate and Middleton are all

within easy reach of the wood whilst links can be established with the coastline at Half Moon Bay and beyond.

6.3.5 Creating this network can be achieved through drawing together the various initiatives, either ongoing or planned in this area. In particular, development of visitor facilities at Heysham Power Station and the potential access improvements to the coastline at Heysham Head and Throbshaw Point should be linked to the Middleton Wood.

THE CITY COUNCIL WILL GIVE PRIORITY TO IMPROVING THE FOOTPATH, BRIDLEWAY AND CYCLEWAY NETWORK IN THE SOUTH HEYSHAM AREA AND WILL ENSURE THAT PRIVATE AND PUBLIC SECTOR DEVELOPMENTS HELP TO ACHIEVE A COMPREHENSIVE NETWORK OF ROUTES LINKING WOODLAND, HOUSING AREAS, COUNTRYSIDE AND COASTLINE

~~The Lune Riverside Park~~

~~6.3.6 The River Lune is one of the District's main recreational resources. It is now possible to walk or cycle along a 19km stretch of converted railway track bed between Caton and Glasson Dock. Car parking and picnic facilities are available at six locations along the route.~~

~~6.3.7 The City Council will continue to promote recreational access along the banks of the River Lune for pedestrians, cyclists and water users and encourage the provision, in appropriate locations, of facilities such as information/ interpretation displays, seating and toilets. It will~~

also look at ways in which access for disabled people, and the condition and surroundings of the routes can be improved. In particular it will promote and support initiatives which improve the riverside though Lancaster and look at ways in which lottery money can be used to bring about a radical improvement to this stretch of water side.

The Canalside Park

- 6.3.8 The Lancaster Canal is highly valued by visitors and residents for its quiet attractions and the unusual and contrasting views it offers both within the urban areas of Lancaster and Carnforth and in the open countryside. The Canal is navigable south of Tewitfield whilst the spur to Glasson Dock provides access to the sea.
- 6.3.9 In total, there is public access to around 40 km of canal towpath within the District. This in turn gives access to Kendal in the north and Preston in the south. Although the canal was bisected by construction of the M6, the Lancaster Canal Trust is committed to restoring the northern reaches for cruising and amenity use. If this did occur, the recreation potential of the canal would increase.
- 6.3.10 Boating activity is concentrated in Lancaster and at the marinas located in Galgate, Carnforth and Tewitfield. There is no indication at present that boating activity or demand for mooring space will increase during the plan period. Initiatives will therefore concentrate on improving the towpath for walking and cycling, promoting opportunities for better pedestrian links to the canal towpath and between the canal and surrounding areas.

Morecambe and Heysham Seafront

- 6.3.11 Morecambe Promenade is one of the main attractions of the Town. Walking between Bare and Heysham is a popular pastime for many visitors and local residents. However to reach the Promenade from car parks, hotels and the town centre, it is necessary to cross Marine Road. Development along the seafront must improve pedestrian links between the Promenade and the landward side of Marine Road.
- 6.3.12 The improvement of attractions along the seafront will continue as modern attractions based on the natural heritage of Morecambe Bay are developed.
- 6.3.13 The City Council is committed to providing better cycling facilities along Morecambe Seafront and has resolved to allow cycling along the central stretch of the Promenade for a 12 month experimental period following completion of the Phase 5 coastal protection works. This experimental period will be closely monitored before a final decision is made.

Morecambe Central Park

- 6.3.14 In central Morecambe, there is a particular shortage of publicly accessible open space. In the Westgate area, the Morecambe and Heysham Local Plan identified the area surrounding the Trimpell Sports Club at Westgate as a Priority Greenspace where potential exists to;
- upgrade the quality of open space;
 - increase the amount of space which is available to the public; and
 - increase the number and quality of footpaths and cycle

~~links particularly from surrounding residential areas and the Lancaster to Morecambe Cycle Path.~~

~~6.3.15 The Council will work with the landowners to find ways in which these ideas can be realised and will seek funding from the National Lottery for a major upgrading of this area with a view to creating a formal park area. It will also ensure that development proposals for the Westgate area are implemented in a comprehensive manner and contribute to the upgrading of recreational space.~~

~~The Lancashire Coastal Way~~

~~6.3.16 Lancashire County Council is currently promoting a footpath around the County's coastline, a long stretch of which passes through the District. The City Council will work with the County Council to promote informal recreational use of this route.~~

POLICY R9

THE CITY COUNCIL WILL CONCENTRATE OPPORTUNITIES FOR INFORMAL RECREATION IN THE FOLLOWING LOCATIONS;

**THE LUNE RIVERSIDE PARK
THE LANGASTER CANALSIDE PARK
MORECAMBE CENTRAL PARK
MORECAMBE AND HEYSHAM SEAFRONT
THE LANGASTER COASTAL WAY**

WITHIN THESE AREAS THE COUNCIL WILL WORK WITH LANDOWNERS AND INTERESTED BODIES TO IMPROVE THE APPEARANCE AND SAFETY OF THE ROUTES AND TO PROVIDE BETTER PUBLIC ACCESS. THE COUNCIL WILL ALSO SEEK TO IMPROVE ACCESS TO AND WITHIN THE AREAS BY FOOT, BICYCLE AND PUBLIC TRANSPORT.

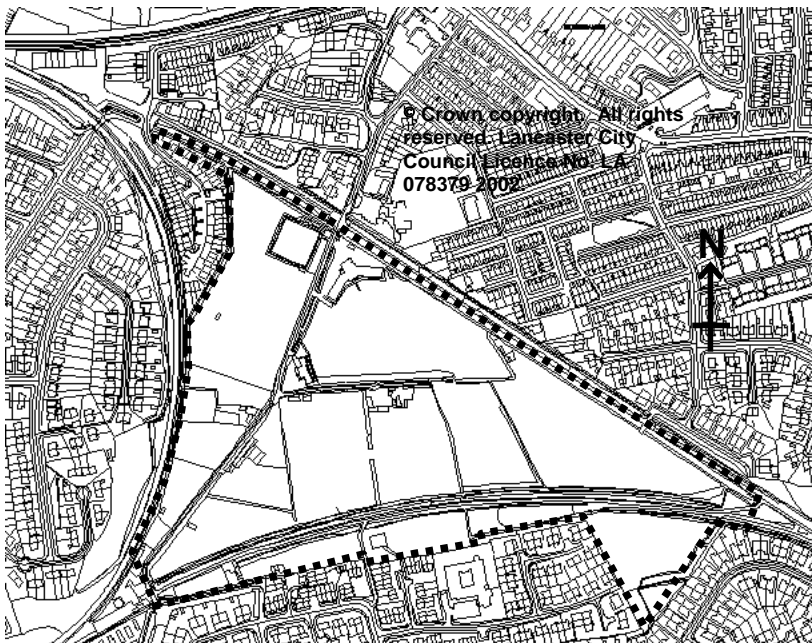


Diagram 26 – Morecambe Central Park

Equestrian Development

- 6.3.17 The use of land for keeping horses is becoming increasingly popular. This type of development is best located on the edge of existing settlements, preferably close to bridle ways or other safe riding routes. Ancillary development should be kept to a minimum and existing buildings re-used wherever possible. Proposals which include a residential element will be looked at particularly carefully and will be judged against the provisions of Policy H8 (Housing in the Countryside).

POLICY R10

THE COUNCIL WILL PERMIT PROPOSALS FOR EQUESTRIAN DEVELOPMENT IN THE COUNTRYSIDE WHERE;

THE PROPOSED DEVELOPMENT AND ANY ASSOCIATED BUILDINGS ARE APPROPRIATE TO THEIR SURROUNDINGS IN TERMS OF DESIGN, SCALE, MATERIALS, LANDSCAPING AND MEANS OF ENCLOSURE;

EXISTING BUILDINGS ON THE SITE ARE MADE USE OF WHEREVER POSSIBLE;

THE PROPOSAL DOES NOT HAVE AN UNACCEPTABLE IMPACT ON RURAL ROADS AND CONTAINS SUITABLE ACCESS AND CAR PARKING PROVISION;

THE PROPOSAL DOES NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON ANY WILDLIFE HABITAT, THE

BEST AND MOST VERSATILE AGRICULTURAL LAND OR ANY PUBLIC RIGHT OF WAY; AND

THE PROPOSED DEVELOPMENT IS CONVENIENT TO AN ADEQUATE NETWORK OF BRIDLEWAYS AND/OR SAFE RIDING ROUTES.

IN CONSIDERING SUCH PROPOSALS, THE COUNCIL WILL HAVE PARTICULAR REGARD TO THE ADVANTAGES OF LOCATING EQUESTRIAN DEVELOPMENT CLOSE TO EXISTING SETTLEMENTS

Open Space and Children's Play Areas in New Housing Development

- 6.3.18 The provision of adequate facilities for children's play is essential to their development and the quality of their lives. It is important that new housing developments are provided with a hierarchy of play facilities suitable for children of all ages. Toddlers play areas need direct supervision and should be located within the housing areas themselves whilst play areas for older children should be sufficiently large and located in a position to minimise nuisance.
- 6.3.19 In densely developed urban areas such as Lancaster, Morecambe and Heysham, it is particularly important that adequate levels of play provision are provided. The requirements for play areas and kickabout space are set out in Appendix 1. Developers will be expected to ensure that such areas are

properly designed, laid out,
equipped and maintained.

- 6.3.20 In considering housing proposals, the Council will only require recreational open space, children's play space and maintenance necessitated by the development itself. The Council will have regard to the NPFA 'Six Acre Standard in assessing the level of open space provision. Developments of 20 or more family houses should provide play space for pre-school children whilst developments of 40 or more family houses should provide play equipment for children of ages up to eleven.

POLICY R11

HOUSING DEVELOPERS WILL BE REQUIRED TO PROVIDE OPEN SPACE AND PLAYGROUNDS IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 1.

WHERE A DEVELOPER IS UNWILLING TO MAKE SUCH PROVISION WITHOUT SOUND REASON, PLANNING PERMISSION WILL BE REFUSED.

OPEN SPACE PROVIDED IN THIS WAY WILL BE REGARDED AS URBAN GREENSPACE AND PROTECTED FROM DEVELOPMENT IN LINE WITH POLICY E29

TO OBTAIN THE REQUIRED GREENSPACE AND SECURE

CONTRIBUTIONS TOWARDS ITS MAINTENANCE, THE CITY COUNCIL WILL NEGOTIATE LEGAL AGREEMENTS WITH HOUSING DEVELOPERS.

Allotments

- 6.3.21 There are 13 allotments in the District which in total provide over 500 individual plots. Most allotments are located close to existing housing areas where there is little private garden space.
- 6.3.22 Most allotments in the District are well used and adequately maintained. They provide a useful recreational resource and are well used on the whole. There does not appear, however to be a significant demand for additional allotments which would justify the allocation of new areas for allotment use. The City Council will monitor demands for allotment use during the life of the Local Plan and consider providing additional allotments if necessary.
- 6.3.23 All allotments in the urban area are identified as Urban Greenspace and are therefore protected from development by Policy E29. This policy gives adequate protection to the existing stock of allotments.

6.4 Community Services

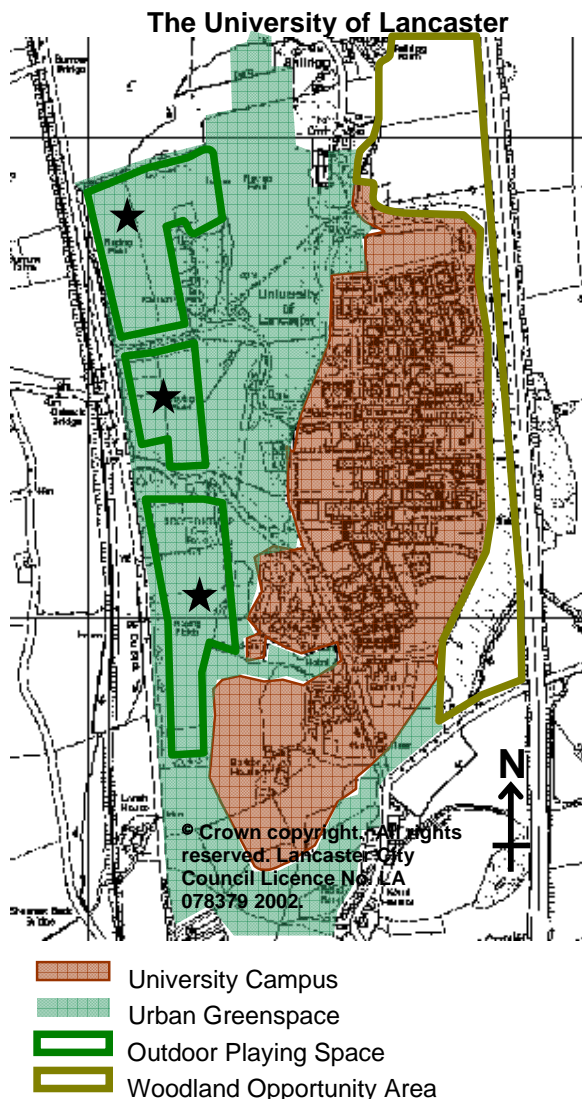


Diagram 27 – Lancaster University

6.4.1 The University of Lancaster was established in the late 1960s on a green-field site at Bailrigg south of Lancaster. It has developed steadily and following a period of rapid expansion in the early 1990s has 7,500 full time students and 1,800 staff as well as some 4,100 mainly local part time students. The University is of great academic importance and injects an estimated £30m annually into the local economy. The City Council supports the expansion and development of

the University both in the provision of teaching and associated accommodation, social and cultural facilities, and the expansion of purpose-built accommodation for students. Although the pace of expansion is likely to slow during the latter half of the decade, scope remains within the perimeter road and in the approved south west campus extension for additional development if required.

6.4.2 The University occupies a prominent site. Its distinctive design and colouring mean that it features strongly in views from a considerable distance, particularly from the south and west. The commitment of the University to a high standard of design and extensive landscaping has been important in achieving the compact and attractive appearance of the complex from surrounding areas. The appearance of the site is enhanced by its setting in extensive sports grounds and woodland areas.

6.4.3 In considering the possibility of longer-term future expansion, it is clearly important to maintain these important features. In addition it would be inappropriate for the University to spread further south west than is already committed or to see formal development east of the M6.

POLICY R12

BUILT DEVELOPMENT ASSOCIATED WITH THE EXPANSION OF THE UNIVERSITY OF LANCASTER WILL BE CONFINED TO THE AREA IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP AS LANCASTER UNIVERSITY CAMPUS.

**OUTSIDE THIS AREA,
DEVELOPMENT WILL BE
RESTRICTED TO OUTDOOR
SPORTS FACILITIES AND
SMALL-SCALE ANCILLARY
BUILDINGS**

- 6.4.4 The Council recognises the importance of developing links between the University and the business community and supports the possibility of joint ventures combining business capital with University expertise, technical facilities and research capability. This potential could be realised on the Bailrigg Business Park which will be immediately adjacent to the University Campus. The City Council will encourage the development of this site and other enterprises involving the University.

THE CITY COUNCIL WILL HELP TO PROMOTE DIRECT LINKS BETWEEN THE UNIVERSITY OF LANCASTER AND BUSINESS DEVELOPMENT ON THE BAILRIGG BUSINESS PARK

The University College of St Martin

- 6.4.5 Like Lancaster University, the University College of St Martin (UCSM) was established in the late 1960s on the site of a former army barracks at Bowerham Road in Lancaster. With around 2,600 full time and 3,700 part time students, together with 360 staff, UCSM is also an important employer. Like the University, UCSM has expanded during the last 5 years through the construction of new teaching and ancillary accommodation, student residences and a library extension. The Council has supported this development which, like the University, has added jobs, spending power and tourist facilities to the District as well as providing for an expansion of student numbers.

- 6.4.6 The further development of UCSM is however constrained by its site boundaries. The present site includes an area of Key Urban Landscape which provides a visual setting for the College and provides recreation facilities for students and staff. It also makes an important contribution to the appearance of this otherwise densely developed part of the City, particularly on the western slopes falling to Bowerham Road. Considerable intrusion into this green area has already been permitted to assist this expansion programme and further significant encroachment would be inappropriate. Future development beyond the existing built-up limits of the site will therefore need to be restricted to those areas already approved or to a scale which maintains the open nature of the area.

POLICY R13

BUILT DEVELOPMENT ASSOCIATED WITH THE EXPANSION OF THE UNIVERSITY COLLEGE OF ST MARTIN WILL BE CONFINED TO THE AREA IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP AS ST MARTIN'S COLLEGE CAMPUS. OUTSIDE THIS AREA, DEVELOPMENT WILL BE RESTRICTED TO:

OUTDOOR SPORTS FACILITIES;

SMALL-SCALE ANCILLARY BUILDINGS;

AREAS WHICH ALREADY BENEFIT FROM PLANNING PERMISSION; AND

DEVELOPMENT OF A SCALE AND TYPE ACCEPTABLE WITHIN THE GREENSPACE AND KEY

URBAN LANDSCAPE POLICIES OF THE PLAN.

Lancaster and Morecambe College

- 6.4.7 Lancaster and Morecambe College is the District's main college of further education and has expanded in recent years with the provision of new sports facilities. The College has excellent transport links being close to both the primary bus route and the Lancaster-Morecambe Cycle Track. It is also on a strategic point in the Highway Network, land adjacent to the college being part of a route option for the Heysham-M6 Link Road. The Council supports the ongoing development and growth of the College. However, the College grounds are an important urban green space providing a clear separation between the urban areas of Lancaster and Morecambe. The sports pitches are also a valuable recreational resource which the Council believes should be protected from development.

POLICY R14

BUILT DEVELOPMENT ASSOCIATED WITH THE EXPANSION OF LANCASTER AND MORECAMBE COLLEGE WILL BE CONFINED TO THE AREA IDENTIFIED ON THE LOCAL PLAN PROPOSALS MAP

Primary and Secondary Schools

- ~~6.4.8 The increase in population which will take place over the local plan period will give rise to the need for new schools. The County Council has a long-term commitment to a new secondary school to serve south Lancaster and land is reserved for this purpose at Barton Road.~~

- 6.4.9 Development of the new housing sites in Lancaster will also generate requirements for new primary schools. At Lancaster Moor a new primary school will be required if development exceeds 430 dwellings. The development brief for the area contain more details of the requirement for primary schools.
- 6.4.10 In Heysham, construction of a new primary school at Kingsway means that new school construction will only be necessary if Lancashire Education Authority pursues the idea of replacing the existing restricted Victorian school at Sandylands. This land is allocated as urban greenspace and is protected from development. Exceptionally part of this land could be developed for education purposes.
- 6.4.11 Lancashire Education Authority has resolved that the site at Crag Bank East in Carnforth is no longer required for education purposes. This land is now allocated for housing.

POLICY R15

LAND AT BARTON ROAD LANCASTER SHOWN ON THE LOCAL PLAN PROPOSALS MAP IS RESERVED FOR EDUCATION PURPOSES.

POLICY R16

DEVELOPMENT PROPOSALS FOR THE LANCASTER MOOR AREA MUST CONTAIN PROVISION FOR A PRIMARY SCHOOL.

School Playing Fields

- 6.4.12 In many areas of Lancaster and Morecambe, there are few or no public playing fields. The local population has come to rely on school playing fields as areas for children's play and informal games. In areas such as Bare

and Torrisholme and the centres of Lancaster and Morecambe, there are no obvious opportunities to provide significant new areas of open space. As schools become more concerned with security and vandalism, the informal use of school grounds is likely to come under increasing scrutiny by the Education Authority and school governors.

- 6.4.13 The County Council Education Committee supports and encourages the use of educational land and premises. To ensure that local people can obtain maximum benefit from existing sports and recreational facilities, the City Council will take every opportunity to encourage the dual use of educational land and premises. However this use is dependent on goodwill and cannot be guaranteed. It is not considered to be an adequate substitute for facilities which are available to the public on a full time basis.

*THE CITY COUNCIL WILL
WORK WITH THE COUNTY
COUNCIL TO ENCOURAGE
PUBLIC USE OF SCHOOL
SPORTS AND RECREATION
FACILITIES*

Health Care

- 6.4.14 The re-organisation of health care in North Lancashire has resulted in the closure of the major hospitals at Lancaster Moor and Royal Albert. The concentration of health care at Lancaster Royal Infirmary will result in a significant increase in activity on the infirmary site. By 1998 1800 people will work on the site. There will be 600 bedspaces and around 2000 outpatients will be seen each week. The hospital is undergoing a major renewal and refitting involving new blocks, extensions and the refurbishment of existing buildings some of

which are listed. The hospital is well located in relation to the Primary Bus Corridor and the proposed bus priority route along Ashton Road will make the hospital even more accessible by public transport. The ongoing expansion of the hospital may create proposals for the use of buildings outside the existing site for hospital purposes into the surrounding area.

Mental Health

- 6.4.15 The re-organisation of mental health in the District has resulted in a change of emphasis from large residential institutions to care in small residential homes and residential care reinforced with day centres. Smaller facilities can satisfactorily be accommodated within residential areas whilst larger residential care homes raise similar issues to those raised by residential rest homes and care homes for the elderly. Given considerable variation and flexibility in the type of site required and the extent to which the need will be met through the re-use of existing buildings, the Council does not consider it appropriate to identify specific sites.

~~Community Centres in the Rural Area~~

- ~~6.4.16 Community centres, youth centres and village halls can provide an important focal point within many rural communities. Such centres include property owned or rented by statutory bodies, religious organisations, registered charities and other voluntary groups to provide accommodation for public activities and services. With the advent of national lottery funding for community projects, it is likely that more villages will seek to develop new community centres~~

~~and village halls and extend and upgrade their existing facilities.~~

~~6.4.17 The Council supports the development of community services in villages and sees particular potential for the conversion of redundant buildings to community use. New village halls need to be appropriate to the village in terms of size, scale and design. They need to be suitable for many different uses including uses such as concerts and discos which may give rise to noise problems. Because most rural areas are poorly served by public transport, it is essential that parking is available. For this reason, sites on the edge of villages may be preferable.~~

~~POLICY R17~~

~~THE COUNCIL WILL PERMIT THE DEVELOPMENT OF OR THE CONVERSION OF BUILDINGS FOR COMMUNITY USE WHERE THE PROPOSAL:~~

~~IS LOCATED IN OR ON THE EDGE OF A SETTLEMENT LISTED IN POLICY H7;~~

~~IS OF A DESIGN APPROPRIATE TO ITS SURROUNDINGS;~~

~~IS CAPABLE OF USE WITHOUT CAUSING SIGNIFICANT HARM TO THE AMENITIES OF RESIDENTS; AND~~

~~MAKES SATISFACTORY ARRANGEMENTS FOR ACCESS, SERVICING, CYCLE AND CAR PARKING.~~

Carnforth Youth and Community Centre

6.4.18 There is strong pressure in Carnforth from the Community and from Carnforth High School for a new Youth and Community Centre in the town. There is a

suitable site owned by Lancashire County Council adjacent to the School on Kellet Road. The Council will safeguard this land for community use.

POLICY R18

LAND IDENTIFIED ON THE PROPOSALS MAP ADJACENT TO CARNFORTH HIGH SCHOOL IS SAFEGUARDED AS A SITE FOR A YOUTH AND COMMUNITY CENTRE. PROPOSALS WHICH PREJUDICE THIS POTENTIAL WILL BE REFUSED.

The Duke's Theatre

6.4.19 The Duke's Theatre is located in the Centre of Lancaster and occupies a virtually landlocked site. Land to the north is identified as a Housing Opportunity Site and to ensure that any future expansion of the theatre is not prevented by housing development, land along the northern edge of the theatre.

POLICY R19

LAND NORTH OF THE DUKE'S THEATRE AS SHOWN ON THE LOCAL PLAN PROPOSALS MAP IS RESERVED FOR THEATRE DEVELOPMENT

~~Emergency Services~~

~~6.4.20 There are six existing fire stations in the District at Lancaster, Morecambe, Carnforth, Silverdale, Bolton-le-Sands and Hornby. Those in Lancaster, Morecambe and Carnforth are in town centre sites in areas subject to traffic congestion. A site is identified at Westgate, Morecambe for a new fire station which will replace the existing Morecambe station. The Council would also like to achieve the relocation of Carnforth Fire Station although a suitable alternative site has not been found at the present time.~~

~~POLICY R20~~

~~LAND AT WESTGATE,
MORECAMBE AS SHOWN ON
THE LOCAL PLAN
PROPOSALS MAP IS
SAFEGUARDED FOR THE
DEVELOPMENT OF A NEW
FIRE STATION.
DEVELOPMENT WHICH
WOULD PREJUDICE THIS
PROPOSAL WILL BE
REFUSED.~~

Access for People with Disabilities

- 6.4.21 The Council is fully committed to ensuring that all new development is completely accessible to people with limited mobility, sight, speech or hearing. In particular, buildings to which the public have access such as shops, offices, cinemas and leisure developments, hotels, banks, health centres, schools and hospitals should not create barriers. The Council employs an access officer who advises on access issues and also uses its building control powers to ensure that internal layouts are satisfactory. Necessary measures include the provision of ramps at stepped entrances to shops and public buildings, the use of surface treatments which do not cause discomfort or difficulty for wheelchair users, the use of dropped kerbs and the provision of disabled car parking spaces to make facilities accessible to people who have difficulty walking. The Council endorses the principle of Access for Everyone in the design of all new buildings.
- 6.4.22 Exceptionally in historic buildings there may be instances when full access cannot be provided without harming the character and appearance of the building. Where this is the case, the Council will expect the development to provide the

maximum possible accessibility consistent with retaining the character of the building.

- 6.4.23 In certain circumstances, the Council may take the view that development should provide access for people with disabilities which is additional to the statutory requirements of building regulations. The Council will request that ample consideration is given to the needs of people with mobility, sight and/or hearing disabilities, particularly where development is intended to provide access to the general public as customers, members of an audience, patients, employees or for the purposes of education, travel or to participate in sport or the arts.

POLICY R21

IN CONSIDERING DEVELOPMENT PROPOSALS, THE COUNCIL WILL, WHERE APPROPRIATE, REQUIRE ACCESS PROVISION FOR PEOPLE WITH DISABILITIES.

WHERE DEVELOPMENT IS NOT SUBJECT TO THE BUILDING REGULATIONS THE CITY COUNCIL WILL SEEK, VIA NEGOTIATION WITH DEVELOPERS, TO SECURE ACCESS BY DISABLED PERSONS.

WHERE ACCESS BY DISABLED PERSONS MUST BE PROVIDED, PLANNING PERMISSION WILL BE GRANTED SUBJECT TO CONDITIONS TO SECURE THIS. WHERE A VALID CONDITION CANNOT BE FRAMED, PLANNING PERMISSION WILL BE REFUSED.

Housing for Disabled People

- 6.4.24 Most new houses and flats are built without the needs of disabled people in mind. This can cause problems, not only for the main occupier, but also for visitors. The Council will negotiate with developers an element of 'visitability housing' on all suitable new housing developments. Visitability housing is defined as; *'housing designed for the convenience of households covering all age groups from young children to people who are elderly or infirm. It allows for visits by disabled people and could be adapted for use by a disabled resident'*.

TO IMPROVE THE ACCESSIBILITY OF HOUSING TO THE WHOLE COMMUNITY, PARTICULARLY DISABLED PEOPLE, THE CITY COUNCIL WILL SEEK TO NEGOTIATE AGREEMENT WITH DEVELOPERS TO CONSTRUCT VISITABILITY HOUSING EXCEPT WHERE OVERRIDING PHYSICAL FACTORS WOULD PREVENT THEIR ATTAINMENT ON SITE

Crime Prevention

- ~~6.4.25~~ Increasing crime and the fear of crime has led to a growing recognition of the importance of a built environment that feels safe and deters crime. The Council has installed closed circuit TV cameras in the centres of Lancaster and on Morecambe seafront. Other measures to reduce the fear of crime include the provision of lighting in parks and along cycle routes, support for neighbourhood watch and farm watch initiatives, the provision of secure cycle parking, maximising natural surveillance of recreational open space and children's playspace, efforts to tidy up derelict land and areas,

~~the promotion of shopping and cultural activities and measures to encourage walking, cycling and public transport.~~

- ~~6.4.26~~ The Council fully supports the 'Secured by Design' initiative and works closely with Lancashire Constabulary's architectural liaison officer to ensure that security considerations are given full weight in development proposals.

- ~~6.4.27~~ An insensitive approach to crime prevention can however increase fear of crime. The use of latrine style fencing, razor wire, high blank walls and walls topped with broken glass and steel roller shutters on shop fronts can lead to a bleak threatening environment which people avoid. The Council will advise on design solutions which provide security in an environmentally acceptable way.

~~THE COUNCIL WILL, IN CONJUNCTION WITH THE POLICE, PREPARE GOOD PRACTISE GUIDANCE WHICH WILL SEEK TO ENSURE THAT DEVELOPMENT PROPOSALS ARE DESIGNED TO MINIMISE THE FEAR OF CRIME~~

POLICY R22

~~PROPOSALS FOR NEW RESIDENTIAL AND COMMERCIAL DEVELOPMENT SHOULD ADOPT DESIGNS, LAYOUTS AND LANDSCAPING TREATMENTS AND LIGHTING MEASURES WHICH DETER CRIME AND REDUCE THE FEAR OF CRIME;~~

~~PROPOSALS FOR DEVELOPMENTS WITH PUBLIC FRONTAGES WHICH INCORPORATE EXCESSIVE, UNSIGHTLY SECURITY MEASURES WILL BE REFUSED.~~

Public Art

6.4.28 The Council has a long tradition of encouraging a high standard of urban design and is one of the foremost in the country in promoting public art. The TERN project is widely recognised as a leader in its field and imaginative public art also features in the new Marketgate Shopping Centre and the regeneration scheme for the West End of Morecambe. The Council will continue to promote public art, both through its own development proposals and through encouraging public art in major developments and will encourage collaboration between developers and local artists.

*THE COUNCIL WILL WORK
WITH DEVELOPERS AND
ARTISTS TO ENCOURAGE THE
PROVISION OF HIGH QUALITY
PUBLIC ART IN NEW
DEVELOPMENT AND IN
PUBLIC SPACES*

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APPENDIX 1 – PROVISION FOR PLAY IN NEW HOUSING

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Introduction

1. Policy R11 of the Lancaster District Local Plan requires developers of new housing to provide open space and children's play areas in line with the standards set out in this appendix. The City Council will work with developers to ensure that play facilities are considered as an integral part of the design of new housing areas. In particular, it will look to ensure that open space is located in areas convenient to new family dwellings and is of a size which makes it suitable for as wide a range of games as possible. In general, the Council prefers open space to be located in a small number of larger manageable areas rather than distributed in small numbers throughout a development.
 - such provision is within reasonable walking distance, and
 - where any site upgraded in this way is of sufficient size and quality to meet the needs both of its existing catchment and those generated by proposed new dwellings.
2. Developers should consult the Chief Planning Officer and the Chief Leisure Officer on matters of distribution, design and choice of equipment at an early stage. As a general guide, the City Council will expect developers to meet the minimum standards set out below. This guidance applies to all private housing developments containing 20 or more family dwellings. A family dwelling is defined as a dwelling comprising of two or more bedrooms which are not designed specifically for elderly people or 1/2 person households.
3. In exceptional circumstances the Council may accept a commuted sum to enable it to meet the recreational needs of a development off the site where;
 - such a sum is equivalent to the cost of on site provision and maintenance, and
4. The precise size and location of play areas within housing layouts will be determined in agreement with the Head of Planning and Building Control Services and Head of Leisure Services in accordance with the following guidelines.
5. The City Council will require all developments of 20 or more family dwellings to contain at least 15 square metres of useable open space per family dwelling. Space provided in this way should be conveniently located, reasonably level, well drained and generally suitable for children's play. Within this area, developers will be required to provide at least 4 square metres of surfaced play space per family dwelling designed to cater for the needs of pre-school age children. The remaining areas should be grassed and maintained as informal open space.
6. Children's play areas should:
 - be conveniently located in relation to surrounding dwellings and main pedestrian routes;
 - be designed to minimise potential danger from nearby roads; and

Children's Play Areas

- be located to allow maximum visibility from surrounding dwellings and public areas.

7. The surfaced areas should:

- be not less than 80 square metres in area;
- consist of at least 4 items of play equipment;

8. Developments which include 40 or more family dwellings should also include play equipment which caters for children up to the age of 11.

Kickabout Areas

9. On schemes containing 40 or more family dwellings, the City Council will normally require the 11 square metres of open space per family dwelling to be laid out in the form of a grassed kickabout area(s). These area(s) should be designed and constructed to allow all year round use and located in areas where they will cause least disturbance to residents.

Information for Prospective Householders

10. Developers will be required to install and maintain signs at the location of proposed play and kickabout areas indicating clearly the future use of these areas, the type of equipment that will be installed and the timescale for providing the facilities.

Specification for Play Areas

11. This detailed guidance has been prepared to assist developers who are preparing details of playspace and children's play areas. All equipment and surfacing should comply with the current British or European Union Standard, whichever is the

higher. Further information and guidance on specific proposals is available from the City Council's Head of Leisure Services.

Fencing

12. Equipped play areas should be fenced and fitted with self closing gates designed to exclude dogs. Fences in urban areas should normally be metal with galvanised iron railings being preferred. Fences in rural areas may be acceptable in stained timber palisading. Standard details of metal and wooden fencing acceptable to the City Council can be obtained on request.

Surfacing

13. The surfacing of equipped play areas shall normally be bitumen macadam, edged with concrete or stone with wet pour safety surfacing under play equipment. In rural areas durable grade tree bark may be acceptable.

Litter Bins

14. Should be of the rooffast type.

Seating

15. Each children's play area should include at least one bench to allow adult supervision. These should be of strong construction and design appropriate to the immediate environment.

Play Equipment

16. All play equipment should be constructed of metal or substantial wooden construction. In urban areas, galvanised metal is preferred. If the equipment is made of wood, metal ground fixings should be used. Multi-activity units with a number of play items affixed may be used in lieu of separate items of equipment. Swings or similar

moving items may be incorporated but not as part of a multi-activity unit.

Miscellaneous

17. Solid side or roof panels should not normally be incorporated. Vertical steps or ladders should not normally be included. Rope ladders or nets must be of a reinforced construction. All equipment shall be made and installed to current British or European standards, whichever is the higher. Appropriate safety surfaces, fences and gates and litter bins will normally be required for all equipped play areas.

18. The City Council will negotiate with developers to ensure, through a S106 agreement, that new residential developments make reasonable provision for recreational open space provision and maintenance. Such agreements will normally address the following elements;

- A commuted sum (to be index linked) to be paid by the developer to the Council in the event of the open space being offered to the Council for adoption and future maintenance; and
 - In the event of the open space not being offered to the Council, define an appropriate maintenance regime to ensure the long-term availability of the open space.
- Definition of the areas to be covered by the agreement including areas of amenity space outside play areas;
 - Provision for the defined areas to be managed and maintained as public open space for active play and to be available for such use at all times;
 - Provision for the regular inspection and maintenance of the areas and the repair or replacement of defective equipment as necessary;
 - Establishment of a programme for the implementation of play areas and open spaces relative to the development as a whole together with dates for completion/handing over;

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APPENDIX 2 – FLAT CONVERSIONS

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19. The Council will resist the conversion to flats of smaller detached or semi-detached suburban properties which are suitable for single family occupation. The following standards will be applied to proposals for the conversion of larger properties to residential flats.

outlook is over rear yards or with no view at all is unlikely to be acceptable.

25. The conversion of any property must be designed to achieve the minimum loss of privacy and amenity for neighbouring residents.

Internal Standards

20. All flats must be fully self-contained with their own kitchen, bathroom and toilet.

21. Rooms within flats must be of adequate size for the purpose proposed. The submission of drawings indicating sample furniture layouts may be required in some instances. Suggested minimum room sizes are as follows;

Room Function	Sq. m	Sq. ft
Lounge	11.1	120
Main Bedroom	10.2	110
Second Bedroom	4.7	50
Kitchen	5.6	60
Bathroom	3.7	40

22. Where living rooms and kitchens are combined, the room size required will be the total of the sizes set out above for each room. Combined bedrooms and kitchen/living rooms will not be acceptable. Natural daylighting is required to kitchen areas.

23. Internal circulation within flats must provide a maximum degree of convenience and safety for occupiers. The inability of property to provide a suitably convenient form of conversion will constitute a reason for refusal of permission.

24. The principal rooms of each flat should have an acceptable outlook. The provision of flats with living rooms whose only

External Standards

26. In general it is preferable that conversions should be carried out within the existing shell of a building. However small extensions and alterations will be permitted where these can integrate with the character of the existing building and its surroundings, where the amenities of the adjoining residents are not impaired and where other recommended standards (car parking, amenity areas, refuse disposal) are not prejudiced.

27. A minimum external amenity/drying area of 9.3 sq. m (100 sq. ft) should be provided for all conversions. The proposed area should be functional in shape and reasonably accessible for the occupants of all units. A condition will be imposed requiring these facilities to be available for all occupants at all times. In mid-terraced situations, developers should consider the use of basements for rear access, additional storage space, laundry etc.

28. Bin storage areas shall be provided for the occupants of all units. In exceptional circumstances, provision may be made at the front of the premises subject to adequate space being available and the provision of satisfactorily designed containers.

Basement Flats

29. Basements are generally considered to be unacceptable for the

creation of flats for permanent residential occupation as they have a poor outlook, inadequate natural daylighting and can be subject to flooding. There may of course be exceptions where the levels and amount of ground around the property make a basement suitable for conversion and these cases will be dealt with on their merits. The attention of developers is drawn to the comments above regarding alternative uses of basements in flat conversion proposals.

Noise Transmission

30. All conversions must minimise noise transmission to adjoining properties and other floors by the design of the internal layout and by physical insulation measures where these are required and are practicable. Particular regard will be paid to the juxtaposition of living rooms and bedrooms both vertically and horizontally.
31. Conditions will be imposed requiring noise insulation measures where appropriate.
32. Where a proposal is likely to result in significant noise transmission to adjoining occupants or is likely to be detrimental to their amenities, this will constitute a reason for refusal of permission.

Car Parking

33. Car parking will be required in accordance with the Council's current standards and local plan policies.
34. Where all other factors are favourable, lack of car parking will not itself constitute a justification for the refusal of permission. There may, however, be areas where the existing problem of on-street parking and resultant congestion may dictate refusals.

35. A condition will be imposed requiring the car parking spaces to be available for all occupants at all times.

Fire Escapes

36. External fire escapes can be unsightly and often interfere with the outlook and privacy of residents. Whilst it is important that all flat conversions meet the appropriate fire precautions, wherever possible the City Council will encourage alternative means of escape such as internal lobby doors or emergency doors in party walls.

APPENDIX 3 – DEVELOPMENT AFFECTING MOTORWAYS AND TRUNK ROADS

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1. The Secretary of State is the highway authority for the trunk road network (which includes most motorways) in England. The Highway Agency, an executive agency of the DTLR, is responsible for the management and maintenance of the network and delivery of the Secretary of State's programme of trunk road and motorway improvements.
2. For development which may cause a material increase in traffic on the M6 and/or its junctions, the Highways Agency will require a Transport Assessment and will require the developer to fund any necessary.
3. Transport Assessments will be required by the Highways Agency for any development where any significant increase in levels of traffic may directly or indirectly affect the national or trunk or motorway system. The Highways Agency should be consulted at an early stage to agree the scope and content of the Transport Assessment. The Highways Agency may require the developer to fund improvements to cater for development traffic.

Road Hierarchy

4. The District's road hierarchy is set out in the Lancashire Structure Plan. This is reproduced below.

Motorways

5. These are special roads as defined by Section 16 of the Highways Act 1988.
 - M6 – within the District

Primary Routes

6. These are high quality routes linking major centres of population and provide for regional movements. They comprise trunk roads and the more important 'A' Roads. They form the highway network

within the Strategic Transport Corridors.

- A65 within the District;
- A683/A687 from Heysham to Wrayton;

Other Main Routes

7. These are good quality roads which acts as links between and into the main towns and between those towns and the Primary Routes.

- A6 within the District;
- A589 – from A683 at Lancaster to A683 at Heysham;
- A683 – from A687 at Wrayton to District boundary;
- A5105 – from A589 at Heysham to A6 at Bolton-le-Sands;
- Lancaster City Centre Improvements (when completed)

Distributor Roads (not defined)

8. These distribute traffic within towns and rural settlements. They are intended to cater for movements from locality to locality and to link these areas to the primary and other main routes.

Other Roads (not defined)

9. Provide access to adjoining land or development.

Policy on Development in Relation to Trunk Roads

10. The Department of Transport's policy is set out in Circular Roads 4/88. In summary the policy is as follows:

For Motorways -

11. The Department has a strict policy of not allowing direct access from private development to motorways or motorway slip roads unless the development relates to motorway service areas, road junctions or motorway maintenance compounds. The Secretary of State will direct local planning authorities (LPAs) to refuse planning applications for development whose access arrangements breach this policy.

For All-Purpose Trunk Roads (APTRs) –

12. On APTRs it is clearly necessary in general to restrict the formation of new accesses to them if they are to continue to perform their function as routes for the safe and expeditious movement of long distance through traffic. A particular strict policy is appropriate to fast stretches of rural roads and to trunk roads of near motorway standard.
13. Where a development is likely to generate a material increase in traffic (as defined in PPG13) either via an existing access (whether direct or indirect via a local road) or via an otherwise acceptable new access on to a trunk road, which would result in the access, or the main line of the

trunk road, becoming overloaded, the Secretary of State would normally advise (but if necessary direct) the Local Planning Authority to refuse the planning application. Alternatively, if improvements could be designed to provide the additional capacity:

- to the existing or proposed access to the trunk road consistent with the Secretary of State's 15 year design horizon normally applied to those schemes he initiates himself, and
- to the main line of the trunk road to leave conditions no worse off on completion of the development,

14. the Secretary of State could advise (or again, if necessary, direct) the Local Planning Authority to impose conditions on any planning permission that the development should not occur unless and until those improvements have been carried out.

15. The Highways Agency would thus not expect to object to development consistent with the proposals in the local plan, subject to the completion of any highway works which it considered necessary and acceptable in relation to the trunk road and network.

APPENDIX 4 – PREVIOUS LOCAL PLAN POLICIES

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1. This section of the Local Plan looks at the Council's four previous local plans for Carnforth, Lancaster, the North Lancashire Green Belt and Morecambe and Heysham. It explains which of the policies are carried forward into the Lancaster District Local Plan and where they have been incorporated or modified. It also explains which policies have been omitted or dropped and why.
2. Policies have been dropped for a number of reasons such as where;
 - the proposals to which they relate have already been implemented;
 - they have become out of date due to changed circumstances, changes in central Government guidance and strategic planning policy;
 - they duplicate other policies;
 - they relate to issues outside the scope of a local plan under current Government guidance;
 - the Council has decided not to proceed with the proposals to which they relate;
 - they relate to matters of detail inappropriate in a District wide Local Plan which are better dealt with through the Development Control process or through Supplementary Planning Guidance;
 - they relate to matters for which other Council functions or other bodies such as Lancashire County Council have responsibility.

The policies of the four previous local plans are considered in detail below.

Carnforth Local Plan

Policy		
1-2	Development in Areas of Outstanding Natural Beauty	Replaced by E3
3	Green Belt definition	Replaced by E1
4-5	Development in the Green Belt	Replaced by E2
6	Green Belt Enhancement	Deleted – Not Land use Policy
7,8,9	Areas of Special Landscape	Replaced by E4
10	Countryside	Replaced by E4
11	Countryside Enhancement	Deleted – Not Land use Policy
12-13	Open Coastline	Replaced by E5
14	SSSIs	Replaced by E16
15-18	Urban Fringe; <i>Crag Bank</i> <i>Kellet Road</i> <i>North Road</i>	<i>Developed for Housing</i> <i>Replaced by EC3, EC6</i> <i>Deleted – unfeasible.</i>
19	Derelict Land	Deleted – Not Land use Policy
20	Retention of Key Buildings	Deleted – Contrary to PPG12
21	Local Distinctiveness	Replaced by H12
22	Market Street – One Way	Deleted – Unfeasible
23	Highway Reservations <i>Lancaster Rd/Market St</i> <i>Market St/Haws Hill</i> <i>Haws Hill/A6</i>	<i>Deleted – Not needed</i>
24	Haws Hill Car Park	Developed for Housing
25	Market Square Improvements	Implemented
26	Auction Mart Car Park	Implemented
27	Parking – Carnforth Station	Deleted – No longer needed
28	Rear Servicing	Deleted – Not Land use Policy
29	Market Street Parking	Deleted – Not Land use Policy
30	Access Restrictions	Deleted – Not Land use Policy
31	Weight Limit – North Road	Deleted – Not Land use Policy
32	Traffic Generating Development	Replaced by EC3, EC7, T22
33	Waiting Restrictions	Deleted – Not Land use Policy
34	Bus Lay Bys	Deleted – Not Land use Policy
35	Access to Steamtown	Implemented
36	Access to Marina	Deleted – No longer needed
37	Grosvenor Street/Hag	Relevant to Policy H5

	Lane Link Road	
38,41	Employment – Kellet Road	Replaced by EC3, EC7
39,42	Employment – Lundsfield	Replaced by H6
40	Industrial Development	Replaced by EC7
43	Midland Railway Sheds	Replaced by EC5, EC7 (Carnforth Levels)
44	Iron Slag Tip	Replaced by E17 (Now County Biological Heritage Site)
45	Scrapyard, Millhead	Deleted – County Matter
46-47	Lodge Quarry	Replaced by EC5, EC6, EC7
48	Housing – Crag Bank	Implemented
49	Other Housing Development	Replaced by H19
50	Housing Design	Replaced by H12, H13
51	Housing Improvement <i>New St/Edward St</i>	Deleted – Not Land use Policy
52	Non-Residential Development	Replaced by EC15
53	Housing Improvement <i>Hill St/Stanley St</i>	Deleted – Not Land use Policy
54	Environmental Improvements <i>Hill St/Stanley St</i>	Deleted – Not Land use Policy
55	Housing Improvement <i>Millhead</i>	Deleted – Not Land use Policy
56	Non-Residential Development	Replaced by EC15
57	Housing Improvement <i>Pond Street</i>	Deleted – Not Land use Policy
58	Non-Residential Development	Replaced by EC15
59-61	Canal Park	Replaced by E30, R9
62	Auction Mart Health Centre	Implemented
63	School Site Crag Bank	Replaced by H5
64	Shopping - General	Replaced by S1, S2, S11
65	Redevelopment of shops	Deleted – Unnecessary
66-8	Auction Mart site (Booths)	Implemented
69	Specialist Retailing	Replaced by S1, S11

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Lancaster Local Plan

Policy		
1	Green Belt	Replaced by E1
2-3	Development in the Green Belt	Replaced by E2
4,5,6	Special Landscape Areas	Replaced by E4, E31
7	Countryside	Replaced by E4
8	Agricultural Land	Replaced by E6
9	Tree Planting	Deleted – Not Land use Policy
10	Priority Planting Areas	Replaced by E27
11	Planting and Development	Replaced by E28
12	Planting	
	Newton Beck	Implemented
	Marsh Point	Replaced by E27
13	Footpaths, Bridleways and Cycle Tracks	Replaced by T24-27
14	SSSIs	Replaced by E16
15	Access Corridors	Replaced by E47
16-17	Demolition of Listed Buildings	Replaced by E32
18	Listed Building Grants	Deleted – Not Land use Policy
19	Archaeology - General	Replaced by E45
20-21	Archaeology – Investigation and Recording	Replaced by E46
22	Castle and City Centre Conservation Areas	Implemented
23	Demolition in the Castle Conservation Area	Replaced by E37
24	Development in the Castle Conservation Area	Replaced by E37
25,26	Alterations in the Castle Conservation Area	Replaced by E39
27	Shopfronts in the Castle Conservation Area	Replaced by E39
28	Advertisements in the Castle Conservation Area	Replaced by E39
29	Area of Special Control	Implemented
30	Open land in the Castle Conservation Area	Replaced by E35,E38
31	Quay Meadow Management	Deleted – Not Land use Policy
32	Castle Development	Replaced by T02
33	Non-Residential Conversions	Replaced by E40
34	Local Parking Schemes	Deleted – Not Land use Policy
35,36	Demolition in the City Centre Conservation Area	Replaced by E37
37	New Building in the City Centre Conservation Area	Replaced by E38
38	Shopfronts in the City Centre Conservation Area	Replaced by E42

39	Environmental Improvements in Great John Street	Deleted – Not Land use Policy
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40	Traffic Restrictions	Deleted – Not Land use Policy
41	Environmental Improvements	Deleted – Not Land use Policy
42	Retail Development Sites	Replaced by S3
43	Street Furniture	Deleted – Not Land use Policy
44	Views across the City	Replaced by E35
45	Alterations - General	Deleted – Over-detailed
47	Open Land of Key Townscape Importance	Replaced by E31
48	Open Spaces	Replaced by E29
49	Heysham/M6 Link	Replaced by s4.1
50-51	City Centre Access Rd	Not carried forward
52	Damside Link Road	Not carried forward
53	Kingsway Improvements	Replaced by T10,T11
54	Traffic Calming	Deleted – Not Land use Policy
55-56	City Centre Car Parks	Replaced by T13
57	On-street Car Parking	Deleted – Not Land use Policy
58	Bulk Street Multi Storey	Not carried forward
59	Bus Station Car Park	Not carried forward
60	St Leonardgate Multi Storey Car Park	Not carried forward
61	Car Park Design	Deleted – None Proposed
62-3	Temporary Car Parks	Deleted – New Approach
64-5	Private Car Parks	Replaced by T14
66	Parking outside the centre	Replaced by T16
67	Caton Rd Lorry Park	Deleted – No longer needed
68-9	Residents Parking	Deleted – Not Land Use Policy
70	Footpath and Cycle Links	Replaced by T24-T27
71	Canal Towpath Access	Deleted – Not Land Use Policy
72	Industrial Allocations	Replaced by EC5
	Caton Road	Replaced by EC2
	Lancaster Business Park	Replaced by EC5
	White Lund	
73	Mellishaw South	Replaced by EC2
74	Luneside	Replaced by EC5
75	Assistance for Development	Deleted – Not Land Use Policy
76	Development Briefs	Deleted – Not Policy
77	Improvement Strategies	Deleted – Not Land Use Policy
78	Road Reservations	
	Whitegate	Not carried forward
	Luneside	Not carried forward
79	Luneside Access	Deleted – Not Land Use Policy
80	White Cross	Replaced by EC5
81-2	Special Uses	Deleted – Use Classes

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		abolished
83	Office Based Industry	Replaced by EC5
84	Warehousing and Storage	Replaced by EC5
85	Design of Industrial Development	Replaced by EC6
86	Outdoor Storage	Replaced by EC2,EC6
87	Landscaping - Whitegate	Deleted – Not Land Use Policy
88	Luneside HGV Traffic	Replaced by EC14
89	Industrial Development Elsewhere	Replaced by EC15
90	St George's Quay/Canalside	Replaced by EC15
91	Nightingale Hall Farm	Replaced by EC12
92	Damside Lorry Park	Deleted – Housing Site
93	Office Conversions	Replaced by EC15
94	Offices on Retail Sites	Replaced by S3
95	Office Development Sites	
	Dalton Square	Implemented
	Aalborg Square	Implemented
	Royal Albert	Now Private School
	Lancaster Moor	Replaced by EC17
96	Foodstores	Replaced by S1
97-98	Large Single Stores	
	Pye's Garage	Implemented
	King Street	Replaced by S3
99	Floorspace Target	Deleted No longer needed
100	Shopping and Traffic	Replaced by T15
101	Retail Development Sites	
	Marketgate	Implemented
	Brewery	Replaced by S2
	Dalton Square/Penny St	Replaced by S2
	Damside	No longer needed
102	Monitoring Permissions	Deleted – Not Land Use Policy
103	Design of Development	Deleted – Repetition
104	Design Competition	Deleted – Not Land Use Policy
105	Protected Retail Frontages	Replaced by S4
106	A2 Uses	Replaced by S5
107	A3 Uses	Replaced by S7
108-9	Amusement Uses	Replaced by S6
110	Upper Floors	Replaced by H20
111	Local Centres	Replaced by S14
112	Garden Centres	Replaced by S1,S2
113	Housing - Luneside	Deleted – Unfeasible
114	Housing – Canalside	Replaced by H3
115	Housing – St George's Quay	Replaced by H3
116	Housing Allocations	
	Slyne Road	Implemented
	Gressingham Drive	Implemented
117	Small Infill Sites	Replaced by H19
118	Housing – Abraham Heights	Implemented
119	Housing Allocations	
	Halton Road	Implemented
	Morecambe Road	Implemented
120	Development Briefs	Deleted – Not Land Use Policy
121	Housing Allocations	
	Lancaster Moor	Replaced by H3,H4
	Morecambe Road	Implemented

122	Clearance of Older Housing	Deleted
123	Housing Improvements	Deleted – Not Land Use Policy
124	Environmental Improvement Areas	Deleted – Not Land Use Policy
125-6	Lancaster Royal Infirmary	Replaced by T17
127	Lancaster Moor Hospital	Replaced by H3,H4
128	Royal Albert Hospital	Replaced by H4
129	Woodland on Hospital sites	Replaced by E28
130	Community Facilities – Town Centre Developments	Deleted – Not Land Use Policy
131	Community Facilities	Replaced by R17
132	North Lancaster Primary School	Implemented
133	Riverside Park	Replaced by R9
134	Canalside Park	Replaced by R9
135	Canal Improvements	Deleted – Not Land Use Policy
136	Salt Ayre Reclamation	Part Implemented
137	Sports Grounds	Replaced by R1
138	Recreational Buildings	Replaced by R1
139	Children's Play Areas	Deleted – Not Land Use Policy
140	Play Areas in new Development	Replaced by R11
141	Neighbourhood Development Areas	Deleted – Not Land Use Policy
142	Open Spaces	Replaced by E29
143	Allotments - Safeguarding	Replaced by E29
144	Allotments – Improvements	Deleted – Not Land Use Policy
145	Tipping – Salt Ayre	Deleted – County Matter

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North Lancashire Green Belt Local Plan

Policy		
1	Definition	Replaced by E1
2	Purpose	Replaced by E1
3	Acceptable Development	Replaced by E2
4	Exceptions	Replaced by E2
5	Land at Coastal Road	Replaced by H5
6	Conversions	Replaced by E20
7	Design of Development	Replaced by E4
8	Special Landscape Areas	Replaced by E4
9	Development in Special Landscape Areas	Replaced by E4
10	Countryside area	Replaced by E4
11	Development in the Countryside	Replaced by E4
12	Lundsfield South	Replaced by E16, E25
13	Open Coast	Replaced by E5
14	Agricultural Land	Replaced by E6
15	SSSIs	Replaced by E16
16	Non-Statutory Nature Conservation Sites	Replaced by E17,E18
17	Tree Preservation Orders	Deleted – Not Land Use Policy
18	Tree Planting	Deleted –Not Land Use Policy
19	Archaeology	Replaced by E44-E46
20	Recreation	Replaced by R7
21	Footpaths and Cycleways	Replaced by T24-T27
22	Lancaster Canal Park	Replaced by R9

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Morecambe and Heysham Local Plan

(Note – This Plan contained a large number of Statements of Corporate Intent which were numbered with the plan policies but which were not Policies)

Policy		
1	Heysham-M6 Link	Replaced by s4.1
2	Westcliffe Road Upgrading	Deleted – No Longer Required
3-4	Promenade Relief Road	Implemented
6	Traffic Generation – Main Roads	Deleted – County Matter
7	New Station Site	Implemented
8	Park and Ride Site	Replaced by H4
9	Traffic Generation - Neighbourhoods	Deleted – County Matter
11	Cycle Network	Replaced by T24-27
16	Servicing and Traffic Management	Deleted – County Matter
18	Traffic Reduction on Marine Road	Deleted – County Matter
19-20	Central Promenade	Implemented
21	Car Park Design	Deleted – No longer Needed
22	Shopper Car Parks	Replaced by T19
23	Poulton Car Park	Replaced by T21
26	Foodstore	Implemented
27	Leisure needing Parking	Implemented
28	Market	Implemented
29	Station Buildings	Implemented
30	Bubbles/Stone Jetty	Implemented
31	Winter Gardens	Replaced by TO1
32	Development Brief	Replaced by TO1
34	Leisure Schemes Elsewhere	Replaced by TO1
35	Foodstores Elsewhere	Replaced by S1,S2
36	Non Food Retailing – Mellishaw South	Implemented
37	Protected Retail Frontages	Replaced by S9
38	Amusement Related Uses	Replaced by S10
39	Employment Areas	Replaced by EC5,EC6
40	Port of Heysham	Replaced by EC5,EC11
41	Warehousing and Storage	Replaced by EC6
43	Mellishaw South	Replaced by EC2
44	Special Industries	Deleted – Use Class abolished
45	Outdoor Storage	Replaced by EC6
46	Telecommunications	Replaced by E23
47-9	Development in Conservation Areas	Replaced by E38
50-1	Alterations and Shopfronts in Conservation Areas	Replaced by E39
52	Article 4 Directions	Deleted – Not Land Use Policy
53-4	Demolition of Listed Buildings	Replaced by E32
55-7	Archaeology	Replaced by E45-46
58	Coastal Protection	Part Implemented
59	Forecourt Trading	Deleted –

60	Design of New Development	Not Land Use Policy Replaced by H12
61	Changes of Use	Deleted – DC Matter
62	Extensions/Adverts	Deleted – DC Matter
63	Removal of Extensions	Deleted – Not Land Use Policy
64	Access Corridors	Replaced by E47
65	Small Housing Sites	Replaced by H19
66	Housing Sites	
	Mossgate	Commenced
	Westgate	Replaced by H2
	Chestnut Drive	Implemented
67	Development Briefs	Deleted – Not Land Use Policy
68	Housing Opportunity sites	
	Central Promenade	Developed
	Westgate North	Replaced by H3
	Westgate South	Implemented
	Poulton Market	Implemented
	Bus Station	Implemented
	Acre Moss La Depot	Implemented
	Summerville Caravan Pk	Replaced by H3
	Christie Park	Deleted
	Heathfoot Avenue	Implemented
69	Sheltered Housing	Replaced by H17
70-71	Nursing/Rest Homes	Replaced by H18
72	Residential Caravans	Replaced by H13
73	Flat Conversions	Replaced by H14
74	Upgrading of HMOs	Deleted – Not Land-Use Policy
75	Regularising of HMOs	Replaced by H22
76	Unauthorised HMOs	Deleted – Not Land-Use Policy
78	Extensions to hotels	Deleted – DC Matter
79	Holiday Flat Conversions	Replaced by H22
80	Caravan Site Opening Times	Replaced by TO8
81-83	Caravan Sites	Replaced by TO6-7
84	Land for Community Use	Deleted
85	Kingsway School Sites	Implemented
	Levens Drive School Sites	Replaced by E29
86	Countryside Areas	Replaced by E4
87	Conversions	Replaced by E20
88	Urban Coastline	Replaced by E31
89	SSSIs	Replaced by E16
90	Woodland Opportunity Area	Replaced by E26-7
91	Sites of Biological Importance	Replaced by E17
95	Green Spaces	Replaced by E29
96	Small Open Spaces	Replaced by H19
98	Open Space in Housing Sites	Replaced by R10
99	Children's Playspace	Replaced by R10

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APPENDIX 5 – THE NEED FOR AFFORDABLE DWELLINGS

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1. The 1996 Housing Needs Study prepared by David Couttie Associates revealed 4,500 concealed households in the district. Of these 3,050 expressed a wish to remain in the district in their own accommodation. This figure was used as the starting point in calculating the district wide requirement for Affordable Housing.
2. From the 3,050 households the Private Housing Officer deducted the 1,006 whose incomes were sufficient to permit them to access the regular housing market. A further 290 households were registered on a City Council/Housing Association Waiting List whose needs it was assumed would be satisfied by the turnover in the existing stock. This reduced the requirement for Affordable Homes to 1,754 units.
3. At the time the David Couttie Associates Report was being prepared 165 affordable units were already committed in principle. This assumed 85 Housing Association Units and 80 Affordable units at Mossgate, Heysham. Deducting these produces a residual requirement of 1,589 units.

The supply of Affordable Dwellings

4. The Table below sets out the Council's set-by-step approach in arriving at a District Wide Affordable Housing Target.

	Dwellings
1 No. of Concealed Households, provides proxy for number of Affordable Homes required, (source – DCA Survey)	4,500
2 Concealed Households not wishing to stay in district	1,450
3 Concealed Households on housing waiting lists whose needs will eventually be met through re-lets	290
4 Concealed Households whose income permits them to access the market	1,006
5 Anticipated Housing Association dwellings arising from continuation of current HA completion rate	1,020
6 District Wide Affordable Housing requirement	734
7 Total New Dwelling Requirement	5,726
8 Residual Dwelling Requirement 1996-2006 from which an element of Affordable Dwellings will be sought	3,682

5. Note: Figure 6 includes the 80 Affordable Dwellings committed in principal at Mossgate and currently being developed by the Home Housing Association. For the purposes of inclusion in Policy H10 the City Council has rounded this figure up to 'about 740 dwellings'. Determining the District Wide proportion of new dwellings which the Affordable Housing Target represents outstanding Dwelling Requirement at 1996. When the Private Housing Officer prepared his report of the 19th March 1996 it was in respect of the outstanding Lancashire Structure Plan derived dwelling requirement at that time.

6. Note: Figure 7 is the September 1995 residual dwelling requirement, it excludes the student requirement. This figure is contained in para 2.2.4 of the November 1996 consultation Draft Local Plan. This is the figure that provides the base from which we determine what proportion of new dwellings to be completed in the remaining years of the plan should be Affordable. Of these 5,726 dwellings 2,544 already had permission in 1996, this leaves a total of 3,182 plots on which, starting in mid 1996, development had not been approved and so could contribute an element of Affordable Dwellings to the district wide target. If it is assumed that about one fifth, 500 of the 2,544 plots which had permission at the start of the period lapse, and either;

- Become the subject of new applications, and therefore present an fresh opportunity to seek affordable dwellings, or,
- Are not the subject of new planning applications within this local plan period and their

dwelling contribution is 'replaced' by completions on other unidentified sites which present an opportunity to seek affordable dwellings,

then this would add a further 500 dwellings bringing the total to 3,682 total.

7. 20% of 3,682 dwellings is 736, again the City Council has rounded this up to 740 dwellings. This is the target figure for Affordable Dwellings which the Council will seek to secure through negotiation from approvals for residential development in the Local Plan period.

8. The base date for the Lancaster District Local Plan is mid 1996 while the above figures are deducted from a base date of September 1995, however, as no Affordable Dwellings units were actually achieved in this period so the target figure is unaffected.

9. Of the total number of concealed households around 70% are based in the main urban area of Lancaster, Morecambe and Heysham. It follows that around 70%, of the stock of new affordable homes, about 520 dwellings, should be developed within suitable sites in the urban area.

Assessment of Sites identified in Policy H10 for Affordable Housing

Part A: Development Requirement & Costs

	New Roads/ Access	Other Infrastructure	Site Reclamation	Landscaping & Open Space	Recreation & Social Facilities	Summary Development Costs Burden
Royal Albert	A	B	B	B	B	B
Lancaster Moor North	B	A	B	B	A	B
St Georges Works	C	A	A	C	C	A
Pyes Feedmill	C	B	A	C	C	c

A = Significant
 B = Typical Requirement
 C = Minimal Requirement
 Note) A shaded box indicates a particularly significant burden

Part B: Locational Attributes/Suitability for Affordable Housing

	Proximity to Employment Services	Potential Range of Dwelling Types	Access to Public Transport	Proximity to Schools (Existing or Proposed)	Access to Children's Playspace	Summary Suitability for Affordable Housing
Royal Albert	B	A	A	B	A	A
Lancaster Moor North	C	A	B	B	A	B
St Georges Works	B	C	B	B	B	C
Pyes Feedmill	A	C	A	C	B	C

A = Excellent
 B = Average
 C = Poor

Note) a shaded box indicates Particularly Excellent Locational Attributes

Part C: Individual Site Target for Affordable Dwellings

	Total Dwellings to 2006	Affordable Dwellings (Site Target)
Royal Albert	350	70
Lancaster Moor North	0	0
St George's Works	150	30
Pye's Feedmill	100	20
TOTAL	1445	275

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APPENDIX 6 - LANCASHIRE COUNTY COUNCIL CAR PARKING STANDARDS

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1. LEVEL 1 areas are the principal town centres identified in Policy 40 of the Structure Plan, where traffic congestion is most serious and where it is necessary to impose stricter controls on the amount of car parking. These town centres are:

BLACKBURN
BLACKPOOL
BURNLEY
LANCASTER
PRESTON

2. Applications for development with associated car parking which are within or directly serving these town centres should be considered in relation to the following criteria:

- Servicing parking area should be allowed for the safe manoeuvring of service vehicles within the curtilage of any development. In exceptional circumstance, where there is no environmental harm or adverse effect on traffic safety, premises may be served from the highway or other parking areas.
- Other operational and non-operational parking space will not normally be allowed.
- Where opportunities arise, authorities should seek to encourage appropriate redevelopment or re-use of existing private parking to bring provision in line with these provision levels.
- Developers will normally be required to pay commuted sums, as a contribution to meeting the Transport needs of development, including the promotion of accessibility in accordance with the local transport objectives, as advised in paragraph 4.10 of PPG13.
- In exceptional circumstances, it may be appropriate to allow

some on-site parking in town centres subject to it being demonstrated that such provision is essential to the operation of the proposed development, and that there is no detriment to the local environment or to highway safety. For example, a hotel development which might add to the vitality of a town centre, may justify some on-site parking provision.

- In the management of non-operational parking space in these town centres, there should be a gradual shift from long-stay parking (e.g. for employees) to short-stay parking (e.g. for visitors/customers).

3. LEVEL 2 areas are the smaller town centres where congestion may be less serious or prolonged, but where it is necessary to control parking to prevent traffic and environmental conditions becoming worse. Within the core areas of the larger or these centres it may be appropriate to restrict the development of on-site non-operational parking as in LEVEL 1 centres, but generally, in these locations parking policy may be little more permissive.

4. These centres are: -

ACCRINGTON
BLACKPOOL SOUTH SHORE
CHORLEY
CLEVELEYS
CLITHEROE
COLNE
DARWEN
FLEETWOOD
KIRKHAM
LEYLAND
LYTHAM
MORECAMBE
NELSON
ORMSKIRK
POULTON-LE-FYLDE
RAWTENSTALL
ST. ANNES
SKELMERSDALE

AND OTHER LOCATIONS IDENTIFIED IN LOCAL PLANS AS OFFERING OR HAVING THE POTENTIAL FOR CONVENIENT ACCESS BY PUBLIC TRANSPORT.

5. In these areas applications for development involving car parking, within or directly serving the town centre, should be considered in relation to the following criteria:
- Servicing and other operational parking space should be allowed for the safe manoeuvring of service vehicles, normally within the curtilage of any development. Subject to there being no environmental harm or adverse effect on traffic safety, premises may be served from the highway or other parking areas.
 - Non-operational parking space up to 50% of the maximum level set out in the Parking Provision Levels may be allowed, unless the resulting development would be injurious to interests of townscape quality and urban design or the highway authority considers that the site is unsuitable in relation to such strategic factors as road layout, pedestrianisation schemes and public transport.
 - Developers will normally be required to pay commuted sums, as a contribution to meeting the Transport needs of development, including the promotion of accessibility in accordance with local transport objective, as advised in paragraph 4.10 of PPG13.
 - Where opportunities arise, authorities should seek to encourage appropriate redevelopment or re-use of

existing private parking to bring provision in line with the Parking Provision Levels.

- In the management of non-operational parking space in these town centres, there should be a gradual shift from long-stay parking (e.g. for employees) to short-stay parking (e.g. for visitors/customers).
6. LEVEL 3 areas are the remainder of the County outside LEVEL 1 and LEVEL 2 areas as defined in local plans. In these areas applications for development involving car parking should be considered in relation to the following criteria:
- All parking provision shall be within the maximum levels set out in Section 7 (Parking Provision Levels).
 - The provision of servicing and other operational parking space in accordance with this Guidance will be required, normally within the curtilage of any development. Subject to there being no environmental harm or adverse effect on traffic safety, premises may be served from the highway or other parking areas.
 - Non-operational parking space up to the maximum standard may be allowed unless there is likely to be environmental harm or adverse effect on traffic safety.

Parking Provision Levels

7. The parking standards set out in the following paragraphs are expressed in maxima except where otherwise stated. It is intended that they should be incorporated into local plans and used for development control

- purposes both for new development and changes of use. The schedule refers to non-operational parking space. Operational parking space is dealt with in Paragraphs 12-13 (below).
8. The increased use of bicycles is recommended by the Royal Commission on Environmental Pollution. Provision levels for cycle parking are included alongside those for car parking in relation to each main land-use category. Cycle parking levels are expressed as a *minimum*, unlike those for car parking which are expressed as maximum. Cycle parking demands should be regularly monitored and provision augmented where appropriate to keep up with increasing usage. In addition to the provision proposed under the separate land-use categories, it is also recommended that transport interchanges should provide for cycle parking.
9. Provision for motor cycle parking should be made within each large development site, defined as a site with a total of 25 or more car parking spaces proposed or existing. In comparison with private motor vehicles, the use of motorcycles (known as powered two-wheeled vehicles or PTWs) may have some advantages in an urban context. It has been suggested that PTWs offer a relatively space and energy efficient means of transport. Measures which can be taken which address this issue, in that they may facilitate greater use of PTWs, include the provision of ample and secure parking. An appropriate standard for the provision of PTW parking is one PTW space for each twenty-five car spaces. Although this is above the current levels of PTW usage (some 3%), the lack of existing provision is regarded as grounds for a higher provision level in new development. PTW spaces are additional to those required for pedal cycles.
10. The calculation of parking provision for mixed use developments will vary with the types of uses proposed. In cases where the mixed uses generally operate concurrently, it would be reasonable to require the provision levels applicable to all uses to be aggregated. Where the mixed uses generate demands at different times of the day it would be reasonable to require the provision of space on the basis of the development type which is the dominant use of that specific site.
11. In order to meet the needs of physically handicapped people, others with mobility difficulties and those with young children, 10% of all car spaces shall be provided to 'mobility standard' (minimum width 3.6 metres). No less than half of these spaces shall be signed as being for the exclusive use of disabled persons. Where less than 10 spaces are to be provided, at least one of the spaces shall be to 'mobility standard'. This requirement operates on a 'rounding up' basis, e.g., provision of 25-30 spaces would result in at least 3 of these being to 'mobility standard'.

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Non Operational Parking Levels by Land-Use Type

Use Class	Description	Non-Operational Car Parking Spaces (maximum)	Cycle Spaces (Minimum)
A1	Shops	1 car space per 20 sq. m gross floorspace	1 cycle space per 200 sq. m gross floorspace
A2	Financial and Professional Services	1 car space per 20 sq. m gross floorspace	1 cycle space per 200 sq. m gross floorspace
A3	Food and Drink Uses (excluding associated residential accommodation)	1 car space per 6 sq. m gross floorspace	1 cycle space per 200 sq. m gross floorspace
B1	Administrative Offices/ Research And Development	1 car space per 35 sq. m gross floor-space.	1 cycle space per 350 sq. m gross floor-space.
	Industry Suitable to a Primarily Residential Area	1 car space per 50 sq. m gross floor-space.	1 cycle space per 500 sq. m gross floor-space.
B2	General Industrial	1 per 50 sq. m gross floor-space.	1 cycle space per 500 sq. metres gross floor-space.
B8	Storage or Distribution	1 car space per 200 sq. m gross floor-space.	1 cycle space per 2,000 sq. m gross floor-space.

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C1	Hotel, Motel, Boarding or Guest House <i>Note: where the premises are open to non-residents for conferences/ functions the appropriate amount of additional parking space shall be separately assessed in relation to the guidance for such uses.</i>	1 car space per guest bedroom 1 coach space per 50 guest bedrooms	1 cycle space per 10 guest bedrooms
	Nursing, Rest and Care Homes	1 car space per five residents	1 cycle space per 5 employees (whole time equivalent)
	Residential Schools, Colleges Or Training Centres And Halls Of Residence	1 car space per bedroom in buildings proposed for adults on short courses. 1 car space per 2 bedrooms in buildings proposed/ designed for students on full-time courses.	1 cycle space per 10 bedrooms
	Hospitals	2 car spaces per 5 bed-spaces	1 cycle space per 30 bed-spaces.
	Family Housing	2 car spaces per dwelling	
	Single Bedroom Housing	1 car space per dwelling	
	Sheltered Housing	1 car space per three dwellings <i>Note) Having regard to the advice in PPG 13 and that parking guidance is more likely to influence modal choice, rather than car ownership rates, it is not considered appropriate to set 'maximum' or 'minimum' levels of parking space for housing developments. Rather, a flexible approach is advocated having regard to the anticipated car ownership rates of future occupiers and the need to provide high density development in areas of good access to other means of travel. The following broad guidance is offered as to the levels of parking which may be appropriate for various types of housing development.</i>	

D1	Medical/ Health Services	3 car parking spaces per consulting room.	One cycle space per three consulting rooms
	Creche, Day Nursery and Day Centre	1 car space per 25 sq. m gross floorspace.	1 cycle space per three car spaces
	Primary and Secondary Schools <i>Note: The potential environmental and highway safety problems associated with on-street setting down and picking up of school children is acknowledged. However, it is not normally considered practical or desirable to make formal off-street provision. Nevertheless, careful consideration should be given to this issue at the planning and design stage to ensure that child and highway safety is not compromised.</i>	1 car space per classroom or alternative teaching area	4 cycle spaces per classroom
	Sixth Form and Further Education Colleges	1 car space per 35 sq. m gross floorspace;	1 cycle space per 35 sq. m gross floorspace;
	Training and Conference Centres	1 car space per 35 sq. m gross floorspace;	1 cycle space per 35 sq. m gross floorspace;
	Art Galleries, Museums and Libraries	1 car space per 30 sq. m gross floorspace;	1 cycle space per 150 sq. m gross floorspace;
	Public Halls, Exhibition Halls or Places of Worship	1 car space per 10 sq. m gross floorspace;	1 cycle space per 50 sq. m gross floorspace;
D2	Assembly and Leisure	1 car space per 15 sq. m gross floorspace;	1 cycle stand per 15 sq. m gross floorspace;

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PTWs and the needs of people with a mobility disadvantage, as set out in paragraphs 7.3, 7.4 and 7.5.

Other Uses	Cash and Carry Warehouses	1 car space per 40 sq. m gross floorspace;	1 cycle space per 400 sq. m gross floorspace;
	Car Sales	1 car space per 50 sq. m of display area (internal and external);	1 cycle space per 500 sq. m of display area (internal and external);
	Fuel Stations	1 car space;	
	Vehicle Repair Garages and Service Stations	1 car space per 50 sq. m gross floorspace;	
	Other Uses	Parking provision for other land use types shall be considered on their merits and in line with that set out in this guidance.	

Operational Parking Levels

12. On-site space shall not be provided in excess of that required to accommodate the number and size of vehicles likely to serve the development at any one time to manoeuvre and stand for loading and unloading. Reduced operational space will be encouraged where:

- opportunities are available for shared use of parking space; and/or
- opportunities are available for on-street servicing provided that:
- it would not cause inconvenience to other uses of the site or neighbouring property;
- it would not cause local environmental harm;
- it would not have a significant adverse effect on the flow of traffic or road safety.

13. Provision of operational parking shall be subject to the inclusion of appropriate spaces for cycles,

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