LANCASTER CITY COUNCIL

Promoting City, Coast & Countryside

SUPPLEMENTARY INFORMATION

Council

Wednesday, 14 December 2016

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		Appendix 1: Part one: Strategic Policies and Land Allocations DPD Appendix 2: Part two: Review of the Development Management DPD Strategic Policies and Land Allocations Maps

A Local Plan

for Lancaster District

2011-2031

Part One: Strategic Policies and Land Allocations DPD

Full Council December 2016

LANCASTER
CITY COUNCIL

FOREWORD

This Strategic Policies and Land Allocations Development Plan Document (DPD) is one of a suite of documents that will make up the new local development plan and guide how the future development needs of Lancaster district are met. It sets out a spatial vision for the district and establishes what the strategic development needs of the district are; a spatial strategy then describes how those needs will be distributed. The plan then sets out a series of land allocations to identify where development needs will be met and where areas which are of specific economic, environmental or social importance will be protected. Another key element of the local development plan is the Development Management DPD which is also available for consultation; that document sets out the planning policies which will be used to determine planning applications.

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

This plan aims to meet the need for employment, housing, community facilities and other development that is needed to ensure that future generations have places to live and work. We recognise that delivering the housing growth in the plan is challenging and we are keen to work with partners and local communities to ensure that new development is well designed and accompanied by the necessary infrastructure to improve the quality of life for all. Overall, we want to ensure that the quality of our natural and built environment is conserved and enhanced.

In preparing this development plan the Council will continue to work with local communities and partner organisations. We are asking for your views about the future of the area as we prepare the development plan, we will look at the various ways we can take account of your views, but must also be mindful of the clear national direction that we must do our part in achieving development to meet the country's needs.

Councillor Janice Hanson
Portfolio Holder for Planning and Regeneration

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1. Introduction

1.1 The Strategic Policies and Land Allocations Development Plan Document (DPD) is a key document in the new local development plan for Lancaster district. The document sets out the spatial vision and plan for the future of the district and how it will be delivered. It is also the document which identifies land to meet future development needs and land which should be protected for its environmental, social and economic importance.

1.2 Our district must rise to the challenges facing it and its communities over the next 20 years and beyond. The district needs new homes, jobs and infrastructure to support the needs and aspirations of people who live in this area, both now and in the future. The Local Plan describes and quantifies what those needs are and sets out how the Council plans to meet them.

1.3 In preparing the Local Plan the Council works proactively with partners and interested parties to best address the needs of the district. As part of this process, the Council has drawn upon an extensive evidence base which is referenced throughout this document. This is the consultation edition, or the draft of the document and, as it is progressed towards submission to the government and Planning Inspectorate, the Council will continue to consider the views and comments of all interested parties, where valid planning arguments are made, as it aims to deliver its clear responsibility to complete a sound and robust development plan that meets identified local development requirements.

1.4 This Strategic Policies and Land Allocations DPD is accompanied by a number of other planning documents which together will form the local development plan for Lancaster district. These DPDs include the following:

Strategic Policies and Land Allocations DPD: This sets out the strategic vision, local plan objectives and the development strategy for the district. It also includes allocation policies which identify land to meet evidenced development needs and protect sites for their environmental, social or economic importance.

Development Management DPD: Sets out a series of generic planning policies which are used by Development Management Officers and Planning Committee to determine planning applications. These policies may be applicable to development anywhere in the district outside of the Yorkshire Dales National Park. A Development Management DPD was first adopted by the Council in December 2014; this DPD remains valid but is being reviewed to ensure it takes account of changing circumstances and updates to national planning policy.

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

Arnside and Silverdale AONB DPD: Lancaster City Council is working jointly with South Lakeland District Council to prepare a DPD for the Arnside and Silverdale Area of Outstanding Natural Beauty. This DPD will be part of the local plan for both districts and will describe how local development needs in this area will be addressed. It will add local planning policies which are locally relevant to the shared setting of the AONB.

Community Levy Infrastructure Charging Schedule DPD: Should CIL charges be viable in this district this document will set out a charging schedule applicable to specific types of development in specific areas of the district (as defined by the DPD). The charges made to the development will be used to deliver strategic infrastructure as defined within the Infrastructure Delivery Plan (IDP).

How has this Local Development Plan Document been Prepared?

1.5 Local planning authorities must prepare and maintain local plans for their areas. Local plans must be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics of their areas, and take full account of relevant market and economic signals (paragraph 158 of the National Planning Policy Framework (the 'Framework'[1]). In October 2015, in the context of stalling performance in preparing local plans, the Prime Minister made it "crystal clear that he expects all Councils to create and deliver local plans – making sure they take action to help reach the government's ambition of delivering 1 million homes by 2020".

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

Engagement with the Local Community

1.7 To be effective the local development plan policies must be based on a thorough understanding of needs, opportunities and constraints within the district. Previous consultation events which have assisted with the preparation of this draft local development plan[2] include:

- **Strategic Options for Growth Consultation** (Summer 2014): This set out a range of different in-principle approaches to deliver sufficient growth to meet the district's needs. This included the options of urban extensions, reviewing the Green Belt, distribution throughout the district, the expansion of a small number of villages and the development of a new settlement.
- **People, Homes and Jobs Consultation** (Autumn/Winter 2015): This set out a hybrid approach to meeting future development needs via a mixture of urban extension, Green Belt review and village expansion. This consultation identified a number of specific sites which had the potential (in principle) to significantly contribute to meeting development needs.

1.8 There are a number of opportunities for public engagement before this document can be adopted as part of the local development plan. The City Council will listen to stakeholders and local communities and refine the plan accordingly where valid planning concerns are shown to exist.

The Duty to Cooperate

1.9 The introduction of the Localism Act in 2011[3] placed the responsibility of 'Duty to Cooperate' on local authorities, where planning issues cross administrative boundaries they must jointly address areas of common interest. This requirement is reinforced by paragraph 178–181 of the Framework. Lancaster City Council has worked closely with neighbouring authorities, Lancashire County Council and other bodies, such as utility providers, to help prepare a local plan which ensures that any local or cross-boundary impacts have been fully considered.

1.10 As far as possible the local development plan reflects a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any plans that have been made in neighbouring authorities. Prior to the submission of the local development plan to the Secretary of State, the Council will prepare a 'Duty-to-Co-operate Statement of Compliance' which will set out how the authority have discussed cross-boundary matters with their neighbours.

[1] Department for Communities and Local Government (2012) National Planning Policy Framework.

[2] Full details on these consultation events can be found via the Consultation Reports prepared by the City Council and available on the Council's website at www.lancaster.gov.uk/planningpolicy.

[3] HM Government (2011) Localism Act (Section 21)

Evidence Base

1.11 An up-to-date evidence base, providing information on the key social, economic and environmental characteristics of the area is vital to the preparation of the local development plan. In particular, projections for future growth are a major influence in determining development requirements for the district.

1.12 However, the evidence base should be proportionate to the job being undertaken by the plan and relevant to the place in question. Given the strategic and complex nature of the issues addressed by this plan, the unique and constrained character of the district and its potential to affect areas beyond the district boundary, the supporting evidence which accompanies this plan is extensive and comprehensive.

1.13 To address our understanding via evidence, a significant level of study and assessment work has been undertaken by both officers of the Council and independent consultants to inform our understanding of the role of the emerging development plan. Consultants can provide advice that is specialist, independent and objective.

1.14 This draft plan has been undertaken on the basis of the evidence and information available at the time of preparation. The Council will continue to re-visit and refine the plan where necessary as and new relevant evidence becomes available.

Sustainability Appraisal

1.15 The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development and that, to this end, economic, social and environment gains should be sought jointly and simultaneously through the planning system. It indicates that plans need to take local circumstances into account so that they respond to the different opportunities for achieving sustainable development in different areas.

1.16 It is a legal requirement that new plans must be subject to a process of Sustainability Appraisal and a Strategic Environmental Assessment (SEA)[4].

1.17 A sustainability appraisal report (SA) has been prepared alongside this draft DPD by independent consultants Arcadis. It fulfils the SA and SEA requirements as set out above. The SA explains the methodology by which the evolving strategy and policies in the DPD have been subjected to sustainability appraisal from the outset. It demonstrates how the appraisal has informed the selection of sites in order to promote sustainable development in the district.

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

Habitats Regulation Assessment

1.19 A Habitats Regulation Assessment (HRA) Screening Report has tested whether any impacts arising from the implementation of the plan are likely to have significant effect on any international or

[4] http://www.lancaster.gov.uk/planning/planning-policy/

European site of nature conservation importance (also called Natura 2000 sites). The HRA considered the need for the process known as 'Appropriate Assessment' which is a requirement of Articles 6(3) and 6(4) of the Habitats Directive 92/43/EEC (November 2001)[5] to ensure that any adverse impacts on the integrity of these sites are properly addressed. A screening report for Habitats Regulations Assessment has been prepared by independent consultants, Arcadis, which has concluded HRA is not required at this stage[6].

Structure of this Document

1.20 This Strategic Policies and Land Allocations DPD sets out the strategic planning policies for the district, identifies the locations for development and sets out a range of land-use allocations which seek to identify sites for their environmental, economic or social importance.

1.21 The Strategic Policies and Land Allocations DPD is structured as follows:

- **Chapter 1:** Provides an introduction to the local plan process, the evidence base underpinning the proposals and set out within the document.
- **Chapter 2:** Provides a Spatial Portrait for the district, setting out some of the key economic, environmental and social information which defines Lancaster district.
- **Chapter 3:** Sets the Spatial Vision for the district, outlining the aspirations for the district through the plan period.
- **Chapters 4 & 5:** Provide the Strategic Objectives for which the local development plan will be assessed on and illustrates the Key Diagram will illustrate the main aspects of the plan.
- **Chapters 6 to 11:** Provide a series of strategic policies on the locations of strategic development growth will be located to meet identified needs.
- **Chapters 12 to 24:** Set out a series of both strategic and land allocations policies relating to economic, environmental and social matters.

Consultation Arrangements and Further Information

1.22 Consultation on the new version of the Strategic Policies and Land Allocations DPD will take place between 27th January and 24th March 2017 over which time comments on the policy and content of the document will be welcomed. The DPD will be available to view online at the Council's website and paper copies are available at both Lancaster and Morecambe Town Halls and at local libraries.

1.23 All comments received on this version of the DPD will be considered in refining the document prior to its formal publication and submission to the Planning Inspectorate, anticipated in autumn 2017.

1.24 If you wish to discuss any aspect of this DPD, or wider planning policy matters, please do not hesitate to contact a member of the Planning and Housing Policy Team on the details provided below.

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

[5] http://jncc.defra.gov.uk/page-1374
[6] http://www.lancaster.gov.uk/planning/planning-policy/

2. A Spatial Portrait of Lancaster District

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

Unique Landscapes

2.2 Over 90% of the district is rural with drumlin fields and rolling upland farmland forming the predominant landscape types. This is complemented by coastal drumlins along the coast of the district, the floodplain valley of the River Lune and the wooded limestone hills and pavements at Silverdale. Together these landscapes provide the setting for the main settlements of Lancaster, Morecambe, Heysham and Carnforth. The proximity of these landscapes to the main settlements is a particular asset of the district, residents and visitors can readily access the countryside.

2.3 Complementing the main urban settlements are many villages which are home to distinct communities. The villages play different roles in delivering services and facilities for local residents and the wider rural area of the district.

Key Transport Linkages

2.4 The district's main transportation network is shown in the Key Diagram (Section 5). The district has very strong transport linkages with the region and nation. The West Coastline Mainline provides services north, towards Cumbria and Scotland, and south towards Preston, Manchester and London. Additionally there are rail services from Lancaster, Carnforth and Morecambe to Leeds and Barrow.

2.5 The presence of the M6 motorway also provides strong road connectivity within the region. Whilst the district has endured congestion and pollution in a number of locations, most notably Lancaster City Centre, Caton Road (Lancaster), Galgate and Carnforth, the Bay Gateway now directs port-related traffic to avoid these areas. Additional highway improvements to provide further capacity to help deliver the plan's development requirements are anticipated. The district's urban areas are relatively well served by buses with Quality Bus Routes connecting Lancaster, Morecambe and Heysham with Lancaster University.

2.6 Heysham Port has benefited from significant investment over recent years and now operates as one of the North West's main ports providing freight services to the Republic of Ireland, Northern Ireland and a passenger route to the Isle of Man. These links have been further strengthened recently due to the opening of the Bay Gateway. In addition to its traditional port functions Heysham Port has a role as an offshore supply base for gas fields. The port is also well located to serve as an operation and maintenance base for offshore wind turbines in the Irish Sea.

2.7 The identification of Lancaster and Morecambe as one of the original six cycle demonstration towns in 2005 has ensured that the district benefits from a high quality and well used cycle network, with over 75km of cycle paths across the district. This includes lanes on the highway network as well as off road shared paths. Cycle use is particularly high in the district which reflects the districts compact urban form and comprehensive cycle network. However, more can be

achieved to further increase participation in cycling and public transport use, and, improve the quality of experience for pedestrians.

Positive Economic Potential

2.8 The district has one of the most self-contained labour markets areas in Lancashire; approximately 83% of its residents live and work in the area. Employment is focused on a number of key economic sectors which are well-related to the key economic drivers of the district – Lancaster University, Lancaster Royal Infirmary, the University of Cumbria, Heysham Nuclear Power Station and the Port of Heysham. The recent completion of the Bay Gateway also presents opportunities for economic growth based on the increasing accessibility to a range of transport nodes.

2.9 Economic forecasts for the forthcoming plan period predict significant opportunities for economic growth in a range of knowledge-based industries, the energy and environmental sectors the visitor economy and port related employment. Positive growth in a wide range of economic sectors could see the growth in the region of 9,500 full-time equivalent jobs over the course of the plan period[7].

2.10 The economic potential of the district is well recognised by the Lancashire Economic Partnership (LEP). Lancaster is identified within its Strategic Economic Plan[8] as a major location for economic and housing growth.

Strong and Diverse Communities

2.11 At 141,300[9] people, the district has the fourth largest population of the local authorities in Lancashire. However the population density is low, with an average of 244 per square kilometre. It has the second lowest population density in Lancashire.

2.12 The presence of the two universities in the district is reflected within the district's age profile: there is an above average proportion of people recorded in the 15-24 age range. Students are concentrated in a small number of electoral wards, particularly in areas of urban Lancaster. The completion of purpose-built student accommodation in Lancaster centre has greatly increased the number of students living in the city and this trend is expected to continue.

2.13 The district also has an above average proportion of people in the 65+ age range[10], reflecting both the district's ageing population and its attractiveness as a retirement destination for many. The future challenges for the district will be to maintain the high degree of economic self-containment and sustainability in order to create a robust and skilled workforce to meet its economic needs.

2.14 Population projections for the district suggest that there will be significant growth in the population through the plan period, particularly when the potential for increased economic activity is achieved. Achieving this potential however requires intervention to address the challenges of an ageing workforce, poor graduate retention and low inward migration.

2.15 The 2010 Indices of Multiple Deprivation identifies 10 lower super output areas within the district that fall within the most deprived in the country. This includes areas in north Lancaster, Lancaster city centre, Morecambe and Heysham. As a result these areas remain a key focus for regeneration and renewal. Central Morecambe is identified as the foremost Regeneration Priority Area in the district and an Action Plan to regenerate this important town currently being implemented[11].

[7] Review of the Employment Land Position for Lancaster District (January 2015)
[8] http://www.lancashirelep.co.uk/about-us/what-we-do/lancashire-strategic-economic-plan.aspx
[9] 2014 Mid-year Estimates.
[10] Lancaster District Independent Housing Requirements Study (October 2015)
[11] http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan

2.16 The district has approximately 61,000 houses, 90% of which are owner occupied or privately rented. The census reveals that the district contains a mixture of household types and property sizes. The district has a less than average number of 1 bedroom and 4+ bedroom properties. Housing affordability is an issue; many areas, most notably Silverdale and Slyne-with-Hest, have above average house prices when compared to the rest of Lancashire.

Special Natural and Built Environment

2.17 The district is renowned for both the quality and diversity of its natural environment with many of its heritage assets protected by local, national and international designations. These include parts of two Areas of Outstanding Natural Beauty and the largest wetland area in the UK at Morecambe Bay which is internationally protected due to its wetland habitat and birdlife. In total environmental designations cover 74% of the district (a total of 42,064 hectares). It is this environmental quality which distinguishes the district from the more urbanised local authorities within Lancashire and provides residents and visitors to the district with a strong sense of place and a good quality of life.

2.18 In addition to these designations the district is also home to a network of local green spaces and corridors. Together these enable people and wildlife to move freely between areas, enhancing recreation opportunities and wildlife migration. These include local nature reserves, biological heritage sites and geological heritage sites which provide further protection to local environment assets in the district.

2.19 With a significant number of watercourses in the district, including the River Lune, Keer and Conder, large areas of the district are at risk from both river and coastal flooding which was highlighted in the recent floods of winter 2015. The risks from flooding will remain a key challenge into the future with approximately 23% of the district being located in Flood Zone 3 (areas which are identified to be at the greatest risk from flooding)[12].

2.20 This rich diversity of the natural environment is complemented by a high quality built environment and cultural heritage with the historic City of Lancaster, the Victorian resort of Morecambe and the historic railway town of Carnforth. In total the district includes over 1,300 Listed Buildings, 37 Conservation Areas, 37 Scheduled Ancient Monuments and 3 Registered Parks and Gardens. The scale of designated heritage assets within the district is comparable to the major cities of Manchester and Liverpool.

3. A Spatial Vision for Lancaster District

3.1 The delivery of strong and vibrant communities must be balanced with the protection and enhancement of the natural and built environment. This is one of the main challenges for the local plan to address. This is no more evident than in Lancaster district where the diverse, unique and high quality urban and rural environment distinguishes it from many other areas of both the county and the wider region.

3.2 Whilst the local development plan must seek to maintain this balance it must also ensure that the people who live, work and visit, both current and future generations, also have their needs and aspirations met. This means providing opportunities for growth that are ambitious, but realistic, in accordance with national planning policy, to ensure that future growth can be sustainably directed, such that the right development takes place in the right location at the right time.

[12] Environment Agency Flood Mapping http://apps.environment-agency.gov.uk/wiyby/37837.aspx

The Spatial Vision for Lancaster District 2031

Through the delivery of the local plan, the Council will realise the following aspirations:

- **Our district will welcome and retain investment, residents, students, and talented employees to achieve a well-educated, well-employed, well-housed population that is in long-term balance with the needs of a growing local economy with much more potential.**
- **Our district will comprise sustainable and distinctive communities where residents enjoy the advantages of a level of self-containment that supports growth and diversity in distinctive local businesses whilst minimising the need to commute.**
- **The increased travel and movement needs of our growing population, increased visitor numbers and expanding businesses will be met by a better range of sustainable, efficient, multi-modal transport options, with improved town centre environments achieving increasing levels of walking, cycling and public transport use.**
- **The district will be recognised as an excellent environment for growing businesses with a strategic transport network that supports development in the energy, logistics, education, arts and research sectors.**
- **Our communities will support development that allows existing and future residents to enjoy a quality of life that is enhanced by excellent leisure and cultural opportunities in an environment where our natural and built heritage assets are acknowledged, respected and maintained.**

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

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

3.3 The proposed vision for the district is taken from the Council's Corporate Plan. It provides a description of what the Council intends the district to look like in the future. The Council proposes to adopt this as the vision for the local development plan setting out clearly what it hopes to achieve in implementing the plan. This will be reviewed throughout the lifetime of the development plan.

4. Strategic Objectives for the Local Development Plan

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

SO1: **Delivery of a thriving local economy which fosters investment and growth and supports the opportunities to deliver the economic potential of the district. This will be delivered by:**

- Retaining existing jobs and promote additional job creation to support a total of 54,000 FTE jobs by 2031, supporting better paid more satisfying and better quality employment mix focused on the right sectors;
- Capitalising on the district's identification as a centre of excellence for knowledge led growth, exploiting future opportunities at Lancaster University, University of Cumbria and Lancaster University Innovation Park;
- Developing the district's role in the energy sector by utilising its expertise in the nuclear power and renewable energy industry and investment in energy infrastructure in south Heysham;
- Capitalising on the accessibility of the district, maximising the opportunities provided by its location on the main strategic rail and road network and opportunities at the Port of Heysham;
- Making the most of the heritage and cultural assets of Lancaster city centre and the opportunities these can provide for additional retail, leisure and commercial led investment;
- Maintaining the momentum of renewal in Morecambe to support the implementation of the Morecambe Area Action Plan and opportunities for investment and renewal in the West End;
- Support heritage-led regeneration in Carnforth and strengthen its role as an important local service centre;
- Promoting regeneration at key regeneration areas including Morecambe town centre, Morecambe West End, Heysham Gateway, Luneside, Caton Road Gateway and White Lund Employment Area to encourage physical regeneration and promote economic growth in the district;
- Securing a balanced portfolio of employment sites which ensures that there is sufficient supply and range of locations available for job creation and economic growth;
- Promoting the vitality, viability and accessibility of Lancaster city centre to create a thriving destination for retail, culture and leisure activities to meet a growing population and attract new workers, students and visitors which secures its role as a sub-regional centre for north Lancashire and south Cumbria;
- Retaining a hierarchy of retail centres across the district which provide key services to local residents and provide good accessibility to the main centres of the district via a range of sustainable transport modes;
- Addressing the clear imbalances in the district's ageing population by encouraging growth in the district's working age population through the promotion of economic growth and new housing and a cultural offer which is attractive to a wide range of age groups;
- Maximising the retention of graduates from the district's Higher Education establishments and boosting the levels of skilled workers in the district to promote economic growth;
- Making the most of the district's geographical position on Morecambe Bay, the location of two Areas of Outstanding Natural Beauty, the Yorkshire Dales National Park, which is partly within the district and the nearby Lake District National Parks; and,
- Supporting rural diversification, rural job creation and rural economic growth through encouraging and securing appropriate growth of existing and new rural businesses.

SO2: **Provision of a sufficient supply, quality and mix of housing to meet the changing needs of the population and support growth and investment. This will be delivered by:**

- Making provision for the full objectively assessed need for housing in the district to support economic growth and meet housing needs in the most sustainable locations including Lancaster, Morecambe, Heysham and Carnforth;
- Delivering a range of housing types, sizes and tenures to meet the needs of all members of the community;
- Ensuring that new development is well designed, sustainable and where possible energy efficient;
- Delivering high quality housing that is appropriate and affordable for current and future residents, contributing to the creation of a balanced housing market; and,
- Securing the long-term sustainability of rural communities by supporting well designed and located rural housing of appropriate tenure to meet local needs.

SO3: **Protect and enhance the natural, historic and built environment of the district. This will be delivered by:**

- Respecting the character and local distinctiveness of places, buildings and landscapes through careful design and siting of development;
- Maintaining and enhancing the character and heritage of the district's settlements;
- Protecting the historic environment from harmful change, including listed buildings, buildings of local importance, conservation areas, scheduled ancient monuments and historic parks & gardens;
- Conserving and enhancing the natural and historic environment ensuring appropriate protection is given to designated and non-designated heritage assets, including their wider settings
- Recognising and respecting the international importance of Morecambe Bay, Bowland fells and Calf Hill/Crag Wood, securing opportunities for habitat restoration and enhancement within them;
- Conserving and enhancing the natural beauty and special qualities of the district's two Areas of Outstanding Natural Beauty (AONB), securing opportunities for sustainable growth linked to the natural environment and development that meets the needs of the community;
- Providing new and maintaining existing ecological corridors, preventing habitat fragmentation and allowing species adaptation and migration;
- Helping to mitigate and adapt to the cause and impacts of climate change;
- Promoting the prudent use of resources, minimising the generation of waste, promoting recycling and preventing where possible or mitigating against the effects of air, water and soil pollution, noise, smells and fumes;
- Minimising the risk of flooding; and,
- Establishing clearly defined Green Belt boundaries, including the identification of safeguarded land, which will be robust and endure for the long term.

SO4: **The provision of necessary infrastructure required to support both new and existing development and the creation of sustainable communities. This will be delivered by:**

- Working with infrastructure providers to ensure that the infrastructure required to support the community is provided;
- The delivery and implementation of a Community Infrastructure Levy which ensures that

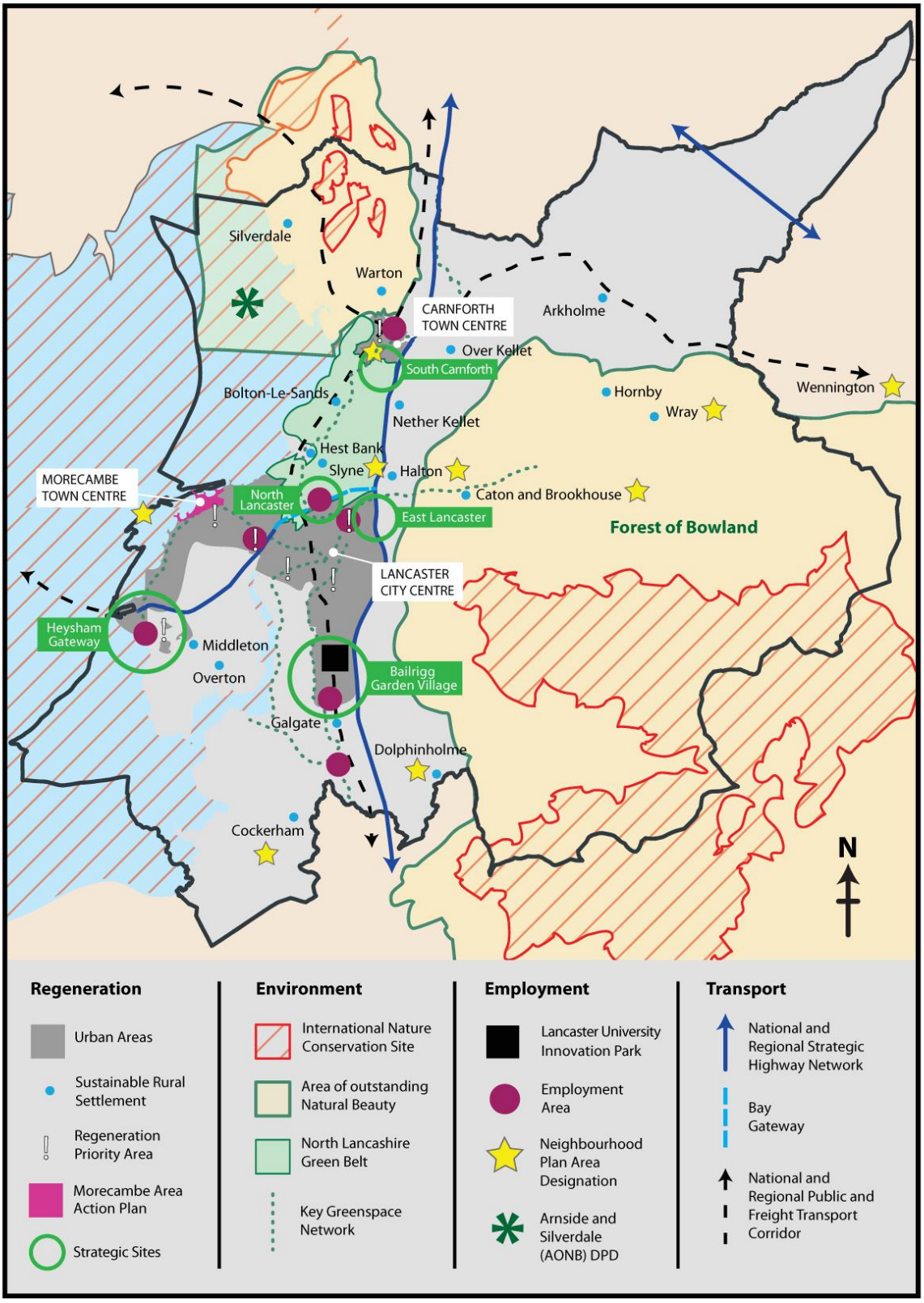
development contributes to the needs of the community and the delivery of sustainable development;

- Protecting and enhancing existing social and community infrastructure including education, health, cultural and leisure facilities, improving community well-being in line with an understanding of predicted future needs and current gaps in infrastructure;
- Ensuring that people have access to services in a location and delivered by a means that is convenient;
- Ensuring that development provides the opportunity for healthier lifestyles through the provision of high quality green infrastructure, recreation, leisure and sports facilities; and,
- Seeking opportunities to reduce the opportunity for crime and anti-social behaviour.

SO5: **Delivery of a safe and sustainable transport network that improves both connection within and out of the district, reducing the need to travel and encouraging more sustainable forms of transport. This will be delivered by:**

- Concentrating development to sustainable locations that are accessible by a variety of modes of transport, particularly public transport, walking and cycling;
- Improving transport connectivity around Morecambe Bay through improvement to rail services at Morecambe and Carnforth and improvements to cycling and pedestrian routes;
- Improving access across the district by supporting the development and enhancement of an integrated transport network, including footpaths and cycleways;
- Promote the delivery of the Lancaster District Highways and Transport Masterplan, prepared by Lancashire County Council, to deliver improvements in the local transport network;
- Improve rural accessibility including improved broadband access in rural areas; and,
- Retaining a sufficient level of parking which strikes the balance between meeting the needs of a thriving economy and allowing a pedestrian, cycle and public transport friendly environment to be created.

5. Key Diagram for Lancaster District



6. Presumption in Favour of Sustainable Development

6.1 In accordance with paragraph 14 of the National Planning Policy Framework (NPPF) all documents which form part the local development plan have been prepared with a presumption in favour of sustainable development.

6.2 To confirm the Council's commitment towards the delivery of sustainable development this Development Management DPD includes a policy in regard to the presumption in favour of sustainable development (Policy SP1) as set out below.

Policy SP1: Presumption in Favour of Sustainable Development

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

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

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

Where there are no policies relevant to the application, or relevant policies are out-of-date at the time of making the decision then the Council will grant planning permission unless material considerations indicate otherwise, taking into account whether:

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

6.3 The delivery of sustainable development within the district can only be achieved through a partnership approach between the local planning authority, applicants / developers and other relevant private and public stakeholders.

6.4 The preparation of this local plan has benefitted from the co-operation, input, support and advice from the general public, other neighbouring authorities, the development industry and other stakeholders in reaching its content and aims. A commitment to continuing co-operation will remain throughout the plan period to make sure that sustainable development and growth is achieved both within the district and within the wider sub-region.

7. The Role and Function of our Towns and Villages

7.1 Lancaster district is one of 14 local authorities in Lancashire and is the most northerly within the county. The district shares its borders with both Cumbria and Yorkshire. When looking at the growth and development of Lancaster district consideration must be given to the impact it will have on these surrounding areas.

7.2 Policies SP2 and SP3 set out the locational priorities and development principles to help achieve sustainable growth in Lancaster district. The existing provision of services and facilities in the towns and villages, and the capacity and potential for them to provide additional services has been carefully considered to establish the settlement hierarchy for Lancaster district – this is set out in Policy SP2 of this DPD.

7.3 Taking account of the levels of development over the plan period and the ability to deliver the necessary infrastructure there should be no major constraints restricting the successful implementation of the development strategy identified in Policy SP3 of this DPD.

Settlement Hierarchy

7.4 The settlement hierarchy provides the basis for the growth strategy in Lancaster district. The strategic policies of this DPD look in more detail at the spatial distribution of housing, employment and retail development in Lancaster district. The key to sustainable growth is to ensure that these different types of development are located as closely as possible to places where they are needed.

7.5 These distributions have had regard to the general location principles set out in Policy SP2 and have been considered in relation to each other (i.e. the location of new housing has taken account of where new employment and services are to be developed and vice versa). Proposals for new infrastructure will also be expected to have regard to the locational priorities, particularly in terms of the scale of development.

7.6 The core principles in the National Planning Policy Framework (paragraph 17) indicate that planning should recognise the intrinsic character and beauty of the countryside and contribute to conserving and enhancing the natural environment. As a consequence development should relate well to the existing urban forms of settlements to help protect the open countryside and the landscapes contained within it.

7.7 The settlement hierarchy sets out that the main urban area in the district is Lancaster, which has sub-regional importance particularly economically and commercially. Morecambe / Heysham is a key centre for the district, providing a significant range of important services to the district and Carnforth represents the northern hub of the district with a large rural hinterland.

7.8 The settlement hierarchy also sets out a range of sustainable settlements which do offer more limited service provision (either within the settlement itself or within close proximity). These settlements are considered to represent the areas where sustainable levels of rural growth would be supported. The remaining villages are not considered to be sustainable locations for future development and should only support development where there is a clearly evidence local need to do so.

Policy SP2: Lancaster District Settlement Hierarchy

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

1. **Sub Regional Centre – this will provide the focus for future growth in the district and will accommodate the majority of new development.**
2. **Key Service Centres & Rural Market Towns – these will play a supporting role to the Sub Regional Centre and will accommodate levels of new residential and economic development to serve more localised catchments.**
3. **Sustainable Settlements – these settlements will provide the focus of growth for Lancaster district outside the main urban areas subject in the AONBs to the constraints of the protected landscapes.**
4. **Rural Villages – these settlements will accommodate development which meets evidenced local needs only.**

LANCASTER			**SUB REGIONAL CENTRE**
MORECAMBE & HEYSHAM			**KEY SERVICE CENTRE**
CARNFORTH			**MARKET TOWN**
ARKHOLME	**GALGATE**	**OVERTON**	**SUSTAINABLE SETTLEMENTS**
BOLTON-LE-SANDS	**HALTON**	**OVER KELLET**	
BROOKHOUSE	**HEST BANK**	**SILVERDALE**	
COCKERHAM	**HORNBY**	**SLYNE**	
CATON	**MIDDLETON**	**WARTON**	
DOLPHINHOLME	**NETHER KELLET**	**WRAY**	
ALL OTHER SETTLEMENTS			**RURAL VILLAGES**

Development Strategy

7.9 New development and the allocation of sites will be encouraged to make effective use of land via the re-use of vacant buildings and previously developed land, provided they are not of high environmental value, in order to help recycle land and make a positive contribution to regeneration within the district. Whilst the Council is clear that all significant existing brownfield sites have been identified as part of this development plan, a brownfield register will be published in 2017 which will identify all remaining brownfield sites (allocated or otherwise) which may have development opportunity.

7.10 Consideration will be given to the viability of developing such sites in terms of the levels of obligations required. Where appropriate to do so, the Council will look to identify opportunities for funding and other mechanisms to bring back previously developed land back into use.

7.11 It is recognised that in order to not unduly restrict development, to ensure that the levels of growth which are proposed within this development plan are delivered and to take account of prevailing market conditions, a range of greenfield sites will be needed for future development needs. The local development plan seeks to identify locations to meet such strategic needs which are well related to existing settlements.

7.12 In order to establish the development strategy for the district the Council has undertaken a number of consultation exercises to develop and investigate reasonable alternatives to deliver the development needs of the district[13].

7.13 In 2014 the Council consulted on '*Strategic Options*' which set out five strategic options for meeting future growth needs, these included urban extensions, reviewing the Green Belt, distribution of development throughout the district, the significant expansion of a limited number of village, and the creation of a new settlement.

7.14 These options were refined through the consideration of available land and physical constraints which may impact on the potential distribution of development and consideration of the responses received from the consultation.

7.15 In 2015 the Council undertook the '*People, Homes and Jobs'* consultation[14]. This identified a three-part hybrid option for meeting development needs using elements of the approaches from the previous consultation: urban expansion of the main settlement of Lancaster, a review of the Green Belt and the potential significant expansion of the village at Dolphinholme, to the south of the District. The other potential approaches, the delivery of strategic development by distributing development throughout the district and the creation of a new settlement were not further advanced.

7.16 In preparing this draft local plan the three-part hybrid option has been refined further, again looking at the potential constraints to development, and how they may be overcome, and the availability of land to meet development needs, and the response from the community and stakeholders on the achievability of the hybrid option. This has led to an approach that identifies a selection of the most suitable and achievable strategic sites with a limited expectation of role of Dolphinholme in meeting strategic housing needs.

7.17 The development strategy, as proposed in Policy SP2, still relies on a diverse approach to meeting future development needs. The main focus for development will be Lancaster with urban extensions to the east, north and substantially to the south. These sites can deliver significant levels of new housing and economic growth, enhancing the status of Lancaster's sub-regional importance to both Lancashire and Cumbria.

7.18 To supplement an understanding of sites which may be appropriate to meet development needs, the Council has undertaken a review of the North Lancashire Green Belt[15]. The reasons for undertaking such a review included the length of time since its original designation (no review had been undertaken since its original designation 25 years ago) and the scale of evidenced development needs which has been identified.

7.19 The completed Green Belt Review, which was prepared by the Council with its approach verified by independent consultants, ARUP[16], highlights the relative value of the land and boundaries in the North Lancashire Green Belt in relation to the five purposes of the designation as defined by paragraph 80 of the NPPF. The outcomes of the Green Belt Review inform the designation of contemporary boundaries which, through openly taking account of changes in circumstances, can justify, where it continues to be appropriate, that permanence of presumption against most forms of development which Green Belts are designed to achieve.

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[13]) http://www.lancaster.gov.uk/planning/planning-policy/land-allocations-dpd
[14] http://www.lancaster.gov.uk/planning/planning-policy/land-allocations-dpd
[15] http://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-and-information
[16] http://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-and-information

7.20 The Review has highlighted a number of areas which no longer perform their Green Belt functional roles as originally intended in 1991. This is particularly the case in North Lancaster where the Bay Gateway, between Junction 34 of the M6 and the Heysham peninsula, has had a significant effect on the openness of the land to north Lancaster.

Policy SP3: Development Strategy for Lancaster District

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

Urban-focused development will be concentrated towards the main urban areas of Lancaster, Morecambe, Carnforth and Heysham for residential, retail, employment and leisure development. To supplement this approach a range of strategic greenfield sites have been identified on the edges of Lancaster and Carnforth to meet future development needs.

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

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

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

In allocating land for development, the Council will have regard to Areas of Outstanding Natural Beauty, the North Lancashire Green Belt and similar designations when establishing the scale, extent and form of development. The relevant constraints are highlighted within this development plan.

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

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

7.22 Such a judgement has been made in Carnforth. There are significant constraints to growth here due to flood risk, quarry operations, motorway infrastructure, the proximity of the Morecambe Bay Special Protection Area and the Arnside Silverdale Area of Outstanding Natural Beauty. With the only options for growth to the south of Carnforth the local plan revises the Green Belt boundaries in this location, although the Green Belt Review has concluded that the Green Belt in this area does continue to serve the function of maintaining openness. The Council has decided that, on balance, the importance of providing opportunities in Carnforth for future growth outweighs the need and benefit of maintaining this specific area as part of the Green Belt.

7.23 The Council believes that the development strategy, as proposed, provides a range of growth opportunities within the district. The local development plan has maximised the levels of opportunity for the regeneration of vacant brownfield sites but recognises that to meet the objectively assessed needs of the district that strategic greenfield sites are necessary. In identifying such sites the issues of infrastructure, physical constraint, the availability of land and its deliverability within the plan period has been fully considered.

7.24 Further information on how the development strategy was refined can be found within the topic paper entitled 'Preparing a Development Strategy for Lancaster District which is available to download at www.lancaster.gov.uk/planningpolicy.

8. Regeneration and Economic Growth

8.1 The Review of the Employment Land Position for Lancaster District[17] (was prepared through the summer of 2014 and published in January 2015) sets out to re-assess the suitability of existing employment areas within the district for continuing employment use through the forthcoming plan period. The conclusions suggested that the majority of sites allocated for employment purposes retained economic value and should be retained with a number of sites specifically identified for either potential re-allocation to alternative uses or which should be targeted for future investment.

8.2 Accordingly, the local development plan has sought to retain the majority of employment sites identified within the previous local development plan. These sites are set out in Policy EC1 of this DPD. Following consideration of the evidence the Council has decided to de-allocate the following sites from employment use as they do not have reasonable prospects of being fully utilised as employment sites during the course of the plan period.

- Lune Industrial Estate, Lancaster – re-allocated as a development opportunity site (via Policy DOS3 of this DPD) for a range of purposes including elements of economic and residential uses.
- Galgate Mill, Galgate – re-allocated as a development opportunity site (via Policy DOS6 of this DPD) for a range of purposes including element of economic, commercial and residential uses.
- The former Thomas Graveson Site, Warton Road, Carnforth (Keer Bridge) – re-allocated for residential purposes via Policy H8 of this DPD.
- Land at the former TDG Site, Warton Road, Carnforth – re-allocated as a development opportunity site (via Policy DOS10 of this DPD) for a range of purposes including elements of economic and residential uses.

8.3 The Employment Land Review sets out the future requirements for employment land within the district, these requirements are set out in table 1 below. This identifies that the quantitative need of employment land required through the plan period is relatively modest even when taking into account the potential losses of employment previously outlined.

Office	
B1 a/b Land Requirements	**9.3ha**
Allowance for Margin of Choice	**2.3ha**
Allowance for Losses	**1.5ha**
Supply of B1 a/b Land	**5.8ha**
Surplus / Shortfall	**-7.3ha**

[17] http://www.lancaster.gov.uk/planning/planning-policy/employment-studies

Industrial	
B1c/B2/B8 Land Requirements	**24.7ha**
Allowance for Margin of Choice	**6.2ha**
Allowance for Losses	**11.5ha***
Supply of B1c/B2/B8 Land	**45.1ha****
Surplus / Shortfall	**2.7ha**

Table 1: *Supply and Demand for Future Employment Land in Lancaster District (Source: Turley 2014)*
** Includes allowance for replacement of loss at Lune Industrial Estate, Lancaster*
*** Includes allowance for loss of land at the former TDG Site, Carnforth*

8.4 However, the above requirements do not take into account the qualitative offer of employment sites within the district, does not necessarily provide sufficient flexibility within the district's employment land portfolio and does not take into account whether the current supply of sites meet the future needs and demands of economic growth sectors.

8.5 The Employment Land Review makes clear that there is a requirement for improvements to be made to qualitative offer in the employment land portfolio, particularly in the South Heysham area. This is expected to be an area of strong economic growth due to its positioning on the Bay Gateway and its close proximity to both the Port of Heysham and Heysham Nuclear Power Station.

8.6 The Council has the aspiration to deliver sufficient economic opportunities within the district to assist in the delivery of significant job growth within the plan period. The Employment Land Review (via Experian Forecasting) suggests that opportunities for the growth of 9,500 jobs is achievable within the district through the plan period. The Council will seek to work with the Lancashire Economic Partnership to ensure that the economic objectives of both this local plan, and the objectives of the Strategic Economic Plan can be successfully delivered.

Economic Growth Priorities

8.7 To understand how this economic potential could be achieved within the district, the Council issued the 'Lancaster District: Prospects and Recommendations for Achieving Economic Potential'[18] which was prepared by Turleys and published in April 2015. The paper sets out the key economic strengths for the district which included:

The City of Lancaster: The City Centre remains a key commercial centre in the north of Lancashire and is of sub-regional importance. Lancaster City Centre represents a key focus for future commercial and economic growth throughout the plan period.
The Port of Heysham: This is recognised to be the district's most important infrastructure asset, acting as a 24 hour gateway to the district and the North of England providing sea ferry access to the Republic of Ireland, Northern Ireland and the Isle of Man. These linkages have been further enhanced by the opening of the Bay Gateway.
The District's Role as a Leading Energy Centre: The district is a recognised centre for a range of energy sources, from the Heysham Nuclear Power Station, a base for the off-shore renewable energy industry and a key link in new National Grid infrastructure, connecting the nuclear hub of Western Cumbria with the wider transmission network.
The District's Role as a Centre for Academic Excellence: The district is home to two universities – the University of Cumbria and Lancaster University – the latter of which has ambitious expansion plans in the forthcoming plan period which also involve the delivery of an increased presence in Lancaster City Centre and the delivery of the Lancashire University Innovation Park.
New Connections and Infrastructure: The opening of the Bay Gateway in October 2016 represents the completion a strategic route between the M6, Lancaster, Morecambe and beyond along the Heysham Peninsula. For businesses and economic growth, it will result in stable and reduced

[18] http://www.lancaster.gov.uk/planning/planning-policy/employment-studies

distribution times and significant improvements in links between the Port and the M6.

8.8 Clearly these aspirations are subject to a range of factors which are not necessarily in the control of the local planning authority. However, such aspirations are supported by the Lancashire Economic Partnership and the published Strategic Economic Plan which identifies Lancaster district as a focus for future economic growth within the sub region. Accordingly, this local development plan will put in place the framework for these jobs to be delivered within the district.

Policy SP4: Priorities for Economic Growth

The Council will seek to support sustainable economic growth within the district particularly where it meets the following priorities for economic growth:

- **Growth of the retail and cultural offers for Lancaster and Morecambe to enhance the quantitative and qualitative offers within the respective city and town centres. This should seek to establish improved retail and cultural heritage offers in both towns which link to the enhancement of the wider cultural heritage, for example Lancaster Castle and Morecambe Seafront.**
- **Future expansion of the facilities at the Port of Heysham to enable growth in freight operations, a core element of its use, following the opening of the new Bay Gateway Link Road. Further diversification of the port to enable servicing of the off-shore renewable energy sector will also be supported. Economic growth opportunities, for both port related logistics and wider economic growth will be targeted towards the Heysham Gateway area in South Heysham.**
- **Growth within the environmental, health and energy sectors which enhance the district already leading role in these subjects through the delivery of the Lancaster University Innovation Park and energy growth around the Heysham Gateway.**
- **Sustainable growth at the district's higher education establishments, including Lancaster University, University of Cumbria and Lancaster & Morecambe College. Growth to improve the opportunities for academic learning and improve the presence of universities within Lancaster City Centre and at the Lancaster University Innovation Park.**

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

The Delivery of New Jobs

8.9 In order to achieve the economic growth priorities identified in Policy SP4 the local plan will have to ensure that appropriate opportunities are identified – through the allocation of land and appropriate policy provision.

8.10 There are a number of locations where economic growth will be focused. Firstly the local plan will seek to maintain a healthy and robust portfolio of employment sites throughout the district which will permit a range of employment uses and are fully identified in Policy EC1 of this DPD. Secondly a number of new employment sites will be identified which allow for the creation of new jobs within the district. These allocations will be focused on the delivery of a wide range of jobs which will appeal to all levels of educational attainment.

8.11 Policy SP5 sets out the areas of specific growth in the economy which will be promoted in this local plan, the delivery of these sites are set out in more detail within site specific policies elsewhere

within this plan. In particular Section 18 which relates to employment, the economy and regeneration.

Policy SP5: The Delivery of New Jobs

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

LANCASTER UNIVERSITY INNOVATION PARK	**This site will seek to boost opportunities for knowledge-based industries on land adjacent to Lancaster University.**
HEYSHAM GATEWAY, SOUTH HEYSHAM	**Building on the strong linkages to the M6 via the Bay Gateway and access to the Port of Heysham, the Heysham Gateway will seek to regenerate and expand existing employment areas in South Heysham to create more modern and fit-for-purpose employment areas.**
LANCASTER CANAL CORRIDOR	**The creation of an extension to the existing city centre will allow for the growth of a range of city centre uses, including in the retail and commercial leisure sectors. It will also provide the opportunity for a great presence for Lancaster University within the town centre.**
NORTH & SOUTH LANCASTER BUSINESS PARKS	**As part of the strategic allocations of land at Bailrigg Garden Village and North of Lancaster, the plan will allocate areas of land for the creation of high-quality B1 uses to meet evidence need for further office space.**
JUNCTION 33 AGRI-BUSINESS CENTRE, GALGATE	**To boost opportunities for growth within the rural economy, the plan will allocate an Agri-Business Centre, focussed around the relocation of the Farmers Auction Mart. Such an allocation will be for businesses which are ancillary to agriculture and forestry uses.**
CARNFORTH BUSINESS PARK	**The existing land at Carnforth Business Park will be retained for employment uses which will provide for economic growth in the north of the District.**

The development of these sites will seek to deliver approximately 48.9 hectares of new employment land and will provide opportunities for the creation of new jobs in a variety and range of economic sectors as identified both within the Employment Land Review and the Lancashire Economic Partnerships' Strategic Economic Plan (SEP) [19].

Regeneration Strategy

8.12 The Council has a positive and proactive record of instigating and delivering significant regeneration projects which seek to deliver economic, environmental and social improvements across the district and will continue to pursue a range of regeneration activities which are highlighted in more detail at www.lancaster.gov.uk/business/regeneration.

8.13 The Council will continue to work with both Morecambe and Lancaster Business Improvement Districts (BID) to ensure that improvements are made to the centres in order to improve the

[19] Lancashire Economic Partnership – Strategic Economic Plan (SEP) www.lancashirelep.co.uk/media/8856/LEP-strategic-economic-plan.pdf

environment and economic performance of the local area.

Morecambe

8.14 The Council's key regeneration initiatives seek to capitalise on the town's exceptional natural setting and the opportunities which will arise from improved accessibility from the Bay Gateway Link Road. Opportunities and improvements will look to build on the successes of the refurbished Midland Hotel which was delivered as part of the first Morecambe Townscape Heritage Initiative (THI).

8.15 The Centre of Morecambe has been identified as a Regeneration Priority Area under Policy EC5.1 of this DPD and a detailed Area Action Plan[20] (adopted by the Council in December 2014) is being taken forward to provide a context and framework to guide future investment to make it a vibrant and successful town for the 21st Century. Current interventions include the second THI ('A View for Eric') and also actions under planning enforcement to encourage improvements to the built environment, providing better connections between the seafront and town centre for pedestrians and investment in upgrading the main streets in order to manage traffic better.

8.16 The West End of Morecambe is an area of major housing renewal and environmental intervention is being taken forward under the West End Masterplan[21] which targets to reduce and control the over-supply of poor quality houses in multiple occupation.

Lancaster

8.17 Key projects involve enhancing the rich heritage of the city, which builds on its cultural assets and exploiting opportunities in developing a creative and knowledge economy. A programme of investment in the city centre's public realm and open spaces (Lancaster Square Routes[22]) is underway which links the key anchor regeneration opportunities of Lancaster Castle and the Canal Corridor Site. This has also been extended to improve the urban spaces around Lancaster Castle and down to St Georges Quay through the 'Beyond the Castle' project[23].

8.18 The Council is working with a number of key partners and stakeholders to better realise the important heritage assets such as the castle and the city museums. It is also working to bring forward the development of an Innovation Campus to the south of Lancaster, adjacent to Lancaster University, to broaden the economic base and resilience of the district. In recent years the city has also benefitted from the creation of high quality business space at the Storey Creative Industries Centre at the refurbished Storey Building and the purpose built ICT hub at Citylab in Dalton Square.

8.19 Following a lengthy land assembly process, works are now in place on the Luneside East site as land reclamation and new development is taken forward on this derelict and heavily contaminated area. The implementation phase at Luneside East is the culmination of over 10 years of preparatory work to secure a new mixed-use area on the edge of the city centre[24].

Countryside

8.20 The Council supports a number of initiatives which contribute to the protection and sustainability of communities and landscape while enabling sustainable economic development opportunities to flourish.

[20] Morecambe Area Action Plan DPD (2014) http://www.lancaster.gov.uk/business/regeneration
[21] Morecambe West End Masterplan http://www.lancaster.gov.uk/business/regeneration
[22] Lancaster Square Routes http://www.lancaster.gov.uk/business/regeneration
[23] Lancaster Beyond the Castle Project http://www.lancaster.gov.uk/business/regeneration
[24] Luneside East Regeneration Project http://www.lancaster.gov.uk/business/regeneration

8.21 The Council works in partnership with other Morecambe Bay authorities to manage and maintain the Arnside and Silverdale Area of Outstanding Beauty (AONB) and its distinctive landscape. This has cumulated in the preparation of a Development Plan Document for this AONB prepared jointly with South Lakeland District Council[25]. The work of the AONB unit for both the Arnside and Silverdale area, as with the Forest of Bowland AONB, includes a range of activities from producing and implementing a management plan for the area, leading volunteers in maintaining the landscape and promoting it to all sectors of the community.

Policy SP6: Lancaster District Regeneration Strategy

The Council is committed to promoting a district which is safe and prosperous, that is proud of its natural and cultural assets and provides lasting opportunities for all. The Council will continue to lead, enable and support a wide range of initiatives which are designed to regenerate disadvantaged areas, remove barriers to investment and enable sustainable economic growth across its city, coast and countryside.

The Council will continue to identify areas where regeneration and renewal are considered to be a priority. These include the following areas:

- **Central Morecambe**
- **Central Lancaster**
- **Caton Road Gateway, Lancaster**
- **Luneside, Lancaster**
- **Heysham Gateway, South Heysham**
- **Carnforth Town Centre**
- **Morecambe West End**

The details over their designation as Regeneration Priority Areas can be read in more detail in Policy EC5 of this DPD.

[25] Arnside and Silverdale AONB http://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd

9. Housing Delivery and Distribution

9.1 Everyone has the right to a safe, decent and affordable home which meets their needs, in a community where they need to live. This is at the heart of delivering a spatial vision for Lancaster district. Housing is the most extensive land use and, its relationship with jobs, services and transport networks is a key ingredient in helping to achieve sustainable communities.

9.2 The number of new homes provided, together with their location and their affordability are key issues for the local development plan to address in order to provide high quality homes that reflect local peoples aspirations.

9.3 On average people are living longer, marrying later, having fewer children per family, and there are more divorces than previous generations. This means more household sizes are decreasing, thus the number of separate homes needed to house the same population is increasing. In Lancaster district the average household size is projected to be 2.13 by 2032 (ONS). The increasing number of people aged 65 or over also has major implications for the type of housing required. New housing is needed to meet the needs of residents within the district and to accommodate changing household patterns. The number of houses to be built also takes account for people moving into the area from elsewhere and the need to create movement in the established housing market.

9.4 The positive contributions that new housing makes may be overlooked. The provision of good quality housing contributes to a stronger economy, providing opportunities for economies to expand, investment to take place and jobs created. New affordable housing also provides a chance for younger members of the community to live where they have grown up instead of having to move away from friends and family.

Determining a Housing Requirement

9.5 Paragraph 49 of the NPPF places a responsibility on every local planning authority to plan for their full objectively assessed housing needs. This is achieved by calculating an Objectively Assessed Need figure (OAN) for housing and then exploring the opportunities available to deliver this OAN in full through planning policy. The OAN figure is calculated using nationally applicable guidance to consider a wide range of evidence on demographics, economic potential and local housing market circumstances to arrive at a recommended level that would allow for the needs arising from both demographic change and a growing economy to be realised. The recommendation informs the setting of a specific housing requirement which is established as a strategic policy of the local plan. This document sets that housing requirement figure. This document then describes how that housing requirement can be achieved by identifying and managing a supply of housing land.

9.6 Housing land comes forward on sites that have been specifically allocated in a local plan and on sites that were not known about at the time of plan preparation. In both cases planning applications must be approved before development can commence. Applications are assessed in accordance with policies in the Development Management document.

9.7 In early 2013 the Council commissioned Turley Associates to provide an OAN for Lancaster district. An initial report was published in January 2014; the emerging recommendation informed the "*Strategic Options*" Consultation in summer 2014. In early 2015 the Council re-commissioned Turley Associates to reconsider their recommendation in light of newly released demographic information (household projections from the CLG)[26]. In October 2015 Turleys updated their

[26] Lancaster Independent Housing Requirements Study (2015) http://www.lancaster.gov.uk/planning/planning-policy/housing-reports-local-plan

recommendation on housing requirements, providing an OAN of between 650 and 700 dwellings per annum. This recommendation informed the "*People Homes and Jobs*" Consultation in October 2015[27].

9.8 In February 2016 after a period of much challenge and reflection on the correctness or otherwise of the Turley OAN recommendation the Council formally decided that the recommendation had established the evidence base upon which the local plan should be prepared.

9.9 The determination of an OAN provides a recommendation at a point in time. It is acknowledged that the evidence on; household formation, economic prospects and local market circumstances is continually changing, however in order that a local plan can be advanced the OAN recommendation must be acted upon promptly rather being subject to further subsequent revisions to take account of newly arising evidence.

9.10 Having thoroughly reviewed the veracity of the OAN recommendation and considered this need against the availability of land within the district, the outcomes of previous local plan and strategic consultations, and the constraints which may restrict delivery, this development plan concludes that sufficient opportunity, in terms of suitable, available and achievable development sites, exists and the OAN can therefore, in principle, could be achieved. The Council should aim to achieve the realisation of the OAN in full, however it should be acknowledged that, even if the plan allocates sites on a scale that could address the overall requirement, achieving development within the plan period that is sufficient to address the low levels of housing completions in the early years of the plan period is a significant challenge.

9.11 That said, the OAN recommendation is that the Council should aim to achieve somewhere within a range of housing need of between 13,000 and 14,000 net new dwellings between 2011 and 2031. The range of pertinent considerations on need, in the context of unavoidable uncertainties on infrastructure delivery, mean that it would be disingenuous to attempt to determine by arithmetic a precise requirement between the end points of the recommendation. Thus, the housing requirement established by this local plan is the mid-point of the range. That is, **13,500** homes, equivalent to an annualised delivery rate of **675** dwellings. It is proposed that as this plan is advanced to completion a more accurate assessment of the delivery potential will become clear and that in turn may influence the establishment of a dwelling requirement. It could be the case that evolving knowledge on constraints, particularly new strategic infrastructure, may mean that the Council cannot demonstrate that this level of requirement can be achieved, thus a lower requirement level, reflective of a realistic assessment of opportunity rather than a restriction of ambition, may be established.

Moving from Requirement to Supply

9.12 The NPPF also requires local planning authorities to identify and update annually a supply of a specific sites sufficient to provide 5 years' worth of housing against the district's housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase that buffer to 20% to provide a realistic prospect of achieving the planned supply and ensure choice and competition in the market for land.

9.13 As stated, the housing requirement for Lancaster district is set at 13,500 dwellings over the plan period, equivalent to 675 dwellings per annum. Over any **five year period** within the plan this is equivalent to **3,375** net new dwellings. Whilst development levels have greatly improved since the years following the 2008/09 recession, during the five years from the plan base date of 2011-12

[27] http://www.lancaster.gov.uk/planning/planning-policy/land-allocations-dpd

through to 2015-16 only **1,447** net new dwellings completed. Thus the current monitoring year opens with a delivery deficit of **1,928** dwellings. In the current Monitoring Year 2016-17 around 500 net new dwellings are anticipated.

Year	Dwelling Completions
2011 – 2012	99 Dwellings
2012 – 2013	243 Dwellings
2013 – 2014	144 Dwellings
2014 – 2015	473 Dwellings
2015 - 2016	488 Dwellings

Table 2: *Dwelling Completions in Lancaster District (Source: Lancaster City Council 2016)*

9.14 In setting the housing requirement for the district at 675 dwellings per annum, the Council is mindful of the infrastructure which will be required to facilitate such growth through the plan period. There will have to be significant investment to ensure that sustainable growth can be achieved, particularly in terms of growth at Bailrigg Garden Village and the delivery of a reconfigured Junction 33.

9.15 Such strategic infrastructure delivery will not be achieved immediately upon the adoption of this plan. Whilst there is sufficient confidence that the required funding can be achieved through public and private sector sources, the implementation of such a scheme will take time and will ensure that strategic residential growth in the South Lancaster area, as part of the Bailrigg Garden Village can only be fully realised to the middle and later stages of the plan.

9.16 Lancaster City Council has been proactive and robust in seeking potential opportunities to meet evidenced development requirements for housing. Allocations on a significant scale are identified at south Lancaster, east Lancaster, north Lancaster and Carnforth. However the Council does not believe that it is realistic that a housing requirement averaging 675 dwellings per annum can be met in the early stages of the plan. As a result this plan intends to phase housing delivery, being realistic about the time period needed to address the recommended housing need.

9.17 Whilst further assessment of the ability of identified sites will continue during the latter stages of completing the local plan, in the first five-year period following the current monitoring year of 2016-17, (2017-18 to 2021-22) it is presently anticipated that 3,000 dwellings can be achieved. In the second five-year period of 2022-23 to 2026-27 it is anticipated that at least 3,625 dwellings can be achieved. In the third five-year phase following the monitoring year 2027-28 at least a further 3,625 dwellings can be achieved. The subsequent two years, beyond the formal plan evidence period, may be required to ensure that the full complement of the plan requirement can be achieved. Whilst this introduces a further two years of delivery to achieve the requirement, and thus, in effect reduces the plan annual average delivery rate, it is realistic and pragmatic to anticipate a growth in delivery over the plan period using development allocations and opportunities that can provide for the achievement of sustainable development.

Housing Distribution

9.18 The distribution of housing within the district has been determined in relation to the settlement hierarchy (as defined in Policy SP2) and the development strategy (as defined in SP3). Through the preparation of the local development plan there has been a full assessment of all reasonable opportunities to meet future development needs at both a strategic and site specific level.

9.19 The strategic issues relating to the development strategy are discussed in more detail via Policy SP3 of this DPD. However, alongside the consideration of the strategic issues which affect site selection, there are a range of site-specific issues which also needed to be addressed in relation to

the distribution of land to meet future housing needs. The local development plan seeks to provide:

Policy SP7: The Delivery of New Homes

The Council will seek to meet its full objectively assessed needs for housing within this local development plan. This need equates to the delivery of 13,500 new dwellings through the plan period or the delivery 675 dwellings per annum on average.

The Council will address the delivery of new homes in a staged approach, accepting that significant infrastructure requirements will be necessary to fully realise opportunities for sustainable strategic growth, particularly in areas such as South Lancaster. This results in the following delivery targets.

- **Early Stages of the Plan (2015 – 2021) = Requirement of 500 dwellings pa.**
- **Mid Stages of the Plan (2021 – 2027) = Requirement of 675 dwellings pa.**
- **Late Stages of the Plan (2027 – 2033) = Requirement of 850 dwellings pa.**

This will be delivered through the development of the following sites:

POLICY REF.	SITE NAME	NO. OF DWELLINGS
STRATEGIC DEVELOPMENT SITES		
SG1	Bailrigg Garden Village	3,500
SG8	Land at Cuckoo Farm / Ridge Farm, East Lancaster	1,000
SG10	Land at Hammerton Hall, North Lancaster	500
SG11	Land at Beaumont Hall, North Lancaster	500
SG13	Land at Lundsfield Quarry, South Carnforth	250
SG14	Land to the South of Windermere Road, South Carnforth	500
TOTAL STRATEGIC SITE CONTRIBUTION		6,250
The housing allocations identified via Policies H1 to H9 of this DPD		2,016
Anticipated Residential development at Development Opportunity Sites as identified via Policies DOS1 to DOS10 of this DPD		875
Sites with an implementable planning permission for housing or been identified as deliverable in the Strategic Housing Land Availability Assessment (SHLAA)		1,619
Unanticipated or 'Windfall' Sites		1,200
TOTAL HOUSING ALLOCATION		11,960

Within the inclusion of dwellings completions in the years 2011-2014 the above allocation is in excess of the overall Objectively Assessed Need recommendation figure (OAN). However, the allocation of housing land greater than the identified requirement is necessary in order to provide sufficient flexibility and opportunity to permit the delivery of sufficient housing within the plan period. The current assessment of the ability of sites to deliver within the plan period is described in paragraph 9.16 above and will kept under review.

10. The Natural and Historic Environment

10.1 As identified within the Spatial Portrait, Lancaster district is a unique place with a variety of townscapes and landscapes which define it as an area. Many of the most important townscapes and landscapes have been protected specifically for their importance, through designations such as Conservation Areas or as Areas of Outstanding Natural Beauty.

10.2 The district contains a range of varied landscapes, from the coastlines of Morecambe Bay to the rural uplands of the Forest of Bowland. These differing landscapes define the district and in many cases are recognised for their regional, if not national, importance. The local development plan will seek to protect the value of all important landscapes, whether they are defined as locally or nationally important. Development proposals, through their design and scale should be sympathetic to their locality and complement the setting of the landscapes which surround them.

10.3 The local character of the district is predominantly defined by both the local landscape and townscape. The district has a rich cultural history which dates back to the Roman period and contains a range of historical assets which chronicle the history of the district through the ages. These are important assets which are afforded protection, either via a listing or other designations, from proposals which would seek to harm their historical value. The Local Plan will ensure that these designations are protected and, where it is possible and appropriate to do so enhanced, so that their long-term status can be secured.

Policy SP8: Maintaining Lancaster District's Unique Character

Lancaster district has a number of unique towns and villages that have important cultural and historical characteristics which define the local area.

The Council recognises the features which make Lancaster district special and will use the local development plan as the vehicle to define which features are of value, protect them from inappropriate development which would damage that special value and explore opportunities to improve and enhance these features where appropriate opportunities arise to do so.

Development proposals will be expected to contribute towards maintaining and enhance the district's unique character through the appropriate location of uses, sympathetic design and sustainable construction techniques.

10.4 The local development plan identifies a number of areas which would benefit from regeneration and renewal, including a number of historical areas in the Centre of Lancaster and Morecambe. At the very heart of regeneration in these areas should be the protection and conservation of the historic fabric of the area to ensure that they can be utilised and enjoyed by current and future generations.

10.5 Whilst many of these features are statutorily protected, there are many other historical assets which are not formally designated but nevertheless have local historical value. To identify these more local historical assets the Council has made use of local listings to ensure that their value is recognised within the planning process.

10.6 Lancaster district has a unique range of environmental designations which range from European importance (such as Morecambe Bay) down to sites which have local value – such as Biological

Heritage Sites.

10.7 The local development plan has the responsibility for ensuring that important species and habitats are protected from development which would be harmful and inappropriate. Accordingly a range of specific sites have been identified within the plan which are afforded protection from future development due to their environmental value.

10.8 In identifying future growth areas, in particular the release of strategic greenfield sites, the Council has been mindful of the balance which is needed between the competing needs of protecting the environment against the need to deliver sufficient growth to meet the district's housing and economic needs.

Policy SP9: Protecting the Natural Environment

Lancaster district is home to a range of diverse and important species and habitats which have been protected for their biodiversity and geodiversity value.

The Council recognises their importance and have prepared a local development plan which will seek to protect sites which are of recognised importance, but will also seek to protect areas of land which are functionally linked to their ongoing value.

Lancaster district is not immune to the effect of climate change, in particular the associated risks from extreme weather events and increasing levels of rainfall. The local development plan has been prepared in consultation with the Environment Agency, Lancashire County Council (the Lead Local Flood Authority for Lancaster district) and United Utilities to ensure that flood risk issues are clearly considered and the impacts of future growth will not create new flooding issues or exacerbate existing problems.

The Council will continue to work with all relevant partners to address issues of flood risk, whether from river, sea or other sources, to implement schemes which seek to reduce risk or better manage the continuing effects of climate change.

Development proposals will be expected to protect, maintain and enhance the district's diverse biodiversity through the appropriate location of uses, sympathetic design and sustainable construction techniques. The Council would also support opportunities to maximise energy efficiency.

10.9 In order to achieve this a range of ecological and landscape work has been undertaken, along with Sustainability Appraisal and Habitats Regulation Assessment[28], which have provided a clear understanding of the potential environment effects of new development. These have been critical in influencing both the allocation of land and, most importantly, the detail of the policy contained within the plan.

10.10 The local development plan not only seeks to protect designated sites, but will seek to understand their wider linkages within the district, via the role of Ecological Frameworks, Green Corridors and Functionally Linked Land.

10.11 Climate change remains a key issue for the local development plan to address through supporting schemes which seek to promote more sustainable forms of transport, sustainable construction

[28] http://www.lancaster.gov.uk/planning/planning-policy/about-the-local-plan

methods, renewable energy and that this is adequately protected from development from flood risk.

10.12 The district has recently suffered significantly from extreme weather events and from flooding – December 2015 saw significant flooding occur along the River Lune especially to property in Lancaster and Halton. The local development plan has been prepared which these risks in mind with allocations made on land which is not vulnerable to future flooding and with an expectation that development should be designed in such a way as to not create new flooding issues in future or exacerbate current problems

11. Delivering Infrastructure

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

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

Policy SP10: Maintaining Strong and Vibrant Communities

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

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

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

11.3 The Council is confident that the proposals outlined in the development plan can deliver the infrastructure necessary to facilitate growth. Further information on the infrastructure necessary can be viewed in the Infrastructure Delivery Plan (IDP) which can be downloaded from the Council's website at www.lancaster.gov.uk/planningpolicy.

11.4 The Council recognises that there are many existing facilities the districts communities, such as public houses, churches, village halls, community centres and local shops which can also serve as

hubs for local people. The local development plan will seek to protect such facilities from loss particularly where it is demonstrated that they retain community value. The local development plan will also seek to identify areas of recreational open space which are valued by the community and ensure that such land is protected for use for the health and well-being of the community.

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

11.6 Lancashire County Council adopted and published the Lancaster District Transport and Highways Masterplan[29] in October 2016 which sets out a range of strategic transport interventions to address existing transport issues within the district. These include improvements to both the road network and improving opportunities to access more sustainable forms of public transport, cycling and walking.

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

Policy SP11: Improving Transport Connectivity

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

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

New development will be expected to be sited in sustainable locations which ensure a range of transport options and seek to reduce the need to travel. Where it is appropriate and necessary to do so, development proposals will be expected to contribute to the delivery of important transport infrastructure.

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

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

- Improve traffic management in Lancaster City Centre with a focus on improving the environment and encouraging a greater role for sustainable transport. Improved traffic management would also see Caton Road positions as the principal gateway into Lancaster City Centre from the M6 from both the north and south.
- A relocation of Junction 33 of the M6 to a position between Galgate and Lancaster University providing a more direct and reliable connection to the motorway from South Lancaster. This would help reduce traffic levels on the A6 corridor particularly in South Lancaster and Galgate.
- Encourage a greater role for public transport, particularly through connections within our main urban areas. This includes the investigation of a rapid transit system between South Lancaster, Lancaster City Centre, Morecambe and Heysham to provide more frequent and, importantly, regular public transport services to our main centres.
- Increase the opportunities for using 'Ultra Low Emission Vehicles' (such as electric cars) through the provision of necessary infrastructure – for example electric charging points.
- Promote improved cycling and walking linkages throughout the district to make walking and cycling safe and convenient for an increasing number of local journeys, either for commuting or for leisure purposes.
- Investigate the business case for better rail connections to Morecambe and around the whole Morecambe Bay area, taking account connections into Cumbria, particularly from Carnforth.

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

11.10 With regard to improvements in the cycling and walking network, the Council will work towards increasing the use of sustainable modes of transport and increase useage of cycling and walking as a means of accessing the workplace, services and as a form of recreation. The Council will work with Lancashire County Council to implement the findings of the Lancashire Cycling and Walking Strategy 2016 – 2026[30].

[30] http://www3.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=323

12. South Lancaster

12.1 Responding to the Department of Communities and Local Government's call for locally led Garden Village proposals in March 2016[31] the Council has concluded that the best approach to delivering growth in South Lancaster is through the development of a Garden Village which will focus on the delivery of high quality development which has a strong link with a series of open spaces and the wider countryside. As a result the proposals for residential and commercial development in South Lancaster will be expected to have garden village concepts at their core.

12.2 The Council have set out a range of concepts, as described in Policy SG1, which will seek to define the Bailrigg Garden Village and seek to create a suburb to the south of Lancaster which creates a distinct sense of place and provides opportunities for innovation within both the design and development process.

12.3 The Policies Map has identified an area in which development proposals should consider the principles of Garden Villages as described above. This area includes the residential allocations at Whinney Carr / Burrow Heights and Bailrigg Lane, Lancaster University Innovation Park, Lancaster University Campus and Forest Hills Recreation / Conference Centre. It is expected that all proposals within this area, for either residential, commercial or business uses make use of the concepts described above. As the Council continues the preparation of the local plan, it will work with key stakeholders and landowners for the strategic sites in order to deliver Development Briefs for each site. In relation to the South Lancaster area, the proposed development brief will seek to incorporate the above elements in the masterplan for the wider area.

12.4 The residential elements of the Bailrigg Garden Village are located to the west of the West Coast Mainline and have been identified as having an indicative capacity for approximately 2,750 new homes and 5 hectares of high-quality employment development. Further residential growth is expected on land surrounding Bailrigg Lane which could accommodate approximately 750 new homes.

12.5 Land in this area mainly consists of undulating farmland, divided by hedgerows and stone walls. The residential elements of the Garden Village are bounded to the east by the M6 motorway and to the west Lancaster Canal. Ashford Road forms part of the northern boundary of the Garden Village with the West Coast Mainline and A6 running through the area. Land at Lawson's Bridge now benefits from planning permission for a foodstore.

12.6 There is significant potential for growth within the Bailrigg Garden Village which will boost the delivery of housing and jobs. Land has also been identified for economic growth at Lancaster University Innovation Park for the creation of knowledge-based industries which have connections to the adjacent Lancaster University Campus. In allocating this site the Council recognises the significant potential that Bailrigg Garden Village will have in helping to meet the district's long-term housing needs through well planned, high quality, comprehensive development of the site.

12.7 To this end the Council will be preparing a Development Brief for Bailrigg Garden Village which supplements the content of Policy SG1 and provides detail on a range of issues which should be addressed via any future masterplan. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination which takes into account the concepts of a Garden Village as outlined in Policy SG1.

[31] https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities

Policy SG1: Bailrigg Garden Village

The Council has identified proposed growth in South Lancaster as Bailrigg Garden Village which includes significant opportunities for residential and employment growth.

Proposals in South Lancaster will be expected to address the following concepts of Garden Village development, which have been defined by the Council, these concepts include:

- **The creation of new development which is of a high-quality design which promote sustainable and attractive place to live and seek to involve local communities in their planning and development.**
- **Ensure that the necessary infrastructure to deliver sustainable development is delivered in a timely and appropriate manner.**
- **The provision of sufficient areas of high quality open spaces to provide a distinct sense of place and separation areas between areas of new development.**
- **Provide an appropriate range of housing opportunities in terms of tenure and size. This should include a strong element of affordable housing including the provision of high quality starter homes.**
- **Offer opportunities for a wide range of construction opportunities, offering opportunities for national housebuilders to work alongside local construction firms. Proposals should also include opportunity for the provision of self-build and custom build properties should a need be demonstrated.**
- **Opportunities for innovative design, this should include the promotion of ideas such as district heating system and the inclusion of opportunities for sustainable transport – such as the provision of charging points for electric vehicles.**

The Council expect that once fully developed, Bailrigg Garden Village will accommodate approximately 3,500 dwellings and a number of opportunities for employment and economic growth, including the development of Lancaster University Innovation Park, Forest Hills Conference and Recreational Centre and a high quality employment park to the south of the Garden Village.

The Council will be preparing a Masterplan which sets out in more detail how development of the Garden Village will be achieved. The Council will expect that future proposals for the site should be prepared in the context of this Masterplan and taken forward through a comprehensive plan for the whole site which addresses the issues of phasing, delivering the necessary infrastructure and any other matters set out within the Masterplan.

In preparing the masterplan and future planning application for the Bailrigg Garden Village, proposals will be expected to full address the following issues:

I. The managed and phased release of development within the Garden Village area, particularly in relation to the residential elements of the Garden Village;
II. The delivery of necessary infrastructure to make development acceptable in planning terms and fully address the requirements of Policy SG4 of this DPD; and
III. The delivery of 40% of all residential units provided to be defined as 'affordable' which include the delivery of a full range of affordable products, including starter homes.

Design Considerations

IV. The submission of a detailed design statement, recognising the prominent and sensitive location of this area as a key southern gateway to the town which is in close proximity

to Key Urban Landscape and the Forest of Bowland AONB. Design and landscaping should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents and workers; and

V. Where possible to do so, development should seek to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency, this should include investigating opportunities to deliver district heating systems.

Environmental Considerations

VI. The submission of a suitable and appropriate landscaping plan which should seek to retain natural features including making the best use of the topography of the area, particularly the retention of important trees and the creation of landscape buffers to enhance the wider amenity of the area;

VII. The protection in perpetuity of the allocated Key Urban Landscape which retains and reinforces the existing landscape structure of the site, protecting existing landscape structure in the area;

VIII. The provision of sensitive landscape buffers to be provided around Bailrigg Village to help enhance the setting of the village and the potential impact of new development;

IX. Proposals will be required to demonstrate how they will contribute to the delivery of a green network corridor, with opportunities for enhancing biodiversity, recreation and leisure uses;

X. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, Burrow Beck and Park Coppice with evidence of how these sites will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to deliver positive benefits to biodiversity through the creation of habitat within the site;

XI. Adoption of the principle of 'no net loss' in the value of the historic environment of the sites with evidence of how impacts on both designated and non-designated heritage assets can be managed or mitigated; and

XII. Proposals should fully and satisfactorily address amenity issues, including air and noise impacts, which arise from the proximity of the West Coast Mainline, M6 Motorway and A6, which either adjoin or run through the site.

Transport Considerations

XIII. The creation of good permeability with the existing settlement areas of Lancaster. Identifying how, through both design and access arrangements, future development of the site will enhance linkages and integrate well with the surrounding areas. This includes improving public transport, cycling and pedestrian linkages with the existing residential areas of Scotforth and Hala, Lancaster City Centre, Lancaster University Campus and Lancaster University Innovation Park;

XIV. Ensure that there are no severe impacts on the local road network in terms of highway capacity and highway safety, phasing of the Garden Village should take account of the necessary and required highway improvements, including the reconfiguration of Junction 33 and the crossings of the West Coast Mainline.

Infrastructure Considerations

XV. The creation of a new commercial / community / retail centre on the land at Lawson's Bridge which meets the basic local needs of residents in the South Lancaster;

XVI. Appropriate safeguarding to the satisfaction of National Grid from the overhead power lines which runs across the site; and

XVII. The submission of a comprehensive drainage plan which identifies, through the design, construction and occupation phases, how proposals will mitigate against the flood risk

which exists within South Lancaster, in particular the flood risks associated with both Burrow Beck and Ou Beck. Proposals should make use of the SuDS hierarchy which is set out in Policy DM31 of the Development Management DPD. Any masterplan should be accompanied by a detailed Flood Risk Assessment which addresses the issues of flooding both directly and indirectly on site and is acceptable to all relevant flood risk authorities.

Any proposal which is submitted for this area will be expected to take fully into account the content of the Development Brief and all other relevant policies within the local development plan. Particular attention should be given to the content of Policy SG4 of this DPD.

12.8 The Council will continue to work with all interested parties and key stakeholders to ensure that the infrastructure requirement, particularly relating to the highway network (which demonstrates the deliverability of the wider site) can be achieved. This is particularly the case in relation to the provision of Junction 33 reconfiguration works, access road from Junction 33 into the wider Burrow Heights site and the crossings of the West Coast Mainline.

12.9 The Council will expect proposals for the Bailrigg Garden Village to recognise the inter-linked issues which need to be addressed, in particular the delivery of necessary infrastructure that is required to make development in this area acceptable in planning terms. Whilst the Council will support the logical long-term phasing of the site, the Council will not support the piecemeal development of the site which does not address the wider infrastructure issues in this area.

12.10 The Bailrigg Garden Village occupies a prominent gateway location in the South of Lancaster, as a result the Council will expect development to positively add to the locality and the setting of the wider area. Development proposals should be of a high standards of design and construction which seeks to make use of a range of innovative design and construction techniques. The Council will expect any masterplan submitted to be accompanied by a detailed landscaping plan which sets out how landscaping issues will be address and the concepts of the Garden Village be achieved. Development proposals should seek to make the best use of topography and seek to locate development in areas which generate the least impact on the local landscape, this includes leaving the higher land free from development.

12.11 Given the significant scale of development proposed, it is important the any masterplan seeks to address the issues of access and connectivity, ensuring that proposals address internal connectivity within the Garden Village area and ensure positive integration with the wider town, promoting strong pedestrian, cycling and public transport links with the existing residential areas to the town, key services in Lancaster City Centre and the areas of employment at Lancaster University, Innovation Park and other employment areas.

12.12 Bailrigg Garden Village will be expected to provide sufficient and appropriate infrastructure to ensure that this area is a sustainable urban extension to Lancaster, this involves the provision of sufficient services and facilities as described in Policy SG4 of this DPD. These requirements should be clear identified within any masterplan setting out their location within the Garden Village and their timescales for delivery. Such provision should be identified via full discussion with the Council and relevant infrastructure providers.

Lancaster University Innovation Park

12.13 The delivery of a high technology, campus based Innovation Park on land included as part of Lancaster University has been a long-standing aspiration of the Council which has been recognised for importance at a sub-regional level via the Lancashire Enterprise Partnership (LEP)[32].

12.14 It is anticipated that the Innovation Park will have a focus on the creation of new healthcare facilities alongside other knowledge-led businesses. If fully realised the delivery of the Innovation Park has the potential to deliver 2,000 new jobs to the district and bring in up to £100 million over the course of the plan period.

12.15 The Council will expect the Innovation Park to be developed via the preparation of a Masterplan which should be delivered via a partnership of key organisations including Lancashire County Council, Lancaster University, the private sector and Lancaster City Council.

Policy SG2: Lancaster University Innovation Park, South Lancaster

The Council will support the development of a high quality Innovation Park in the South of Lancaster area which provides strong linkages with the adjoining sites of Lancaster University and the residential development proposed at Bailrigg Lane via Policy SG1 of this DPD. The Innovation Park should seek to encourage growth in high technology and knowledge-based businesses in a campus setting which visually integrates into its surroundings.

Development proposals for this site should be brought forward via a masterplan process which addresses the development of the whole Innovation Park. Development proposals should seek to address the following issues:

I. Provide good integration into the surrounding landscape with a high standard of landscaping throughout which integrates with surrounding uses;
II. Seek to incorporate the Garden Village concepts as identified in Policy SG1 of this DPD;
III. The creation of an attractive entrance point into the Innovation Park from the A6 along with appropriate landscaping treatment to the site's frontage with the A6;
IV. The creation of a strong landscaping buffer between the Innovation Park and Bailrigg village;
V. The creation of strong landscaping, pedestrian and cycling links between the Innovation Park and University Campus to create a Health Corridor between the two facilities and northwards to directly link the existing cycle network north of Bailrigg Lane;
VI. The distinctive use of high quality design and materials;
VII. The setting back of buildings from the A6 frontage by approximately 30 metres;
VIII. The protection and enhancement of the watercourse at Burrow Beck, a designated BHS, as a wildlife corridor, with new planting and habitat creation provided as part of any masterplan scheme;
IX. An assessment of flood risk on the site which also identifies any increased surface run-off which results from development proposals;
X. The retention of Bailrigg Lane as a pedestrian and cycle route;
XI. The integration of the development with the surrounding highway network, public transport network and cycling / pedestrian linkages. This should include the provision of new linkages between the Innovation Park, Lancaster University campus and the proposed housing at Bailrigg Lane;

[32] http://www.lancashirelep.co.uk/lep-priorities/growth-deal/growth-deal-projects.aspx

XII. Provide a clear demonstration of how maximum use can be made of public transport through the preparation of a properly monitored and managed Travel Plan in accordance with Policy DM61 of the Development Management DPD;

XIII. The avoidance of large areas of hard-standing and car parking, proposals should seek to screen areas of car parking when viewed from off-site locations.

Development proposals and associated masterplan should give due consideration to all other relevant planning policies, particularly those contained within the Development Management DPD.

12.16 The masterplan prepared should be comprehensive, covering the whole Innovation Park site and surrounding areas if appropriate, and seek to deliver the Innovation Park in a phased manner which satisfactorily addresses the relevant policies of this DPD and other relevant national and local planning policy.

12.17 As part of this approach the Council will expect proposals for the Innovation Park to incorporate elements of sustainable construction and design (where appropriate) aimed at minimising energy use and maximising energy efficiency. The opportunities for district heating on-site, in conjunction with any sustainable growth at the adjacent university campus and other surrounding residential allocations should be investigated.

Lancaster University Campus

12.18 Since its establishment in the 1960s Lancaster University has continued to grow in terms of its size and reputation and is regularly identified as one of the top ten universities in the country. In 2015 / 2016 there were 13,336 students at the university. The university now have further growth aspirations and expect there to be another 4,000 students in attendance by 2021[33].

12.19 The university has scored highly for its student offer and teaching facilities in the past but recognises that in order to keep up with changing demands of students and higher levels of competition from other UK cities from abroad, it must tailor its growth to meet new expectations. The university has identified improving the strength of the student experience in Lancaster City Centre as a key component of its growth strategy.

12.20 It intends to focus its investment both within the campus itself, through its emerging masterplan, but also to invest in the city centre of Lancaster in support qualitative change in Lancaster's cultural and commercial offer. As a responsible partner in the district's social and economic success, the university will also take a leading role in championing high quality standards in student accommodation, assist in concentrating university-led investment where it will support and stimulate growth and enhance the university's presence in Lancaster City Centre.

Policy SG3: Lancaster University Campus

The Council will support the sustainable growth of the Lancaster University Campus where it accords with both the Masterplan for Lancaster University and all relevant planning policies both locally and nationally. Work will also take place to align the university masterplan with the proposals for Bailrigg Garden Village.

Built development associated with the expansion of the University should be confined to the developable campus area as defined on the Local Plan Policies Map. Development which is

[33] http://www.lancaster.ac.uk/about-us/strategic-plan/

proposed outside of this defined area should only include outdoor sports facilities and small-scale ancillary development which does not seek to impinge on the openness of surrounding area. Any proposals should demonstrate the need for additional development which cannot be accommodated within the existing developed boundary.

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

Any proposals for future expansion of the campus should be taken forward through a Masterplan approach in consultation with the local community. Opportunities to improve linkages with local businesses and the wider community will be encouraged via such a process and opportunities to address the concepts of Bailrigg Garden Village, as outlined in Policy SG1 of this DPD.

The Council will support the use of district heating systems within the campus area and will welcome opportunities for such systems to be linked to wider residential and economic growth within the South Lancaster area.

12.21 Within the campus, Lancaster University has undergone significant growth in recent years with a new south-west campus developed, additional teaching and research, a new state of the art sports centre and more recently developing an engineering building and research laboratories. Together these facilities have served to further improve the student offer available as well as create further employment opportunities.

12.22 The Council will support proposals for sustainable growth at Lancaster University where it is delivered as part of a strategic Masterplan for growth on the campus which provides a long-term vision and strategy for future expansion at the University. The Council would welcome the opportunity to be involved and engaged in this process and will welcome the opportunity to work with the University in preparing any future Masterplan.

12.23 In considering proposals for sustainable growth the Council will continue to require the application of innovative design which reflects the current high quality design that already exists on the campus. As part of this approach the Council will expect proposals on-campus to incorporate elements of sustainable construction and design, where possible, aimed at minimising energy use and maximising energy efficiency. The opportunity for district heating on-site, in conjunction with the proposed development at Lancaster University Innovation Park and other surrounding residential allocations should be investigated.

12.24 Whilst the Council will support sustainable growth of the university campus, it is recognised that continued development of the site must be balanced with the need to accommodate additional development within a prominent, high-profile landscape in a sensitive location. It is this setting which provides Lancaster University with one of its unique selling point and delivers an important gateway entrance into the City of Lancaster. The continued protection of this setting remains a priority for the Council and is identified within the Policies Map.

12.25 For this reason the Council will only support development proposals within the defined campus boundary as identified on the Local Plan Policies Map. Where exceptional circumstances are demonstrated the Council may support development proposals outside of this defined area for uses such as outdoor sports facilities and small-scale ancillary development where a proven need is demonstrated and is shown that this need cannot be met within the defined campus area.

12.26 In considering future proposals for growth, it may be that alternative locations outside of the campus may be the most suitable and appropriate approach. This could include the location of facilities in Central Lancaster or Morecambe. In considering such proposals the Council will give consideration as to whether the benefits of growth outside of the campus outweigh the extent to which the use would be more appropriately located on-campus.

Infrastructure Requirement and Delivery in South Lancaster

12.27 There are a number of infrastructure requirements which must be addressed in order for a sustainable urban extension to be achieved in South Lancaster. Without the delivery of necessary infrastructure it cannot be demonstrated that growth to the scale proposed is acceptable in planning terms.

12.28 In order to address matters of infrastructure within the local development plan, the Council has prepared an Infrastructure Delivery Plan (IDP)[34] which sets out the infrastructure necessary to make development acceptable in planning terms. The IDP sets out the projects required, their indicative costs, the methods of funding which will be used for delivery and the timescale in the plan period where infrastructure must be delivered.

12.29 A key challenge to an urban extension of South Lancaster is the improvement to highway capacity on the A6 corridor between Galgate and Lancaster City Centre and providing direct access from the urban extension area to the M6 motorway.

12.30 In order to improve accessibility to the motorway network, the City Council and Lancashire County Council propose a reconfiguration of Junction 33 of the M6, shifting the part of the junction northwards towards Lancaster University creating a staggered junction which provides both direct access into Site SG1 and a bypass of Galgate for traffic accessing the M6. Information on this project is set out in more detail via the Highways and Transport Masterplan. It is important to note that access to the M6 will be retained from traffic to the south of the district and into areas of Wyre district.

12.31 The creation of a reconfigured Junction 33 will require significant funding. A key element to funding this improvement will be a bid to the Lancashire Enterprise Partnership via the 'Growth Deal' programme which will be expected to demonstrate significant growth in the development of homes and jobs to secure the investments needed[35]. It is expected that whilst this will bring in a significant element of the funding required it will be for the development of Sites SG1 and SG2, through a Community Infrastructure charge, to bridge the gap in funding and assist in the delivery of the reconfigured junction.

12.32 In order to improve highway capacity on the A6 corridor, the City Council and Lancashire County Council propose a range of infrastructure schemes beyond merely the Junction 33 improvements, which cumulatively will result in improved capacity along the A6 corridor. Other key infrastructure improvements will include the following:

- The creation of a distributor road between the new Junction 33 reconfiguration, the A6 (Scotforth Road) and A588 (Ashton Road) following the route identified in the accompanying development brief and providing a crossings of the West Coast Mainline at Shearset Beck Bridge and Lawson's Bridge.
- The creation of a distributor road between the A6 (Scotforth Road) and Blea Tarn Road

[34] http://www.lancaster.gov.uk/planning/planning-policy
[35] http://www.lancashirelep.co.uk/lep-priorities/growth-deal.aspx

following the route identified in the accompanying development brief.

- Supporting the route of a new rapid transit service, as set out in the Lancaster District Transport Masterplan which will provide regular public transport services between Lancaster University, South Lancaster, Lancaster City Centre, Morecambe, Heysham and Junction 34.
- Improving linkages into the local cycling and walking network and promoting the use of cycle and pedestrian routes to access Lancaster City Centre.
- The provision of infrastructure necessary to facilitate the use of low-emission vehicles. In particular the provision of electric charging points within new development.
- Supporting the HGV movement strategy which is being proposed to limit HGV access through Carnforth, Lancaster, Morecambe and Heysham with the aim to encourage HGV drivers to utilise the Bay Gateway.

12.33 The funding mechanisms for these will vary. The delivery of a new distributor road through Site SG1 will be delivered via the Masterplan and the delivery of development. The delivery of two bridges across the West Coast Mainline will be secured via legal agreement ensuring that it is delivered at a time appropriate in the phasing of development. Contributions towards wider infrastructure improvements will also be secured through the use of CIL.

12.34 Whilst highway and transport improvements represent the greatest challenge to delivery, development of this size and scale at this location requires a further range of infrastructure which is needed to make this area a genuinely sustainable urban extension.

12.35 There is an identified need for further education facilities to be provided in South Lancaster, this includes the need for further primary school provision to be provided in the Whinney Carr and Bailrigg Lane areas of the Garden Village and further secondary school provision delivered in the Whinney Carr area. New primary school provision will be delivered directly as part of the development of the Garden Village and in partnership with Lancashire County Council. The delivery of a secondary school meets a wider strategic need for Lancaster and therefore should be funded through the Community Infrastructure Levy. Whilst funding will be generated from the levy it is expected that a site for a new secondary school is identified and safeguarded with a masterplan for Site SG1.

12.36 A new local centre will be necessary to provide basic local services and community facilities for both existing and new residents for South Lancaster. The Council believes the most appropriate location for a new local centre is the land at Lawson's Bridge, identified under Policy TC1.9 of this DPD. The new local centre should include uses which meet localised needs only and not seek to compete with other local centres or Lancaster City Centre. The centre should include a small-scale foodstore which is in accordance with Policy TC3 of this DPD.

Policy SG4: Infrastructure Requirement & Delivery for Growth in South Lancaster

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

The infrastructure that is required to make strategic growth in South Lancaster achievable is set out in more detail within the Council's Infrastructure Delivery Plan (IDP), which

accompanies this development plan. In delivering future proposals for the Bailrigg Garden Village the Council will require the following infrastructure issues to be addressed:

I. **The delivery of a strategic solution to accessing the M6 from t South Lancaster. Central to this will be the reconfiguration of Junction 33 of the M6, increasing capacity for that junction and providing direct access to the motorway for new homes and employment in South Lancaster without having to negotiate the centre of Galgate. The delivery of such a strategic scheme will require a public / private partnership approach to funding and delivery; and**
II. **The delivery of a strategic solution to the existing highway capacity constraints on the A6 transport corridor. Central to this will be the delivery of two new distributor roads which connect the A6 and the A588 (Ashton Road) and Blea Tarn Road. These roads will be required to meet the design and safety requirements of Lancashire County Council; and**
III. **The provision of additional school places at both primary and secondary levels to be delivered through potential expansion at existing schools, where possible, through the statutory consultation process or through the development of a new school facility commissioned and delivered in partnership with Lancashire County Council (the education provider); and**
IV. **The delivery of a new local centre on land at Lawson's Bridge (identified as TC1.9 on the Local Plan Policies Map) which will include a range of local services and community facilities that can be accessed by both new and existing residents in South Lancaster area. Provision for healthcare facilities should be considered to the satisfaction of the North Lancashire CCG; and**
V. **The provision of sufficient levels of open space of all typologies. This should include the provision of amenity open space (making best use of the topography of sites and considering the relationships between amenity space and sustainable drainage systems), recreation spaces and the provision of an allotment area. The delivery of open space should have due regard to the local needs for open space in the South Lancaster area; and**
VI. **The provision of sufficient utility infrastructure, such infrastructure provision include appropriate links to telecommunication and broadband networks, waste water, water supply, gas and electricity to the satisfaction of the relevant infrastructure providers; and**
VII. **The integration of the proposed bus rapid transit scheme to demonstrate how new development in South Lancaster will be better connected to wider areas through the provision of more frequent, sustainable public transport services.**

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

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

13. Central Lancaster

13.1 Lancaster City Centre is a unique and exceptional in many ways but is still to fully realise its status and potential as one of England's twelve heritage cities. The city needs to articulate its vision more clearly, achieve significant investment to enhance its uniqueness and raise its profile at a national level.

13.2 Lancaster has a long and fascinating history which dates back to Roman times. The city has an outstanding historic environment which includes Lancaster Castle. Lancaster is a quirky, vibrant and friendly centre with a compact, safe, pedestrianised shopping centre containing a mix of main high street and independent shops with a diverse food and drink offer. A wide range of arts and cultural attractions including theatres and performance venues, festivals, museums, parks and open spaces are on offer. The city is located on the edge of outstanding countryside and close to two national parks and Morecambe Bay.

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

Policy SG5: Lancaster City Centre Masterplan

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

To understand how such challenges can be addressed, the Council has prepared a City Centre Master Plan which has identified a long term investment framework that seeks to address these challenge and offer potential for future growth and improvement. The City Centre Master Plan seeks to address the following aims:

- **Improve business growth within the Centre of Lancaster**
- **Improve the visitor offer arising from the key assets**
- **Improve opportunities for employment and the upskilling of local people; and**
- **Improvement of infrastructure and assets within the City Centre**

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

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

13.5 The city is very much at the crossroads. Plans are evolving for strategic elements of the centre, including projects at Lancaster Castle and Lancaster Canal Corridor which are starting to have an impact. Evidence of Roman occupation is being unveiled which could be of international

importance. Meanwhile, Lancashire County Council is developing measures to reduce the impacts of traffic on the one-way system via the adoption of a new Highways and Transport Masterplan.

13.6 It is imperative that all those with a stake in Lancaster City Centre come together and support key strategic and supporting actions that will maximise the benefits of major investment in the city centre. In the era of internet and out-of-town shopping, the centres that will succeed in the future will be those that provide a range of attractions and a visitor experience which extends beyond simply shopping.

13.7 The new Visitor Economy Strategy[36] for Lancashire recognises Lancaster as one of the county's biggest opportunities for growth. Visitor numbers for Lancashire in 2014 were just over 62 million with £3.4billion economic impact. As the heritage centre of the county, it is a place that provides a quality environment for people interested in history, independent shopping and a range of cultural experiences. However, its future growth potential is limited due to a number of challenges, in particular a lack of accommodation options and a dispersed heritage offer in need of interpretation.

13.8 In order to address these challenges, the Council has prepared a City Centre Master Plan, which has been prepared by Rick Mather Architects. The Master Plan sets out a series of aims and objectives which will seek to deliver wider improvements to the City Centre. The delivery of these aims will require working in partnership with a range of stakeholders and addressing a wide range of issues, whether this includes highway improvements, public realm improvements or opportunities to maximise the cultural potential of the city.

Canal Corridor North Site, Central Lancaster

13.9 The Council will continue to support proposals for main town centre uses on land at Canal Corridor North in Central Lancaster, encouraging the expansion of the retail and cultural offer for the City Centre and seeking to maintain and enhance Lancaster's role as a sub-regional city centre and main comparison shopping centre within the District in accordance with Policy TC1 of this DPD. This growth is considered essential to enable the district to retain and attract the workforce, students and visitors it needs to sustain economic growth[37].

13.10 The regeneration of the site at Canal Corridor North will result in the regeneration of significant areas of derelict sites and buildings and would in due course expand the boundaries of Lancaster City Centre. Any proposals must ensure that it integrates positively with the existing city centre in order to attract users of the City Centre to the Canal Corridor site and vice versa. The Council will therefore expect good linkages for pedestrians, in particular appropriate crossing of the busy Lancaster City Centre one-way system and contribute to fulfilling the objectives of the Lancashire County Council's Highways and Transport Masterplan in relation to the Central Lancaster area.

13.11 The regeneration of the Canal Corridor area also provides the opportunity to provide a great presence for Lancaster University and improve the linkages between the university campus and Lancaster City Centre through the creation of new student facilities and student accommodation.

[36] http://www.marketinglancashire.com/news/2014/6/10/a-new-visitor-economy-strategy-for-lancashire-a2747
[37] http://www.lancashirelep.co.uk/lep-priorities/growth-deal/growth-deal-implementation-plan.aspx

Policy SG6: Canal Corridor North, Central Lancaster

The land at Lancaster Canal Corridor North has been identified to provide opportunity for comprehensive regeneration of a central location and significantly improve the retail and cultural offer of Lancaster city centre.

The delivery of a regeneration scheme will assist in enhancing Lancaster's role as a sub-regional city centre, as identified within Policy TC1 of this DPD, meeting the quantitative and qualitative retail needs of Lancaster, the wider district and communities in both North Lancashire and South Cumbria.

Any proposals for the Canal Corridor North site should be brought forward through a comprehensive masterplan for the area and, should consider a positive mixture of uses including retail, leisure and residential uses which will complement the existing centre and form part of a sustainable extension to Lancaster city centre.

The Council will support proposals for Lancaster Canal Corridor North which take account of the following considerations:

I. **To provide a seamless integration between the proposal and the existing city centre, particularly in relation to the urban form and connectivity for all users, particularly cyclists and pedestrians;**
II. **To ensure sensitive integration of new buildings, incorporating the existing historic fabric and retaining buildings which are of historic importance;**
III. **That only development proposals should be of a high standard of design, which is sympathetic and appropriate to the local area and makes use of local design styles, local materials and where possible the re-use of stone and architectural features from cleared buildings. The implications of the roofscape should also be considered having regard to impacts on key views in to, out of and through the proposal;**
IV. **That any convenience retail element of the scheme is only an ancillary to the wider regeneration of the scheme;**
V. **Sufficient and appropriate provision is made for vehicle parking in accordance with Policy DM60 and Appendix E of the Development Management DPD;**
VI. **That any development proposal should complement the proposals within the Lancaster District Highways and Transport Masterplan and incorporate suitable linkages to the existing highway network and address the issues of potential traffic congestion on the city centre one-way system and approaching routes;**
VII. **Connectivity between the Canal Corridor North site and the existing city centre with safe and pedestrian-friendly linkages created, particularly across Lancaster city centre's one-way system;**
VIII. **Development proposals should utilise its frontage with the Lancaster Canal with innovative design and improved public realm;**
IX. **The proposal seeks to encourage the use of non-motorised travel to and from the site through the provision of a sympathetic environment for cycling and walking; and**
X. **Development proposals should ensure that biodiversity is protected, especially the Lancaster Canal BHS, and where possible measures to deliver enhancement to local habitats should be secured**

Any development proposals should also have due regard to any relevant policies contained within the Development Management DPD.

13.12 The Canal Corridor North site involves the regeneration of land and buildings to the east of the City Centre. This includes a number of historic local buildings which should be retained the regeneration of this site. The Council has undertaken a heritage assessment of the historical assets found within the Canal Corridor North site. The findings and recommendations of this assessment work should be given due consideration in preparing any development proposal for this site.

13.13 Developers and agents for this site will be expected to have dialogue with both the City Council and Historic England which will result in the most important aspects of the historic environment being retained as part of their planning application. With regard to the historic environment, any development proposals will be expected to have due regard to Policies DM34 – DM38 of the Development Management DPD.

13.14 The regeneration of the Canal Corridor North site provides an excellent opportunity to address some of the accessibility issues within Lancaster City Centre. It is important that the regeneration of the Canal Corridor North site recognises the opportunities set out in the Lancaster District Highways and Transport Masterplan, particularly in relation to traffic improvements in Lancaster City Centre and the wider improvements to the cycling and walking network, and assist in implementing these improvements via the masterplan via a partnership approach with the Council and Lancashire County Council.

Lancaster Castle and Lancaster Quay

13.15 Lancaster is widely recognised as a city with exceptional cultural heritage with its historic buildings and streetscape attracting large numbers of visitors each year. The Castle, Priory and the surrounding quay area are at the heart of this heritage, providing a focus for visitors and residents keen to explore the historic past of the city.

13.16 Until recently these assets have been underused, with the castle in use as a prison and closed off to the public. Indeed the surrounding quay area is poorly integrated with the rest of the city offering little to the visitor economy. The Council is keen to address this, encouraging proposals which seek to rejuvenate the historic core of the city and strengthen its position as a quality destination for both visitors and residents of the district.

13.17 The closure of the Lancaster HM Prison in 2012 at the castle offers the opportunity to address this, with the castle now available for consideration as part of proposals for a heritage-led regeneration of the wider area. In taking forward future opportunities the Council will look to secure proposals in line with Policy SG9 of this DPD and the recommendations of its Cultural Heritage Strategy. Whilst the strategy was published in 2011 its calls for the expansion of the visitor experience at Lancaster Castle remains as valid today as at the time of its publication and is reflected in more recent documentation[38].

13.18 Any future development proposals should be taken forward through a conservation led approach which focuses on the historical importance of the castle and its strategic location within the urban fabric of the city. Opportunities to support the range of heritage-led and public realm regeneration proposals, including the Council's 'Square Routes' and 'Beyond the Castle' projects[39] should be investigated. These projects both seek to improve public realm and accessibility both within this area and the wider city centre.

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

[39] http://www.lancaster.gov.uk/business/regeneration

Policy SG7: Lancaster Castle and Lancaster Quay

The Council will support the appropriate regeneration and re-use of the Grade I Listed and nationally significant Lancaster Castle and associated buildings where it delivers the actions and aspirations of the Council's 'Cultural Heritage Strategy'.

Lancaster Castle

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

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

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

Lancaster Quay

The Council will support development proposals for visitor facilities and seek to protect existing visitor facilities at Lancaster Castle and Lancaster Quay to encourage a greater visitor and leisure offer for Lancaster and enhance the attractiveness of the city as a visitor centre where demonstrated to be appropriate in Lancaster Conservation Area and, where relevant, its Listed Building status.

New Quay Meadow and Vicarage Field

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

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

13.19 The Council will seek to support improvements and investment to the wider castle precinct and quay areas to the north, including the Priory, church yard and amphitheatre. Investment in these assets offer opportunity to regenerate this area of the city, utilising their historic past and capitalising on their proximity to each other and the wider city centre. The Council will look to support development that compliments this heritage resource and secures improved visitor related development in these areas.

13.20 In developing proposals of this area the Council has identified the location for a new city park area at New Quay Meadows and Vicarage Field. Proposals should look to retain and maintain this area of open space with opportunities for enhancement supported. Future proposals will need to be consistent with the designation of Vicarage Field as a Scheduled Ancient Monument with disturbance in this area kept to a minimum including the provision of new paths and tree planting.

14. East Lancaster

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

Land at Ridge Farm, East Lancaster

14.2 Land at Ridge Farm to the east of Lancaster has been identified for both residential development as part of a sustainable urban extension to Lancaster. The site covers an area of approximately 120 hectares and has been identified as having an indicative capacity for approximately 1,000 dwellings.

14.3 The Ridge Farm site mainly consists of undulating, open farmland which occupies a raised position above the River Lune. The site includes a number of drumlins and glacial valleys which traverse the site north - south. The site is bounded by the M6 motorway to the east, Caton Road to the north, residential development on the Ridge Estate to the west and Ridge Lane to the south. The site also includes Lansil Golf Course which remains active and well used by the local community.

14.4 The land at Ridge Farm is located on the urban fringes on Lancaster and when completed would form an urban extension to the east of the town and the area of Bulk. The allocation of this site provides the potential to offer strong linkages to Lancaster City Centre.

14.5 There is significant potential for growth in East Lancaster which creates new housing to meet identified needs. Land has already been allocated for employment purposes at Caton Road and Lancaster Business Park. Further residential growth is also identified directly south of this site at Grab Lane (Policy H3), Ridge Lea Hospital (Policy H4) and Lancaster Leisure Park (Policy H5). Such growth compliments recent developments at Lancaster Moor Hospital and Nightingale Hall Farm. The Council will expect all new development proposals in East Lancaster to address the cumulative issues of development (outlined in more detail via Policy SG9) and provide cumulative benefit to the wider East Lancaster area.

14.6 In allocating this site for development purposes the Council recognises the significant potential that it provides in helping to meet the district's long-term housing needs through a well-planned, comprehensive development of the site. To this end the Council will be preparing a Development Brief which supplements the content of Policy SG8 and provides detail on a range of issues which should be addressed through a Masterplan. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination.

14.7 The Council will expect Masterplan proposals to come forward for the entire Ridge Farm site, recognising the interlinked issues which need to be addressed for the site to come forward. In particular the masterplan needs to set out how the Lansil Golf Club will be satisfactorily relocated in order for the development to achieve a primary access onto Caton Road. The Council will expect prospective developers of the site to continue to positively engage with the Golf Club to secure the optimum result for both the golf course and the delivery of a sustainable development.

14.8 The main point for vehicular access will be derived from Caton Road. The provision of an access point in this area should be delivered to the satisfaction of the Lancashire County Council and should not seek to prejudice Caton Road's role as a key gateway into Lancaster City Centre, as defined by the Lancaster District Highways and Transport Masterplan. An important secondary access point must also be achieved to the south, linking the site to Quernmore Road. Whilst linkages into the existing Ridge Estate will be encouraged, these improvements should be limited to cycling, walking and public transport links only.

14.9 Given the site's close proximity to Lancaster City Centre, the Council will support the improvement of strong cycling and walking links to promote sustainable travel patterns. In particular improvements should seek to improve the towpath along the Lancaster Canal to make this route a safe and convenient route for cyclists and walkers accessing the city centre.

14.10 The masterplan should identify how it will address the delivery of infrastructure that is necessary to make the development acceptable in planning terms. Details of necessary infrastructure is set out in Policy SG9 of this DPD. The Council will support the logical long-term phasing of the site. However, the Council will not support the piecemeal development of the site which does not address wider issues for the East Lancaster area.

Policy SG8: Land at Cuckoo Farm / Ridge Farm, East Lancaster

Greenfield land identified on the Local Plan Policies Map at Cuckoo Farm / Ridge Farm, East Lancaster, has been allocated as a site for residential-led development. The Council expect that once fully developed that the site will accommodate approximately 1,000 dwellings and a range of infrastructure which is necessary to facilitate these new homes and jobs.

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

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

I. The managed and phased release of the site, having regard to the delivery of the required infrastructure to support new development;
II. The relocation of Lansil Golf Club to a satisfactory and appropriate location to secure their long-term future;
III. The delivery of necessary infrastructure to make development acceptable in planning terms and fully addresses the requirements of Policy SG9 of this DPD; and

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

Design Considerations

V. **The submission of a detailed design statement, recognising the prominent and sensitive location of the Caton Road area as a northern gateway into Lancaster and a strong setting for Ashton Memorial to the South. Design and landscaping of the site should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents and workers.**

Environmental Considerations

VI. **No net loss in the value of the Biological Heritage Sites (BHS) at Long Bank Wood, Lancashire Canal and Newton Beck Valley, with evidence of how these BHS will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to delivery positive benefits to biodiversity through the creation of habitat within the site;**

VII. **The protection and enhancement of identified greenspace systems, including Long Bank Wood running through the site identifying opportunities to secure recreation and wildlife improvements in these corridors;**

VIII. **The submission of a suitable and appropriate landscaping plan which retains and reinforces the existing landscape structure of the site, protecting existing landscape patterns including existing tree planting and hedgerows and incorporating this where appropriate into future proposals;**

IX. **The potential impact upon the setting and significance of the Ashton Memorial as a result of new development should be investigated, and where potential concerns may arise, mitigation measures should be put in place;**

X. **The protection in perpetuity of the allocated Key Urban Landscape, as defined by Policy EN7 of this DPD, which runs through the eastern section of this site. Any future masterplan will be expected to demonstrate how Key Urban Landscapes will be protected and incorporated into future design proposals;**

XI. **Mitigation measures to address potential noise and air quality impacts from the M6 motorway, which adjoins the site;**

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

XIII. **Proposals, both through the design, construction and occupation phases should seek to mitigate against flood risk which exists. Any masterplan for the site should be accompanied by a Flood Risk Assessment which addresses issues of flooding both directly and indirectly on the site and is acceptable to the Environment Agency and Lead Local Flood Authority.**

Transport Considerations

XIV. **The delivery of a highways scheme in accordance with the Development Brief and to the satisfaction of the Lancashire County Council which provides a primary vehicle access point onto Caton Road and a secondary access point onto Quernmore Road. Further access points should be investigated into the Ridge Estate for cycling, walking, public transport and emergency vehicles only;**

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

XVI. The opportunity for local service provision through a parade of shops which should include the opportunities for key services, health and community provision. This should be for local services only connected to the development of this site;

XVII. The relationship of this site with existing and planned development within the locality, identifying how through both design and access arrangements future development on this site will enhance linkages and integrate with the surrounding area. This includes linkages to the existing residential areas of the Ridge and Bulk and linkages to the city centre via the Lancaster Canal;

XVIII. Improvements to cycling and walking links between the development site and Lancaster City Centre via the Lancaster Canal; and

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

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

14.11 Given the potential for strong linkages with Lancaster City Centre from East Lancaster area, the development plan does not seek to propose anything more than the provision of a local centre which can meet the basic service needs of residents in the locality. The Council will expect, through the masterplan and accompanying planning application that provision is made for the delivery of local services and community facilities on the site via a small parade of shops and services.

14.12 The site occupies a prominent location on the entrance to Lancaster and so the Council will look to secure development which positively adds to this area of Lancaster through high quality designed proposals which sensitively relate to the landscape quality of this area. This is particularly the case in relation to the areas of Key Urban Landscape which occupy land to the east of the site. Development proposals will be expected to address the requirements of Policy DM42 in relation to development affecting Key Urban Landscapes. Particular regard and attention will also need to be given to the potential impact upon the historic setting and significance of Ashton Memorial, in accordance with Policy DM36, and also the landscape and visual impacts upon the Forest of Bowland AONB.

14.13 Development proposals should be of a high standard of design and construction and be sensitive to the edge of settlement location of this proposed site. The Council will expect any masterplan submitted to be accompanied by a detailed landscaping plan which will set out how landscaping issues will be addressed, both within the site and the creation of appropriate buffer zones and around the edge of the site. Development proposals should make the best use of the topography of the site, locating development in the areas which generate the least impact on the local landscape; this includes leaving the tops of the drumlins free from development. Particular regard and attention will also need to be given to the potential impact upon the historic setting and significance of Ashton Memorial, in accordance with Policy DM36.

Infrastructure Requirements in East Lancaster

14.14 There are a number of infrastructure requirements which must be addressed in order for development in East Lancaster to be achieved. Without the delivery of necessary infrastructure, it cannot be demonstrated that, both individually and cumulatively, the scale of growth proposed in this area is acceptable in planning terms.

14.15 In order to address matters of infrastructure within the local development plan, the Council has

prepared an Infrastructure Delivery Plan (IDP)[40] which sets out the infrastructure necessary to make development acceptable in planning terms. The IDP sets out the projects required, their indicative costs, the methods of funding which will be used for delivery and the timescale in the plan period where infrastructure must be delivered.

14.16 A key challenge to growth in East Lancaster are the cumulative impacts of development on existing provision. For example, the levels of accessibility in this area to the City Centre are relatively low, linkages by foot, bike or public transport are limited and, should further residential growth be promoted through the development plan in this area then improvements for both new and existing residents are necessary.

14.17 As a result the Council will seek, at a minimum, opportunities to improve levels of cycling and walking into the city centre from the East of Lancaster. This will include building on the existing cycling and walking network and supporting its promotion and growth in accordance with the Lancashire County Council's Cycling and Walking Strategy[41]. In relation to public transport, the Council will continue dialogue with transport providers to ascertain whether opportunities exist for the creation of new services (or the diversion of existing services) to provide a regular bus link to the city centre. Improvements to these networks will be secured by a mixture of both Section 106 agreements and the Community Infrastructure Levy.

14.18 In relation to the Ridge Farm / Cuckoo Farm site, a key consideration is the delivery of suitable access provision onto Caton Road, which is the primary gateway into Lancaster City Centre from the M6 motorway. The Council will not support proposals which place a restraint or restriction on the free movement of traffic along the Caton Road Gateway. The development plan has, through discussions with Lancashire County Council, identified that a primary access onto Caton Road can be achieved without compromising the free flow of traffic (further information on this can be found in the accompanying Development Brief). However, it will be for the development to provide the funding required to deliver such improvements through the Section 106 process.

14.19 There is an identified need for further education facilities to be provided in East Lancaster. This includes the need for further primary school provision to be provided on Site SG8. New primary school provision will be delivered directly as part of the development of SG8 in partnership with Lancashire County Council. The delivery of a secondary school meets a wider strategic need for Lancaster and therefore should be funded through the Community Infrastructure Levy. Whilst funding will be generated from the levy it is expected that a site for a new secondary school is identified and safeguarded with a masterplan for Site SG1 located in South Lancaster.

Policy SG9: Infrastructure Requirement & Delivery for Growth in East Lancaster

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

The infrastructure that is required to make strategic growth in East Lancaster achievable is set out in more detail within the Council's Infrastructure Delivery Plan (IDP), which accompanies

[40] http://www.lancaster.gov.uk/planning/planning-policy
[41] http://www3.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=323

this development plan. In delivering future proposals for growth the Council will require the development site identified via Policy SG8 to address the following issues:

I. The delivery of suitable access arrangements to access the site from the Caton Road Gateway and Quernmore Road which are to the satisfaction of Lancashire County Council; and

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

III. The delivery of a new local centre within the site (identified as TC1.11 on the Local Plan Policies Map) which will include a range of local services and community facilities that can be accessed by both new and existing residents in the East Lancaster area. Provision for healthcare facilities should be considered to the satisfaction of the North Lancashire CCG; and

IV. The provision of sufficient utility infrastructure including appropriate links to telecommunication and broadband networks, waste water, water supply, gas and electricity to the satisfaction of the relevant infrastructure providers; and

V. The creation of improved linkages to the public transport network and improvement of accessibility to Lancaster City Centre, this should include contributions towards schemes set out in the Lancaster District Highways and Transport Masterplan in relation to improvements to cycling and walking linkages and also the bus rapid transit scheme; and

VI. The provision of sufficient levels of open space of all typologies. This should include the provision of amenity open space (making best use of the topography of sites and considering the relationships between amenity space and sustainable drainage systems), recreation spaces and the provision of an allotment area in Site SG8. The delivery of open space should have due regard to the local needs for open space in the East Lancaster area and the Council will expect contributions to be made to the improvement of Williamson Park so that the park may better accommodate increased use of its facilities associated with new development; and

VII. The integration of the proposed bus rapid transit scheme to demonstrate how new development in East Lancaster will be better connected to wider areas through the provision of more frequent, sustainable public transport services.

The Local Plan seeks to identify further housing growth to the East Lancaster area, in particular land at Grab Lane (Policy H3), land at Ridge Lea Hospital (H4) and land at Lancaster Leisure Park (Policy H5). It is anticipated that contributions will be sought from these developments where it is considered that their development will cause impacts on the infrastructure outlined in this policy.

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

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

15. North Lancaster

15.1 Following the North Lancashire Green Belt Review[42] the land between the urban edge of North Lancaster and the new Bay Gateway is no longer considered to provide the level of openness and permanence necessary for a continuing Green Belt designation. As a result the boundaries of the Green Belt have been amended, shifting the defined Green Belt boundary north making use of the Bay Gateway as a feature of permanence which can provide a robust and long-term boundary between the urban area of Lancaster and the open countryside to the north.

15.2 The shift in Green Belt designation has provided the opportunity for the allocation of land to meet development needs of the district in a location which has strong access to the national motorway network, key employment areas in the district and Lancaster City Centre. As a result, a number of strategic designations have been made in this area which seek to deliver both residential and employment growth.

Land at Hammerton Hall, North Lancaster

15.3 Land which surrounds Hammerton Hall to the north of Lancaster has been identified for residential development as part of a sustainable urban extension to in North Lancaster area, cumulatively comprising land on the west of the A6 and the allocation of land at Beaumont Hall on the east of the A6 (as defined by Policy SG11 of this DPD). This site covers an area of 20 hectares and has been identified as having an indicative capacity for approximately 500 dwellings.

15.4 The Hammerton Hall site mainly consists of pastoral farmland. There are number of properties within the site which are excluded from re-development and require sensitive future consideration. They include St Johns Hospice and Hammerton Hall. The site is bounded to the north by the new Bay Gateway, to the east by the A6, to the west by the West Coast Mainline and to the south by the residential areas of Skerton. The Lancaster Canal cuts through the site in a north - south direction.

Policy SG10: Land at Hammerton Hall, North Lancaster

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

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

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

I. The managed and phased release of the site, having regard to the required infrastructure necessary to support new development;

[42] http://www.lancaster.gov.uk/planning/planning-policy

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

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

Design Considerations

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

Environmental Considerations

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

VI. The creation of significant green buffers between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;

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

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

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

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

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

Transport Considerations

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

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

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

XV. The delivery of a highways scheme in accordance with the Development Brief and to the satisfaction of Lancashire County Council which provides a primary vehicle access

point onto the A6 (Lancaster Road) a secondary access point provided onto Barley Cop Lane and further supplementary linkages into Hammerton Hall Lane for cycling and walking access only;

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

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

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

15.5 The site forms part of a wider urban extension to North Lancaster which includes Site SG11 which is located to the east of the A6 at Beaumont Hall. Once completed these sites will form a sustainable urban extension to the north of the town and the area of Skerton. The allocation site has the potential to offer strong linkages towards Lancaster City Centre. The Council will expect all new development proposals in the North Lancaster area to address the cumulative issues of development and provide cumulative benefits to the wider North Lancaster area in relation to improvements to community facilities.

15.6 In allocating this site for development purposes the Council recognises the significant potential that it provides in helping to meet the district's long-term development needs (contributing to both residential and employment needs) through a well-planned, comprehensive development of the site. To this end the Council will be preparing a Development Brief which supplements the content of Policies SG10 and SG11, providing detail on a range of issues which should be addressed though a Masterplan. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination.

15.7 The Council will expect Masterplan proposals to come forward for the entire Hammerton Hall site, recognising the interlinked issues that need to be addressed for this strategic site and the adjacent strategic site at Beaumont Hall (as identified in Policy SG11) to come forward. This is particularly in relation to the range of necessary infrastructure that is required to make development in this location acceptable. Whilst the Council will support the logical long-term phasing of the site, the Council will not support the piecemeal development of the site which does not address wider issues for the North Lancaster area.

15.8 The Hammerton Hall site occupies a prominent gateway location on the northern entrance to Lancaster. As a result the Council will expect development to positively add to the locality and the setting of the wider area. Development proposals should be of a high standard of design and construction and be sensitive to the edge of settlement location of this proposed site. The site incorporates a number of landholdings which should be protected and sensitively treated, including St John's Hospice and Hammerton Hall. Any submitted masterplan should provide a significant green buffer between any proposed development and these properties to protect both general amenity and visual amenity for users of the hospice.

15.9 The Council will expect any masterplan submitted to be accompanied by a detailed landscaping plan which will set out how landscaping issues will be addressed, both within the site and the creation of appropriate buffer zones around the edge of the site. Development proposals should make the best use of the topography of the site, locating development in the areas which generate the least impact on the local landscape.

15.10 The masterplan and accompanying planning application must address the delivery of sufficient infrastructure to make the development acceptable in planning terms; in particular the provision of appropriate highway improvements in the North Lancaster area and the provision of new and improved education provision.

15.11 The Development Brief sets out the main requirements for access into the site, with the primary access being formed on the A6 (at a safe and appropriate point to be agreed with the Lancashire County Council) and a secondary access point provided at Barley Cop Lane. Increased traffic levels on local roads will necessitate minor improvements to the existing road network which is set out in more detail via the Development Brief.

15.12 The allocation of Hammerton Hall should deliver a sustainable urban extension from the existing settlement area. The submitted masterplan should demonstrate how the development will integrate with the existing urban fabric of Lancaster, encouraging permeability for walking into Skerton, the city centre and to other adjacent development sites.

15.13 The masterplan will be expected to address the recognised infrastructure requirements for the North Lancaster area, as defined within the most up-to-date Infrastructure Delivery Plan (IDP) and Policy SG12 of this DPD.

Land at Beaumont Hall, North Lancaster

15.14 Land at Beaumont Hall in the North Lancaster area has been identified for residential development as part of a sustainable urban extension to the north of Lancaster, cumulatively comprising land on both the east of the A6 and the allocation at Hammerton Hall on the west of the A6 (as defined by Policy SG12 of this DPD). This site covers 28 hectares and has been identified as having an indicative capacity for approximately 400 dwellings and 10 hectares of high-quality B1 employment land.

15.15 The Beaumont Hall site mainly consists of pastoral farmland, which rises to the north away from the River Lune. The site includes a drumlin which runs north - south through the site. The site is bounded to the north by the new Bay Gateway Link Road, to the west by the A6, to the east by Green Lane and to the south by the residential areas of Skerton and Beaumont. The site includes a number of electricity pylons which traverse the site in a north - south direction

15.16 The site forms part of a wider urban extension to North Lancaster which includes Site SG10 which is located to the west of the A6 at Hammerton Hall. Once completed these sites will form a sustainable urban extension to the north of the city and the area of Skerton. The allocation site has the potential to offer strong linkages between Lancaster City Centre and residential areas to the south. The Council will expect all new development proposals in the North Lancaster area to address the cumulative issues of development and provide cumulative benefit to the wider North Lancaster area.

15.17 In allocating this site for development purposes the Council recognises the significant potential that it provides in helping to meet the district's long-term housing needs through a well-planned, comprehensive development of the site. To this end the Council will be preparing a Development Brief which supplements the content of Policies SG10 and SG11, providing detail on a range of issues which should be addressed though a Masterplan. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination.

15.18 The Council will expect Masterplan proposals to come forward for the entire Beaumont Hall site, recognising the interlinked issues that need to be addressed for this strategic site and the adjacent

strategic site at Hammerton Hall (as identified in Policy SG10) to come forward, particularly in relation to the range of necessary infrastructure that is required to make development in this location acceptable. Whilst the Council will support the logical long-term phasing of the site, the Council will not support the piecemeal development of the site which does not address wider issues for the North Lancaster area.

15.19 The Beaumont Hall site occupies a prominent gateway location on the entrance to Lancaster, as a result the Council will expect development to positively add to the locality and the setting of the wider area. Development proposals should be of a high standard of design and construction and be sensitive to the edge of settlement location of this proposed site. The Council will expect any masterplan submitted to be accompanied by a detailed landscaping plan which will set out how landscaping issues will be addressed, both within the site and the creation of appropriate buffer zones and around the edge of the site. Development proposals should make the best use of the topography of the site, locating development in the areas which generate the least impact on the local landscape.

15.20 The site includes Beaumont Hall which should be protected and sensitively treated via any new development proposals. Any submitted masterplan should provide significant green buffers between any proposed development and this property to protect both general amenity and visual amenity in the locality.

Policy SG11: Land at Beaumont Hall, North Lancaster

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

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

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

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

Design Considerations

IV. The submission of a detailed design statement, recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster. Design and landscaping of the site should be sympathetic to the locality and create a strong sense

of place, providing a well-designed and high quality environment for its residents and workers;

Environmental Considerations

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

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

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

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

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

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

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

Transport Considerations

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

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

XIV. The delivery of a highways scheme in accordance with the Development Brief and to the satisfaction of Lancashire County Council which provides a primary vehicle access point onto the A6 (Lancaster Road) a secondary access points provided onto Kellet Lane and Halton Road and further supplementary linkages into Green Lane for cycling, walking access only;

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

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

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

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

15.21 The masterplan and accompanying planning application must address the delivery of sufficient infrastructure to make the development acceptable in planning terms. In particular the provision of appropriate highway improvements in the North Lancaster area and the provision of new and improved education provision.

15.22 The Development Brief sets out the main requirements for access into the site, with the primary access being formed on the A6 and a secondary access points provided in two locations; Kellet Lane and Halton Road. All access points should be incorporated to the satisfaction of the Lancashire County Council. Increased traffic levels on local roads will necessitate minor improvements to the existing road network which are set out in more detail via the Development Brief.

15.23 The allocation of the Beaumont Hall site should deliver a sustainable urban extension from the existing settlement area. The submitted masterplan should demonstrate how the development will integrate with the existing urban fabric of Lancaster, encouraging permeability for a walking into Skerton, the city centre and to other adjacent development sites. Any masterplan should also include the provision of a new local centre, identified under Policy TC1.12, which provides commercial opportunities to meet local service provision for new residents and existing residents in the North Lancaster area only.

15.24 The masterplan will be expected to address the recognised infrastructure requirements for the North Lancaster area, as defined within the most up-to-date Infrastructure Delivery Plan (IDP) and Policy SG12 of this DPD.

Infrastructure Requirement and Delivery in North Lancaster

15.25 There are a number of infrastructure requirements which must be addressed in order for a sustainable urban extension to be achieved in North Lancaster. Without the delivery of necessary infrastructure it cannot be demonstrated that growth to the scale proposed is acceptable in planning terms.

15.26 In order to address matters of infrastructure within the local development plan, the Council has prepared an Infrastructure Delivery Plan (IDP)[43] which sets out the infrastructure necessary to make development acceptable in planning terms. The IDP sets out the projects required, their indicative costs, the methods of funding which will be used for delivery and the timescale in the plan period where infrastructure must be delivered.

15.27 A key challenge will be to ensure that new development in the North Lancaster area facilitates sufficient expansion to the capacity of the local highway network to ensure the free flow of traffic and a safe and efficient highway network. Whilst strategic improvements have already been made in the North Lancaster area, through the construction of the new Bay Gateway Link Road, this provides more strategic access between the M6 and Heysham. New development proposals will have to address the impacts of increased traffic on the local road network and particularly the A6, Halton Road, Kellet Lane and Barley Cop Lane. As a result the following improvements will be expected to be delivered directly through the development of Sites SG10 and SG11:

[43] http://www.lancaster.gov.uk/planning/planning-policy

- Appropriate access arrangements are achieved onto the A6 (the primarily vehicular access into both sites) to ensure there are no severe impacts on highway capacity and does not impact on highway safety;
- Improvements to ensure that there are a range of opportunities to access Lancaster City Centre by means of sustainable transport, this should include access to public transport and cycling and walking linkages; and
- Appropriate access arrangements to local road to provide opportunities for filtration into the local road networks, particularly onto Kellet Road, Halton Road and Barley Cop Lane.

15.28 The above proposals will be funded via legal agreements to ensure that the impacts on the local highway network are not severe and result in the delivery of sustainable development in North Lancaster.

15.29 Improvements to the local highway network should be supplemented by the promotion of more sustainable forms of travel to access local services in accordance with the Lancashire County Council Highways and Transport Masterplan. This should include contributions towards new and improved cycling and walking linkages between North Lancaster and Lancaster City Centre. Improvements to public transport are also required, particularly providing access to the employment areas of this extension and it will be expected that applicants for the site enter into constructive discussions with local public transport operators to deliver direct bus access.

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

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

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

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

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

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

IV. The provision of sufficient levels of open space of all typologies. This should include the provision of amenity open space (making best use of the topography of sites and considering the relationships between amenity space and sustainable drainage

systems), recreation spaces and the provision of an allotment area in Site SG10. The delivery of open space should have due regard to the local needs for open space in the North Lancaster area; and

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

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

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

15.30 The funding mechanisms for these will vary, the delivery of new highway improvements will be secured via legal agreements from both sites ensuring that improvements are made at a time appropriate in the phasing of development. Contributions towards wider infrastructure improvements, such as improvements to the wider cycling and walking linkages will be secured through the use of CIL to support the implementation of Lancashire County Council's Cycling and Walking Strategy[44].

15.31 There is an identified need for further education facilities to be provided in North Lancaster, this includes the need for further primary school provision to be provided on Site SG11. The delivery of a new primary school will be directly funded by the development of both sites SG10 and SG11 with costs split equally between both sites. The delivery of a secondary school is also necessary. However, this is to meet wider strategic needs within Lancaster and is to be located in South Lancaster on Site SG1. There will be a requirement for development in the north of Lancaster to contribute to meet this strategic need via contributions through the Community Infrastructure Levy.

15.32 A new local centre will be necessary to provide basic local services and community facilities for both existing and new residents of North Lancaster. The Council believes that the most appropriate location for a new local centre is within Site SG11 (as defined by TC1.12 of this DPD) and an approximate location as defined in the Development Brief. However, in the preparation of the Masterplan the Council is flexible in the location of the centre provided that it does not result in detrimental impacts on local amenity and does not result in negative impacts on the local highway network. The new local centre should only include uses which meet a localised need to the North Lancaster area and should not seek to compete with other local centres or Lancaster City Centre. The Council will not support the development of a foodstore within this local centre as sufficient capacity already exists to the north of the River Lune.

[44] http://www3.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=323

16. South Carnforth

16.1 Carnforth is the third largest settlement within the district and is considered to be the northern hub of the district, providing key services to the rural communities in the north of the district. It also has strong public transport links which may be further enhanced via the delivery of the Lancaster District Transport and Highways Masterplan[45]. As a result Carnforth is considered to be a highly sustainable location for future development growth which can build on its strong and improving transport links within the wider region.

16.2 Carnforth has seen very low levels of development growth over recent decades with very little new housing being delivered in the town. Much of the reason behind this is the constrained nature of Carnforth's surroundings. To the north and west is the Arnside and Silverdale AONB, the positioning of the M6 to the east is a significant barrier to growth and to the south and west is the North Lancashire Green Belt. In order to achieve development growth which maintains and improves the service provision within the town it will be important that the Local Plan seeks to provide opportunities for expansion within the town. The most suitable and logical approach to achieving this is for a relaxation of the Green Belt to the south of the town.

16.3 Such an expansion will not only provide opportunities for growth on greenfield sites but also assist in the delivery of the extensive brownfield site at Lundsfield Quarry. Whilst permission for residential development has been granted on this site, development has stalled for a number of reasons, primarily due to the current single access onto Kellet Road which obscures the site from the main highway network. The allocation of land for further growth in South Carnforth will allow the Lundsfield Quarry site to be accessed via multiple routes which should improve the deliverability of the site for residential purposes.

Land at Lundsfield Quarry, South Carnforth

16.4 The former Lundsfield Quarry site has been allocated for residential development. The site was previously home to a concrete works and a marina for the canal. Whilst the concrete works is now redundant, the marina uses remain operational. Redevelopment of this site is supported by the Council as it offers the opportunity to regenerate and bring back into use a large brownfield site, provide much needed housing, securing wider environmental and amenity improvements and deliver enhanced connectivity across Carnforth.

16.5 The regeneration of this site, and the delivery of housing and employment growth on land South of Windermere Road (Policy SG14), results in significant growth being identified in this area. The Council will expect a comprehensive approach to be taken towards new development in this area, making use of a masterplan approach to address cumulative impacts of development and deliver cumulative benefits to the wider area.

16.6 The development of the Lundsfield Quarry site for housing has been supported by the Council for a number of years having been previously identified for housing within previous development plans and, more recently, through the planning application process. A planning application for approximately 200 dwellings was approved by the Council in 2012 and, whilst this permission has now lapsed, the Council believes that the wider growth in the South Carnforth area provides the opportunity to kick-start regeneration of the Lundsfield Quarry site, particularly by offering improved opportunities to access the road network.

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

16.7 In continuing support for the delivery of this site the Council will look to secure development which utilises the site's central location, providing increased connectivity between the site, the town centre and adjacent residential areas. Whilst centrally located the site suffers from poor accessibility with limited connectivity between the site and the town centre due to the proximity of Lancaster Canal which presents a barrier to movements. The Council has in the past sought to address this through a requirement for a new crossing of the canal for pedestrians and cyclists. The delivery of such a link between the South Carnforth area and the town centre remains a key priority for any future regeneration plans for this site.

16.8 In delivering improved connectivity the Council will require the provision of improved linkages into the Highfield Estate to the north-east of the site which will provide greater connectivity through the South Carnforth area, and to key transport nodes.

16.9 The allocation includes part of Lundsfield Quarry Biological Heritage Site (BHS). Whilst the Council looks to protect and enhance existing BHS resources it is recognised that redevelopment of the site offers the opportunity to secure wider environmental improvement to the wider BHS area, resulting in a net gain to the biodiversity asset. In delivering this, future development proposals will need to clearly demonstrate how the BHS and other nearby areas will be enhanced and managed. This should ensure that there is no net loss in biodiversity value and that appropriate safeguards are included to secure the future protection of this resource.

16.10 There are significant opportunities for improvements to local recreational facilities, particularly looking at improvements to facilities and Carnforth Football and Rugby Clubs. It will be expected that in bringing forward proposals for development in the South Carnforth area that improvements to the outdoor recreational offer are investigated and delivered through new development. Further investigation and detail on the levels of requirement will be set out in the Development Briefs which are currently under preparation by the Council.

16.11 In allocating this site for development purposes the Council recognises the potential that it provides in helping to meet the district's long-term housing needs through a well-planned, comprehensive development of the site. To this end the Council will be preparing a Development Brief which supplements the content of Policies SG13 and SG14, providing detail on a range of issues which should be addressed through a Masterplan. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination.

16.12 The Council will expect Masterplan proposals to come forward for the entire South Carnforth area, recognising the interlinked issues which need to be addressed for the site to come forward. In particular the masterplan needs to set out how the issues of access will be addressed, particularly access into the existing road network at North Road and Back Lane, and how improvements will be made to pedestrian / cycle access will be delivered between the site and the town centre.

16.13 The masterplan should identify how it will address the delivery of infrastructure that is necessary to make the development acceptable in planning terms. Details of necessary infrastructure is set out in Policy SG15 of this DPD. The Council will support the logical long-term phasing of the site. However, the Council will not support the piecemeal development of the site which does not address wider issues for the South Carnforth area.

Policy SG13: Land at Lundsfield Quarry, South Carnforth

Brownfield land identified on the Local Plan Policies Map at Lundsfield Quarry, South Carnforth, has been allocated as a site for residential-led development. The Council expects that once fully developed that this brownfield site will accommodate approximately 250 dwellings and a range of infrastructure which is necessary to facilitate these new homes.

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

In preparing the masterplan and future planning application, the Council will require the following issues to be fully addressed:

- **I. The creation of a well-planned and well designed redevelopment of the site having regard to the required infrastructure necessary to support new development;**
- **II. The delivery of necessary infrastructure to make development acceptable in planning terms and fully addressing the requirements of Policy SG15 of this DPD;**
- **III. The relationship of this site with existing and planned development within the locality, identifying how through both design and access arrangements future development on this site will enhance linkages and integrate with the surrounding area. This includes linkages to the existing residential areas of South Carnforth, linkages to Carnforth town centre via a new canal bridge, linkages to Lancaster University and proposed development at land South of Windermere Road (Policy SG14);**
- **IV. The preparation of a suitable and appropriate landscaping plan, which should seek to retain existing natural features including making the best use of the topography of the site, particularly in the retention of important trees and the creation of landscape buffers between the development site and the Lancaster Canal and residential areas to the east;**
- **V. Proposals should seek to create a positive inter-relationship between new development and the Lancaster Canal;**
- **VI. Proposals should include appropriate access arrangements to the satisfaction of the highways authority which connects the site to Kellet Road and, via land at Windermere Road site, Back Lane;**
- **VII. Proposals should include opportunities for the use of Ultra-low emissions vehicles through the provision of electric charging points;**
- **VIII. The creation of good permeability with the existing settlement of Carnforth through the incorporation of positive cycling and walking linkages, making use of existing networks;**
- **IX. Proposals will be required to demonstrate how the site will contribute to the delivery of a green network corridor, with opportunities for enhancing biodiversity, recreation and leisure uses;**
- **X. Proposals should also assess the potential impact new development at this site may have upon the Arnside and Silverdale AONB, and if identified, how these can be mitigated;**
- **XI. Proposals will be expected to address the issues surrounding the Lundsfield Quarry North and Lancaster Canal Biological Heritage Sites (BHS) with evidence of how the BHS will be protected and enhanced and how impacts offset via new planting and habitat**

creation. The Council will expect development proposals to deliver overall positive benefits to biodiversity through the creation of habitat within the site; and

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

Development proposals and associated masterplan should give due consideration to all other relevant planning policies, particularly those contained within the Development Management DPD.

Land to the South of Windermere Road, South Carnforth

16.14 Land South of Windermere Road, Carnforth, has been identified as a site for residential development. The site covers an area of 25 hectares and has been identified as having an indicative capacity of approximately 500 dwellings.

16.15 This allocation site is located to the south of Carnforth, approximately 1km from Carnforth town centre. The land is undulating in character, is relatively open (particularly to the east of the site) and is primarily used for agricultural (pastoral) purposes. The site includes a series of electricity pylons, which traverse the site north - south, and a number of open quarries from historical sand and gravel workings that have taken place on the site.

16.16 This land has previously been identified within the North Lancashire Green Belt, which was designated in 1991 with the purpose of ensuring that the settlements of Carnforth, Lancaster and Morecambe do not coalesce together. The 2016 Green Belt Review[46] has concluded that this area continues to retain Green Belt importance however, for the reasoning set out below, the Council has decided through the preparation of a local development plan that a Green Belt release is necessary in this location.

16.17 Opportunities for growth in the Carnforth area are limited. To the west is the Arnside and Silverdale AONB which is protected for its landscape value, the M6 motorway provides a robust boundary from the urban fabric and the open countryside beyond, the opportunities for growth to the north are restricted due to flood risk and accessibility from the road network. These constraints result in the only opportunities for long-term growth being located in the south of the town.

16.18 As a result, the Council has decided that an amendment to the Green Belt is necessary to the South Carnforth area to facilitate opportunities for both residential and economic growth which is reflective of Carnforth's status in the district's settlement hierarchy.

16.19 In allocating this site for development purposes the Council recognises the potential that it provides in helping to meet the district's long-term housing needs through a well-planned, comprehensive development of the site. To this end the council will be preparing a development brief which supplements the content of Policy SG14 and provides detail on a range of issues which should be addressed through a Masterplan. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination.

16.20 A key issue to address is the connectivity of the site into the local road network and into Carnforth town centre. The main access points into sites SG13 and SG14 will be achieved from Back Lane and Kellet Road (via development at Lundsfield Quarry). In creating an access point onto Back Lane,

[46] http://www.lancaster.gov.uk/planning/planning-policy

improvements will be necessary to the existing road network, particularly in relation to the junction of Back Lane / Kellet Road to ensure that increases in traffic movement does not detrimentally effect the movement of HGV vehicles to quarrying operations within the Carnforth area.

16.21 This site, whilst on the edge of Carnforth, provides good opportunities for walking and cycling links into Carnforth town centre, via the Lundsfield Quarry site to the north-west. The Council will expect future masterplans to demonstrate how such connectivity will be delivered and that development of SG15 contributes to the delivery of such infrastructure, including the delivery of a crossing of the Lancaster Canal.

16.22 Given the potential for strong linkages with Carnforth town centre, the development plan does not seek to propose any new local centre for this area. However, whilst there is no requirement for a retail centre to be provided, the Council will expect via the masterplan process (and accompanying planning application) that provision is made for the delivery of local services and community facilities on the site via a small parade of shops and services. Provision of such services should be localised in nature and meet the basic needs of local residents in South Carnforth, services should not seek to compete with the existing service provision in Carnforth town centre.

Policy SG14: Land South of Windermere Road, South Carnforth

Greenfield land identified on the Local Plan Policies Map to the south of Windermere Road, South Carnforth, has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 500 dwellings and a range of infrastructure which is necessary to facilitate these new homes and jobs.

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

I. The managed and phased release of the site, having regard to the required infrastructure necessary to support new development;
II. The delivery of necessary infrastructure to make development acceptable in planning terms and fully addressing the requirements of Policy SG15 of this DPD;
III. Approximately 40% of the residential units provided will be defined as 'affordable' which includes the delivery of a full range of affordable products, including starter homes.

Design Considerations

IV. The submission of a detailed design statement, recognising the prominent and sensitive location of the site as a southern gateway into Carnforth and adjacent to the North Lancashire Green Belt. Design and landscaping of the site should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents; and
V. Opportunities should be given to the delivery of a range of housing products which includes the creation of custom build and self-build homes.

Environmental Considerations

VI. **The preparation of a suitable and appropriate landscaping plan, which should seek to retain existing natural features including making the best use of the topography of the site, particularly in the retention of important trees and the creation of landscape buffers between the North Lancashire Green Belt to the south and west of the site, the Lancaster Canal and residential properties to the north;**

VII. **Proposals should also assess the potential impact new development at this site may have upon the Arnside and Silverdale AONB, and if identified, how these can be mitigated;**

VIII. **Proposals should fully and satisfactorily address amenity issues, including noise and air quality issues which arise from the proximity of the M6 and quarry operations which are located to the east of this site;**

IX. **Proposals will be required to demonstrate how the site will contribute to the delivery of a green network corridor, with opportunities for enhancing biodiversity, recreation and leisure uses;**

X. **No net loss in the value of the adjacent Biological Heritage Sites (BHS) at Lundsfield Quarry North, Lancaster Canal and Lundsfield Quarry Central with evidence of how the BHS will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to delivery positive benefits to biodiversity through the creation of habitat within the site;**

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

XII. **Proposals, both through the design, construction and occupation phases should seek to mitigate against flood risk which exists in connection with Back Lane Watercourse. Any masterplan for the site should be accompanied by a Flood Risk Assessment which addresses issues of flooding both directly and indirectly on the site and is acceptable to the Environment Agency and Lead Local Flood Authority.**

Transport Considerations

XIII. **The relationship of this site with existing and planned development within the locality, identifying how through both design and access arrangements future development on this site will enhance linkages and integrate with the surrounding area. This includes linkages to the existing residential areas of South Carnforth, development at Lundsfield Quarry (Site SG13) and linkages to Carnforth town centre;**

XIV. **Proposals should include appropriate access arrangements to the satisfaction of the Lancashire County Council which connects the site to Back Lane and, via Lundsfield Quarry, Kellet Road; and**

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

Infrastructure Considerations

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

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

XVIII. **Proposals should address any highway improvements required on Back Lane and the Junction of Back Lane / Kellet Road to the satisfaction of the local highways authority; and**

XIX. **Proposals should include the creation of significant improvements to levels of open space within Carnforth, both in quantitative and qualitative terms, improvements should address the creation of new outdoor sports facilities to address local needs.**

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

Infrastructure Requirements for South Carnforth

16.23 There are a number of infrastructure requirements which must be addressed in order for growth in South Carnforth to be achieved. Without the delivery of necessary infrastructure it cannot be demonstrated that growth to the scale proposed is acceptable in planning terms.

16.24 In order to address matters of infrastructure within the local development plan, the Council has prepared an Infrastructure Delivery Plan (IDP)[47] which sets out the infrastructure necessary to make development acceptable in planning terms. The IDP sets out the projects required, their indicative costs, the methods of funding which will be used for delivery and the timescale in the plan period where infrastructure must be delivered.

16.25 A key challenge to the delivery of growth in South Carnforth is its integration into the existing highway network. The primary access points for both Sites SG13 and SG14 will be achieved from Kellet Road and Back Lane. It is recognised that the route of Back Lane is a strategic route for HGV vehicles travelling between quarry operations in Nether Kellet to junction 35 of the M6. Accordingly any increases in traffic on this route will have to be accompanied by improvements to the route to maintain sufficient and appropriate capacity and traffic flows to the satisfaction of Lancashire County Council. In particular this will require appropriate improvement works to the existing junction at Back Lane / Kellet Road.

16.26 In promoting improved linkages to Carnforth town centre, opportunities to enhance the local cycling and walking networks through both sites would be explored. Of particular importance to the sustainability of this area is the delivery of a strong link between South Carnforth and Carnforth town centre which includes a pedestrian / cycle crossing of the Lancaster Canal at an appropriate and logical location.

16.27 Growth in South Carnforth will present the opportunity to improve a range of recreational facilities in the town and will present the chance to delivery significant and beneficial improvements to a range of sports clubs within the town. These opportunities should be investigated as part of the preparation of a masterplan in partnership between the developer, the Council, local sports groups and the wider community.

16.28 There is an identified need for further education facilities to be provided in South Carnforth which includes the provision of a new primary school which will facilitate the growth of family housing in this area. The delivery of new primary provision will be funded by both sites SG13 and SG14 with the site of the school to be identified and safeguarded within Site SG14.

16.29 The funding mechanisms for the above will be delivered primarily through Section 106 and other legal agreements given they directly relate to making development acceptable in planning terms. Contributions via the Community Infrastructure Levy will still be required to deliver more strategic infrastructure as set out in the Infrastructure Delivery Plan (IDP)

[47] http://www.lancaster.gov.uk/planning/planning-policy

Policy SG15: Infrastructure Requirement & Delivery for Growth in South Carnforth

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

The infrastructure that is required to make strategic growth in South Carnforth achievable is set out in more detail within the Council's Infrastructure Delivery Plan (IDP), which accompanies this development plan. In delivering future proposals for growth the Council will require the development sites identified via Policies SG13 and SG14 to address the following issues:

I. **The provision of additional school places to be delivered through potential expansion at existing schools, where possible, through the statutory consultation process or through the development of a new school facility commissioned and delivered in partnership with Lancashire County Council (the education provider);**
II. **Improvements to the existing highway network, particularly relating to improvements along Kellet Road and Back Lane to the satisfaction of the local highways authority and which maintains existing capacity levels and does not restrict HGV movements to nearby quarry operations**
III. **The creation of a new cycle and pedestrian link between the development sites in South Carnforth and Carnforth town centre, this should include an appropriate pedestrian bridge crossing of the Lancaster Canal at an appropriate and logical point;**
IV. **The provision of sufficient levels of open space of all typologies. This should include the provision of amenity open space (making best use of the topography of sites and considering the relationships between amenity space and sustainable drainage systems), recreation spaces. The delivery of open space should have due regard to the local needs for open space in the South Carnforth area and should investigate opportunities of delivering comprehensive improvement to sports facilities in the Carnforth area;**
V. **The provision of sufficient utility infrastructure for both Sites SG13 and SG14, such infrastructure provision include appropriate links to telecommunication and broadband networks, waste water, water supply, gas and electricity to the satisfaction of the relevant infrastructure providers.**

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

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

17. South Heysham

17.1 South Heysham has been identified as a regeneration priority for some time and was identified as a priority area within the 2008 Core Strategy. Although exhibiting scars from its previous industrial uses, the area contains extensive parcels of land, much of which is in public ownership that could be redeveloped to capitalise on the anticipated demand generated by the completion of the Bay Gateway Link Road.

17.2 The land around South Heysham and Middleton village is one of the district's key regeneration priority areas, known as 'Heysham Gateway', it contains large areas of vacant land (much of which is publicly owned) which is suitable for redevelopment. The Heysham Gateway area contains infrastructure of national importance, namely the Port of Heysham, Heysham Nuclear Power Station and a range of extensive energy installations. It also suffers from the physical after effects of large scale industrial processes that came to an end in the 1980s. Paradoxically, also contains important wildlife habitats and provides many recreational opportunities for local residents.

17.3 Given the importance of the area, and the challenges faced in realising its potential, agreeing a clear vision for the future of Heysham Gateway and a strategic, comprehensive approach to its regeneration is absolutely critical. This is required to inform a range of decisions including planning, marketing and utilising land assets.

The Port of Heysham and Heysham Gateway

17.4 The Port of Heysham contributes heavily to the district's local economy, generating jobs and investment into the area. It also delivers trade and visitor links with the Republic of Ireland, Northern Ireland and the Isle of Man. Both the Lancashire Economic Partnership and the City Council recognises the economic benefits that the port brings to the district in terms of jobs and investment (both with regard to the port directly and other associated businesses) and will seek to encourage and secure future growth at the port to continue to provide such economic benefits[48].

17.5 The Council acknowledges that opportunities for further physical growth and expansion of the port facility is limited, particularly due to the close proximity of Heysham Nuclear Power Station. To assist with growth at the port further opportunities for expansion are required and, due to the constrained nature of its surrounding this will require significant remodelling work in the local area. This may include the expansion of the port facility onto adjacent land currently identified as the Port of Heysham Industrial Estate.

17.6 The Council will support the principle of expansion of Heysham Port into this area, widening its operational area to incorporate the land at the Port of Heysham Industrial Estate. However, the Council's support for such proposals will be predicated on sufficient and appropriate provision being made for the de-canting of existing from the estate to alternative, suitable locations in the Heysham area.

17.7 Proposals for the operational use of this land for port-related activities will not be permitted until all businesses affected by the proposal have been successfully de-canted to alternative locations. It is anticipated that alternative locations will include Major Industrial Estate, Lancaster West Business Park, Heysham Industrial Estate and White Lund Employment Area which are all within close proximity to the Port and highly accessible from the Bay Gateway Link Road.

[48] http://www.lancashirelep.co.uk/lep-priorities/growth-deal/growth-deal-implementation-plan.aspx

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

17.9 South Heysham is identified as one of the Regeneration Priorities in the Local Plan for Lancaster District 2011 – 2031 (as defined in Policy RG1.5). This area is known as 'Heysham Gateway' which contains the Port of Heysham, Heysham Nuclear Power Station and an extensive range of infrastructure related to the electricity transmission network.

Policy SG16: Port of Heysham Expansion

The Council recognises the benefits that are brought to the local economy through the Port of Heysham and the Port related facilities that surround it. Through the local plan the Council will seek to support the widening of facilities at the Port to encourage future growth and expansion. To facilitate such growth the Council will support the expansion of the Port, to incorporate land at the Port of Heysham Industrial Estate, provided that the following criteria are met.

I. That the existing businesses which occupy the Port of Heysham Industrial Estate are found appropriate and suitable accommodation at a location appropriate to their business needs; and
II. That the proposed uses are ancillary to the operation of the wider port facility at Heysham.

The Council will support the diversification of uses on the Port site, supporting the Port in becoming a base for providing assistance to energy projects, particularly off-shore renewable energy projects.

In considering proposals the feasibility of introducing or connecting to district heating systems should be investigated.

Future proposals will need to demonstrate that no European designated sites would be adversely affected by development either alone or in combination with other proposals, as per the requirements of Policy EN9 of this DPD.

17.10 The 'Heysham Gateway' area is particularly suitable for development related to the energy sector and logistics uses associated with the Port as well as general industrial development. The benefits of such growth are set out in more detail within the Council's Employment Land Review (ELR) and the 'Achieving Economic Potential' Study of 2015[49]. The City Council has therefore identified 'Heysham Gateway' as a focus point for growth of general employment uses through the plan period. This includes proposals involving office, general employment and storage and distribution uses.

17.11 Large parts of South Heysham have been previously used for heavy industry, particularly the petrochemical and fertiliser industries. Although these uses ceased in the 1980s it has left a legacy of contamination which needs to be addressed. In part the regeneration of this area, particularly through the reclamation of land at Middleton Wood for nature conservation, has already been achieved, though more can be done.

[49] http://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-and-information

17.12 Large with its location next to Morecambe Bay, the redevelopment of the Heysham Gateway area offers a unique opportunity to properly integrate much needed economic growth with the opportunity to conserve and enhance key environmental assets.

17.13 To elaborate on the guidance provided in Policy SG17 the Council will be preparing a Development Brief which will sets out in more detail how the criterion below will be addressed. The brief will also set out details on land-use and infrastructure matters.

Policy SG17: Heysham Gateway, South Heysham

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

Any proposals should have due regard to the content of the forthcoming development strategy which is being prepared by the Council. The development strategy will set out a vision for this area and a range of targeted interventions which will assist in its delivery.

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

I. Development proposals should be complimentary the wider uses of the South Heysham area addressing amenity issues appropriately;
II. Proposals should seek to protect areas which have important biodiversity value, in particular Middleton Woods Local Nature Reserve, and where possible provide improvements to the reserve in terms of management, security and access;
III. Proposals will be sympathetic to their surroundings, particularly in the context of the Lune Estuary and Morecambe Bay;
IV. Sufficiently address the remediation of contaminated land and water in accordance with Policy DM29 of the Development Management DPD;
V. Proposals will have to address issues of drainage with Council supporting the preparation of a comprehensive drainage strategy for the wider gateway area; and
VI. Where possible to do so, development should seek to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency, this should include investigating opportunities to deliver district heating systems in the South Heysham area.

Proposals for the development in the Heysham Gateway are should also accord to all relevant national and local planning policy.

The Heysham Gateway has also included an area of land to the South of Heysham Moss which has been safeguarded for future use by National Grid as part of the North West Coast Connections Project, future proposals for in this area should pay due regard to Policy DM51 of the Development Management DPD.

17.14 The Council have safeguarded land for the nationally significant infrastructure project – the National Grid Coast Connections Project[50] – which seeks to improve transmission capacity between Western Cumbria and the existing route of the Nation Grid along the M6 corridor. Land South of Heysham Moss has been safeguarded for future proposals relation to the potential engineering works associated with the creation of a tunnel under Morecambe Bay for power cables.

Heysham Nuclear Power Station

17.15 The Government has confirmed in publishing National Planning Policy Statements[51] EN1 and EN6 that new nuclear power stations will be necessary if the UK is to meet its carbon reduction targets and meet the nation's energy needs. Decision on the potential locations of any new nuclear power stations will be taken at a national level and the various regulators would assure safety, security and radiological issues of design proposals.

17.16 Heysham is one of the locations which has been safeguarded as a potential site for new nuclear provision and will be considered as part of the national strategic assessment. If an application for an additional nuclear station were to be made, it would be submitted to the Planning Inspectorate (or its successor body) under the Planning Act 2008, with any decision on this matter being taken by the Secretary of State. The Council would be a statutory consultee.

17.17 The Council recognises the economic benefits that a further nuclear reactor could provide to the local economy, in particular the creation of jobs which would be associated with both the construction and operation phases of development. Therefore the Council in principle supports the development of a new nuclear reactor on the Heysham site.

17.18 Whilst decisions will be taken at a national level on this matter, the implication of such decisions will have to be managed at a local level through the Council, including:

- The accommodation of workers through the construction phases of development.
- The accommodation of workers in the long term through the operational phase of the development; and
- Management of the economic growth that any expansion of facilities at Heysham Power Station will bring.

17.19 Land has already been identified (nominated) for the potential siting of a further nuclear power station on the Heysham site through the National Planning Policy Statement for Nuclear Power. Whilst the Council recognise the uncertainties of the proposal it also recognises the nationally strategic importance that a new power station would bring. Therefore the Council will seek to safeguard the extent of the nominated site to ensure that inappropriate development does not result in constraint to the delivery of a future power station at the Heysham site.

Policy SG18: Heysham Nuclear Power Station

Managing Nuclear New Build

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

[50] http://northwestcoastconnections.com/

[51] https://www.gov.uk/government/publications/national-policy-statements-for-energy-infrastructure

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

Through the local development plan the Council will seek to safeguard and protect the nominated site and its surroundings for the proposed Heysham 3 Nuclear Reactor from inappropriate development which would constrain the future development of the facility.

The Council does not anticipate that the construction and operational phases of this proposal will take place within this plan period. However, should there be a significant acceleration in progress of the nuclear new build the Council recognise this may necessitate a review of the local development plan, particularly in relation to the impact on housing need within the district.

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

17.20 There are no clear timescales over when any application would be made for any potential new nuclear power stations, however it is unlikely that such a facility will be operational within this plan period. However, it would be expected that the planning phase could well take place within that time. Should the Government's position become clearer on this matter the Council will look at the preparation of a supplementary planning document (SPD) on this issue which will provide greater detail on how the Council will deal with the implications of any nuclear new build at Heysham

17.21 The Council also recognises that if there is a significant acceleration of the new build programme at Heysham that this may trigger the need for a review of the local development plan, in particular the need to review the housing need requirements for the district. Development proposals on sites which are either within, or directly adjacent to, the nominated site area will be considered against the implications on both the delivery of the nuclear new build and on the appropriateness of the use in that specific location.

Safeguarding Existing Nuclear Facilities from Inappropriate Development

17.22 To ensure that there is no inappropriate development takes place in the vicinity of the existing Heysham Power Station site the Council will ensure that it consults with the Office of Nuclear Regulation (ONR) and will take account of its advice prior to determining planning applications.

17.23 The ONR's planning advice will take into account the nature of the development proposed (i.e. commercial, industrial or residential), the size in terms of the population involved and the proximity of the nuclear installation. Such constraints are intended to ensure that residential, commercial and industrial development are managed in such a way to attempt to preserve and maintain the general characteristics of the site similar to those which existed at the time of licensing throughout the entire life cycle of the nuclear installation.

18. The Economy, Employment and Regeneration

Economic Growth Potential in Lancaster District

18.1 Stimulating economic growth is a national, regional and local priority. As the economy improves, opportunities for economic growth are emerging with a potential for a very positive impact on the quality of life for the district's residents and the overall sustainability of the local economy.

18.2 The Government, Local Enterprise Partnerships (LEP) and Local Authorities all play an important role in establishing the conditions for economic growth in a range of different ways. Within Local Government, it is the County Council that is responsible for developing an economic strategy. This has been delivered via the Lancashire LEP as part of their Strategic Economic Plan (SEP)[52].

18.3 However, the City Council has identified Economic Growth as one of its Corporate Priorities[53] for some years now. The emerging opportunities and the availability of a comprehensive evidence base that identifies growth potential in specific sectors provide an ideal opportunity to determine how the Council can prioritise its economic development and regeneration activities to achieve the maximum lasting economic impact for the district.

18.4 The rationale for Local Authorities taking an active role in encouraging economic growth in the localities is clear. Economic growth leads directly to better standards of living and quality of life arising from more and better jobs, higher and more secure incomes, better access to good housing, education and training, leisure, health and strong public services in a quality environment.

Evidence Base

18.5 The Council has undertaken a range of evidence base assessments to understand the dynamics of the existing economy, forecasts over future economic growth and the potential of a number of economic sectors in the district. In particular the Council published the Employment Land Review (ELR) in January 2015 which was supplemented in April 2015 with a 'Recommendations for Achieving Economic Potential' Report, both elements being prepared by Turley consultants[54].

18.6 The Employment Land Review address three key issues, the first element being a review of existing allocated employment areas in the district to ensure that they were fit for purpose over the coming plan period (in accordance with paragraph 22 of the National Planning Policy Framework). The second element was the economic forecasts for potential job growth within the district, which was supplied by Experian and the final element was assessing the supply of employment land against prospects for economic growth and recommending whether further employment land was needed within the plan period.

18.7 The 'Recommendations for Achieving Economic Potential Report' set out a range of broad economic sectors which it was concluded had the greatest opportunities for economic growth

[52] http://www.lancashirelep.co.uk/about-us/what-we-do/lancashire-strategic-economic-plan.aspx
[53] https://www.lancaster.gov.uk/the-council-and-democracy/about-the-council/corporate-plan
[54] http://www.lancaster.gov.uk/planning/planning-policy/employment-studies

within the plan period. These recommendations were derived at from assessing local circumstances, evidence in the ELR and discussions with wider economic partners, importantly the Lancashire Economic Partnership.

Conclusions from the Evidence

18.8 The ELR concluded that a number of allocated employment sites where either no longer fit for purposes or needed significant regeneration investment. This included the following sites:

- Land at Lune Industrial Estate, Lancaster;
- Land at Heysham Industrial Estate, South Heysham; and
- Land at Millhead (Keer Bridge), Carnforth.

18.9 Accordingly this plan seeks to propose either alternative uses for these sites (either in whole or in part) or seek to prepare a regeneration strategy to see the managed improvement of areas within the plan period. All the sites identified above have site specific policies within this DPD to set out the future approach to their redevelopment.

18.10 The ELR, using economic forecasts supplied by Experian, set out the potential for job growth within the district via a broad range of economic sectors. The forecasting suggested that whilst there would be a continued decline in traditional industries, such as manufacturing, that there opportunities for significant growth in a range of sectors such are haulage, tourism, education and healthcare.

18.11 Finally the ELR considered the existing employment land supply against the opportunities for future job growth to conclude on whether the existing employment land supply was sufficient for future economic growth. Its conclusions were that whilst sufficient opportunities exist for general employment land uses there was a need for new employment land to meet future office needs.

18.12 The 'Recommendations for Achieving Economic Potential Report' sets out to understand the district's potential for future economic growth and involved dialogue with a number of the key economic drivers within the district (such as the Universities and Port of Heysham) in order to set out a number of key economic strengths.

- **The Knowledge Economy:** Building on the quality of the higher education establishments in the district seeking to retain a greater proportion of graduates and establish a stronger range of knowledge-based, high technology businesses in the district.
- **The Energy and Environmental Sectors:** Building on the strong and diverse energy generating facilities within the district which include Heysham Nuclear Power Station, a base for offshore renewable energies and a key location for National Grid Infrastructure.
- **Port Related Logistics:** Building on the highly accessible location of the district, with its strong links to the strategic road network (M6), strategic rail links (West Coast Mainline), the Port of Heysham and the newly opened Bay Gateway.
- **The Visitor Economy:** Building on the district's unique historic and environmental qualities and its wider cultural offer to establish the district as a key visitor destination within the region and nationally.
- **The Arts Economy:** Building on the cultural heritage of the district, particularly in both Lancaster and Morecambe, and strengthen the existing arts and cultural offer within the district.

18.13 The use of the evidence described and the input from wider economic plans, in particular the Lancashire LEPs 'Strategic Economic Plan' have been critical to informing the preparation of this

development plan.

Maintaining a Balanced Employment Land Portfolio

18.14 The district has a wide range of areas which have been identified for employment and economic purposes and provide opportunities for investment and job growth in the future. Many of the employment areas which are identified in Policy EC1 below have been established for some time and already provide a wide range of opportunities for employment uses such as office (B1) uses, general industrial (B2) uses and storage and distribution (B8) uses.

18.15 The Council believes that the employment portfolio described in Policy EC1, coupled with the areas of future growth identified in Policy EC2, provide a wide range of opportunities for economic growth across the district for a wide range of economic uses. The allocations for employment seek to provide flexibility for future growth to take account of a wide range of changes to the economy over the plan period.

18.16 The portfolio, and particularly the areas of growth identified in Policy EC2, ensure that the economic opportunities previously described can be achieved specifically in relation to delivering opportunities for future office growth and delivering opportunities for growth in knowledge based industries, port related logistics and the energy / environmental sectors. The delivery of economic growth potential for the visitor and arts economy are better described in other areas of this DPD.

Policy EC1: Established Employment Areas

The Council will seek to support and encourage economic growth and new development opportunities within established employment areas in accordance with relevant local and national planning policy.

General Employment Areas

Development proposals for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be supported in principle within established employment areas as identified below.

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

Office Development

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

EC1.13	**White Cross Business Park, Lancaster**	**EC1.14**	**Lancaster Business Park, Caton Rd**

Rural Employment Sites

The Council will support the delivery of economic growth within rural locations on sites which are allocated for employment purposes and where required within the sustainable villages listed in Policy SP2. The employment sites will be protected from non-employment generating

uses for their economic value and contribution to the wider rural economy of the district. Development proposals for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be supported in principle within the rural employment sites identified below.

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

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

The Loss of Former Employment Areas

The Council will support the regeneration and re-development of the former employment areas at Lune Industrial Estate (Lancaster) for a mix of employment and residential purposes (in accordance with Policy DOS3 of this DPD) and at the Former Thomas Graveson Site, Warton Road, Carnforth for residential purposes in accordance with Policy H8 of this DPD.

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

18.17 The business park at Carnforth is located in a highly accessible location just off junction 35 of the M6 and provides opportunities for high quality employment premises. With good access to the strategic road network and no major constraints surrounding the site this provides significant opportunities for further employment growth within the north of the district. The site is approximately 7.8 hectares in size and, as of 2015 there remains approximately 4 hectares of land still available for development which is identified for further growth via Policy EC2.24.

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

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

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

18.20 Land at Scotland Road, which is situated along the western side of the A6 on the northern gateway to the town is a site that is approximately 5.7 hectares in size and consists of a wide variety of uses. In particular there is a significant proportion of land set aside for storage purposes in association with caravans. There is an Aldi foodstore in the southern portion of the site, which has introduced a retail element to the site. The land at Scotland Road is separated into two parcels due to the railway lines and associated embankments.

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

18.21 This has been a historical employment allocation which is situated on Warton Road between Carnforth and the village of Warton. Historically, the largest element of this site has been situated on the eastern side of Warton Road and used for storage and distribution purposes. However, this is largely vacant and has been identified for mix-used purposes (which should include employment purposes) under Policy DOS10 of the Land Allocations DPD. The remaining portion of land, situated to the west of Warton Road, is approximately 1.2 hectares in size, is primarily used for general industrial purposes.

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

18.22 This site is situated adjacent to the larger Carnforth Business Park on Kellet Road and has an area of 1.8 hectares. It consists of a number of small business premises which are generally within B2 light industrial use.

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

18.23 The Port of Heysham Industrial Estate is 12.4 hectares in size and located directly adjacent to the Port of Heysham with strong accessibility to the Port itself and the wider strategic road network via the Bay Gateway Link Road. The site is occupied by a range of employment uses including B1 (office), B2 (light industrial) and B8 (storage and distribution). Proposals for this area will be expected to have due regard to Policy SG19 which relates to the wider Heysham Gateway area.

18.24 The Port of Heysham Industrial Estate, whilst currently allocated for wider employment purposes through the early period of the local plan has also been identified as a potential expansion for the adjacent port facility via Policy SG18 of this Land Allocations DPD. Should expansion take place into this site the Council will expect that existing uses are satisfactorily decanted from this site into suitable premises in the locality which are suitable and appropriate for the businesses' ongoing economic needs.

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

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

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

18.26 Royd Mill is situated just off the junction of the A683 and Middleton Road and consists of a number of mill buildings and open storage. The site is 2.1 hectares in size and is predominantly used for B2 general industrial uses.

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

18.27 Major Industrial Estate is situated just of Middleton Road, between Heysham and Middleton and is approximately 17.4 hectares in size. The majority of uses on the site could be considered to be heavy industries within the B2 land-use. The site has been expanded within the Land Allocations DPD to include further land to the south of the existing employment area.

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

18.28 The Lancaster West Business Park is located just off the Bay Gateway Link Road and provides significant opportunity for future growth within the local plan period, with substantial proportions of the site currently available for future growth, the total area of the site is 28 hectares. There are a range of uses already located on the site including B2 (general industrial) and B8 (storage and distribution) and its attractiveness of a location is expected to increase given the improvements to strategic accessibility within the locality.

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

18.29 This is a long, linear allocation of employment land which is located along Caton Road, which is a major gateway into Lancaster from the east and M6. The estate is located adjacent to the River Lune which results in large areas of the estate being located within areas of identified flood risk. There are a range of B1 (office), B2 (general industrial) and B8 (storage and distribution). The area is approximately 39.9 hectares in size.

18.30 The site comprises areas of the former Standfast Works which are historic but poor in quality. There are also significant areas of modern employment development, particularly around the Lansil estate. As with the quality of premises on the estate, the sizes of the premises are also variable with large units located on the Lansil estate with smaller industrial units located on the estate closer to the city centre.

18.31 With the proposed loss of Lune Industrial Estate from the district's employment land portfolio the site at Caton Road provides the greatest provision for B2 general employment uses within Lancaster. For this reason the Council will strongly resist the loss of land within this allocation for non-employment generating uses and will particularly encourage the location of B2 general industrial uses in this area.

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

18.32 White Lund Employment Area is the largest employment area within the district and is approximately 100 hectares in size when considered alongside Vickers Industrial Estate and the vacant land at Mellishaw North.

18.33 White Lund estate is primarily used for a wide range of B2 (general industrial) uses with some B1 (office) and B8 (storage and distribution). There has been a recent trend for growth of quasi-retail uses, particularly in the form of trade counter uses and car showrooms within the estate. It is the view of the Council that further growth in retail within the estate will begin to have an effect on the stability of the estate for ongoing employment uses, particularly in relation to increasing rental values. Therefore any proposals for non-employment uses within the estate will be considered against Policy EC4 of this DPD.

18.34 The estate is of a low density and there are a range of opportunities for regeneration and growth. The most significant opportunities for growth exist in the south of the estate on land at Vickers Industrial Estate and Mellishaw North. Mellishaw North in particular is a site of 6 hectares which is currently available for regeneration.

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

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

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

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

Rural Employment Areas

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

Establishing Areas of Future Economic Growth

18.39 In establishing new areas for economic growth the Council has fully taken into account the economic evidence prepared both locally and regionally by the Lancashire Local Economic Partnership.

18.40 The local plan seeks to identify a range of new employment sites within the district which provides a more flexible and balanced employment land portfolio which, in turn, provides opportunities for economic growth in a range of employment sectors.

Policy EC2: Future Employment Growth

The Council anticipates that a further 48.9 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Innovation Park	Allocation made to deliver opportunities for technology and research based industries which provide close linkages to the adjacent university campus.	9.7ha
SG17	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Walkers Industrial Estate and Heysham Industrial Estate which allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate expansion of the Port of Heysham.	16.2ha
SG11	North Lancaster Business Park	Allocation made within the strategic allocation of Beaumont Hall for a mixed-use development of residential and high-quality employment uses which takes advantage of the linkages with the new Bay Gateway Link Road.	5ha
SG1	South Lancaster Business Park	Allocation made within the strategic allocation of Whinney Carr / Burrow Heights for a mixed-use development of residential and high-quality employment uses which takes advantage of the improved connectivity at junction 33 of the M6.	5ha
EC1.1	Carnforth Business Park	Retained allocation for employment uses at Carnforth Business Park, off junction 35 for general employment uses.	4ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment of land south of Galgate which is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	9ha

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

Lancaster University Innovation Park, South Lancaster

18.41 The Lancaster University Innovation Park is a regionally important proposal which is recognised as a key priority by the Lancashire Local Economic Partnership[55] to deliver significant economic growth in a wide range of knowledge based industries with a particular focus on the healthcare advancements for the elderly. If the innovation park is fully realised it is anticipated that it may generate in the region of 2,000 new jobs in the South Lancaster area.

18.42 The Innovation Park will have strong linkages to Lancaster University, which is sited directly adjacent to this development site. The University will be a key promoter of this site and it is expected that the site will provide opportunities for a range of knowledge-based industries which have links to the academic functions of the university.

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

North and South Lancaster Business Parks

18.44 The local plan identifies two specific areas where the future needs for office development (as outlined in the Employment Land Review) will be located. These two sites in South and North Lancaster form part of the wider strategic allocations at Bailrigg Garden Village (Policy SG1) and Beaumont Hall (Policy SG11) respectively.

18.45 The allocations have been identified in these locations to take advantage of the easy access to the strategic road network, via a reconfigured junction 33 and junction 34 and will be of a high quality of design and layout given their gateway locations into Lancaster. Uses on these sites will be restricted to B1 uses only.

Heysham Gateway, South Heysham

18.46 The Heysham Gateway, South Heysham is a key area of regeneration within this local plan. There are a wider number of employment sites in the South Heysham area which are in various states of use and are of varying quality. It is the intention of the Council to work with relevant stakeholders and land owners to improve the quality of the employment land / premises offer in this area to take advantage of the improved accessibility arising from the Bay Gateway and the close proximity of the Port of Heysham.

18.47 The regeneration of this area, set out in more detail in Policy SG17, has sought to identify three expansion areas at Lancaster West Business Park, Major Industrial Estate (Walkers Industrial Estate) and Heysham Industrial Estate. These expansions will create approximately 16 hectares of new general employment land which can be used for general employment uses.

18.48 Beyond the expansion of existing employment areas, the Council will promote the regeneration of existing employment areas to provide more modern, fit-for-purpose employment premises which are more adaptable for changes to the local economy.

Junction 33 Agri-Business Centre, South Galgate

19.49 The rural economy and agriculture still plays a major role in a district which remains highly rural east of the M6. A key focus for the agricultural sector is the existing Farmers Auction Mart on Wyresdale Road in East Lancaster. The existing Auction Mart site has been in this location for

[55] http://www.lancashirelep.co.uk/lep-priorities/growth-deal/growth-deal-projects.aspx

many, many years and suffers from poor accessibility and is in close proximity to residential properties in East Lancaster. Opportunities to relocate this use to a more sustainable and accessible site should be investigated.

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

Carnforth Business Park

18.51 Finally, the allocation for Carnforth Business Park will be retained for employment opportunities in the north of the District and will be available for a range of employment uses which are appropriate for this location.

Junction 33 Agricultural Business Centre

18.52 The Lancaster Auction Mart currently operates on land at Wyresdale Road, Lancaster and is considered to be one of the busy agricultural auction markets in the North West. The location of the existing Auction Mart site in the eastern area of Lancaster is seen to be highly constrained with very poor accessibility to the strategic road network. The facilities at the Auction Mart site are also considered to be outdated and its ongoing use in such close proximity to substantial areas of residential development is thought to be incompatible.

Policy EC3: Junction 33 Agri-Business Centre, South Galgate

The Council will support the development of this site for a new Agri-Business Centre which is focussed around the relocation of the Farmers Auction Mart from its current base at Wyresdale Road, Lancaster. Employment uses on this site must be ancillary to the agricultural nature of this allocation, seeking to facilitate the local agricultural economy within the district and wider region.

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

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

I. That the proposed access arrangements to the site are addressed to the satisfaction of the Lancashire County Council, particularly in relation to car parking, highway safety and highway capacity;
II. The submission of a suitable and appropriate landscaping plan which seeks to minimise the landscape impacts of the site on the surrounding area and mitigates any impact on neighbouring residential properties and the Lancaster Canal, this should include the provision of appropriate levels of natural screening;
III. The submission of a detailed design statement which recognises the gateway location of this site off Junction 33 of the M6. Designing of the buildings and associated landscaping

should be sympathetic to the locality and provide a well-designed environment for visitors and workers;

IV. No net loss in value of the adjacent Lancaster Canal Biological Heritage Site (BHS) with evidence of how the BHS will be protected and enhanced. The Masterplan should seek to deliver positive benefits to biodiversity through the creation of habitat within the sites;

V. Proposals should satisfactorily address any amenity issues arising from the proposed uses on the site, including noise, air and other emissions; and

VI. The provision of pedestrian and cycling linkages along the Lancaster Canal which links Galgate into the Bailrigg Garden Village and South Lancaster.

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

18.53 As a consequence, the opportunity to move the existing site to a more suitable and accessible location is supported by the Council and land adjacent to junction 33, south of Galgate has been identified for its relocation. The proposed site will provide direct access to junction 33 of the M6 both to the north and south and reduce the level of HGV movements travelling through residential areas.

18.54 The new facility will not only provide a relocation of the existing Auction Mart site, it will also permit the development of new employment facilities in the south of the district. The allocation will permit the development of range of B1, B2 and B8 employment uses on the site, though any employment on the site must be connected to the agricultural industry and be ancillary to the primary role of the site as the new Auction Mart.

18.55 Proposals for the site should be brought forward via a comprehensive masterplan for the site which sets out how the whole allocation will be brought forward – either through its full development or via phased approach. The Council will not support any planning application which results in the piecemeal development of the site. Any masterplan should seek the creation of a new Auction Mart as part of the first phase of development.

18.56 Access to the site will be taken from Lancaster Road (A6) and any masterplan should satisfactorily address a wide range of transport implications including provision of safe access into and out of the site, sufficient and appropriate vehicle parking on-site and address any highway capacity matters.

18.57 The site is in a greenfield location on the south edge of Carnforth. Whilst the site is well shielded from the wider landscape to the south and east, the land is more prominent to the north and west. It will be essential that any masterplan includes a detailed landscaping plan which sets out how any visual impacts will be mitigated through the provision of natural features such as bunding and the creation of natural buffers using trees and vegetation.

18.58 The site is located adjacent to the Lancaster Canal, which is identified as a Biological Heritage Site (BHS). The Council will expect any proposals for this site to take account its relationship with the adjacent BHS and ensure that there are no detrimental impacts on its value.

White Lund Employment Area

18.59 White Lund Employment area is the largest allocated employment site within the district, measuring approximately 100 hectares in size. The employment area is strategically placed as it is equidistant between Morecambe and Lancaster with its location enhanced further by the Bay Gateway Link road which runs through the allocation.

18.60 The role of White Lund as a key employment area has been significantly enhanced by the opening of the new Bay Gateway Link Road. This provides even stronger accessibility to the road network as well as the key urban areas of the district. The role of the employment area will be monitored to ensure that it continues to fulfil its core role of supporting employment needs for the local economy.

Policy EC4: White Lund Employment Area

In accordance with Policy EC1.12 the Council will support a range of employment uses which include B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) subject to the proposals being in accordance with all other relevant local plan policies.

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

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

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

19.61 The employment area, whilst supporting a significant level of employment generating uses has seen over recent years an infiltration of quasi-retail uses, in particular the development of trade-counter uses and car showrooms. The Council recognise this to be a potential threat to the ongoing viability of and continuity of the estate for employment generating purposes which should be primarily uses for B1 (office), B2 (General Industrial) and B8 (Storage and Distribution).

19.62 As a result of this potential threat, Policy EC4 seeks to restrict the opportunities for retail development (and other non-employment generating uses) within the White Lund Employment Area, only permitting proposals where it has been demonstrated by the applicant that no alternative locations are available for the proposal outside the allocated employment area and the proposed alternative uses would be ancillary to the primary employment use.

Regeneration Priority Areas

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

19.64 As a result the Council, via this plan, has continued to identify a series of regeneration priority areas which will remain a focus for improvement over the course of this plan period. The

identification of these priority areas has been considered against the areas of potential economic growth within the district.

Central Morecambe

19.65 The Council has prepared an Area Action Plan for Central Morecambe which was formally adopted for planning purposes in 2014[56] and will be considered for review in 2020. The key aim of the Action Plan was to set out a series of strategic interventions which would seek to improve the role and function of the existing centre, particularly focusing on a better utilisation of the land within the centre and improved management of the pedestrian routes within the town centre and between the centre and the promenade. The Action Plan remains an effective and relevant element of the wider local plan, with this document seeking to supplement, not succeed, the Action Plan.

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

Central Lancaster

19.67 Lancaster is the commercial and administrative centre for the district, with significant opportunities for improvement of both the retail and cultural offer via regeneration of the Lancaster Canal Corridor and Lancaster Castle. The regeneration of these two key areas and their surroundings will offer significant economic opportunities for the town in terms of job growth and economic investment. Further detail in the delivery of these sites can be found in Policies SG6 and SG7 of this DPD.

19.68 There has been a number of action plans and strategies which have been prepared for Central Lancaster which will shape its future regeneration. This includes the Lancaster District Highways and Transport Masterplan, prepared by Lancashire County Council[57], which sets a key aspiration of reducing traffic movements through the city centre through altering traffic management on the gyratory and other supplementary measures. When this is realised it will provide a more pleasant and safer environment for users of the city centre.

19.69 The Council is in the process of preparing a City Centre Masterplan which seeks to establish a management strategy for the town centre to address long standing issues within the public realm and to enhance the visual, historic and cultural environment within the town centre. Beyond the City Centre Masterplan the Council continues to pursue the implementation of a range of other projects such as 'Lancaster Square Routes' and 'Beyond the Castle' which seeks improvements to the public realm[58].

Caton Road Gateway, Lancaster

19.70 Changes to traffic movements in the Lancaster area, in light of the opening of the Bay Gateway Link Road have placed a greater level importance on Caton Road as being the key gateway into Lancaster city centre. With the opening of a new Park and Ride facility at junction 34 of the M6 Caton Road will also be one of the primary access points into the city centre for people visiting

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

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

[58] http://www.lancaster.gov.uk/business/regeneration

Lancaster to take advantage of the enhanced commercial and cultural offer.

19.71 Whilst Caton Road is a key gateway into the city centre, it is also an important and valuable source of employment land for Lancaster, providing important spaces for a range of general industrial uses which are critical to the local economy. As a result the Council will encourage proposals which seek to improve the economic offer of the Caton Road Gateway and support proposals which seek to both improve the visual amenity of the gateway whilst also providing more modern, fit for purpose, employment accommodation.

19.72 Another key focus of regeneration proposals for this area will be improvements to the flood defences on the River Lune following the flooding associated with Storm Desmond in 2015. This will involve the creation of new flood defences along the River Lune between the Bay Gateway Bridge and Skerton Weir.

Policy EC5: Regeneration Priority Areas

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

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

EC5.1	**CENTRAL MORECAMBE: Has been identified as a Priority Area which is of sub-regional importance. Through tourism, housing renewal and heritage led regeneration, Central Morecambe will be re-invented as a visitor destination which draws on its natural & built heritage and its coastal location. The re-designed town centre will provide a range of facilities which will serve local and district-wide needs and provide opportunities for commerce, leisure and residential uses.**
EC5.2	**CENTRAL LANCASTER: Lancaster city centre will be strengthened as a sub-regional centre with improved retailing opportunities and enhancing the City's role as a visitor destination for its cultural heritage and historic environment.**
EC5.3	**CATON ROAD GATEWAY, LANCASTER: Caton Road has become the main gateway into Lancaster City Centre from the M6 and, in accordance with the Lancashire County Council Highways and Transport Masterplan, proposals will be supported which improve flood defences, public transport, cycling and walking links. Regeneration of the employment sites along Caton Road to provide more modern, fit for purpose, B2 employment premises will be supported.**
EC5.4	**LUNESIDE, LANCASTER: With regeneration already proposed or taking place on Luneside East and West, the Council will support the regeneration of the remainder of the Luneside area, particularly Lune Industrial Estate for a range of both employment and residential uses which are compatible to the relevant polices in the local development plan.**

EC5.5	**HEYSHAM GATEWAY, SOUTH HEYSHAM: Regeneration of the employment sites in the South Heysham area will be supported to provide modern, fit for purpose, employment units which can benefit from the strong linkages to the Power Station, Port of Heysham and access to the strategic road network. Economic regeneration in this area should take place hand-in-hand with habitat creation and improvements to the natural environment of the area.**
EC5.6	**CENTRAL CARNFORTH: Carnforth's role as a key service centre / market town in the north of the district will be enhanced to accommodate the proposed growth in the town. This will include improving transport linkages in the town, particularly enhancing rail links from Carnforth Rail Station and regenerating large brownfield sites for an appropriate mix of commercial and residential development.**
EC5.7	**MORECAMBE WEST END: The Council will continue to work on the renewal and regeneration of residential properties in the West End and will seek to work with local businesses to strengthen the local centre to ensure it meets the basic services for local residents.**

Luneside, Lancaster

19.73 Significant process has already been made with the regeneration of Luneside with development of Luneside West already underway and delivering a significant number of new homes on a former brownfield site.

19.74 There are two remaining sites in the Luneside area which would benefit from regeneration. This includes the land at Luneside East which has permission for residential development and student accommodation and the Lune Industrial Estate. The Council will support the comprehensive redevelopment of these sites which accord to the relevant policies in the local plan, in particular for Lune Industrial Estate the site specific policy DOS3.

Heysham Gateway, South Heysham

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

Carnforth Town Centre

19.76 The local plan seeks to retain Carnforth town centre's role within the north of the district as a key service centre / market town. This is particularly necessary with the significant growth planned for the south of the town.

19.77 Further residential growth within the town should be secured at the same time as regeneration of the brownfield sites adjacent to the town, such as the former TDG Site and Lundsfield Quarry, and improvements to the existing transport linkages. Such improvements should seek to enhance the level of rail service provision operating out of Carnforth Rail Station and establish strong connectivity as the southern gateway into the Arnside and Silverdale AONB.

Morecambe's West End

19.78 The local plan seeks to continue to the positive work on housing renewal and regeneration within the West End Masterplan Area[59] in order to deliver modern, fit-for-purpose residential units. The delivery of housing in this area should ensure that it meets local housing needs and does not seek

[59] http://www.lancaster.gov.uk/business/regeneration/west-end-masterplan

to create residential accommodation which is inappropriate for the area. The Council is looking for housing proposals in the West End to be brought forward which meets the following objectives:

- Increase the attractiveness of the West End to families and long-term residents.
- Create a more balanced community.
- Help address negative perceptions of the West End as a place to live.
- Increase the proportion of owner occupiers and reduce the number of poor quality private rented properties.
- Diversify the housing offer and create high quality housing choices appropriate to the area as informed by the Housing Needs Assessment.
- Increase the amount of open space and improve the quality in the built environment.

19.79 There has been a historic over-supply of HMO's and poor quality one bedroom units of accommodation in Morecambe's West End. This has given rise to significant public investment being used to balance housing markets and underpin private investment in removing the most problematic properties and restoring them into high-quality family housing and alternative forms of tenure – particularly quality rental accommodation underpinned by long term private institutional investment.

19.80 Building on the success of earlier regeneration schemes the Council will continue to combine public and private investment to secure development and remodelling options for key sites such as West End Two (the second phase of the Chatsworth Gardens Scheme), Bold Street and Co-op Building. In support of major public and private investments the Council will prioritise the West End for the application of the range of statutory powers available to public authorities aimed at securing an improved built environment, increased residential amenity and improvements in private sector property and housing management.

19.81 It is critical that any housing proposals within Morecambe's West End will complement the existing housing stock and continue to balance housing markets. For this reason, the council will not, under any circumstances, support proposals that seek to create more HMO's (beyond any permitted development rights that may apply).

19.82 Similarly, the council will not support proposals that would provide large numbers of one bedroom accommodation in Morecambe's West End. Any proposals to provide new build dwellings or to convert existing buildings should be provided in the form of family accommodation wherever possible, unless in limited circumstances, large buildings which cannot be provided as one dwelling are subdivided into self-contained units and provide a mix of dwellings which may include limited provision of one bedroom apartments (other than in exceptional circumstances any council led initiatives which would ensure that appropriate robust management arrangements will be in place). In all instances, any proposals should be providing self- contained units of a high standard incorporating suitable layouts with adequate provision and access to bin storage, incorporating fire safety measures and taking account of any other community safety considerations.

19.83 Projects for vulnerable groups (other than older people's accommodation) will not normally be supported in Morecambe's West End given the disproportionate number of vulnerable and marginalised groups that have occupied HMO's or poor quality private rented accommodation, and to avoid compounding the negative impact of this trend, projects and supported housing schemes for vulnerable groups should be provided in more appropriate and sustainable locations in Lancaster district and outside of Morecambe's West End Masterplan Area, as defined by Policy EC5.7.

19.84 Beyond housing, the Council are keen to ensure that the sporadic nature of the existing centre of

the West End should be reshaped to provide a more effective and efficient centre which meets the basic service needs of local residents.

Establishments of Higher Education

19.85 Higher education establishments, including Lancaster University, University of Cumbria and Lancaster & Morecambe College are important economic assets with the District and their continued sustainable growth is important for both the District and the wider North-West region.

19.86 Over recent years there has been significant growth in higher and further educational facilities, particularly at Lancaster University where new research, engineering and technology centres have improved the educational offer at the University and provided opportunities for new business and investment in the district. Future development such as the Lancaster University Innovation Park will reinforce the development of a nucleus for knowledge based industries in South Lancaster. Given Lancaster University's position within the strategic growth area of South Lancaster further guidance on future proposals can be found within Policy SG2 of this DPD.

19.87 Whilst Lancaster University is recognised as the largest education facility in the district there are a number of other key facilities which in cumulatively provide a wide variety of education and training opportunities.

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

University of Cumbria, Lancaster

19.89 The University of Cumbria was established in 2007 following the merger of St Martin's College, the Cumbria Institute of Arts and the Cumbrian campus of the University of Central Lancashire. The university is based on a 'distributing learning network' with teaching taking place at a number of facilities across the country. In Lancaster the main campus buildings are located on the former St Martin's College site on Bowerham Road, south of Lancaster city centre. This was established in the 1960s on the former army barracks.

19.90 Like Lancaster University, the University of Cumbria campus in Lancaster plays a major role in providing employment and investment into the local economy. Its importance to the local economy is recognised in the recent employment land review which suggested that, overall within the district, approximately 9,169 people were employed within the educational sector.

19.91 Since its establishment the University of Cumbria has continued to grow with significant investment in new campus buildings and facilities over recent years. Further development of the site is constrained by its site boundaries and its location within a residential area and area of Key Urban Landscape. This landscape provides a visual setting for the college and provides recreational facilities for the students and staff. It also makes an important contribution to the appearance of what is a densely developed part of Lancaster.

Policy EC6: University of Cumbria Campus, Lancaster

The Council will support the sustainable growth of the University of Cumbria campus where it accords with both the Masterplan for the university campus and all relevant planning polices both locally and nationally.

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

Future development proposals should be taken forward through the preparation of a comprehensive masterplan which has been agreed through consultation with the local community. Opportunities to improve linkages with local businesses should be encouraged as part of this process.

As part of the masterplan process careful consideration should be given to the retention of the historic features contained on the site, in particular the sensitive and sympathetic re-use of the historic garrison buildings which occupy areas within the defined campus. The Council will support the retention of such features and would only support proposals for their loss where it is clearly demonstrated that the economic benefits outweigh their loss.

19.92 The Council will support development within the built-up campus boundary identified on the Local Plan Policies Map. In exceptional circumstances the Council may allow development outside of this area for outdoor sports facilities and small-scale ancillary development where a proven need is evidenced and where it is shown that this cannot be met within the existing built-up area subject to residential amenity and not encouraging off-campus parking.

19.93 In considering future proposals for growth, it may be that alternative locations outside of the campus may be considered appropriate, including locations in central Lancaster and Morecambe. In considering such proposals the Council will give consideration as to whether the benefits of growth outside of the campus outweigh the extent to which the use would be more appropriately located on-campus.

Lancaster and Morecambe College, Morecambe Road

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

Policy EC7: Lancaster and Morecambe College

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

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

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

19.95 Like Lancaster University and the University of Cumbria, the importance of Lancaster and Morecambe College to the local economy is recognised by the Council and therefore the sustainable growth of the college will be supported by the Council.

19.96 In taking forward future proposals for the college, the Council will expect that future growth will be delivered through the preparation of a masterplan which is prepared via consultation with both the Council and the local community.

19.97 Whilst support will be given to sustainable growth at the college, the Council will seek to protect areas of greenspace within the college campus, in particular the existing playing fields which provide an important recreational resource for the local area.

19. Town Centres and Retailing

The Role of Town Centres

19.1 The District's town centres are places to shop, visit, work and live. They are key economic assets which attract a significant level of economic activity with people working both in Central Lancaster and Morecambe in the retail and leisure economy.

19.2 Town centres have undergone significant changes in recent years, which have been significantly affected by the wider economic conditions which prevail nationally. This led to the decline of town centres particularly though the economic recession and exacerbated by suppressed disposable incomes and a growth in online retailing. However, over more recent years there are clear signs that such declines are now beginning to be reversed and town centres are beginning to grow and diversify.

19.3 The traditional roles of the town centre as merely a retail centre are beginning to disappear with a greater diversification of uses in town centres, particularly an increasing role of town centres for a wide range of leisure activities.

19.4 There are three key town centres in the district which serve differing roles and functions (as set out in the Retail Hierarchy in Policy TC1) which the Council, through the preparation of this plan, will seek to maintain and enhance their ongoing roles within the district and beyond into the wider region.

Evidence Base

19.5 The Council has commissioned a number of retail studies over recent years which reflect the significant changes which have been taking place peoples shopping patterns. This includes a retail review in 2014 and, more latterly a refresh of that evidence in late 2015. These reviews were both prepared by White Young Green planning consultants[60].

19.6 The 2015 Lancaster District Retail Review provided guidance on the levels of comparison retail (i.e. non-food) and convenience (i.e. food) retailing that will be required through the forthcoming plan period. These forecasts were based on both population and expenditure patterns and trends using a standard methodology.

[60] http://www.lancaster.gov.uk/planning/planning-policy/retail-studies

19.7 The retailing forecasts provided two sets of projections. The first projection for a scenario where there was no encouragement for growth in expenditure in the district (i.e. no provision is made for future growth or improvement in town centre and the status quo is merely maintained) and the second projection for a scenario where increasing the district's market share was promoted (i.e. encouraging retail growth and promoting the offer of the district's town centres).

19.8 The final element of the Retail Review was to assess the opportunities for retail at the Lancaster Canal Corridor, which is a proposed expansion of the town centre as identified in Policy SG7 of this plan.

19.9 Clearly town centres are about more than just retailing. As already discussed town centres are places for food and drink, leisure activities, places of work and places where people live. In relation to the opportunities for leisure (in particular commercial leisure which includes uses for food and drink, cinema and the arts) the Council recommissioned a Commercial Leisure Study which was published in the spring of 2016[61].

19.10 The Commercial Leisure Study sought to identify a range of different commercial leisure uses and provided recommendations on where there was capacity for further growth in these sectors through the course of the plan period. This is specifically in relation to whether a mixed use scheme at the Lancaster Canal Corridor could include a wider range of uses than merely being a retail-led scheme.

Conclusions from the Evidence

19.11 The most recent retail review suggests that the levels of growth to be expected in both convenience and comparison retailing have reduced over recent years, this has been particularly the case due to people's spending habits and the increasing role of online sales.

19.12 Convenience retail needs have been more or less met within the short to medium term, with a significant increase in foodstore provision taking place over recent years, particularly in the budget operator market. Whilst it appears that quantitative needs have been met there remain qualitative arguments over the coverage of foodstores and the range of customer choice that the existing locations provide, particularly to residents south of the River Lune. This is an issue addressed in Policy TC3 of this DPD.

19.13 The levels of require comparison retailing has also reduced over recent years due to the challenging economic climate of recent years and the impact of online sales on high street operators. The district has also seen a number of significant proposals for comparison retailing in Lancaster and Morecambe which has also assisted in meeting some of the demand for comparison retail space.

19.14 Notwithstanding this, there is a requirement for this plan to meet the remaining capacity requirements and ensure that it plans positively for competitive town centres. As a result and to plan positively for Lancaster city centre, the evidence suggests that there remains significant opportunities for town centre expansion of the Canal Corridor site which is addressed in more detail via Policy SG6 of this DPD.

The Retail Hierarchy for Lancaster District

19.15 Lancaster district has a range of centres which fulfil differing roles in terms of their size, scale and functionality. Many centres provide only a local need to the residents of that specific community

[61] http://www.lancaster.gov.uk/planning/planning-policy/retail-studies

or neighbourhood whereas the larger centres, such as Lancaster, have much greater roles within the district and beyond in the wider region of North Lancashire and South Cumbria.

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

Lancaster City Centre

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

19.18 Given the historic nature of Lancaster city centre the key challenge through the plan period will be to manage growth and change in the town centre which maintains and enhances its town centre role whilst protecting and enhancing the fabric of the built environment.

Policy TC1: The Retail Hierarchy for Lancaster District

To protect and maintain the vitality and viability of existing City, Town and Local Centres, to protect local services and minimise the need to travel by private car, the City Council has proposed the following retail hierarchy:

Centre Name	Role and Function	Commentary
LANCASTER (TC1.1)	**Sub-Regional Centre**	**Lancaster will maintain and enhance its role as a sub-regional centre for North Lancashire and South Cumbria in terms of comparison retailing and will seek to increase visitor numbers by developing its role as a visitor destination.**
MORECAMBE (TC1.2)	**District & Regeneration Priority Area**	**Morecambe will continue to develop as a town centre to provide shopping for residents who reside to the North of the River Lune. Regeneration will continue to enhance the town's retail role and attractiveness as a visitor destination.**
CARNFORTH (TC1.3)	**District & Key Service Centre**	**Carnforth will maintain its role as a market town and key service centre to the rural hinterland in the North of District. It will enhance its role as a tourist destination drawing on its proximity to the AONB and its cultural heritage.**
BARE (TC1.4) TORRISHOLME (TC1.5)	**Urban Local Centres (Morecambe)**	**These local centres will maintain their roles in providing key services**

WESTGATE (TC1.6) **WEST END (TC1.7)**		**to the residents of Morecambe, Lancaster and Heysham respectively.**
BOWERHAM (TC1.8) **+*SCOTFORTH (TC1.9)** **LANCASTER UNI. (TC.10)** **+RIDGE (TC1.11)** **+SKERTON (TC1.12)**	**Urban Local Centres (Lancaster)**	
HEYSHAM ROAD (TC1.13) **HEYSHAM VILLAGE (TC1.14)**	**Urban Local Centres (Heysham)**	
CATON (TC1.15) **HORNBY (TC1.16)** **GALGATE (TC1.17)** **BOLTON-LE-SANDS (TC1.18)** **SILVERDALE (TC1.19)**	**Rural Local Centres**	**The local centres will maintain their roles in providing key services to the rural communities within the district.**

**The scale and size of the centre to be provided is still yet to be determined and will be reviewed prior to the publication / submission stage.*
+Represents the creation of new local centres as part of strategic growth plans for South, North and East Lancaster

Out-of-Centre Locations

Out of Centre Retail Parks, which include Sunnycliffe Retail Park (Mellishaw, White Lund), Parliament Street Retail Park, Lancaster and Bulk Road, Lancaster will not be designated within the district's retail hierarchy. These are recognised to be out-of-centre locations and therefore future development proposals will be subject to the Sequential Text and, if applicable, an Impact Test in accordance within National Planning Guidance and Policy DM14 of the Development Management DPD.

New Local Centres

A new local centre is proposed in both South and North Lancaster as part of the residential development at Whinney Carr / Burrow Heights (identified as Scotforth on the Retail Hierarchy), Beaumont Hall (identified as Skerton on the Retail Hierarchy) and at Ridge Farm / Cuckoo Farm, East Lancaster (identified as Ridge on the Retail Hierarchy). These centres will be local in scale, meeting the needs of both existing and new residents within the South and Lancaster area respectively, providing key local services and a basic range of comparison and convenience retailing. These new centres should provide for local services and not seek to compete with other centres in Lancaster or Lancaster City centre itself.

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

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

19.20 Paragraph 23 of the National Planning Policy Framework (NPPF)[62] suggests that planning policies should be positive and promote competitive town centres. In order to build on recent successes in the town centre and ensure that the city centre remains competitive, strong and successful it is important that this plan sets out a positive planning approach to promote a strong and diverse town centre and promote good customer choice via a diverse retail offer.

[62] https://www.gov.uk/government/publications/national-planning-policy-framework--2

19.21 In terms of retail growth, there are limited opportunities for expansion due to the significant constraints of the historic environment and the local highway network. However, there may be significant changes to the highway network via the Highways and Transport Masterplan which should reduce the levels of through traffic to the benefit of pedestrians, cyclists and the overall environment of the town centre.

19.22 Due to the limited opportunities for expansion, and the desire of the Council to promote enhanced opportunities for a strong and diverse town centre, this plan will seek to allocate a proposed extension to the Primary Shopping Area via the regeneration of the Lancaster Canal Corridor site. Further details on this can be found in Policy SG6 of this DPD. It is envisaged that this expansion will provide of a range of uses which include not only comparison and convenience retail, but leisure, cultural, business and residential uses.

19.23 The Council will also seek to improve the cultural heritage offer in the city centre, promoting and enhancing the role of key historic features in the town, most notably Lancaster Castle. To set out more detail to how such interventions can be achieve the Council will be publishing a Master Plan for Lancaster city centre. Further details on this approach can be found in Policies SG5 of this DPD.

Morecambe Town Centre

19.24 Morecambe is a Coastal Resort has faced significant challenges and decline over recent decades. This is not unusual for many coastal resorts around the country. Whilst Morecambe has faced significant challenges over recent years there are signs of recovery and opportunities to re-instate its importance within the retail hierarchy.

19.25 Morecambe remains a significant destination for visitors, predominantly day trippers visiting Morecambe Bay is used as a base for people seeking to spend longer amounts of time exploring the local area. Morecambe's role as a visitor destination is expected to be enhanced further by the opening of the Bay Gateway which significantly improves the town's access to the strategic road network (M6).

19.26 The Council has prepared and published a Morecambe Area Action Plan[63], which adopted in 2014, already forms part of the wider local plan. The Action Plan sets out a series of interventions which seek to improve the role and function of the town centre and its inter-relationship with the Promenade. The Council continue to see Central Morecambe as a key regeneration area and will continue to work on a range of projects to ensure that Morecambe town centre continues to regenerate through the plan period.

19.27 There are also a range of retail projects and opportunities for retail growth within town, this includes the planning permission granted for a retail part on the former Frontierland site on Marine Drive and the plans for regeneration of the Arndale Centre in the town centre. Further details on the Council's approach to regeneration within the town centre can be found within Policy TC4 of this DPD.

Carnforth Town Centre

19.28 Carnforth town centre is the hub for the rural communities in the north of the district, providing a basic range of retailing and leisure uses both for the town and outline communities. Carnforth has a strong provision for convenience retailing with three foodstores trading in edge-of-centre locations which identifies it as key service centre in that area.

[63] https://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan

19.29 Carnforth, given its transport heritage and close proximity to the Arnside and Silverdale Area of Outstanding Natural Beauty (AONB), is continuing to develop its role as a visitor destination with the creation of visitor accommodation in suitable, sustainable locations being supported by the Council.

19.30 Carnforth has an area of strategic growth which will assist in securing its role as a key service centre and ensuring that the existing services are maintained. There are no proposals to seek expansions to the town centre however opportunities for town centre development on the former TDG site, Warton Road, could be investigated where they enhance the existing town centre area.

Urban and Rural Local Centres

19.31 There are a range of urban centres within the urban areas of Lancaster, Morecambe and Heysham. These centres are very much local in nature and only provide a basic level of services for the neighbourhood and communities they serve.

19.32 Due to the strategic allocations in the plan there are a number of new local centres which should be developed to cater for the basic services of both existing and particularly new residents. These new centres should be developed in Scotforth (South Lancaster as part of the strategic growth advocated by Policy SG1), Skerton (North Lancaster as part of the strategic growth advocated by Policy SG10) and Ridge (East Lancaster as part of the strategic growth advocated by SG8).

19.33 In relation to the centre at Scotforth, it is proposed that a local centre (or centres) will be sufficient to meet the needs for the new residents of this development. However, the Council will continue to investigate whether a district centre is more appropriate in this area.

19.34 To supplement the urban centre, there are a range of local centres within a number of the sustainable settlements which again provide for the basic local needs of the communities they serve.

Town Centre Designations

19.35 In accordance with paragraph 23 of the NPPF[64], the Local Plan Policies Map identifies a series of town centre designations which define the boundary of the Primary Shopping Area, the wider town centre and retail frontages with the town centre.

19.36 The designations identified will ensure that main town centre uses, as defined by the National Planning Policy Framework, are directed to the correct town centre locations.

Policy TC2: Town Centre Designations

Lancaster City Centre

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

In accordance with Policy DM14 of the Development Management DPD, the Council will support proposals for main town centre uses (as defined by the National Planning Policy Framework) where they are located within the designated town centre boundary. Proposals for retail should be located within the Primary Shopping Area (PSA). Proposals for retail uses which are situated outside of the PSA will be expected to apply the Sequential Test and, if applicable, the Impact Test in accordance with relevant national and local policy.

[64] https://www.gov.uk/government/publications/national-planning-policy-framework--2

Where a proposal is situated within a designated retail frontage, consideration should be given to the proposal's impact on the frontage in accordance with Policy DM15 of the Development Management DPD.

Morecambe Town Centre

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

Carnforth Town Centre

In relation to Carnforth, a town centre boundary has been identified. Given the scale and role of Carnforth, as set out with Policy TC1, the Council has not sought to identify a PSA or designate retail frontages. Proposals for main town centre uses (as defined by the National Planning Policy Framework) which are appropriate scale, role and function for Carnforth will be expected to be located within the town centre boundary and in accordance with Policy DM14 of the Development Management DPD.

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

Future Retail Growth

19.37 The NPPF[65] is clear where it states that planning policies should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres. The Framework also states that local plans should retain and enhance existing [retail and leisure] markets and, where appropriate, re-introduce or create new ones, ensuring that [retail and leisure] markets remain attractive and competitive.

19.38 Evidence from the retail study shows opportunity for Lancaster district to increase the levels of expenditure in its town centres and increase its overall market share. In accordance with the NPPF it is the expectation of this plan to be positive and promote competitive town centre environments in its key centres by offering opportunities for expansion where appropriate.

Comparison Retailing

19.39 The district's key comparison retail opportunity is the Canal Corridor North site in Central Lancaster. There is an importance to ensure that new development on this site seeks to enhance, maintain and protect the vitality and viability of the existing town centre as defined in the Local Plan Policies Map. The regeneration of the Canal Corridor site offers the opportunity to combine its current role as a cultural centre with an extension to the Primary Shopping Area (PSA) creating new comparison and convenience retail floorspace, leisure activities, workspaces, cultural facilities, improved public realm and residential accommodation.

19.40 Whilst the Canal Corridor Site offers an opportunity to secure Lancaster's position as a sub-regional centre through the plan period, improvements to the retail offer for Central Morecambe should not be ignored. Growth of retailing in Morecambe, namely the implementable planning permission on the former Frontierland site on Marine Drive will deliver a greater range and choice in comparison shopping and enhance Morecambe's local role in this regard and will supplement

[65] https://www.gov.uk/government/publications/national-planning-policy-framework--2

the objectives of the Morecambe Area Action Plan DPD[66] which will assist in the regeneration of Central Morecambe.

19.41 The delivery of the Canal Corridor Site, along with the regeneration of the former Frontierland site at Morecambe provides sufficient opportunity for positive growth in comparison retailing through the plan-period. Positive growth in Lancaster and Morecambe – both in their retail and leisure offer – will help to protect and enhance their status as important regional and district destinations respectively. It will also ensure that the local plan is in accordance with paragraph 23 of the National Planning Policy Framework which states that:

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

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

Convenience Retailing

19.43 Levels of future convenience retail growth are expected to be low, with the district well catered for in terms of foodstores north of the River Lune. No further convenience growth will be planned for in either Morecambe or Carnforth. However, whilst the quantitative arguments for future convenience growth are at this time limited, there are clear qualitative arguments to be considered, particularly in relation to convenience provision south of the River Lune.

19.44 The River Lune is a serious physical barrier towards promoting sustainable convenience shopping patterns. To the north of the River Lune there are 6 medium to large foodstores at Ovangle Road (Asda), Lancaster Road (Aldi), Westgate (Lidl), Lancaster Road (Sainsburys) and Marine Drive (Aldi and Morrison's). To the south of the River Lune there are just two: Sainsburys (Cable Street) and Booths (Hala Road).

Policy TC3: Future Retail Growth

Comparison Retail Growth

New retail development will be supported in Lancaster city centre in accordance with Policy DM14 of the Development Management DPD and, in relation to the proposed expansion of Lancaster's Primary Shopping Area at the Canal Corridor North, the delivery of which is set out in more detail within Policy SG6 of the Land Allocations DPD.

Proposals for further comparison retail development in Morecambe, beyond that already granted planning permission, should be in accordance with the policy and guidance provided within the Morecambe Area Action Plan DPD.

Proposals for comparison retail which is located in out-of-centre locations will not be encouraged by the City Council and will be expected to be supported by a robust Sequential Test and, if applicable, an Impact Test in accordance with National Planning Guidance and Policy DM14 of the Development Management DPD.

[66] https://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan

Convenience Retail Growth

Beyond the existing commitments for convenience retailing, the Council will support the development of foodstores in Central Lancaster and South Lancaster in accordance with Policies SG6 and SG1 respectively which will address convenience retail needs up to 2028.

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

19.45 Given the significant proportion of people that are forced to travel through Lancaster city centre (primarily by car) to seek a competitive choice of convenience retailing, the Council believes there is a clear case for improving the convenience retail offer in Lancaster, south of the River Lune.

19.46 This plan identifies two areas for further growth in retailing. This includes the provision of new convenience retailing in the heart of the City Centre, within the Canal Corridor scheme and with the new local centre in the South Lancaster area, as part of the strategic allocation made in Policy SG1 of this DPD. It is felt that the creation of two foodstores in these locations, supplemented by the existing planning permission for a Booths foodstore at Lawson's Bridge (and the potential re-use of the existing Booths store at Hala) will provide sufficient range of customer choice for convenience retailing in the South and Central Lancaster areas.

Central Morecambe

19.47 In 2014 the Council adopted the Central Morecambe Area Action Plan DPD[67] which set out a series of allocations and policies to direct future investment and regeneration projection to improve the role and function of Morecambe town centre. The document remains valid and runs through to 2021.

19.48 It is anticipated that in due course the Action Plan DPD will be updated and reviewed, however to ensure that consistency is retained the DPD will reaffirm the key aims and objectives of the Action Plan which are set out within Policy TC4 of this DPD.

Policy TC4: Central Morecambe

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

- **To provide an enduring commitment to conserving Morecambe Bay and properly managing the shoreline and seafront;**
- **To provide better integration between the seafront and the town;**
- **To increase the support of local people in custom for the town centre and the services offered there; and**
- **To create a much improved town centre offer, through both retail, business and leisure uses.**

The Council are committed to achieving these aims through supporting new development which positively contributes to the town centre and seeks to regenerate derelict and

[67] https://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan

underused land within the Central Morecambe area. The Council will seek to review the Morecambe Area Action Plan DPD in due course to ensure that it remains up to date and robust.

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

20. Housing

20.1 Everyone has the right to a safe, decent and affordable home which meets their needs, in a community that they want to live. This is at the heart of delivering a spatial vision of Lancaster district. Housing is the most extensive land use and, in its relationship with jobs, services and transport networks, is a key ingredient to achieving sustainable communities. The number of dwellings provided, together with their affordability are major issues for the local development plan to address in order to provide high quality housing that reflects local people's aspirations.

20.2 On average people are living longer, marrying later and there are more divorces that previous generations. This means that more houses are needed as household sizes are decreasing. There is a significant increase both nationally and locally in the number of people aged 65 or over which has implications on the type of housing required. New houses are needed to meet the needs of residents in Lancaster district and to accommodate these changing household patters.

Residential Development in the Main Urban Areas

20.3 As per the development strategy, the local plan has sought to identify the majority of development growth within (or adjacent to) the main urban areas of the district – Lancaster, Morecambe, Heysham and Carnforth. These urban areas have significant service provision and have greater access to a wide range of cycling, walking and public transport networks.

20.4 Whilst a range of strategic growth areas have been identified in South Lancaster, East Lancaster, North Lancaster and South Carnforth there is a need to identify further, smaller-scale sites which will ensure that evidenced development needs are met and that there is a flexible portfolio of housing sites which can be delivered throughout the plan period.

20.5 Policy H2 sets out a range of residential development sites which will all contribute towards meeting the housing needs of the district. Each site identified in Policy H1, whilst not strategic in scale, have all been supplied with specific policy approaches to ensure site-specific issues arising from development are clearly understand and addressed.

Policy H1: Residential Development in Urban Areas

The Council will support the development of the following sites for residential purposes subject to satisfying the relevant policies of the local development plan.

POLICY REF	SITE LOCATION	DWELLING NUMBERS*	PLANNING STATUS
SG1	BAILRIGG GARDEN VILLAGE	3,500	ALLOCATION
SG8	RIDGE FARM/CUCKOO FARM, EAST LANCASTER	1,000	ALLOCATION
SG10	HAMMERTON HALL, NORTH LANCASTER	500	ALLOCATION
SG11	BEAUMONT HALL, NORTH LANCASTER	500	ALLOCATION

SG13	LUNDSFIELD QUARRY, SOUTH CARNFORTH	200	PP GRANTED
SG14	STH OF WINDERMERE ROAD, SOUTH CARNFORTH	500	ALLOCATION
H1.1	LANCASTER MOOR HOSPITAL, EAST LANCASTER	405	CONSTRUCTION
H1.2	NIGHTINGALE HALL FARM, EAST LANCASTER	128	CONSTRUCTION
H1.3	MOOR PARK, QUERNMORE ROAD	67	PP GRANTED
H1.4	BOWERHAM LANE, EAST LANCASTER	20	PP GRANTED
H1.5	FORMER GARAGES, WHEATFIELD STREET	65	CONSTRUCTION
H1.6	RIVERVIEW HOUSE, BULK ROAD	53	COMPLETED
H1.7	LUNESIDE WEST, NEW QUAY ROAD	403	CONSTRUCTION
H1.8	LAND AT TRUMACAR LANE, HEYSHAM	40	ALLOCATION
H3	GRAB LANE, EAST LANCASTER	195	ALLOCATION
H4	FORMER RIDGE LEA HOSPITAL, EAST LANCASTER	80	ALLOCATION
H5	LEISURE PARK / AUCTION MART, WYRESDALE ROAD	200	ALLOCATION
H6	FORMER ROYAL ALBERT HOSPITAL, ASHTON ROAD	120	ALLOCATION
H7	LAND OFF ASHTON ROAD, SOUTH LANCASTER	140	ALLOCATION
H8	FORMER THOMAS GRAVESON SITE, WARTON ROAD	40	ALLOCATION
DOS2	LUNESIDE EAST, ST GEORGES QUAY	149	PP GRANTED
DOS3	LUNE INDUSTRIAL ESTATE, NEW QUAY ROAD	c.200	ALLOCATION
DOS10	FORMER TDG SITE, WARTON ROAD, CARNFORTH	c.50	ALLOCATION
TOTAL ALLOCATIONS (URBAN AREA)		8,555 DWELLINGS	

Where no planning permissions have been submitted, dwelling numbers have been estimated based on number of assumptions around site area and site densities.

The above sites will be supplemented by a range of smaller scale development, in particular sites which have been identified as being deliverable within the Strategic Housing Land Availability Assessment (SHLAA) will be supported for residential development subject to proposals satisfactorily address all relevant national and local planning policy.

Further sites have also been identified within the urban area for residential development, the delivery of these sites requires specific consideration on the framework for their development is set out in more detail within Policies H3 – H8 of this DPD.

20.6 Moving forward towards the submission of the development plan, the Council will consider the need to prepare specific development briefs for the sites identified in H1 in a similar way that briefs have already been drafted for the strategic sites identified in the DPD.

Residential Development in Rural Areas

20.7 Whilst there is a strong focus for growth within urban areas of the district, this should not deflect from the important and critical role that housing in rural areas can make in meeting housing needs.

20.8 The identification of rural sites within Policy H2 will be supplemented by a range of other smaller sites which have been identified as being 'deliverable' within the Council's Strategic Housing Land Availability Assessment[68]. The Council will in principle support residential proposals on these sites subject to the satisfaction of all relevant national and local planning policy.

20.9 There are a number of designations made for Neighbourhood Plans in rural villages of the district, including the villages of Cockerham, Caton, Dolphinholme, Halton, Slyne-with-Hest, Wennington and Wray. For those neighbourhood plans which are seeking to address the supply of housing, the Council will expect groups to proactively and positively plan for housing growth in their areas and in accordance with national guidance on neighbourhood planning[69].

[68] http://www.lancaster.gov.uk/planning/planning-policy/housing-reports-local-plan

[69] https://www.gov.uk/government/publications/neighbourhood-planning

Policy H2: Housing Delivery in Rural Areas of the District

The Council will support the delivery of housing in rural villages on sites identified below subject to meeting the relevant policies contained within the development plan.

POLICY REF	SITE LOCATION	DWELLING NUMBERS*	PLANNING STATUS
H2.1	THE SHEILING, ARKHOLME	14	CONSTRUCTION
H2.2	KIRKBY LONSDALE ROAD, ARKHOLME	17	PP GRANTED
H2.3	BURR TREE MEADOW, COWAN BRIDGE	18	CONSTRUCTION
H2.4	ROYAL OAK MEADOW, HORNBY	23	PP GRANTED
H2.5	INGLEBOROUGH VIEW, HORNBY	11	PP GRANTED
H2.6	LAUNDS FIELD, GALGATE	50	CONSTRUCTION
H2.7	STONEY LANE, GALGATE	71	CONSTRUCTION
H2.8	WOODBURN FARM, MIDDLETON	9	PP GRANTED
H2.9	CARR LANE, MIDDLETON	50	ALLOCATION
H2.10	LANCASTER ROAD, OVERTON	32	PP GRANTED
H2.11	YENHAM LANE, OVERTON	21	ALLOCATION
H2.12	COASTAL ROAD, BOLTON-LE-SANDS	79	CONSTRUCTION
H2.13	ST MICHAELS LANE, BOLTON-LE-SANDS	20	PP GRANTED
H2.14	BRIAR LEA ROAD, NETHER KELLET	10	PP GRANTED
H2.15	ALDCLIFFE ROAD, ALDCLIFFE	9	PP GRANTED
H9	FLEET LANE / MELLING ROAD, HORNBY	60	ALLOCATION
DOS7	GALGATE MILL, GALGATE	80	ALLOCATION
DOS8	MIDDLETON TOWERS, CARR LANE, MIDDLETON	395	ALLOCATION
TOTAL ALLOCATIONS (RURAL AREA)		969 DWELLINGS	

**** Where no planning permissions have been submitted, dwelling numbers have been estimated based on number of assumptions around site area and site densities.***

The above sites will be supplemented by a range of smaller scale development, in particular sites which have been identified as being deliverable within the Strategic Housing Land Availability Assessment (SHLAA). These will be supported for residential development subject to proposals satisfactorily addressing all relevant national and local planning policy.

Within the rural villages of Cockerham, Caton, Dolphinholme, Halton, Slyne-with-Hest, Wennington and Wray the Council expects, via the Neighbourhood Plan process, the respective Parish Council's to proactively and positively plan for housing growth within their communities.

20.10 The Council will continue to provide assistance and advice to neighbourhood plan groups in order for them to achieve this. Neighbourhood Plan groups should have due regard to Policy SC1 of this DPD and DM52 of the Development Management DPD.

Land at Grab Lane, East Lancaster

20.11 Land at Grab Lane in East Lancaster has been identified as a site for residential development. The site covers an area of 20 hectares and has been identified as having an indicative capacity of approximately 195 dwellings.

20.12 The Grab Lane site is located to the east of Lancaster, approximately one mile from the city centre. The site is currently used for agriculture and forms an important backdrop for the setting of the Grade I Listed Ashton Memorial and the wider area of Williamson Park. The significance of this asset, and its setting, in defining the character of this area is well recognised by both the Council and Historic England and is of material consideration to any development proposals for this site.

20.13 The site is separated into two parcels by Grab Lane, which runs through the middle of the site connecting Quernmore Road in the north and Wyresdale Road in the south. The M6 motorway forms the eastern boundary of the site. The western boundary is formed by existing areas of greenspace including a Biological Heritage Site (BHS) before leading to Fenham Carr Lane and then rising steeply to Williamson Park and Ashton Memorial. The existing residential development at Standen Gate forms the north western boundary of the site.

20.14 Given the site occupies a highly prominent positon on the entrance to Lancaster and within the setting of a significant heritage asset, the Council will look to secure development that positively adds to local townscape and landscape through well-planned, high quality designed proposals which sensitively relate to the landscape and heritage of the area and also play a leading role in addressing infrastructure constraints, as defined in Policy SG9 of this DPD.

20.15 In allocating this site for development, the Council will require proposals to demonstrate how, through a comprehensive masterplan for the site, future development will complement and enhance the setting of Ashton Memorial. The completed masterplan should clearly demonstrate how proposals will sensitively relate to landscape character of the area and the setting and significance of this Grade I Listed heritage asset.

20.16 To this end the Council will be preparing a development brief which supplements the content of Policy H3 and provides detail on a range of issues which should be addressed though a Masterplan. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application being submitted for determination.

Policy H3: Land at Grab Lane, East Lancaster

Greenfield land identified on the Local Plan Policies Map at Grab Lane, East Lancaster, has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 195 dwellings and a range of infrastructure which is necessary to facilitate these new homes.

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

In preparing the masterplan and future planning application, the Council will require the following issues to be fully addressed:

I. The managed and phased release of the site, having regard to delivery on the other residential sites with the East Lancaster area;
II. The delivery of necessary infrastructure to make development acceptable in planning terms, in particular contributing to the requirements of Policy SG9 of this DPD;
III. To enhance the site's prominent and sensitive location on the eastern edge of Lancaster within the setting of Ashton Memorial and Williamson Park. Proposals will need to clearly demonstrate, through appropriate layout, design and landscaping that it will not result in unacceptable significant harm on the setting of these important heritage assets and the areas wider role in defining the character of East Lancaster;

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

V. Contribute to the delivery of a green network corridor across allocated East Lancaster sites with opportunities for enhancing biodiversity, recreation and leisure uses to be investigated via any application;

VI. No net loss in value of the adjacent Lancaster Moor Hospital Grassland Biological Heritage Site (BHS) with evidence of how the BHS will be protected and enhanced. The Masterplan should seek to deliver positive benefits to biodiversity through the creation of habitat within the sites;

VII. Mitigation measures to address potential noise impacts which arise from the M6 motorway;

VIII. The submission of a suitable and appropriate landscaping plan which retains and reinforces the existing landscape structure of the site, protecting existing landscape patterns and includes the retention of historic field boundaries and tree planning where appropriate;

IX. The improvement and enhancement of land identified as EN10 in the development plan which should be used as amenity space which provides a wider public benefit both to existing and new residents in the East Lancaster area;

X. The protection in perpetuity of the allocated Key Urban Landscape which runs through the eastern section of the site, as defined by Policy EN7 of this DPD. Any future masterplan will be expected to demonstrate how Key Urban Landscape will be protected and incorporated into future design proposals;

XI. Ensure integration of the development with the surrounding highway network, public transport network and cycling / pedestrian linkages. This should include the provision of improved linkages between the proposal site at Lancaster City Centre;

XII. The delivery of a highways scheme in accordance with the Development Brief and to the satisfaction of the local highways authority which provides a primary vehicle access point onto both Wyresdale Road and Quernmore Road;

XIII. Enhancement of local public transport services providing improved linkages with Lancaster City Centre;

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

XV. Submission of a comprehensive drainage plan which sets out how surface water will be managed on the site in relation to adjacent Burrow Beck. Proposals should have due regard to the SuDS Hierarchy which is set out in DM31 of the DM DPD;

XVI. Proposals through the design and construction should seek to address and mitigate against flood risk on the site associated with surface water flooding and flood risks associated with Burrow Beck. Any proposal for this site will be expected to be accompanied by a Flood Risk Assessment which addresses the issues of flooding and mitigation to the satisfaction of the Environment Agency and the Lead Local Flood Authority (Lancashire County Council); and

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

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

20.17 Development proposals should be of a high standard of design and constructive and sensitively

planned, using appropriate densities, to be in character with its location on the edge of the urban area. The Council will expect that any masterplan submitted to be accompanied by a detailed landscaping plan setting out how landscaping issues will be addressed, both on the site itself but also on the context of the historical setting and the designation of Key Urban Landscape which is located to the east of the site.

20.18 Development in this area offers opportunity to add to this heritage through both facilitating the protection and enhancement of existing assets and through incorporating their own standard of quality design.

20.19 The proposal site has strong links with Burrow Beck, which has significant associated flood risks along it course. As a result proposals will be expected to include a comprehensive flood risk assessment which sets out any implications on surrounding watercourses and proposed mitigation measures to address such risk.

20.20 The site lies in an attractive location to the east of Lancaster and is one of a number of sites in the East Lancaster area which has been allocated for development. The Council recognises that together these sites have the opportunity to contribute to an improved service and infrastructure provision for East Lancaster. Through a comprehensive approach, utilising both Section 106 and CIL monies where appropriate, the Council will look to secure improvements to key elements of infrastructure to ensure that development in East Lancaster is acceptable in planning terms addressing both individual and cumulative impacts on infrastructure. These requirements are set out in more detail both within the Infrastructure Delivery Plan (IDP) and Policy SG9 of this DPD.

Land at Ridge Lea Hospital, East Lancaster

20.21 Ridge Lea Hospital was constructed in 1916 as an annex to the main Lancaster Moor Hospital, providing treatment and accommodation for paying women patients. A review of health care and asset provision by the CCG means that from 2016 the building will no longer be required, with patient treatment and care being transferred to alternative facilities in the county.

20.22 The hospital consists of a mix of single, two and three storey blocks and is constructed of a traditional stone construction with slate pitched roof. The building forms a T-shaped structure with short projecting wings with shaped gable as two-storey bays. The existing hospital occupies an elevated position though it is well screened by extensive tree belts.

20.23 Whilst the buildings are not formally listed, they are viewed by the Council to be of architectural merit and are part of the local listing of heritage assets. The continued protection of this local asset is therefore viewed to be a priority and as a result the Council will not support proposals which involve the loss of this asset or damage to its setting.

Policy H4: Land at Ridge Lea Hospital, East Lancaster

Land at Ridge Lea Hospital in East Lancaster on the Local Plan Policies Map is allocated for residential development. This site is expected to accommodate around 40 residential units through the conversion of the main hospital building and approximately 40 dwellings in the form of enabling development.

Development proposals for the site will be taken forward through a conservation-led approach focused on the conversion and re-use of the main hospital building. In taking forward proposals the Council will require the following:

I. The retention and sensitive re-use of the main hospital building;
II. High quality design, layout and use of materials which respect the character and setting of this local heritage asset and its location in East Lancaster;
III. Sustainable construction and design aimed at minimising energy use., reducing emissions and maximising energy efficiency;
IV. The delivery of a highways scheme which is to the satisfaction of the local highways authority which provides a primary vehicle access point onto Quernmore Road;
V. The retention and reinforcement of the existing landscape structure of the site, including the protection of the surrounding woodland area and tree pattern; and
VI. The submission of a detailed design statement which recognises the site prominent historic features. Design and landscaping of the site should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high-quality environment for its residents;
VII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the SuDS Hierarchy which is set out in DM31 of the DM DPD; and
VIII. Sensitive design on the boundaries of the site, respecting the sites role in defining the setting in East Lancaster and its proximity to other sensitive uses.

In delivering the redevelopment and regeneration of this site the Council will look to secure:

IX. The provision of appropriate public open space within the residential development with opportunities to contribute to the green network corridor across the wider east Lancaster area looking at the potential for enhancing biodiversity, recreational and leisure uses investigated;
X. The integration of the development with the surrounding highway network, public transport network and cycling / pedestrian linkages. This should include the provision of improved linkages between the proposal site at Lancaster City Centre;
XI. Proposals should include opportunities for the use of Ultra-low emissions vehicles through the provision of electric charging points;
XII. The provision of affordable housing, having due regard to Policy DM3 of the Development Management DPD; and
XIII. Contributions toward necessary infrastructure improvements in accordance with Policy SG9 of this DPD.

Development proposals should take into account all relevant policies within the local development plan, particularly policies within the Development Management DPD.

20.24 As a result the Council will support the sensitive conversion and re-use of the existing building and will support appropriate levels of enabling development which both secure the conversion of the building and have a positive impact on the setting of the building through sympathetic layout and design.

20.25 Future proposals for this site should be developed in dialogue with the Council's conservation team with respect to the character of the buildings and the character of the wider East Lancaster.

20.26 In planning for the wider housing needs of the district and in order to secure the long term protection of this historic asset the Council may, where appropriate, support the provision of additional development on this site. This is subject the criterion set out in Policy H4 being met and the submission of evidence to demonstrate that the additional development is required to support and enable the restoration and re-use of this important historic asset. Any additional development will need to be in keeping with the character and setting of the identified historic assets of this

site.

20.27 The site lies in an attractive location to the east of Lancaster and is one of a number of sites that have been allocated in this area for development purposes within this DPD. The Council recognise that together these sites offer opportunity to contribute to improved service and infrastructure provision in the east Lancaster area.

20.28 Through a comprehensive approach the Council will look to secure improvements in infrastructure need to make development acceptable and address the individual and cumulative impacts associated with development. With regard to Ridge Lea Hospital these contributions will relate to both improvements to access to cycling, walking and public transport networks and the provision of appropriate education facilities. These requirements are set out in more detail both with the Infrastructure Delivery Plan (IDP)[70] and Policy SG9 of this DPD.

Land at Lancaster Leisure Park, East Lancaster

20.29 The Council have identified land at Lancaster Leisure Park for further residential growth, this includes the former Auction Mart site (following its proposed relocation to the junction 33 Agri-Business Centre) and further areas of redundant car parking. In total it is expected these areas could accommodate in the region of 200 new homes.

20.30 The development of the Leisure Park site is one of a number of developments and regeneration projects in the East of Lancaster. The cumulative impacts on the wider infrastructure needs must be addressed and the Council will expect proposals to address relevant infrastructure needs including improvements to the public transport links and the provision of basic services to meet local needs.

20.31 The proposal for residential development in this area must ensure that a suitable relationship is provided between new housing and the commercial uses which will continue to occupy the remainder of the leisure park site. This will require appropriate screening and buffering between the two uses to ensure that residential amenity is maintained.

Policy H5: Land at Lancaster Leisure Park, East Lancaster

Land at Lancaster Leisure Park in East Lancaster has been identified for residential development. The site is expected to accommodate approximately 200 residential dwellings and a range of infrastructure which is necessary to facilitate these new homes. In bringing forward development proposals for the site the Council will expect the following issues to be addressed:

I. The managed and phased release of the site, having regard to the delivery on other residential sites within the East Lancaster area;
II. The delivery of necessary infrastructure to make development acceptable in planning terms, in particular contributing to the requirements of Policy SG9 of this DPD;
III. The submission of a detailed design statement which ensure that the design and landscaping of the site creates a strong sense of place and provides a well-designed and high-quality environment for its residents;
IV. Contribute to the delivery of green network corridor across allocated East Lancaster sites with opportunities for enhancing biodiversity, recreation and leisure uses to be investigated via any application;

[70] http://www.lancaster.gov.uk/planning/planning-policy

V. The submission of a suitable and appropriate landscaping plan which seeks to improve and enhance the landscape value of the locality;
VI. The protection in perpetuity of the allocated Key Urban Landscape which runs through the eastern section of the site, as defined by Policy EN7 of this DPD. Any future masterplan will be expected to demonstrate how Key Urban Landscape will be protected and incorporated into future design proposals;
VII. Proposals should ensure that residential amenity from new residents in mitigated from surrounding uses, in particular the commercial properties in the remainder of the Leisure Park and the nearby M6 motorway;
VIII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site in relation to adjacent Burrow Beck. Proposals should have due regard to the SuDS Hierarchy which is set out in DM31 of the DM DPD;
IX. The preparation of a Flood Risk Assessment which details how, through the design, construction and occupation phases of development, the proposal deals with flood risk issues. This should include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;
X. The incorporation of cycle and pedestrian links with strong and positive linkages to the existing network, including the adjacent public right of way network;
XI. Enhancement of local public transport services providing improved linkages with Lancaster City Centre;
XII. Proposals should include opportunities for the use of Ultra-low emissions vehicles through the provision of electric charging points;
XIII. Acceptable access arrangements with appropriate highway safety measures from Wyresdale Road; and
XIV. Approximately 40% of the residential units provided will be defined as 'affordable' which includes the delivery of a full range of affordable products, including starter homes.

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

20.32 Any proposed development of this area should have full consideration of the relationship with the adjacent Williamson Park and investigate the opportunities for improvement and enhancement of this area of open space. Development proposals will be expected to be of a high standard to ensure that the visual amenity and historic character of the wider area is retained and enhanced.

20.33 The site has strong links with Burrow Beck, which has significant associated flood risks along it course. As a result proposals will be expected to include a comprehensive flood risk assessment which sets out any implications on surrounding watercourses and proposed mitigation measures to address such risk.

Former Royal Albert Site, Ashton Road, Lancaster

20.34 The Council have identified land at former Royal Albert Hospital site at Ashton Road, Lancaster which could allow for the delivery of up to 120 new homes.

20.35 Proposals for this site should seek to satisfactorily address highways issues on Ashton Road, ensuring that a safe and appropriate access point can be achieved and that any highway capacity issues which may arise are mitigated against.

20.36 The allocation is adjacent to an area of Key Urban Landscape, as defined by Policy EN7 of this DPD. This area is considered to be of high landscape value and any proposals should therefore include a

suitable and appropriate landscape assessment which clearly identifies how any visual impacts on the local landscape will be addressed and mitigated.

Policy H6: Former Royal Albert Site, Ashton Road, Lancaster

Land at Former Royal Albert Hospital Site in South Lancaster has been identified for residential development. The site is expected to accommodation approximately 120 residential dwellings and a range of infrastructure which is necessary to facilitate these new homes. In bringing forward development proposals for the site the Council will expect the following issues to be addressed:

I. The managed and phased release of the site, having regard to the delivery on other residential sites within the South Lancaster area;
II. The delivery of necessary infrastructure to make development acceptable in planning terms, in particular contributing to the requirements of Policy SG4 of this DPD;
III. The submission of a suitable and appropriate landscaping plan which seeks to improve and enhance the landscape value of the locality;
IV. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the SuDS Hierarchy which is set out in DM31 of the DM DPD;
V. The preparation of a Flood Risk Assessment which details how, through the design, construction and occupation phases of development, the proposal deals with any flood risk issues. This should include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;
VI. The protection in perpetuity of the allocated Key Urban Landscape which runs through the western section of the site, as defined by Policy EN7 of this DPD. Any future masterplan will be expected to demonstrate how Key Urban Landscape will be protected and incorporated into future design proposals;
VII. The incorporation of cycle and pedestrian links with strong and positive linkages to the existing network, including improvements to cycling and pedestrian links from the site into Lancaster City Centre;
VIII. Proposals should include opportunities for the use of Ultra-low emissions vehicles through the provision of electric charging points;
IX. Acceptable access arrangements with appropriate highway safety measures from Ashton Road; and
X. Approximately 40% of the residential units provided will be defined as 'affordable' which includes the delivery of a full range of affordable products, including starter homes.

Development proposals should take into account all relevant policies within the local development plan, particularly policies within the Development Management DPD.

20.37 Any proposals for this site should ensure that it contributes to improvement of wider infrastructure in accordance with the Infrastructure Delivery Plan (IDP)[71], in particular improving cycling and pedestrian linkages to Lancaster City Centre should form a key element of improvement within the local area.

Land off Ashton Road, South Lancaster

20.38 The Council have allocated land on Ashton Road, Lancaster for residential development, once

[71] http://www.lancaster.gov.uk/planning/planning-policy

implemented the site could accommodate the development of approximately 140 new homes.

20.39 There is significant potential for growth in the South of Lancaster which creates both new housing and new jobs and employment. Land has also been allocated for economic growth at Lancaster University Innovation Park for the creation of knowledge-based industries which have connections to the adjacent Lancaster University (Policy SG2). Further residential growth is also expected as part of the Bailrigg Garden Village (Policy SG1). The Council will expect all new development proposals in the South of Lancaster to be incorporated into the Garden Village concept (as set out in Policy SG1) and address the cumulative issues of development and provide cumulative benefit to the wider South Lancaster area.

20.40 Given this sites proximity to the wider growth areas in South Lancaster, proposals will be expected to address the content of the South Lancaster Development Brief, which will be prepared by the Council (in partnership with key stakeholders) through the course of 2017. The Council will welcome a collaborative approach to the preparation of a masterplan prior to any planning application be submitted for determination which takes into the concepts of a Garden Village as outlined in Policy SG1.

20.41 The City Council will continue to work with all interested parties and key stakeholders to ensure that the infrastructure requirements, particularly relating the highway network (which demonstrates the deliverability of the wider site) can be achieved. This is particularly the case in relation to improvements to Ashton Road and the connections between the wider growth area and Lancaster City Centre.

Policy H7: Land off Ashton Road, Lancaster

Land at Lancaster Leisure Park in East Lancaster has been identified for residential development. The site is expected to accommodation approximately 140 residential dwellings and a range of infrastructure which is necessary to facilitate these new homes. In bringing forward development proposals for the site the Council will expect the following issues to be addressed:

I. The managed and phased release of the site, having regard to the delivery on other residential sites within the South Lancaster area;
II. The consideration of the key Garden Village concepts, as set out in Policy SG1 of this DPD, and how they can be incorporated
III. The delivery of necessary infrastructure to make development acceptable in planning terms, in particular contributing to the requirements of Policy SG4 of this DPD;
IV. The submission of a suitable and appropriate landscaping plan which seeks to improve and enhance the landscape value of the locality;
V. The protection in perpetuity of the allocated Key Urban Landscape which runs through the western section of the site, as defined by Policy EN7 of this DPD. Any future masterplan will be expected to demonstrate how Key Urban Landscape will be protected and incorporated into future design proposals;
VI. The preparation of a Flood Risk Assessment which details how, through the design, construction and occupation phases of development, the proposal deals with flood risk issues. This should include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;

VII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the SuDS Hierarchy which is set out in DM31 of the DM DPD;
VIII. The incorporation of cycle and pedestrian links with strong and positive linkages to the existing network, including improvements to cycling and pedestrian links from the site into Lancaster City Centre;
IX. Proposals should include opportunities for the use of Ultra-low emissions vehicles through the provision of electric charging points;
X. Acceptable access arrangements with appropriate highway safety measures from Ashton Road; and
XI. Approximately 40% of the residential units provided will be defined as 'affordable' which includes the delivery of a full range of affordable products, including starter homes.

Development proposals should take into account all relevant policies within the local development plan, particularly policies within the Development Management DPD.

20.42 The Council will expect any proposals for this site to come forward recognising the interlinked issues that need to be addressed, particularly in relation to the range of necessary infrastructure that is required to make development in this location acceptable. Whilst the Council will support the logical long-term phasing of the site, the Council will not support the piecemeal development of the site which does not address wider issues for the South Lancaster area.

20.43 The Ashton Road site occupies a prominent location on the entrance to Lancaster form the south, adjacent to Lancaster Canal, and as a result the Council will expect development to positively add to the locality and the setting of the wider area. Development proposals should be of a high standard of design and construction and be sensitive to the edge of settlement location of this proposed site. The Council will expect any masterplan submitted to be accompanied by a detailed landscaping plan which will set out how landscaping issues will be addressed, both within the site and the creation of appropriate buffer zones around the edge of the site. Development proposals should make the best use of the topography of the site, locating development in the areas which generate the least impact on the local landscape, this includes leaving the tops of the drumlins free from development.

20.44 The proposals in South Lancaster, including the allocation at Ashton Road, should deliver a sustainable urban extension from the existing settlement area. The any proposal should demonstrate how the development will integrate with the existing urban fabric of Lancaster, encouraging permeability for walking into Scotforth, the city centre and to other adjacent development sites.

20.45 Proposals will be expected to address the recognised infrastructure requirements for the South Lancaster area, as defined within the most up-to-date Infrastructure Delivery Plan (IDP)[72] and Policy SG6 of this DPD.

Land at the Former Thomas Graveson Site, Warton Road, Carnforth

20.46 Land at the former Thomas Graveson Site, Warton Road, Carnforth has been identified as being deliverable for residential development. The site is located to the north west of Carnforth and was formally identified for employment purposes under the previous local development plan.

20.47 The Council is aware that the site has struggled to attract new businesses and the site has now been vacant for some time. This situation is supported by the Council's own evidence base which

[72] http://www.lancaster.gov.uk/planning/planning-policy

has identified this site as one of the district's worst performing employment sites. The Employment Land Review[73], published in January 2015, suggested that alternative uses should be investigated for the site.

20.48 The Former Thomas Graveson site is surrounded by housing to the north-west, west and south-west, a bowling green and playing fields are to the north and open countryside / farmland to the north-east, east and south-east. The River Keer provides a natural boundary to the site to the south and east. The site is also occupied by a Grade II Listed Building, located at the entrance of the site. Redevelopment of the site for residential purposes is considered to be more compatible with these surrounding uses, offering the opportunity to improve the local environmental and the wider neighbourhood amenity.

Policy H8: Former Thomas Graveson Site, Warton Road, Carnforth

The Council has allocated land at Keer Bridge, Carnforth for residential development. The site is approximately 2.5 hectares in size and, given local constraints, is expected to accommodate no more than 40 dwellings. In bringing forward development proposals for the site the Council will expect the following issues to be addressed:

I. The sensitive integration of development with the surrounding area, taking into account the site's rural location and gateway to the Arnside & Silverdale AONB and the proximity to sensitive uses including the location of Listed buildings on the site;
II. The incorporation of cycle and pedestrian links with strong and positive linkages to the existing network, including the adjacent public right of way network;
III. Acceptable access arrangements with appropriate highway safety measures from Warton Road;
IV. Proposals will be expected to demonstrate that air quality within the Carnforth Air Quality Management Area will not be impacted from the proposed development and that adequate mitigation measures are provided in accordance with Policy DM28 of the Development Management DPD;
V. The preparation of a Flood Risk Assessment which details how, through the design, construction and occupation phases of development, the proposal deals with flood risk issues associated with land to the north and east of the site. This should include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority;
VI. The provision of appropriate public open space within the residential development. This should include opportunities to link into the adjacent Biological Heritage Site (BHS);
VII. No net loss in the value of the adjacent Biological Heritage Sites (BHS) with evidence of how the BHS will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to delivery positive benefits to biodiversity through the creation of habitat within the site;
VIII. Development proposals should respect the importance of the local landscape and reflect the location of the site which is adjacent to the Arnside and Silverdale Area of Outstanding Natural Beauty. This should include the positive use design and a high standard of materials which respect the character and setting of the area; and
IX. That the issues of ground contamination are fully investigated prior to the commencement of development and that suitable remediation measures are adopted.

[73] http://www.lancaster.gov.uk/planning/planning-policy/employment-studies

Development proposals will be required to make contributions to new and improved infrastructure, as set out in the Infrastructure Delivery Plan (IDP) through the payment of the Community Infrastructure Levy (CIL).

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

20.49 In taking forward proposals at this site the Council will require development to be in keeping with the rural nature of this area, respecting the sites location on the gateway to the Arnside and Silverdale AONB. As a result high density development of this site would not be appropriate and is not viewed to be sympathetic to its surroundings.

20.50 The sites proximity to the River Keer means that some areas of the site are identified as at being of high risk from flooding. The Council will require the submission of a Flood Risk Assessment for this site, setting out how flood risk will be addressed and mitigated against. The Council will also require evidence that there will be no increase in flooding elsewhere as a result of development proposals on this site.

Land off Fleet Lane / Melling Road, Hornby

20.51 The Council have identified land to the north of the Hornby on land adjacent to Fleet Lane and Melling Road. This is a relatively large, edge of settlement site which is located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB).

20.52 Hornby is considered to be a sustainable settlement, one of the largest settlements within the AONB with a number of key services and good access to the wider road network. However, its location within the AONB is significant is considered by the Council to represent major development in line with paragraph 116 of the National Planning Policy Framework (NPPF)[74].

20.53 Whilst the Council believe that there are exceptional circumstances to allocate the site for development, due to the significant housing needs within the district, any proposals should be considered and assessed against the relevant national and local planning policies in relation to major development within an AONB.

20.54 The development of this site should be carefully considered and sensitively screened from the wider landscapes, proposals should include a detailed landscaping plan which sets out how impacts on the wider countryside will be addressed and mitigated. It is expected that any proposals should include a significant level of green space to the west of the proposal site to limit any visual impacts on the AONB.

Policy H9: Land off Fleet Lane / Melling Road, Hornby

The Council have identified land at Gressingham Road, Hornby for residential development. The site represents a major development within the Forest of Bowland AONB and should be assessed on its landscape impact in accordance with paragraphs 115 and 116 of the National Planning Policy Framework.

[74] https://www.gov.uk/government/publications/national-planning-policy-framework--2

Proposals for development on this site should be prepared in line with the forthcoming Development Brief for this site which will be prepared by the Council to supplement the next stage of plan preparation. Any future development should ensure it reflects the content of the development brief ensure the following issues are fully addressed:

I. The site should provide sufficient levels of affordable housing in line with Policy DM3 of the Development Management DPD;
II. The submission of a detailed design statement, recognises the sites prominent location on the edge of Hornby and with the Area of Outstanding Natural Beauty. Design and landscaping of the site should be sympathetic to the locality and wider setting and create a strong sense of place, providing a well-designed and high quality environment for its residents;
III. Proposal should include the preparation of a Flood Risk Assessment which details how, through the design, construction and occupation phases of development and that the proposal deals with flood risk issues associated with the site. This should include, if necessary, suitable and appropriate mitigation measures which are delivered to the satisfaction of the Environment Agency and the Lead Local Flood Authority;
IV. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the SuDS Hierarchy which is set out in DM31 of the DM DPD;
V. The submission of a suitable and appropriate landscaping plan which retains and reinforces the existing landscape structure of the site, protecting existing landscape patterns and with careful consideration of views into and out of the Forest of Bowland AONB;
VI. No net loss in the value of the adjacent Biological Heritage Sites (BHS) with evidence of how the BHS will be protected and enhanced with new planting and habitat creation. The Council will expect development proposals to delivery positive benefits to biodiversity through the creation of habitat within the site;
VII. Proposals should ensure that any impacts to highway capacity and highway safety should be addressed, this should include the provision of junction improvements to Fleet Lane and Melling Road; and
VIII. The provision of appropriate and necessary infrastructure to meet evidenced needs within the local requirements.

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

20.55 Given its rural location, the proposal for this site is expected to include a significant proportion of affordable housing which should also include starter homes. The housing mix on the site should also seek to address local needs for housing for Hornby as identified in the forthcoming refreshed Housing Needs Assessment.

20.56 The proposal site is adjacent to a main junction of the A683 (Melling Road) and Fleet Lane. Any proposed access point should ensure that improvements are made to this current junction to ensure that highway safety is improved in this location.

21. Development Opportunity Sites

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

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

21.2 The Council has allocated the land at Bulk Road and Lawson's Quay as a development opportunity site as it provides the opportunity to improve the eastern gateway to the city centre and address long-term vacancy issues and dereliction of the site.

21.3 Support will be given to the redevelopment of this site for a range of commercial and residential uses, including office / business uses, leisure uses, flatted development (including student accommodation) and some types of retail use provided they do not seek to conflict with the wider aims of the Council to deliver regeneration and growth at the Lancaster Canal Corridor site. It should be demonstrated that any retail uses proposed for this site will compliment and support the retail offer in the city centre, both in terms of the existing offer and the offer proposed via the Canal Corridor Scheme.

21.4 Proposals which would undermine the redevelopment and regeneration of the Lancaster Canal Corridor, including proposals for development of A1 retail units, will not be supported and would be more appropriately sited within the Primary Shopping Area of Lancaster, as identified in the Local Plan Policies Map. The Council will not seek to support proposals for a foodstore or supermarket on the site, unless it is clearly demonstrated by the applicant that there is a retail need for such a use in this location and that no sequentially preferable sites exist (or are proposed) within the locality.

Policy DOS1: Land at Bulk Road & Lawson's Quay, Central Lancaster

The Council will support the regeneration of this site for a range of development uses, including commercial uses, leisure uses and retail uses where such proposals seek to compliment the ongoing regeneration of the neighbouring Canal Corridor North Site (as defined in Policy SG6 of this DPD).

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

Proposals for residential apartments (including student accommodation) on this site will also be supported where they meet appropriate amenity standards and are consistent will all relevant policies within the local development plan.

Proposals will be expected to address the following issues:

I. Proposals should seek to ensure that no adverse impact is created on the surrounding road network, local amenity and highway safety. Proposals which involve a significant

increase in traffic movements into the site will have to satisfactorily demonstrate that it will not have any adverse impact on the traffic movements into Central Lancaster;

II. That any proposed uses on the site for employment or commercial purposes do not impact on local residential amenity on Bulk Road in terms of noise, smell, light or air pollution;

III. That any proposed use on the site for residential purposes meet appropriate amenity standards in terms of privacy distances, levels of light and size of accommodation in accordance with other relevant policies within the Development Management DPD;

IV. Appropriate linkages are generated from the site to the city centre, encouraging access to the site by both cycling and walking;

V. Proposals to preserve, or enhance the setting of numerous heritage assets in the immediate vicinity and across the wider townscape of Lancaster.

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

21.5 Access to the site is achieved from Skerton Bridge, Caton Road and Lancaster's one-way system all of which suffer from serious congestion. Any proposals for this site will therefore be expected to set out clearly how traffic to and from the site will be managed to ensure that there will be no unacceptable impacts on traffic flow and the local highway network and that highway safety is not compromised. Any proposal should have due reference to the aspirations of the Lancaster District Highways and Transport Masterplan and support the implementation of any schemes as set out in Policy DM62 of the Development Management DPD. Proposals should also ensure there is safe access from the city centre for both pedestrians and cyclists.

21.6 Any proposed uses on the site should not have a detrimental impact on the local residential amenity of properties on Bulk Road. Proposed uses should not affect amenity in terms of light, noise or air pollution.

Luneside East, Lancaster

21.7 Located on the southern banks of the River Lune on St George's Quay the two sites of Luneside East and Luneside West form one of the Council's Regeneration Priority Areas for the district (as defined in Policy EC5 of this DPD). Substantial construction of residential development is already underway at Luneside West. However, Luneside East remains in need of regeneration and offers the potential to assist in meeting the housing needs of the district, utilising previously developed land and delivering development in a sustainable and accessible location.

21.8 Luneside East has a long history of industrial uses having been part of the main centre for employment and manufacturing in Lancaster. Evidence of previous industrial uses remain present on the site with part of the former warehouse and pump house the remaining structures on the site. Contamination is also noted to be an issue.

21.9 Whilst currently derelict and vacant, Luneside East's proximity to the city centre, Lancaster Castle and the successfully regenerated St Georges Quay make it an attractive site for redevelopment. Its regeneration is considered to offer potential to help wider areas of deprivation in the locality secure better connections to the city centre.

Policy DOS2: Luneside East, Lancaster

The Council will support proposals for the regeneration and redevelopment of Luneside East, Lancaster for a residential-led mixed use development incorporating B1 employment uses, wider commercial uses and student accommodation.

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

I. Investigate opportunities for the retention of existing buildings on the site, where possible to do so, where it incorporates the site's historic and industrial past into future design proposals (this should also include securing an active frontage along St Georges Quay);
II. Delivering development which is of a high quality design and making use of materials which respect the character and setting of the site;
III. Encouraging the use of sustainable construction and design aimed at minimising energy use and maximising energy efficiency;
IV. Integration with surrounding areas, complementing neighbouring land uses and creating new linkages between the site and the city centre;
V. The delivery of an appropriate mix of uses to achieve a balanced community and ensure that differing uses integrate properly with each other;
VI. The creation of a network of open spaces and public realm which provides linkages from the site towards St Georges Quay, New Quay Meadow and Giant Axe Field;
VII. Satisfactory conclusion to the remediation of any outstanding contamination issues;
VIII. Make necessary contributions towards improvements to public transport access with improved linkages between the area, adjacent development opportunities and the city centre. This should be demonstrated via a properly monitored and managed Travel Plan detailing the measures to be provided to maximise the use of sustainable transport methods and seeking to reduce the need for private car use;
IX. Proposals will preserve or enhance the setting of the Grade I Listed Priory and Lancaster Castle; and
X. Proposals through the design, construction and occupation phases should seek to mitigate against flood risk which exists. Proposals should be accompanied by a Flood Risk Assessment which address the potential impacts of flooding both directly and indirectly on the site and is acceptable to the Environment Agency and Lead local Flood Authority.

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

21.10 Luneside East benefits from planning permission for a mixed-use development, however whilst the site has been mainly cleared and remediated no development has yet commenced on the site.

21.11 The Council will continue to support regeneration proposals for this site where proposals seek to address amenity issues and capitalise on the area's historic past. Proposals should investigate opportunities to whether the remaining buildings on the site could be retained where it is practical and possible to do so. Proposals are expected to achieve high quality design which adds to and compliments the site's location on the quayside and gateway between the city centre and other areas of Luneside to the west.

Land at Lune Industrial Estate, Luneside, Lancaster

21.12 The land at Lune Industrial Estate is of economic importance, providing cheap employment land for business growth and development. It accommodates a range of B1, B2 and B8 uses. It represents one of only a handful of sites in the Lancaster area (South of the River Lune) which offers opportunities for both general and heavy industrial uses.

21.13 As a result the Lune Industrial Estate plays an important role in the district's employment land portfolio which provides a balanced number of sites in terms of size, location and nature.

21.14 Whilst its economic importance both locally and within the district is recognised, the Council also acknowledges that the long-term suitability of this site for employment and economic use may require further consideration and action. The site has significant access issues from the city centre one-way system, which suffers from severe traffic congestion at peak times. The site is also now located in a predominantly residential areas with the adjoining site (Luneside West) under construction for residential development.

Policy DOS3: Lune Industrial Estate, Luneside, Lancaster

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

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

I. The masterplan should be comprehensive in nature, including all areas of the Lune Industrial Estate, to ensure that issues relating to the site (and its existing uses) are addressed in an acceptable manner;
II. Proposals will be expected to demonstrate that the air quality within the Lancaster Air Quality Management Area will not be impacted from the proposed development and that adequate mitigation measures are provided in accordance with Policy DM28 of the Development Management DPD;
III. Given the continued active use of the site for economic and employment purposes, the masterplan should set out how existing businesses will be supported to find alternative appropriate accommodation within the district.

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

A masterplan will also be expected to address the following issues:

IV. The masterplan seeks to plan sensitively and appropriately for a range of land-uses on the site and ensure that incompatible land uses are not located within close proximity of each other;
V. The design of development should seek to be of a high quality, emphasising its prominent location on the banks of the River Lune, new development should be sympathetic to its locality and create a strong sense of place, providing a well-designed and high-quality environment for its residents and workers;
VI. The proposal seeks to address the issues relating to road infrastructure and accessibility between the site and the city centre, ensuring that issues of traffic congestion are fully

explored. The proposed uses should not have an adverse impact on highway safety or increased HGV movements through residential areas and the City Centre;

VII. Strong linkages are made between the site and the city centre, encouraging cycling and walking links;

VIII. That issues relating to ground contamination are fully investigated prior to the commencement of any development on the site and that suitable remediation measures are adopted;

IX. The proposed uses and design do not have an adverse impact on the residential amenity of neighbouring residential properties;

X. Proposals through the design, construction and occupation phases should seek to mitigate against flood risk which exists. Proposals should be accompanied by a Flood Risk Assessment which address the potential impacts of flooding both directly and indirectly on the site and is acceptable to the Environment Agency and Lead local Flood; and

XI. Appropriate levels of contribution towards the improvement of infrastructure in the local area, including provision towards improvements to education provision to the satisfaction of Lancashire County Council and contributions towards open space improvements in the Freemans Wood and Willow Lane areas.

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

21.15 Given the constraints of the site the Council recognise the importance of adopting a flexible long-term approach to the regeneration of this site for a range of uses including both residential, commercial, employment and recreational uses through its allocation as a development opportunity site.

21.16 The site identified in Policy DOS3 consists of a number of differing land ownerships and therefore it is vital that a comprehensive approach is taken to the regeneration of this site to ensure that heavy industry is decanted appropriately to alternative, more suitable locations.

21.17 Whilst at this stage there a few alternative sites for general industrial uses in the Lancaster area, it is anticipated that the opening of the Bay Gateway Link Road will significantly improve accessibility from Lancaster to employment sites on the Heysham Peninsula, in particular sites within the Heysham Gateway. With this improved accessibility there will be reasonable alternative provision available for the de-canting of businesses from the Lune Industrial Estate to alternative locations such as Heysham Industrial Estate, Major Industrial Estate and Lancaster West Business Park.

21.18 Any proposals for the Lune Industrial Estate must be prepared through a comprehensive masterplan approach, looking at the site as a whole and developing a well-planned, sustainable framework for future regeneration of the site. Such a masterplan should be development in collaboration with all the landowners on the site and with input from the local planning authority and other key stakeholders where appropriate. Such an approach will ensure that consideration is given to how existing employment uses will be supported in decanting to alternative premises elsewhere in the district and ensure that the masterplan does not result in competing and incompatible land-uses being located within close proximity to each other.

21.19 Proposals which are piecemeal in nature and result in the creation of incompatible land-use patterns (for example heavy industry and residential development) which generate significant amenity issues for local residents, will not be supported by the Council.

21.20 There are significant infrastructure issues in the Luneside area, particularly in relation to education

provision and highways issues. These infrastructure requirements should be directly addressed through the preparation of comprehensive masterplan for Lune Industrial Estate. Proposals which exacerbate existing infrastructure deficiencies and do not offer appropriate, realistic, solutions for addressing this shortfall will not be supported by the Council.

Land at Willow Lane, Lancaster

21.21 Land at Willow Lane in Lancaster is identified as an opportunity area for improvement to the current recreation and open space offer, as identified in Policy SC5 of this DPD. Located to the west of Lancaster the site provides an important area of open space in what is otherwise a densely developed residential and employment area. The continued protection of this area for recreation uses is therefore strongly supported by the Council.

21.22 The site has a long history of recreational uses, with land within the allocation being currently used as playing pitches and a children's play area and other areas used in the past as a cricket ground. Whilst the eastern part of the site remains in active use the larger element of the site remains in a private ownership.

21.23 In considering proposals which seek to improve and enhance the recreational offer of the site, the Council will support proposals which enhance existing recreation and open space facilities for local residents, improving the quality of the existing assets and providing new recreational facilities where appropriate. Opportunities to retain and enhance biodiversity and landscape value in this area should also be considered.

21.24 In planning for the wider needs of the district and in order to secure enhancements to the existing recreational resource the council may, where appropriate, support a small element of enabling development on land presently identified as not having an active recreational use.

Policy DOS4: Land at Willow Lane, Lancaster

The land identified as Willow Lane is an open space which has been identified for recreational and open space improvement. The Council will support proposals that enhance and regenerate the quality and quantity of recreational open space provision in this area.

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

21.25 This is subject to the development supporting enhanced recreation and open space provision on the site and that the additional development proposed is clearly demonstrated to support these improvements. Any additional development will need to be of a design and layout which is compatible with the continued use of the site for recreational and amenity use and would not restrict the accessibility of the site for local residents. Any proposals would also benefit from demonstrating that there is clear support in the local community.

Land at the Old Filter House, South Lancaster

21.26 The site of the Old Filter House, Scotforth Road, South Lancaster has been identified as a Development Opportunity site due to its location on the southern gateway to Lancaster and its long-term dereliction.

21.27 The site has had a long planning history with unsuccessful proposals for a range of commercial uses and has been vacant and derelict for over 5 years. Accordingly the Council will support a range of commercial and business uses for the site provided that it meets the criteria set out in Policy DOS5 and other relevant development plan policies.

21.28 The Council will not support proposals at this site which result in a detrimental impact on the local road network or prejudice the wider sustainable growth planned for South Lancaster. Equally proposals for this site need to be sympathetic to its locality in terms of its design and amenity issues which arise from the close proximity of the West Coast Mainline which is directly adjacent to the site.

Policy DOS5: Land at the Old Filter House, South Lancaster

The Council will support the regeneration and redevelopment of the former Filter House, Scotforth Road, South Lancaster for a mixture of uses which should be appropriate and suitable for the unique position of the site. Potential uses could include elements of employment, commercial and recreational uses. Proposals which seek to generate significant levels of traffic movements which have a detrimental impact on the A6 corridor will not be supported by the Council.

Any proposals which come forward have due regards to the following issues:

- **I. Proposals should provide appropriate access to the site, to the satisfaction of Lancashire County Council and do not result on impacts on highway capacity and highway safety;**
- **II. The proposed uses should be reflective of the site's location, which is immediately adjacent to the West Coast Mainline and A6. The Council will not support sensitive land-uses on this site, such as residential development, unless it can be demonstrated that the design, layout and construction of the development can adequately mitigate against noise and vibration to protect residential amenity;**
- **III. Future proposals should demonstrate a high standard and quality of design and to be of an appropriate scale, respecting its location on the southern approaches to Lancaster;**
- **IV. That issues relating to ground contamination are fully investigated prior to the commencement of any development on the site; and**
- **V. Appropriate linkages are generated from the site to wider development in the South Lancaster area and beyond to Lancaster City Centre, encouraging access to the site by cycling and walking;**
- **VI. Appropriate safeguarding to the satisfaction of National Grid from the overhead power lines which run adjacent to the site; and**
- **VII. The submission of a comprehensive drainage plan which identifies, through the design, construction and occupation phases, how proposals will mitigate against the flood risk which exists in South Lancaster, in particular flood risks associated with Burrow Beck.**

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

21.29 Development proposals for this site should give due consideration to how it links to the wider growth which is proposed within South Lancaster, through the provision of improved cycling and walking links between Filter House and the proposed local centre at Lawson's Bridge, Lancaster University Innovation Campus, Lancaster University and Scotforth.

Forest Hills Recreation and Conference Centre, South Lancaster

21.30 The land which surrounds the Forest Hills Golf Course and Conference Centre on Hazelrigg Lane, South Lancaster has been identified as a development opportunity site to enable growth in this area in the recreational offer at the site and improvements to the already established conference facilities.

Policy DOS6: Forest Hills Recreation and Conference Centre, South Lancaster

The Council will support proposals for improvements to the recreational offer at Forest Hills and the existing conference facilities. Any proposals will be expected to have due consideration of the rural nature of this location and be of a high standard in terms of design, ensuring that proposals are sympathetic to the surrounding landscape and complimentary to the Bailrigg Garden Village.

Proposals should ensure that they do not have a detrimental effect on local highway capacity and highway safety. This should include investigating the need for improvements to the local highway network between Hazelrigg Lane and the University Campus. Proposals should also ensure that sufficient and appropriate car parking provision is provided on-site.

Any proposals should have due regard to the content of the relevant policies of the Development Management DPD.

21.31 Given the rural location of this proposal, it is expected that any proposals to improve facilities at Forest Hills will be of a low scale and seek to be sympathetic to the rural character of its surroundings ensuring that consideration is given to the wider landscape impacts and the relevant policies contained within the Development Management DPD.

21.32 Further growth on the site will be carefully considered against the impacts on the existing road network, in particular the impacts on highway capacity and safety on Hazelrigg Lane. It is anticipated that improvements will be made on the surrounding road network due to the reconfiguration of junction 33 to facilitate wider growth in the South Lancaster area and it is expected that any proposals at Forest Hills should seek to improve the road infrastructure on Hazelrigg Lane, east of the proposed junction improvements.

Galgate Mill, Galgate

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

21.34 The main mill buildings have been converted into light industrial and quasi-retail uses and is been designated through previous local development plans as a rural employment site, one of only two rural employment sites in the south of the district. Whilst a number of small businesses trade from the mill, a large area of the site remains vacant and available for development. Opportunities to utilise and bring back into use this important historic asset and tidy up the site will be supported by the Council.

21.35 In considering future proposals, the Council will look to support and protect the continued operation of the mill for some element of employment usage as it plays an important role in the district's employment land supply, providing small units which are suitable for start-up businesses

and other rural enterprises.

21.36 Whilst employment uses should be retained on this site, the Council will support the regeneration of the site for a mixture of supporting uses, such as for residential purposes where it is demonstrated that residential uses can be made compatible with the wider employment uses and is consistent with all other relevant elements of the development plan.

Policy DOS7: Galgate Mill, Galgate

The Council will support proposals for the regeneration and redevelopment of Galgate Mill. Any proposals for the mill building will be expected to retain a significant element of employment space within the buildings, particularly at ground floor level. However, to facilitate regeneration the Council will support a diversification of uses which include residential uses to the upper levels. Any proposals need to be consistent with its rural location and its listed status.

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

- **I. The retention and sensitive reuse and repair of the mill building, maintaining and restoring its historical significance and those surrounding curtilage buildings identified as being of historic importance;**
- **II. The protection of local amenity in surrounding residential areas;**
- **III. High quality design and use of material which respect the character and setting of historic assets on the site;**
- **IV. Sustainable construction and design which is aimed at minimising energy use and maximising energy efficiency;**
- **V. The integration of the development within the surrounding network of cycling and pedestrian linkages;**
- **VI. The provision of acceptable and safe traffic arrangements for Chapel Lane;**
- **VII. Contributions from the development towards improvements to public transport in the area, with improved linkages between this site and Lancaster city centre. This should be demonstrated via the production of a properly monitored and managed Travel Plan in accordance with Policy DM61 detailing measures to be provided to maximise sustainable transport use; and**
- **VIII. The retention and provision of sufficient parking on-site to accommodate the mix of uses being proposed without impacting on the operation of existing business or the setting of the Listed building.**

The proposal should also be considered in the context of all other relevant development plan policies. In particular consideration should be given to the infrastructure requirements for South Lancaster set out in Policy SG4 of this DPD. The Council will expect that any proposals for the Galgate Mill site should seek to contribute to the delivery of infrastructure improvements where relevant to the proposal.

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

Former Pontins Holiday Camp, Middleton

21.37 Situated to the south of Heysham, the former Pontins Holiday Camp has remained largely vacant

since its closure in 1994. The whole site extends to approximately 23 hectares and occupies a prominent position overlooking Morecambe Bay.

21.38 The site has a complex history with the planning approval for a 626 dwelling retirement village which was granted on appeal in 2002. Like a number of sites across the district, the delivery of this site has been impacted on by the economic downturn with only a small amount of the dwellings on the site actually being completed.

21.39 The Council would not normally support development in such a remote location such as this, which is outside of any defined settlement and remote from services and infrastructure. It is important to note that on granting the appeal, the Planning Inspector considered that the regeneration benefits of bringing a large brownfield site back into use and the specialist nature of the housing provided sufficient justification to support the proposal. The unique nature of this site is recognised by the Council.

Policy DOS8: Former Pontins Holiday Camp, Middleton

The Council will support regeneration proposals for residential, employment and tourism-led development at this former holiday camp. In considering regeneration proposals the Council would support the implementation of the existing planning consents for the delivery of a residential development on the site.

Where it is demonstrated that this original proposal is not viable, the Council will consider alternative proposals for the site. In considering any proposals the Council will expect the following issues to be addressed:

- **I. That the proposed use(s) are compatible with the existing specialist residential uses which have already been constructed on site;**
- **II. The proposal seeks to enhance its levels of connectivity and accessibility to nearby urban areas. This should be achieved via improvements to public transport services and improvements to the highway, cycling and pedestrian networks;**
- **III. The proposal does demonstrates that it does not have a detrimental impact, either alone or in combination with other proposals within the local development plan, on European designated sites (as defined by Policy EN9 of this DPD); and**
- **IV. The proposal does not have a detrimental visual impact on the landscape value of Morecambe Bay; and**
- **V. The protection of the setting of the Listed building and its viability as a leisure facility.**

Any proposals for this site should have due regard to the close proximity of Heysham Nuclear Power Station (as defined by Policy SG18 of this DPD) in relation to its continued operation and potential future expansion.

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

21.40 In taking forward proposals for this site the Council will seek to encourage the implementation of the orginal proposal which sought to offer the opportunity to regenerate the large brownfield site as well as secure much needed specialist housing for the retirement community, a sector of the housing market which is anticipated to expand in future years.

21.41 However, the Council recognises that this may not represent the most optimal, viable use for regenerating the site over the coming years. As a result, where it is clearly demonstrated that this use is not viable the Council will consider alternative proposals for development. In assessing viability of the existing consent, the Council will require an open book exercise with evidence of viability and evidence of marketing activity.

21.42 In considering alternative proposals, the Council will consider the potential for residential, employment and tourism uses. All uses would need to demonstrate how the accessibility and overall sustainability of the site can be enhanced to a level which is sufficient to overcome and address its remote rural location. This will include measures to improve the frequency and quality of public transport provision and facilitate opportunities for pedestrian and cycling connectivity. Opportunities for the provision of other key local services on site should be investigated where proposals for residential development are proposed.

21.43 The site falls within the consultation zone for the Office of Nuclear Regulation (ONR). The ONR will need to be consulted as part of any future proposals for this site with their advice informing the Council's determination. In considering the implications on Heysham Power Station, the Council will not support the development of permanent residential caravans on this site.

21.44 A number of residential units and some supporting facilities within the orginal retirement village, including a leisure centre, have already been constructed with a number of dwellings occupied. The compatibility of future uses with the already constructed element of the retirement village will need to be fully considered. Where alternative proposals are brought forward they will need to demonstrate how through sensitive planning and design they support the continued operation of a smaller-scale retirement village, facilitating the continued operation of this development for its residents.

Land at Morecambe Festival Market and Surroundings

21.45 The Morecambe Area Action Plan (MAAP), adopted by the Council in 2014[75], identifies the area of the Festival Market and its surrounding area as a Development Opportunity Site. Whilst the Morecambe Area Action Plan remains in place until 2021 the inclusion of this allocation within the wider development plan secures its allocation for the entire plan period up to 2031 which is considered to be a strategic site in terms of its context as a link between the existing town centre and the proposed new retail at the former Frontierland site on Marine Drive.

21.46 As suggested in the MAAP, the land west of Northumberland Street includes an extensive area of car parking which could provide a significant opportunity for new beneficial development to add to and help link the town centre together. The opportunity site as a whole affords much potential for a range of main town centre uses, in particular for a range of commercial leisure uses which complements and assists in supporting wider regeneration of the town centre.

[75] http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan

Policy DOS9: Morecambe Festival Market and Surrounding Area

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

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

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

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

21.47 Any proposals for the site should ensure that it provides strong linkages into surrounding areas, including the promenade, the retail parks to the west and the existing town centre to the east. Proposals should seek to ensure that there are sufficient levels of car parking to meet the traffic demands of the uses proposed and that there are no detrimental effects on the highway capacity or highway safety on the surrounding road network.

21.48 Any proposals which involve the loss of key community facilities, for example the indoor market or skatepark, should present clear approaches to how these facilities will be replaced elsewhere in the local area.

Former TDG Depot Site, Warton Road, Carnforth

21.49 The site at the former TDG depot site on Warton Road, Carnforth has been a long established employment allocation within the local development plan. However, the relocation of TDG to different premises (both within the district and wider across the North West) the opportunity now exists to realise new, alternative uses for the site.

21.50 The site's previous use for storage and distribution uses (B8 use) created significant problems on the local highway network, creating high levels of HGV movement through Carnforth town centre, which impacted on the town centre's amenity and safety for residents and visitors. Carnforth is one of three Air Quality Management Areas (AQMAs) in the district with its designation associated

with the levels of air pollution created from road traffic[76].

21.51 Accordingly the Council, whilst recognising the existing permitted uses for the site, will not seek to support proposals which would generate significant numbers of HGV trips to and from the site.

21.52 The Council would expect that any development proposals in this location should come forward as part of a comprehensive masterplan for the site which should also address any issues relating to phasing. The Council will not support the piecemeal regeneration of this site for individual, isolated development proposals.

Policy DOS10: Land at Former TDG Depot, Warton Road, Carnforth

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

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

I. Proposals should seek to ensure that no adverse impacts are created on the surrounding road network, Carnforth Air Quality Management Area, local amenity in Carnforth town centre and highway safety, particularly in relation to the generation of HGV traffic;
II. That sufficient and appropriate mitigation is provided to protect any potential residential development or commercial uses on this site from the impacts associated with the site's proximity to the West Coast Mainline and other associated rail infrastructure;
III. Future proposals should demonstrate a high standard and quality of design, respecting the character of the setting of the site and its location as a gateway into the Arnside and Silverdale AONB;
IV. That any proposed uses of the site for employment or commercial uses do not impact on local residential amenity in terms of noise, smell, light or air pollution;
V. That issues relating to ground contamination are fully investigated prior to the commencement of any development on the site;
VI. Appropriate linkages are generated from the site to the town centre and railway station, encouraging access to the site by cycling and walking; and
VII. Respect, retain and where possible enhance the heritage assets contained on the site.

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

21.53 Any masterplan submitted for this site will be expected to consider the impacts that the proposed uses will have on the local highway network and the issues around accessing the site. The constrained nature of the site suggests that only one access point will be available for future

[76] http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality/carnforth-air-quality-management-area-aqma

development. In taking forward proposals consideration will need to be given to the capacity of the local highway network and to highway safety. Given the site's central location within Carnforth it is expected that any masterplan should seek to encourage the use of cycling and pedestrian access to Carnforth town centre and Carnforth rail station.

21.54 As the site is surrounded by rail infrastructure and, in particular, the busy West Coast Mainline, any proposals will need to address and mitigate the impact that such uses will have on amenity of the proposal, particularly any sensitive development such as residential uses. The Council will expect proposals to incorporate mitigation measures to ensure that the amenity of any elements of residential development are suitably protected from surrounding uses.

22. The Historic and Natural Environment

22.1 All planning authorities are required, where deemed appropriate to do so, to identify areas which are of specific architectural and historic interest, the character or appearance of which it is desirable to preserve and where possible enhance. These are identified through the designation of a Conservation Area.

22.2 All conservation areas should be accompanied by a conservation area appraisal which help to identify the special architectural and historic character of a conservation area. These appraisals help the understanding of what it is about the place that should be protected and enhanced and to formulate effective policies within the development plan to make sensible development management decisions.

22.3 To date, the Council has designated 37 conservation areas in the district which recognise a range of differing townscapes, from rural villages in the Lune Valley to the urban centres of Lancaster, Carnforth and Morecambe[77].

22.4 Proposals for development in these areas, whether they come forward via a site allocation or planning application, will be expected to carefully consider their impacts on the locality and in particular the special character of the conservation area.

Policy EN1: Conservation Areas

The Council has 37 conservation areas[78] within the district which have been identified for their architectural and historical importance. These are the following:

ARKHOLME	HALTON	PRIEST HUTTON
ALDCLIFFE ROAD, LANCASTER	HEYSHAM	SLYNE-WITH-HEST
BATH MILL, LANCASTER	HORNBY	SUNDERLAND POINT
BOLTON-LE-SANDS	IREBY	TUNSTALL
BORWICK	LANCASTER CENTRE	WARTON
BROOKHOUSE	MELLING	WENNINGTON
CANNON HILL, LANCASTER	MORECAMBE CENTRAL	WESTFIELD VILLAGE
CANTSFIELD	MORECAMBE WEST END	WHITTINGTON
CARNFORTH	NETHER BURROW	WILLIAMSON PARK
DOLPHINHOLME	NETHER KELLET	WRAY

[77] http://www.lancaster.gov.uk/planning/conservation/conservation-areas

[78] Conservation Areas are designated outside of the local plan process so the total number and boundaries of conservation areas are subject to change. Where such changes occur the online version of the Local Plan Policies Map will be updated to reflect this.

GLASSON DOCK	OVER KELLET	WRAYTON
GREAVES PARK	OVERTON	YEALAND CONYERS
GRESSINGHAM		YEALAND REDMAYNE

Development proposals in these designated areas will be considered against their impacts on the local character of the area and, in particular Policies DM34 and DM35 of the Development Management DPD.

Designated Heritage Assets

22.5 There are a number of features and buildings which have been identified and protected for their historic importance. Such designations include 3 Registered Parks and Gardens, 27 Scheduled Ancient Monuments and approximately 1,300 Listed buildings[79].

Policy EN2: Designated Heritage Assets

The Council has identified a range of designated heritage assets on the Local Plan Policies Map which include the following type of asset:

LISTED BUILDINGS*
REGISTERED PARKS AND GARDENS
SCHEDULED ANCIENT MONUMENTS

***Due to the number and local nature of Listed buildings these are not shown on the printed version of the Local Plan Policies Map. However, they are viewable the online version of the map.**

22.6 Development proposals which may have either direct or indirect impacts on such assets should ensure that such impacts have been fully assessed in liaison with the Council's Conservation Team. Proposals will not be supported where it is demonstrated that development will cause significant harm to these designated assets.

22.7 Given the number of Listed Buildings in the district these are not displayed on the printed Local Plan Polices Map but are viewable on the online version. However, there are a range of sources of such information which can be found by visiting the Council's website[80].

Central Lancaster Heritage Action Zone

22.8 In June 2016, Historic England launched a new programme entitled 'Heritage Action Zones' where organisations could bid for such status to help manage change within historic areas. As part of this programme the Council have submitted an area of Central Lancaster, identified in Policy EN3, as part of this Action Zone.

22.9 After considering the criteria and guidance from Historic England, the Council have decided to focus the Action Zone on an area to the north-east of the city centre that contains a number of heritage assets which will face a number of opportunities and challenges over the coming years.

22.10 Whilst the submission to Historic England was unsuccessful in terms of securing funding and resources, the Council will continue to investigate future funding bids and will look at local interventions to improve the historic environment in this area.

[79] http://www.lancaster.gov.uk/planning/conservation/listed-buildings
[80] http://www.lancaster.gov.uk/planning/conservation/

Policy EN3: Central Lancaster Heritage Action Zone

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

I. Ensuring that the areas heritage assets find sustainable and beneficial uses which secure their long-term future;
II. Increasing the levels of business occupation within premises and particularly through the creation of active ground floor spaces;
III. Improving environmental conditions for residents, building occupiers and pedestrians through reducing the impact of traffic; and
IV. Improving pedestrian safety and perceptions of safety to encourage dwell times, business viability and vitality within the city centre.

Any proposals for development in these areas should have due regard to all relevant policies within the Development Management DPD, particular Policies DM34 – DM38 relating to the historic environment.

22.11 The area contains a large number of listed buildings and a number of non-designated heritage assets which include:

- The Mill Race – a historic covered water course, it forms a loop of the River Lune and is believed to be Roman in origin. This hidden heritage asset is key to the areas regeneration.
- Church of St John, North Road – This grade II* listed building is one the Heritage at Risk Register.
- Centenary Church, Rosemary Lane / St Leonardsgate – This Grade II listed church forms a strong landmark at the Stonewell junction at the edge of Roman and medieval settlements.
- St Leonards House, St Leonardsgate – Is a Grade II listed, late 19th century factory built for Gillow and Co. to meet their growing expansion.
- Gillows' Showrooms, North Road – A key part of the Gillow furniture works was the development of these imposing gabled showrooms.

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

22.13 Whilst this heritage is rich, it faces a number of challenges and opportunities over the next few years including:

- Recovery from the winter 2015 floods and developing resistance / resilience measures appropriate to historic buildings;
- Changing demands and development opportunities;
- Synergy between the nearby city centre expansion at the Canal Corridor Site, as outlined in Policy SG6 of this DPD;
- Opportunities to play a continuing role in the development of Lancaster University;
- Opportunities for environmental improvements via the emerging Lancaster District Highways and Transport Masterplan; and
- Prospective growth benefits from the emerging Lancaster City Centre Masterplan and

Investment Framework, as outlined in Policy SG5 of this DPD.

22.14 The Heritage Action Zone aligns well with a number of ongoing initiatives within the city, including the emerging City Centre Masterplan and Investment Framework, the Lancaster District Highways and Transport Masterplan, the proposed regeneration of the Lancaster Canal Corridor Site, Lancaster Square Routes Programme (including 'Beyond the Castle'), Lancaster Business Improvement District (BID) and the flood defence works on the River Lune.

Natural Environment

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

22.16 It is important to take into account all aspects of the environment, including the following elements:

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

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

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

Areas of Outstanding Natural Beauty

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

22.20 As set out in the National Planning Policy Framework, the Government places great weight on conserving the landscape and scenic beauty of AONBs. Accordingly the primary objective or the local development plan is to conserve the natural beauty of the landscape by resisting inappropriate development and insisting on high standards for proposals which are approved.

22.21 The two AONBs are living communities for which rural employment opportunities, housing to meet local needs and the provision of local services are of considerable importance. The economic and

social wellbeing of the communities within AONBs will be of key importance when considering development proposals within them.

Policy EN4: Areas of Outstanding Natural Beauty

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

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

The landscape and character of both Areas of Outstanding Natural Beauty will be protected, conserved and enhanced. Any development should contribute to the conservation and natural beauty of the area. Proposals will be expected to have due regard to all relevant policies contained within the local development plan and, in particular the Development Management DPD and the Arnside and Silverdale AONB DPD.

22.22 As part of the local development plan, Lancaster City Council are working in partnership with the neighbouring authority of South Lakeland District Council to prepare a Development Plan Document for the Arnside and Silverdale AONB. This DPD will address issues of land allocation for this specific area and include a number of policies which will be applicable only to the AONB[81].

The Open Countryside

22.23 Significant areas of the district are defined as rural countryside which is remarkably diverse in character and includes a range of landscape characters including:

- The northern edge of the Amounderness Plain, south of Morecambe Bay, which consists of flat and undulating pastoral farmland, much of which has been reclaimed with blocks of woodland, remnant mosslands and drainage channels.
- The Bowland fringes, including the Lune Valley, Wyresdale and Roeburndale, which are characterised by herb-rich hay meadows defined by stone walls and hedges, extensive stone walls and hedges, extensive semi-natural and ancient woodland, numerous water courses, small villages and hamlets in local stone and slate and areas of formal parkland surrounding country houses.
- The Bowland Fells, which includes the Forest of Bowland Area of Outstanding Natural Beauty and consists of extensive, open, high heather moorland and blanket bog and steep cloughs and wooded valleys, fringed with semi-improved grassland enclosed by dry stone walls and herb-rich hay meadows.
- Morecambe Bay, which consists of extensive intertidal sand and mud flats, fringed variously by salt marshes and limestone and sandstone outcrops.
- The area around Morecambe Bay and the Lune Estuary which consists largely of undulating glacial hummocks overlain by lush pasture divided by hedgerows. The sand and mud flats of the estuary are important for birds and invertebrates. Around the estuary are areas of reclaimed farmland and mossland. The area south of Heysham is dominated by Heysham Power Station and a range of vertical infrastructure including electric pylons and wind turbines.
- The Morecambe Bay limestone area which includes the Arnside and Silverdale Area of Outstanding Natural Beauty and consists of craggy limestone outcrops and screes, topped by limestone pavements, large areas of ancient woodland and areas of mossland. Fields are small

[81] https://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd

and predominantly divided by limestone dry walls.

22.24 Whilst within these areas the landscapes can vary markedly, their common characteristic is that they are essentially open and rural in character. These qualities can be easily damaged by the intrusive effects of inappropriate development.

Policy EN5: The Open Countryside

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

22.25 The local plan sets out an approach toward future development growth within the district which focuses on areas of strategic growth around Lancaster and Carnforth and, to a lesser extent, Morecambe. The delivery of these strategic sites will result in sustainable patterns of new development being delivered which will meet the majority of the district development needs for the plan period.

22.26 As a result development within the open countryside can be carefully managed to ensure that proposals are to an appropriate scale as to not impact on the wider character of the open countryside. The boundary of the countryside is identified on the Local Plan Policies Maps.

22.27 There are a range of development management policies which will be relevant to any proposals within the open countryside, in particular Policies DM39 to DM49.

The North Lancashire Green Belt

22.28 As highlighted on the Local Plan Policies Map, the district contains the North Lancashire Green Belt which was formally established through the Green Belt Local Plan (1991) and retained within the Lancaster District Local Plan, adopted in 2004. The North Lancashire Green Belt was established to ensure that the area between Lancaster, Morecambe and Carnforth did not coalesce together to form a single urban area.

22.29 Given the significant pressures for housing within the district and the fact that the Green Belt in this area has not been reviewed since its initial establishment in 1991 this local plan process has involved a review of the North Lancashire Green Belt. The Review has involved the assessment of all the land and boundaries which constitute the Green Belt in terms of how they fulfil the national purposes of the Green Belt as identified in Paragraph 80 of the National Planning Policy Framework.

22.30 The Review has assessed a range of general and strategic parcels of land to understand their individual and cumulative role within the Green Belt before providing a recommendation over whether they make a strong, moderate, weak or no contribution to fulfilling the purposes of the Green Belt. Further information on the North Lancashire Green Belt Review can be found on the Council website at www.lancaster.gov.uk/planningpolicy.

22.31 The Green Belt Review is a piece of evidence which has been used to prepare this Local Plan. The review has provided an understanding of the relative contribution of each piece of land within the Green Belt. It does not seek to recommend which areas of land should be removed or retained from the Green Belt, nor does it provide recommendations on alternative uses for land which

scores poorly within the Review. All such decisions on the Green Belt has been provided through the preparation of the Local Plan where a number of changes have been proposed. These changes include:

- The Green Belt boundary has been amended to the south of Carnforth (South of Windermere Road) to facilitate future growth for residential purposes under Policy SG14 of this DPD. Whilst this area performed relatively well in Green Belt terms the Council has concluded that the need to provide opportunities for growth in Carnforth are necessary (given the role that Carnforth plays in north of the District) and are limited (due to environmental designations, flood risk and infrastructure).
- The Green Belt boundary has been amended to the north of Lancaster, between the urban fringes of Lancaster and the new Bay Gateway Link Road. There has been significant change in this area due to the construction of the new road which has radically altered the value of the Green Belt purposes in this area, leading to the Green Belt Review concluding low values for this area. The area has been identified for residential purposes under Policies SG10 and SG11 of this DPD. Land to the east will be identified as an area of separation under Policy EN8 of this DPD to ensure that a green gap is maintained between Lancaster and Halton.
- The Green Belt boundary to the east of Torrisholme has been amended to provide a more definable Green Belt boundary making use of the West Coast Mainline. This provided a more robust and permanent boundary which will not be vulnerable to future encroachment. The land which has been removed from the Green Belt will not be identified for development purposes but will be identified as open countryside. The land at Torrisholme Barrow will be protected as an area of open space and as a Scheduled Ancient Monument due to its recreational and historical importance.

22.32 Other minor amendments have been made in light of the Green Belt Review which seek to correct historical anomalies to the Green Belt and, where it has been possible to do so, make minor amendments to strengthen Green Belt boundaries to ensure they are robust and sustained beyond the plan period.

Policy EN6: The North Lancashire Green Belt

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

Development proposals within the Green Belt will be assessed against national planning policy and will have due regard to all relevant policies contained within the local development plan, in particular Policy DM47 the Development Management DPD which relates to development within the Green Belt.

22.33 The land which remains within the Green Belt, and is identified on the Local Plan Policies Map, continues to have significant importance in terms of ensuring that the major settlements of the district – Lancaster, Morecambe and Carnforth – do not coalesce together to form one single settlement.

22.34 Accordingly, land which is contained within the Green Belt will be protected from inappropriate development which will result in harm to the openness of the Green Belt and will be assessed against the requirements of the National Planning Policy Framework and Policy DM47 of the Development Management DPD.

Key Urban Landscapes

22.35 The district has a varied and attractive landscape which stretches beyond the designated areas of the AONB. In particular undeveloped areas between Lancaster and the open countryside to the east has a special role in maintaining a distinction between the town and the county and in providing a rural backdrop and setting to the urban area.

22.36 The Council has designated land to the east of Lancaster as Key Urban Landscape to reflect this importance. The purpose of the policy is to ensure that this important landscape, which provides an important setting into and out of Lancaster and contains a number of important historical assets, is protected from development which could damage and compromise this setting.

22.37 In order to define this landscape, the Council has conducted assessment work which was prepared and published by Woolerton Dodwell in 2012 which describes the value and importance of the land included within the Key Urban Landscape designation[82].

Policy EN7: Key Urban Landscapes

The Key Urban Landscape areas, as shown on the Local Plan Policies Map, will be conserved and important natural features within the designations protected.

Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the local development plan, in particular Policy DM42 of the Development Management DPD which relates to development and landscape impact.

Areas of Separation

22.38 The Land Allocations DPD has identified two areas of separation within the district which aims to protect the local character and identity of settlements. The role of areas of separation is to help maintain distinctive 'Green Lungs' between settlements this DPD identifies where Areas of Separation would be beneficial. It should be noted that Policy EN6, relating to the open countryside also applies in Areas of Separation.

Policy EN8: Areas of Separation

Areas of Separation have been identified on the Local Plan Policies Map between the following areas:

EN9.1	**Between Lancaster and Halton**
EN9.2	**Between Lancaster and Galgate**

Development will be assessed in terms of its impact upon the Area of Separation, including any harm to the effectiveness of the gap between settlements and, in particular the degree to which the development proposed would compromise the function of the Area of Separation in protecting the identity and distinctiveness of settlements.

22.39 Development proposals within Areas of Separation will be considered against how such proposals

[82] http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies

affect the openness and visual amenity within the gap and will not be supported where they have impacts on wider openness within the gap and result in general coalescence between settlement areas which affects overall distinctiveness.

Environmentally Important Areas

22.40 Lancaster district has a range of internationally important nature sites but also includes a wide range of other important sites which make up an important wildlife network within the district.

22.41 Paragraph 9 of the National Planning Policy Framework[83] (NPPF) stresses the importance of moving from a net loss of biodiversity to achieving net gains for nature as part of achieving sustainable development. Section 11 of the Framework plus other legislation, regulations and guidance set out how this can be achieved and the legal duties and requirements for nature conservation.

22.42 The policy focus, hierarchical approach and strategic priorities are in line with national guidance and legislation. The hierarchy of designated sites, priority habitats and priority or legally protected species and their significance is set out in the policy and is:

a. Sites of international nature importance. This also applies to sites and habitats outside the designed boundaries that support the species listed as being important in the designation of these internationally important sites – often termed as 'supporting habitat' or 'functionally linked land' – for example pink-footed geese feeding areas.
b. Sites of national nature and geological importance, which in Lancaster district comprises of Sites of Special Scientific Interest (SSSIs).
c. Sites of regional nature and geological importance, which in Lancaster district comprises of Biological Heritage Sites (BHSs) and Geological Heritage Sites (RIGs).
d. Priority habitats & species and legally protected species.

22.43 Development proposals which may have impacts on species and habitats will be expected to have due regard to Policy DM40 of the Development Management DPD.

Policy EN9: Environmentally Important Areas

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

European Designated Sites

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

EN9.1	Morecambe Bay	EN9.3	Bowland Fells
EN9.2	Morecambe Bay Pavements	EN9.4	Calf Hill / Crag Wood, Caton

Nationally Designated Sites

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

EN9.5	Artle Dale	EN9.20	Leck Beck Head & Catchment

[83] https://www.gov.uk/government/publications/national-planning-policy-framework--2

EN9.6	Bowland Fells	EN9.21	Leighton Moss
EN9.7	Burton Wood	EN9.22	Lune Estuary
EN9.8	Calf Hill / Crag Wood	EN9.23	Morecambe Bay
EN9.9	Clear Beck Meadow	EN9.24	Robert Hall Manor
EN9.10	Cockerham Marsh	EN9.25	Roeburndale Woods
EN9.11	Coldwell Farm Pasture	EN9.26	Silverdale Golf Course
EN9.12	Crag Bank	EN9.27	Tarnbrook Meadows
EN9.13	Cringlebarrow & Deepdale	EN9.28	Thrang End & Yealand Hall
EN9.14	Eaves Wood	EN9.29	Thrang Wood
EN9.15	Far Holme Meadow	EN9.30	Thwaite House Moss
EN9.16	Gait Barrow	EN9.31	Trowbarrow Quarry
EN9.17	Hawes Water	EN9.32	Warton Crag
EN9.18	Heysham Moss	EN9.33	Winnmarleigh Moss
EN9.19	Jack Scout		

Regionally Designated Sites

There are a range of sites which have been designated by Lancashire County Council for environmental and geological importance. These include areas which have been identified as Biological Heritage Sites (BHS) and Geological Heritage Sites (RIGS). These are identified under Policy EN9.34 of the Local Plan Policies Maps.

22.44 The Internationally and Nationally designated sites are identified on the Local Plan Policies Map and are described in Policy EN9 above.

22.45 Priority habitats and species are 'habitats and species of principal importance' for the conservation and biodiversity in England. The Secretary of State is required under section 41 of the Natural Environment and Rural Communities (NERC) Act (2006) to publish lists of priority habitats; the most recent review in 2007 listed 65 priority habits and 1150 priority species. The Council, together with other public bodies (such as the Environment Agency) has a duty under the NERC Act to conserve biodiversity, including priority habitats and species.

22.46 In Lancaster district species include pink-footed geese. Priority habitats sit outside the designated site hierarchy and may be of national (i.e. ancient woodlands) or local importance. Legally protected species include badger, bats and water voles. Some habitats, such as ancient woodland and ancient trees are irreplaceable because of their age and complexity and cannot be recreated once they are lost. In relation to development proposals, Policy DM40 sets out a clear policy position in relation to the protection, mitigation and enhancement of areas which are of biodiversity and geodiversity importance.

Grab Lane Preserved Natural Setting Area

22.47 As suggested in Policy H3 of this DPD, the Council wish to ensure that land which surrounds the residential allocations at Grab Lane should be protected and remain open in permanence. The reasoning for this is to ensure that the development in this location is of a high standard and maintains a strong setting.

22.48 The wider context of the setting is also an important factor. Development at Grab Lane is contained within the settings of Ashton Memorial and Williamson Park. This are significant landmarks in Lancaster and are key heritage assets for the town. Maintaining significant levels of open space with the Grab Lane area will ensure visual impacts on these heritage assets can be mitigated.

Policy EN10: Grab Lane Preserved Setting Area

The land surrounding the residential development at Grab Lane has been identified for protection under Policy EN10 of this DPD. The protection is to ensure that the landscape areas remains permanently open and free from future development. The Council have identified two specific areas of protection which should seek to address the following:

Policy EN10.1	**Land adjacent to Fenham Carr has been protected for a range of open space uses, including informal amenity space and the opportunities to deliver innovative storage solutions for drainage, for instance the creation of balancing ponds and other sympathetic SuDS schemes.**
Policy EN10.2	**Land adjacent to the M6 has been protected to maintain a green gap between development and the motorway to protect residential amenity and views towards the Ashton Memorial and Williamson Park.**

22.49 The areas identified under Policy EN10 will seek to fulfil a range of purposes, land identified in Policy EN10.1 will be recommended for a general open space use which can include a range of amenity spaces and the ability to accommodation SuDS schemes to address drainage issues in the locality. This area should have a significant degree of public access which will benefit both new and existing residents in the East Lancaster area. Land identified in Policy EN10.1 should play a greater role in defining the local landscape, providing an appropriate setting to the historical assets to the west and provide a green buffer between residential development and the M6 motorway. In both cases the Council will not support development in these areas of protection.

Minerals and Waste

22.50 Planning for minerals and waste underlines the prudent use of natural resources and the reduction of pollution. Lancashire County Council is responsible for the Minerals and Waste Local Plan and is the relevant Waste Disposal Authority[84].

22.51 The Minerals Local Plan guides mineral extraction and associated development. Dunald Mill Quarry at Carnforth is identified as a major source of limestone up to at least 2022; the site is being progressively extracted both laterally and vertically with the subsequent restoration expected to be completed by 2023. Mineral reserves, particularly limestone, will be safeguarded from the sterilizing effect of new development (i.e. new building, engineering works and land cover).

22.52 Policy M2 of the Waste and Minerals Local Plans has identified areas of mineral safeguarding for a range of deposits, of particular reference to Lancaster district such deposits include limestone, sand and gravel. Local planning authorities and developers are expected to consider the effect of prospective development on minerals resources at an early stage particularly in relation to scale, proximity and permanence to working the minerals unless specific parameters are met.

Policy EN11: Mineral Safeguarding Areas

With the Mineral Safeguarding Areas, as highlighted on the Local Plan Policies Map, proposals or other development will not be permitted to sterilise or prevent the future extraction of the mineral resource. The Council will seek the advice of Lancashire County Council as the mineral planning authority on any significant proposals which may affect the resource. Proposals in these areas should have due regard to Policy M2 of the Lancaster Waste and Minerals Local Plan.

[84] http://www.lancashire.gov.uk/council/planning/local-planning-policy-for-minerals-and-waste.aspx

22.53 The Minerals and Waste Local Plan also sets out the Lancashire County Council's overall vision and strategic objectives for waste planning and establishes the broad locations for strategic waste facilities. The plan also allocates sites, indicates areas of search for future waste uses and contains waste safeguarding areas. There is a strategic site for waste management at Lancaster West Business Park and other opportunities for waste management uses may also exist in some of the district's other employment areas, including White Lund. The Waste and Minerals Local Plan will be used as a basis for future waste planning and the determination of planning applications at a local level.

Air Quality

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

22.55 Some areas of the district may require special attention in relation to air quality. There are three Air Quality Management Areas (AQMAs) which have been designated by the Council due to the effect on air quality caused by emissions from adjacent high volume traffic corridors[85]. These include AQMAs at Galgate, Lancaster City Centre and Carnforth town centre. As air quality continues to be monitored it is possible that AQMAs may be revoked, amended or newly designated in the future.

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

Policy EN12: Air Quality Management Areas

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

EN12.1	**Central Carnforth**	**EN12.3**	**Galgate**
EN12.2	**Central Lancaster**		

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

Any development proposals will be expected to have regard to all relevant policies contained within the local development plan, in particular Policy DM28 of the Development Management DPD which relates to development and air quality.

[85] http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality

22.57 In accordance with Policy DM28 of the Development Management DPD, development proposals which are in or may significantly affect existing AQMAs (i.e. within Zone 1) are likely to need to be assessed by specialists in relation to air quality with regard to the impact (including any cumulative impacts) that the proposal and its associated traffic could have on air quality.

22.58 Where development is proposed within or significantly impact on existing AQMAs, the Council will expect that any risks to occupiers' health or overall environmental quality to be mitigated and the assessed effect of the mitigation should be included within the development proposal. Where existing air quality levels are close to Objective levels (e.g. Scotforth Road and Caton Road or developments which are large in scale – assessments are also likely to be required. Further detailed guidance will be provided to assist developers on requirements.

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

23. Sustainable Communities

Neighbourhood Planning

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

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

Wray-with-Botton Parish Council	Halton-with-Aughton Parish Council
Cockerham Parish Council	Slyne-with-Hest Parish Council
Caton-with-Littledale Parish Council	Morecambe Town Council
Wennington Parish Council	Ellel Parish Council (in relation to Dolphinholme)

23.3 The Council will continue to actively work with all relevant groups to undertake work on the neighbourhood plan with the intention that they will form part of the local development plan and supplement the strategic policies found within this DPD.

23.4 Many of the Neighbourhood Planning groups have been established in order to address housing allocations within their respective parished area. The Council will continue to work with these groups in order to achieve their aspirations. However, it is recognised that a robust and sound development plan cannot be submitted to the Planning Inspectorate with clear gaps in how housing needs will be met some areas of the district. Submission of a local development plan with such gaps, coupled with a future failure to complete the Neighbourhood Plan, would lead to significant omissions in the development plan process.

23.5 As a result the City Council will, prior to its formal publication, have to make an assessment of where each Neighbourhood Plan is in the preparation process and make a decision on whether to

incorporate its content into the wider development plan process or seek to identify housing sites using the evidence available. This could lead to a range of possible outcomes:

a. That a Neighbourhood Plan has been prepared and passed through the stages of Public Examination and Referendum to a point where it has been formally 'made' (adopted) by the City Council and therefore forms part of the local plan.
b. That the Neighbourhood Plan has made positive and proactive progress in identifying sufficient sites for housing within their local area, considering all relevant opportunities for future growth, to a stage where the City Council feels comfortable and satisfied to incorporate this emerging approach into the local plan.
c. That the Neighbourhood Plan has failed to make positive and proactive progress in identifying sufficient sites for housing within their local area and has failed to appropriately consider options for future growth. In such cases the City Council will revisit potential opportunities for development through the preparation of the Publication version of the district-wide local plan.
d. That no progress has been made on the Neighbourhood Plan and issues relating to the delivery of housing in their local area remain absent. In such cases the City Council will revisit potential opportunities for development through the preparation of the Publication version of the strategic plan.

23.6 Over the coming months leading to the Publication stage of the district-wide plan, the City Council will seek to engage with local Parish Councils undertaking Neighbourhood Plans to offer assistance and advice on the preparation of positive and proactive Neighbourhood Plans which both address local development needs and accord with the national government policy[86].

23.7 In preparing a Neighbourhood Plan, the Council will expect Neighbourhood Plan Groups to have full consideration of the strategic policies within the local plan, these are set out in more detail in Appendix C of this DPD. In preparing the Neighbourhood Plan groups must ensure that their documents conform to the strategic policies identified to ensure that a sound and robust Neighbourhood Plan is prepared which meets the basic condition tests[87].

Policy SC1: Neighbourhood Planning Areas

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

NAME OF NEIGHBOURHOOD PLAN AREA	NAME OF RESPONSIBLE BODY
WRAY NEIGHBOURHOOD PLAN	WRAY-WITH-BOTTON PARISH COUNCIL
COCKERHAM NEIGHBOURHOOD PLAN	COCKERHAM PARISH COUNCIL
CATON NEIGHBOURHOOD PLAN	CATON-WITH-LITTLEDALE PARISH COUNCIL
HALTON NEIGHBOURHOOD PLAN	HALTON-WITH-AUGHTON PARISH COUNCIL
MORECAMBE NEIGHBOURHOOD PLAN	MORECAMBE TOWN COUNCIL
SLYNE-WITH-HEST NEIGHBOURHOOD PLAN	SLYNE-WITH-HEST PARISH COUNCIL
WENNINGTON NEIGHBOURHOOD PLAN	WENNINGTON PARISH COUNCIL
DOLPHINHOLME NEIGHBOURHOOD PLAN	ELLEL PARISH COUNCIL

[86] https://www.gov.uk/government/publications/neighbourhood-planning
[87] http://planningguidance.communities.gov.uk/blog/guidance/neighbourhood-planning/the-basic-conditions-that-a-draft-neighbourhood-plan-or-order-must-meet-if-it-is-to-proceed-to-referendum/

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

23.8 The Council will continue to provide assistance and advice to groups where resources allow and in line with the Neighbourhood Planning Protocol[88]. For further advice on Neighbourhood Planning please contact the Planning Policy Team at planningpolicy@lancaster.gov.uk.

23.9 Policy SC1 identifies the designated Neighbourhood Plan areas at the point of preparing this draft plan. This should not be seen as an exhaustive list of neighbourhood planning areas and further information on further designations and plans can be found on the Council's community rights webpages.

23.10 Any neighbourhood plan which is 'made' following the adoption of this DPD will also form a material consideration in determining planning applications in accordance with national legislation and policy.

Local Green Spaces

23.11 The Council have identified a number of important areas of local green space across the district. These are areas that hold a particular importance to the community and have been designated in the Local Plan to be protected against inappropriate development.

23.12 This is a new area of planning, it offers members of the public the opportunity to identify areas of green space which are of value to them. This could be because of the wildlife they are home to, their beauty, their cultural or heritage significance, the tranquillity they provide or their recreational value.

23.13 Whilst areas of opens and land of environmental value have always been identified (and will continue to be identified) in the local plan, this designation as local green space provides an additional level of protection. Introduced by the Government in 2012, the designation focusses on the importance of identified areas to their local community. Importantly national planning policy makes clear that this designation should be consistent with wider planning policy for an area and should look to complement investment in the provision of new homes and employment opportunities and other essential services. It should not be seen as a means to stop these wider development needs being met.

23.14 The National Planning Policy Framework makes clear that this designation will not be appropriate for most green areas or areas of open space and should only be used in the following circumstances:

- Where the green space is in reasonably close proximity to the community which it serves;
- Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- Where the green area concerned is local in character and is not an extensive tract of land.

[88] http://www.lancaster.gov.uk/planning/planning-policy/community-rights/neighbourhood-planning

Policy SC2: Local Green Spaces

The Council has designated areas of green space for special protection, as outlined in the table below. These Local Green Spaces have been put forward by the local community, with a strong evidence base, due to their particularly special, local importance. These areas have been identified on the Local Plan Polices Map.

Inappropriate development will not be permitted within a Local Green Space except for very special circumstances. Development which will enhance, support and facilitate the sustainability of the community needs, services and purposes provided by the Local Green Space, as evidenced and identified in the Table below, will be considered appropriate. The design, scale and size of development will be required to be proportionate and reflective of/in keeping with each Local Green Space, the purposes of the designation and the community it serves.

Development will also only be considered appropriate if it is in accordance with paragraph 89 and 90 of the NPPF.

Following the Local Green Space designation, if one of the identified sites is designated for another purpose, particularly one of a higher level of protection, this will need to be taken account of.

SC2.1	Freeman's Wood	Historic Significance and Recreational Value
SC2.2	Ridge Hill Green	Recreational Value
SC2.3	Station Hotel Sports Field	Recreational Value
SC2.4	Barley Cop Community Wood	Recreational Value
SC2.5	Land at Heysham Coast	Recreational Value
SC2.6	Low Moor	Historic Significance and Recreational Value
SC2.7	Greaves Park	Historic Significance and Recreational Value
SC2.8	Miss Whalley's Field	Historic Significance and Recreational Value
SC2.9	Giant Axe Playing Field	Historic Significance and Recreational Value
SC2.10	Furness Street Green Space	Recreational Value
SC2.11	Dorrington Road Woods	Recreational Value
SC2.12	Lune Bank Gardens	Historic Significance
SC2.13	Scotch Quarry Urban Park	Recreational Value
SC2.14	Wray School Field	Recreational Value
SC2.15	Flood Gardens	Historic Significance and Recreational Value
SC2.16	Quay Meadow	Historic Significance and Recreational Value
SC2.17	Torrisholme Barrow	Historic Significance and Recreational Value

23.15 The Council have prepared a robust methodology which has been subject to public consultation in late 2015. Following the completion of the methodology the Council conducted a 'Call for Sites' exercise, inviting members of the community to submit potential Green Spaces in their areas for assessment. This assessment work was undertaken by a panel of stakeholders during the course of the summer with a number of sites identified to go forward as green space designations (as identified in Policy EN4). Further information on the process can be found on the Council website at www.lancaster.gov.uk/planning-policy/evidence-monitoring-and-information.

Recreation and Leisure

23.16 High quality recreation opportunities are essential to help people stay healthy. They also contribute to the district's positive quality of life. There are significant deficiencies which apply across the whole urban area of the district and is exacerbated as much of the open space stock is of a relatively poor quality. This situation justifies a general approach of resisting development which would result in the loss of playing pitches including school playing fields. This approach is set out in more detail in via Policy DM24 of the Development Management DPD.

Policy SC3: Open Space, Recreation and Leisure

Existing open space and recreation facilities have been identified on the Local Plan Policies Map. These sites, identified for their recreation, environmental and/or amenity value will be protected from inappropriate development in accordance with relevant national and local planning policy.

23.17 In terms of informal leisure, the district has a number of high quality parks and open spaces such as Williamson Park in Lancaster, Morecambe Promenade and Happy Mount Park, also in Morecambe. In some areas, most notably the West End and Westgate areas of Morecambe and Central Lancaster, public open spaces are either small or non-existent. Many of the residential properties in these areas are flatted or terraced with limited opportunities for private garden space. Morecambe has a particular need for a large park. Within these areas, opportunities using existing spaces as new, improved open spaces should be maximised.

23.18 Given the shortage of recreational facilities of all types in Lancaster district, it is essential that development proposals provide for recreational needs that it creates. This will be particularly important in identified areas of deficiency. In this regard proposals should have due regard to Policy DM24 and Appendix D of the Development Management DPD.

Open Space and Green Space Networks

23.19 There are a number of greenspace networks and recreational open space systems. These can form chains of parks, school playing fields, dedicated cycle and pedestrian routes, canal towpaths, allotments and private open spaces.

Policy SC4: Green Space Networks

The Council has identified on the Local Plan Policies Map a number of greenspace networks which will be protected from development which would cause inappropriate harm and damage to their value and integrity.

MORECAMBE PROMENADE & HEYSHAM PROMENADE AND COASTLINE
THE CHAIN OF OPEN SPACES SURROUNDING LANCASTER CITY CENTRE
THE RIVER LUNE CORRIDOR FROM MARSH POINT TO CLASSONN DOCK
THE CHAIN OF OPEN SPACES ALONG THE BURROW BECK VALLEY
LANCASTER CANAL THROUGH BOTH LANCASTER AND CARNFORTH
LANCASTER UNIVERISTY CAMPUS AND THE EASTERN FRINGES OF LANCASTER
THE LANCASTER TO MORECAMBE CYCLE TRACK & THE MORECAMBE RAILWAY TRIANGLE

The Council will investigate opportunities to improve and enhance the connectivity within these networks where appropriate to do so.

23.20 These greenspace systems can form the basis of a network of open spaces for recreation, biodiversity and the development of the district's walking and cycling network and have been identified using the following criteria:

- Forming a chain of 3 or more individual green spaces;
- Areas which are strongly linear with clear unifying features;
- Comprising open land within or adjoining urban areas of visual, recreational or biodiversity importance;
- Related to cycling and walking networks;
- Areas which include significant open land in areas of recreational open space deficiency;
- Areas which provide a setting for important townscapes.

Recreational Opportunity Areas

23.21 Opportunities for improvement are set out within Policy SC5 of this DPD where both qualitative and quantitative improvement could allow for opportunities to start to address the deficiencies in open space within the district.

Policy SC5: Recreation Opportunity Areas

Through future development proposals the Council will investigate the potential to provide significant new or improved open space in the following areas of deficiency.

CENTRAL MORECAMBE (VIA THE MORECAMBE AREA ACTION PLAN DPD
CENTRAL LANCASTER (VIA 'BEYOND THE CASTLE' PROJECT)
LAND AT WILLOW LANE / CORONATION FIELD, LANCASTER
MORECAMBE WEST END
WESTGATE AREA, MORECAMBE
MARSH AREA, LANCASTER
CENTRAL & SOUTH CARNFORTH

The Council will work with all key stakeholders and the local communities to investigate opportunities for improvement, expansion or creation of recreational facilities in the areas identified above.

24. Transport, Accessibility and Connectivity

24.1 In their role as statutory highways authority for the district, Lancashire County Council have produced the Highways and Transport Masterplan for Lancaster District, which was adopted in October 2016.

24.2 The Highways and Transport Masterplan[89] sets out a range of further assessments and strategies which should be undertaken to understand potential improvements to the transport network in terms of highway improvements, public transport improvements and improvements to the cycling and walking network.

24.3 Allocations made in this local plan reflect the aims and objectives of the Masterplan and will seek to work in an iterative approach to ensure that issues of future growth and expansion and addressed alongside improvements to the transport infrastructure.

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

Park and Ride Facilities

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

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

Policy T1: Lancaster Park and Ride

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

I. Land at M6 junction 34 which is currently being utilised for the purposes of Park and Ride. This site will be protected for these purposes and development proposals which seek to prejudice its use in this role will not be supported.

II. Land at M6 junction 33 will be safeguarded for future investigation for the role as a Lancaster South Park and Ride subject to future pressures and demands to such a facility.

24.6 The council will seek to support and promote the role of the Lancaster North Park and Ride facilities as an option for accessing the city centre and as an opportunity to reduce the levels of traffic and congestion in central Lancaster. Any development proposals which would prejudice the role of the Park and Ride and would impact on its ability to deliver a frequent and regular service would not be supported.

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

Cycling and Walking

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

24.9 The district already has a well-established cycling network and has benefitted significantly from Lancaster's status as a cycling demonstration town, which was awarded in 2006. There are a number of well used and important cycle routes within the district which allow people to move around without the need to ride on public roads.

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

Policy T2: Cycling and Walking Network

The Council has identified a strategic cycling and walking network within the district which will support and encourage greater opportunities for cycling and walking. The Council will support proposals which seek to enhance, improve and extend this network.

24.11 Lancashire County Council has published a Cycling and Walking Strategy for Lancashire, produced by Jacobs in August 2016[90], sets out an ambitious vision between 2016-2026 to develop the county's cycling and walking offer, building on an already strong basis. The vision recognises the fundamental role that active travel plays in people's everyday lives.

24.12 The Council recognises the value of the existing cycling and walking networks and the value which is attached to them. Accordingly the Council will seek to protect these networks (both cycle routes and public rights of way and where opportunities arise to do so, seek to improve and expand these networks in order to encourage a greater role for cycling and walking as a safe and convenient method of accessing key services and important locations.

Public Transport Corridors

24.13 There are a number of key public transport routes in the district which are well patronised and are an important component of people accessing their homes, places of work, or the main centres of the district. The Council has sought to identify these routes as key public transport corridors (via Policy T3 below) where opportunities to improve these services further will be explored through the plan period.

Policy T3: Public Transport Corridors

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

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

In particular the Council will work with Lancashire County Council to investigate opportunities for a Rapid Reach Transit Service within the main urban areas of the district between Lancaster University – Lancaster city centre – Morecambe town centre and the industrial areas of Heysham.

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

24.14 The Highways and Transport Masterplan[91] sets out proposals to investigate how public transport services can be made more frequent and regular within the urban areas of the district. This primarily involves the investigation of a rapid reach transit service which, utilising key routes can

[90] http://www3.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=323
[91] http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan.aspx

effectively link the district's residential and employment areas with a high quality and high frequency public transport system.

24.15 The Council will support Lancashire County Council in investigating how such a service can be achieved, funded and delivered with the role of the Community Infrastructure Levy being considered to be a key source of funding in order to deliver a future scheme of this nature. Further information on this can be found within the accompanying Infrastructure Delivery Plan (IDP)[92].

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

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

25. Implementation and Monitoring

25.1 The effective review and monitoring of the Strategic Policies and Land Allocations DPD will be crucial to its successful delivery and is critical in understanding its effectiveness. The Monitoring Framework is set out below.

25.2 The Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) requires local planning authorities to prepare monitoring reports, setting out the extent to which planning policies are being achieved and make these available to the public. These should be for a period that the authority considers appropriate in the interests of transparency. This period should not be longer than 12 months.

25.3 The Council will continue to maintain its current arrangements for monitoring which are set out in the table below.

Development Type(s)	What will be monitored	Monitoring Period
Housing	Planning permissions granted and permissions lapsed	Every 12 months
Housing	District-wide survey of sites to determine the unimplemented planning permissions, sites under construction and sites completed	At least every 12 months
Retail	District-wide survey of sites to determine unimplemented planning permissions, sites under construction and sites completed in relation to retail development.	Every 12 months
Employment	District-wide survey of sites to determine unimplemented planning permissions, sites under construction and sites completed in relation to employment and economic development.	Every 12 months

[92] http://www.lancaster.gov.uk/planning/planning-policy

All Uses	Publication of Authority Annual Monitoring Report (AMR) summarising development throughout Lancaster District over a 12 month period.	Every 12 months

25.4 Monitoring information can be found on the monitoring pages of the Council's website at www.lancaster.gov.uk/planningpolicy.

Appendix A: Glossary of Terms

This Glossary provides terms and references which will be relevant whilst reading this document. The terms included within this Glossary supplement the definitions which are found within Annex 2 of the National Planning Policy Framework (NPPF) and other relevant National Planning Documents. The Glossary below does not seek to repeat or contradict terms described within the NPPF and therefore this Glossary should be read in conjunction with the NPPF and other relevant National Guidance.

Adoption	The point at which the final version of the Plan document is formally agreed and comes into use by the Council for planning purposes.
Affordable Housing Viability Study	A study that tested the circumstances in which the district's housing market can deliver various levels of affordable housing by examining the influence of a range of affordable housing proportions and thresholds on viability.
Air Quality Management Area (AQMA)	Areas which suffer from significant levels of air pollution, these are primarily found within town centre locations or industrial areas. To counter issues of poor air quality, management plans are prepared by the local authority to address these issues and lower pollution levels. In Lancaster district there are three AQMAs in Lancaster City Centre, Galgate and Central Carnforth where the main sources of air pollution arise from high traffic levels and congestion.
Amenity	Are positive element(s) that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationships between them, or less tangible factors such as tranquillity can all be considered as an amenity asset.
Annual Monitoring Report (AMR)	Is a document produced on an annual basis to report on the progress in the preparation of Local Plan Documents and how successful the implementation of policies has been.
Appropriate Assessment	Under the Habitats Directive (92/43/EEC) Appropriate Assessment is required for any plan or project which either alone or in combination with other plans or projects, would be likely to have a significant effect on a European Site, or is not directly connected with the management of the site for nature conservation.
Area Action Plan (AAP)	Is a Development Plan Document which relates to a specific area or place. The Council has prepared an AAP which relates to the regeneration of Central Morecambe.
Area of Outstanding Natural Beauty (AONB)	Areas which have been designated and protected because of their National landscape importance and environmental importance. There are two AONB's in the district at Arnside & Silverdale and the Forest of Bowland.
BRE Environmental Assessment Method (BREEAM)	A voluntary measurement rating for green buildings that was established in this country by the Building Research Establishment (BRE).
Biodiversity	The whole variety of life on earth. It includes all species of plants and animals and the ecosystems and habitats they are part of.
Biodiversity Action Plans (BAPs)	Recognised programmes that address the protection and restoration of threatened species and habitats. These are prepared on a sub-regional basis and a BAP is in place for the Lancashire area.
Biodiversity Offsetting	These are conservation activities which are designed to deliver biodiversity benefits in compensation for losses, in a measurable way.
Biological Heritage Site (BHS)	A designation which identifies valuable local habitats such as ancient woodland, species rich grassland and peat bogs. Many of these sites provide habitats for rare and threatened species of plants and animals.

Brownfield	See the definition of Previously Developed Land (PDL) as set out in Annex 2 of the National Planning Policy Framework (NPPF).
Caravan Development	The creation, extension or adaptation of land which is used for the purposes of accommodating both static and/or touring caravans. The legislative definition can also include chalets which are used for temporary periods for leisure uses. This can also include development which is ancillary to the purpose of using caravans, including toilet blocks, laundry and shower blocks and other associated infrastructure.
Catchment Flood Management Plan (CFMP)	Sets out an Action Plan and Strategy for the management of water along a river or wider catchment area. Such Management Plans are prepared by the Environment Agency.
Civic Space	Public spaces located in central accessible locations which can help shape a sense of place and be a focal point for the community.
Communities	A group of social interacting people. This interaction may be due to the close proximity of where people live (i.e. within neighbourhoods) or groups of people that have the same common interests or values.
Community Infrastructure Levy (CIL)	A method of developers financially contributing toward the improvement of physical infrastructure. This levy supplements the financial sums which can be requested via s.106 which make development proposals achievable and deliverable. The levy will include an action plan which will set out priorities and a charging schedule on how money will be collected.
Comparison Retailing	Relates to items which are not purchased on a regular basis. This can include items such as footwear, household and electrical goods.
Concealed Households	Family units or single adults living within 'host' households.
Conservation Areas	Areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance.
Convenience Retailing	Relates to the purchase of everyday essential items, including confectionary, food and drink.
Core Strategy	This is a document which sets out strategic policies within the Local Plan process, setting out guidance on future development requirements and policy issues. Lancaster City Council adopted their Core Strategy in 2008.
Cultural Asset	Can be defined as uses such as museums, theatres, live music venues (not public houses), cinemas, community halls and other public meeting places.
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park or Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.
Development Plan Documents (DPD)	These are key planning documents which are prepared by the Council. These are planning documents which are subject to public consultation and public examination. The Land Allocations, Development Management and Morecambe Area Action Plan are all classed as Development Plan Documents.
Enabling Development	Development that may be unacceptable in planning terms but provides an exceptional opportunity for public benefit that justifies it being permitted. Such an example could relate to securing the longer term future of a listed building or other important heritage asset.
Equalities Impact Assessment (EqIA)	An assessment that understands the implications to a cross-section of the district's community from the preparation of a Development Plan Document.

Essential Upland Worker	Workers that play an essential part in maintaining the vitality of upland areas. For example this could include employees of upland estates, doctors, nurses, teachers, bus drivers, and postal workers.
Extra Care Housing	Housing designed with the needs of older people in mind with varying levels of care and support available on-site. People who live in extra care housing have their own self-contained homes and benefit from communal facilities being available. Properties can be rented, owned or part owned / rented.
Flood Risk Assessment (FRA)	Assessments which identify the risks to a site or premises from flooding. These assessments are required for development proposals of a certain size or particular location.
Fuel Poverty	Fuel poverty is determined when a home cannot be heated to a comfortable level by utilising 10% or less of the household's income. This means that choices must be made between warmth and other essentials. Fuel poverty can contribute to excess winter deaths, cold related illnesses, high health care costs and deteriorating housing conditions.
Geological Heritage Site (GHS)	A Lancashire wide designation which identifies valuable local geological and geomorphological sites. GHS are also known as Local Geodiversity Sites (LGS) and formally as Regionally Important Geological Sites (RIGs). Further information can be found at www.geolancashire.org.uk.
Green Belt	Land which has been protected from development which could constitute urban sprawl by keeping land permanently open. There is one area of Green Belt in the district, separating the urban conurbation of Lancaster and Morecambe to the South and Carnforth to the North.
Greenfield	Land which has not been previously developed, characterised by urban and suburban green spaces, open countryside and agricultural land.
Gypsies and Travellers	Persons of a nomadic habit of life whatever their race, origin, including persons who on grounds only of their own family's or dependents' educations or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitats Regulation Assessment (HRA)	Assesses the impacts of plans or projects on Natura 2000 sites (these are Special Areas of Conservation (SAC) and Special Protection Areas (SPA)). National guidance recommends that Ramsar sites and candidate SPAs and SACs are also afforded the same protection through the Habitats Regulation Assessment process.
Health Impact Assessment (HIA)	An assessment that understands the implications to health arising from the preparation of a development plan policy or allocation.
Heritage Asset	Is defined within Annex 2 of the NPPF and refers to features within the historic environment. Heritage assets can be described as 'designated heritage assets' or 'non-designated heritage assets' (which are defined separately within this glossary).
Houses in Multiple Occupation (HiMO)	A property is a HMO if it is let as a main or only home to at least three tenants, who form more than one household and who share a kitchen, bathroom or toilet. A household consists of either a single person or members of the same family who live together, including people who are married or living together, people in same-sex relationships, relatives who are living together and certain live-in domestic staff. An HMO can be an entire house, flat or converted building or a bedsit, shared houses, a household with a lodger, a purpose built HMOs, a hostel, guesthouses, bed and breakfast accommodation for homeless people or types of self-contained flats converted from houses.

Housing Need and Demand Survey	This is Council's current evidence base in regard to how many homes are required in the district, both for market and affordable housing. This survey was undertaken in 2012 by David Couttie Associates.
Infrastructure	In planning terms the physical structures that are required for a community to operate and be sustainable in the long term. Infrastructure typically refers to matters such as roads, water supply, sewers, electricity and other social elements such as education or health.
Key Services	In a rural context, key services include a Post Office, basic shop, primary school and access to public transport.
Key Workers	Essential public sector workers such as nurses, teachers and social workers.
Landscape Character Assessment	An assessment to identify different landscape areas which have a distinct character based on recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land-use and human settlement.
Lead Local Flood Authority (LLFA)	The local authority responsible for taking the lead on local flood risk management. In Lancaster district this is Lancashire County Council.
Legally Protected Species	European Protected Species that receive protection under the Conservation of Habitats and Species Regulation 2010, in addition to the Wildlife and Countryside Act 1981 (as amended).
Leisure Facilities	Attractions and places which can encourage people from both within and outside the district to visit for recreational purposes. Such attractions can take a variety of forms for example the history of the district and the local natural environment.
Lifetime Homes Standards	Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households.
Local Housing Need	The housing requirements of existing and concealed households living within Lancaster district as evidenced in the 2012 Housing Needs and Demands Survey and other appropriate evidence base.
Localism	A term used by the Government to encourage local people and communities to take more ownership in local issues. In terms of planning this means providing the opportunity to shape their local area through the preparation of Neighbourhood Plans.
Local Development Document	This is the collective term for Development Plan Documents, including the Core Strategy and Development Plan Documents; this term excludes Supplementary Planning Documents.
Local Development Scheme (LDS)	A document which sets out the Council's programme and timescale for the preparation of Local Development Documents, excluding Supplementary Planning Documents.
Local Plan Policy Map (Proposals Map)	This accompanies the Land Allocations DPD and will provide a visual aid to identify where land has been allocated for development, or where land has been protected because of its environmental, social or economic value.

Local Services	These are the range of services that help to enhance the sustainability of an area. In a rural context local services are those other than key services and might include access to healthcare facilities (GP, pharmacy or prescription service) access to education (nursery / crèche or secondary school), local businesses (post office, grocer, butcher, baker, restaurant, café), access to mobility support, community facilities (village hall, meeting house, church hall, public house) and access to recreational facilities.
Local Sources of Flooding	Refers to flooding from sources other than main rivers or coastal flooding. Specifically it refers to flooding from surface water and groundwater, and flooding from ordinary watercourses.
Local Highways and Transport Masterplan	Prepared by the relevant highways authority for the area, in Lancaster district's case this is Lancashire County Council. The Highways and Transport Masterplan sets out how the district transport network will be improved up to 2031.
Local and Neighbourhood Centres	These include a range of small shops serving a small catchment area. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include hot-food takeaway and laundrette. In rural areas, large villages may perform the role of a local centre.
Market Housing	Private housing for rent or for sale, where the price is set in the open market.
National Planning Policy Framework (NPPF)	A document that has been prepared by the Coalition Government which has replaced all previous National Planning Policy contained within Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs).
National Planning Practice Guidance (PPG)	A document providing guidance which supplements the content of the National Planning Policy Framework.
Natura 2000 Sites	Are areas which have been specifically protected at a European level for their environmental value.
Neighbourhood Planning	In light of the Localism Agenda, neighbourhood plans can be prepared by local communities, in particular Parish Councils, which can promote development and have a greater say on where development should be located in their communities.
Night-Time Economy	Activities which happen within town centre locations after 5pm (or at the end of the normal working day), such activities will predominantly be leisure orientated and may involve uses such as restaurant, the arts, bars and cafés.
Non-Designated Heritage Asset	These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance which merits consideration in planning decisions but which are not formally designated heritage assets.
Primary Bus Routes	Bus routes which provide a frequent, regular service along main vehicular roads that connect locations, groups of attractions and arrival points.
Priority Species	Species that are identified as being most threatened and requiring conservation action under the Lancashire Biodiversity Action Plan.
Public Realm	Areas of public space which can contribute to the visual amenity of a locality and can form a meeting space for the community. This can be in urban or rural locations.
Regionally Important Geological Sites (RIGS)	These are locally designated sites which are of importance for their geo-diversity (geology and geomorphology).

Registered Provider of Social Housing	Previously known as Registered Social Landlords. This is the technical name for social landlords that are registered with the Tenant Services Authority. Most are housing associations, but some are trusts, co-operatives and companies that own or manage affordable housing. Also referred to as Registered Providers.
Residential Amenity	Note the general definition of amenity within this Glossary. In relation to residential amenity this can relate to the enjoyment of the residential property and the impacts that development proposals can have on that enjoyment.
River Basin Management Plan (RBMP)	Prepared by the Environment Agency and published in December 2009, these plans describe the river basin and the pressures that the water environment faces. The Management Plan shows what this means for the current state of the water environment in the river basin and what actions will be taken to address these pressures. It sets out what improvements will be possible by 2015 (the end of the management period) and how those actions will make a difference to the local environment.
Rural Enterprise	Enterprises and businesses located in rural parts of the district, including agriculture, horticulture, equine, forestry and marine.
Rural Enterprise Worker	Workers employed full-time or primarily in a rural enterprise.
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed e.g. where essential to enable the delivery of affordable dwellings without grant funding.
Sequential Test	A planning principle that seeks to identify, allocate or even develop certain types and locations of land before others. For example the development of brownfield sites before greenfield sites, or town centre locations before out-of-centre locations.
Settlement Hierarchy	This is set out in Policy SP2 of the Land Allocation DPD. These are settlements have been categorised in a hierarchy based on the range of services, facilities and employment opportunities in the settlement.
Sheltered Housing	Housing specifically for older and / or people with special accessibility requirements. Includes a block or group of houses with a resident or visiting warden, and individual houses, bungalows and flats which receive support from a mobile warden or pendent (emergency) alarm service.
Sites of Special Scientific Interest (SSSIs)	These are sites which have been recognised for the importance either for their biological, geological or landscape value.
Spatial Planning	A concept that goes beyond traditional land-use planning. It brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land-use. For example, by influencing the demands on or needs for development, but which are not capable of being delivered or achieved solely or mainly through the granting of planning permission and may be delivered through other means.
Stakeholders	Groups, individuals or organisations which may be affected by or have a key interest in a development proposal or planning policy. They may often be experts in their field or represent the view of many people.

Static Caravans	Caravan units which are sited on land either permanently or semi-permanently, whilst such units are movable and have fixed axles, static units are of sufficient size to ensure that transportation between place to place is problematic and challenging and cannot be undertaken with a private car.
Strategic Housing Land Availability Assessment (SHLAA)	A study intended to assess the overall potential for housing development in the area. It identifies specific sites with a development potential over the next 15 years. The SHLAA for Lancaster district was produced in 2009 and last reviewed in 2015.
Strategic Housing Market Assessment (SHMA)	A study intended to review the existing housing market in the area, consider the nature of future need for market and affordable housing and to inform the development of planning policy. The SHMA for Lancaster district was produced in 2008 and last reviewed in 2015.
Strategic Flood Risk Assessment (SFRA)	An assessment that sets out the risks from flooding within the district, whether from rivers, coast or other water sources. The assessment will be used to ensure that development proposals are fully aware of flood risk issues in a locality. Further assessment work may be required from proposals which are located in areas of higher flood risk which would supplement the work on flood risk assessments. The SFRA for Lancaster district was initially undertaken in 2007 and reviewed in 2016.
Street Furniture	A collective term for objects or pieces of equipment installed on streets and roads for various purposes. Examples of street furniture include benches, bollards, post boxes and litter bins.
Sustainable Development	In broad terms this means development that meets the needs of the present without compromising the ability of future generation to meet their own needs. The Government have set out five guiding principles for sustainable development in its strategy "Securing the Future – UK Government Strategy for Sustainable Development". The five guiding principles include living within environmental limits, ensuring a strong / healthy and just society, achieve a sustainable economy, promoting good governance and using sound science responsibly.
Sustainable Drainage Systems (SuDS)	Drainage systems which are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges. A SuDS system, subject to the approval of the SAB and dependent on site-specific constraints, applies to a broad range of drainage solutions from a fully piped system to a full attenuation system.
Sustainable Appraisal (SA)	The Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability Appraisal is a systematic appraisal process used to assess the social, environmental and economic effects of strategies and policies from the outset of the preparation process. The SA process ensures that decisions are made in accordance with the principles of sustainable development.
Sustainable Growth	This refers to strategic growth which can be either accommodated with the capacity of existing infrastructure, or includes proposals which will meet any potential gaps in infrastructure capacity. It also refers to growth of settlements which is in proportion to the settlements size and character.
Touring Caravans	A touring caravan unit is a unit which can be towed behind a vehicle and which is capable of being unhitched prior to its use for holiday accommodation purposes. Touring caravans also have a purpose in providing facilities for agricultural uses such as 'brew huts'.
Transport Infrastructure	Includes pavements, walking routes and other walking infrastructure, public transport, roads, waterways and facilities in relation to all other forms of transport.

Travelling Showpeople	Member of a group organised for the purposes of holding fairs, circuses or show (whether or not travelling together as such). This includes such persons who, on the grounds of their own family's dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes gypsies and travellers which are defined separately within this glossary.
Tree Preservation Orders (TPOs)	Designated to protect trees of importance and/or value - whether this importance or value relates to their historical importance, landscape importance or species type. Whilst this designation protects some trees of importance, many other trees which do not have a TPO status remain important features within the landscape or townscape.
Upland	Part of the Forest of Bowland AONB is located within the Lancaster district Area and the proposed boundary revision of the Yorkshire Dales National Park will incorporate part of the district, both the National Park and AONB for the Yorkshire Dales and Bowland Upland Regional. For the purposes of this document, upland areas are referred to in the context of where there is an estate presence. In Lancaster district these are the Key / Shuttleworth Estate, in the Parish of Leck and the Abbeystead Estate in the Parish of Over Wyresdale.
Visitor Accommodation	Refers to the range of accommodation available to visitors to the district, including hotels, guest houses, bed & breakfast, hostels, self-catering accommodation and the range of static / touring / camping sites within the district.
Water Framework Directive	A European Union Directive which seeks to improve the water quality of both inland and coastal waters.

Appendix B: Background Documents for the Strategic Policies and Land Allocations DPD

General Reference

The National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)
The Planning System: General Principles (DCLG 2005)
Local Plan for Lancaster District 2011 – 2031: Review of Development Management DPD (2016)
Local Plan for Lancaster District 2011 – 2031: Development Management DPD (2014)
Local Plan for Lancaster District 2011 – 2031: Morecambe Area Action Plan DPD (2014)
Local Plan for Lancaster District 2011 – 2031: Draft Arnside and Silverdale AONB DPD
Local Plan for Lancaster District 2011 – 2031: Draft Preliminary CIL Charging Schedule
Local Plan for Lancaster District – Sustainability Appraisal (Arcadis 2016)
Local Plan for Lancaster District – Habitats Regulation Assessment Screening Report (Arcadis 2016)

Strategic Policies

The National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)

Delivery of Strategic Growth

National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)
People, Homes and Jobs Consultation Report (2015)
Lancaster District Housing Requirements Study (Turley Associates 2015)
Lancaster City Centre Action Plan (Rick Mather Architects 2016)
Lancaster Highways and Transport Masterplan (Lancashire County Council 2016)
Lancaster District Ecological Constraints (Arcadis 2016)
Lancaster District Landscape Assessments (Arcadis 2016)
Assessment of Commercial Leisure Capacity in Lancaster District (White Young Green 2016)
Lancaster Cultural Heritage Strategy (SQW / Lancaster City Council 2011)

Economy, Employment and Regeneration

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
Strategic Economic Plan (Lancashire Economic Partnership (2014)
Review of Employment Land Position for Lancaster District (Turley Economics 2015)
Prospects and Recommendations for Achieving Economic Potential (Turley Economics 2015)

Town Centre and Retailing

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2012)
Planning for Town Centres: A Practice Guide (DCLG 2009)
Lancaster District Retail Review (White Young Green 2016)
Town Centre Health-Checks for Lancaster, Morecambe and Carnforth (White Young Green 2014)
Assessment of Commercial Leisure Capacity in Lancaster District (White Young Green 2016)
Lancaster BID Delivery Plan 2016 – 2021 (Lancaster BID 2015)
Shopfronts and Advertisements Supplementary Planning Document (Lancaster City Council 2016)

Lancaster Cultural Heritage Strategy (SQW / Lancaster City Council 2011)

Housing

National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)
Local Housing Needs and Demands Survey (David Couttie Associates 2011)
Lancaster District Rural Settlements Report (David Couttie Associates 2011)
Strategic Housing Land Availability Report (Lancaster City Council 2015)
Lancaster District Independent Housing Requirements Study (Turley Associates 2015)
Affordable Housing Viability Assessment (Adams Integra 2010)
Housing Land Monitoring Report (Lancaster City Council 2015)
Lancaster District Housing Action Plan 2012 – 2017 (Lancaster City Council 2012)

The Historic and Natural Environment

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
The Setting of Heritage Assets (English Heritage 2011)
Historic Towns and Cities in England's Northwest (English Heritage / NWDA 2007)
Conservation Area Appraisals (Various) (Lancaster City Council)
Lancaster District Local Listing Register (Lancaster City Council)
Lancaster District Cultural Heritage Strategy (SQW / Lancaster City Council 2011)
Lancaster District Strategic Flood Risk Assessment (Jacobs 2007)
The Natural Choice: Securing the Value of Nature (DEFRA 2011)
Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services (DEFRA 2011)
Silverdale and Arnside AONB Statutory Management Plan (AONB Management Board 2009)
Forest of Bowland AONB Statutory Management Plan (AONB Management Board 2009)
Forest of Bowland AONB Landscape Character Assessment (2009)
Landscape Strategy for Lancaster – Character Assessment (Lancashire County Council 2000)
Landscape Character Assessment Work for Lancaster District (Woolerton Dowell 2011)
Lancaster District Ecological Constraints (Arcadis 2016)

Sustainable Communities

The National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)
Neighbourhood Plans Roadmap Guide (Locality 2014)

Development Opportunity Sites

The National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)

Transport, Accessibility and Connectivity

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
Lancaster District Highways and Transport Masterplan (Lancashire County Council 2016)
Lancaster & Morecambe Vision Transport Strategy (Faber Maunsell 2008)
Lancashire Walking and Cycling Strategy (Lancashire County Council / Jacobs 2016)

Implementation, Delivery and Monitoring

Lancaster Local Plan Annual Monitoring Report AMR
Employment Land Monitoring Report
Retailing Monitoring Report
Housing Land Supply Position Statement and Trajectory

Appendix C: Neighbourhood Planning – List of 'Strategic' Policies

For the purposes of Neighbourhood Planning, the Council have identified the following policies of the Strategic Policies & Land Allocations DPD as strategic policies.

When preparing a Neighbourhood Plan, it is expected that planning groups ensure that the policies and allocations prepared and in conformity with the strategic policies listed (where they are relevant to the Neighbourhood Plan) in order to meet the basic conditions of Neighbourhood Planning.

Strategic Policies and Land Allocations DPD

- Strategic Policies SP1 to SP11
- Delivery of Strategic Growth Policies SG1 to SG19
- Policy EC1 – Established Employment Areas
- Policy EC2 – Future Employment Growth
- Policy TC1 – Lancaster District Retail Hierarchy
- Policy TC2 – Future Retail Growth
- Policy TC4 – Central Morecambe
- Policy H1 – Future Housing Growth
- Policy H2 – Housing Development in Urban Areas
- Policy H3 – Housing Development in Rural Areas
- Policy DOS9 – Morecambe Festival Market Site, Central Morecambe
- Policy EN3 – Local Greenspace
- Policy EN8 – The North Lancashire Green Belt
- Policy EN11 – Environmentally Important Sites

A Local Plan

for Lancaster District

2011-2031

Part Two: Review of the Development Management DPD

Full Council December 2016

LANCASTER
CITY COUNCIL

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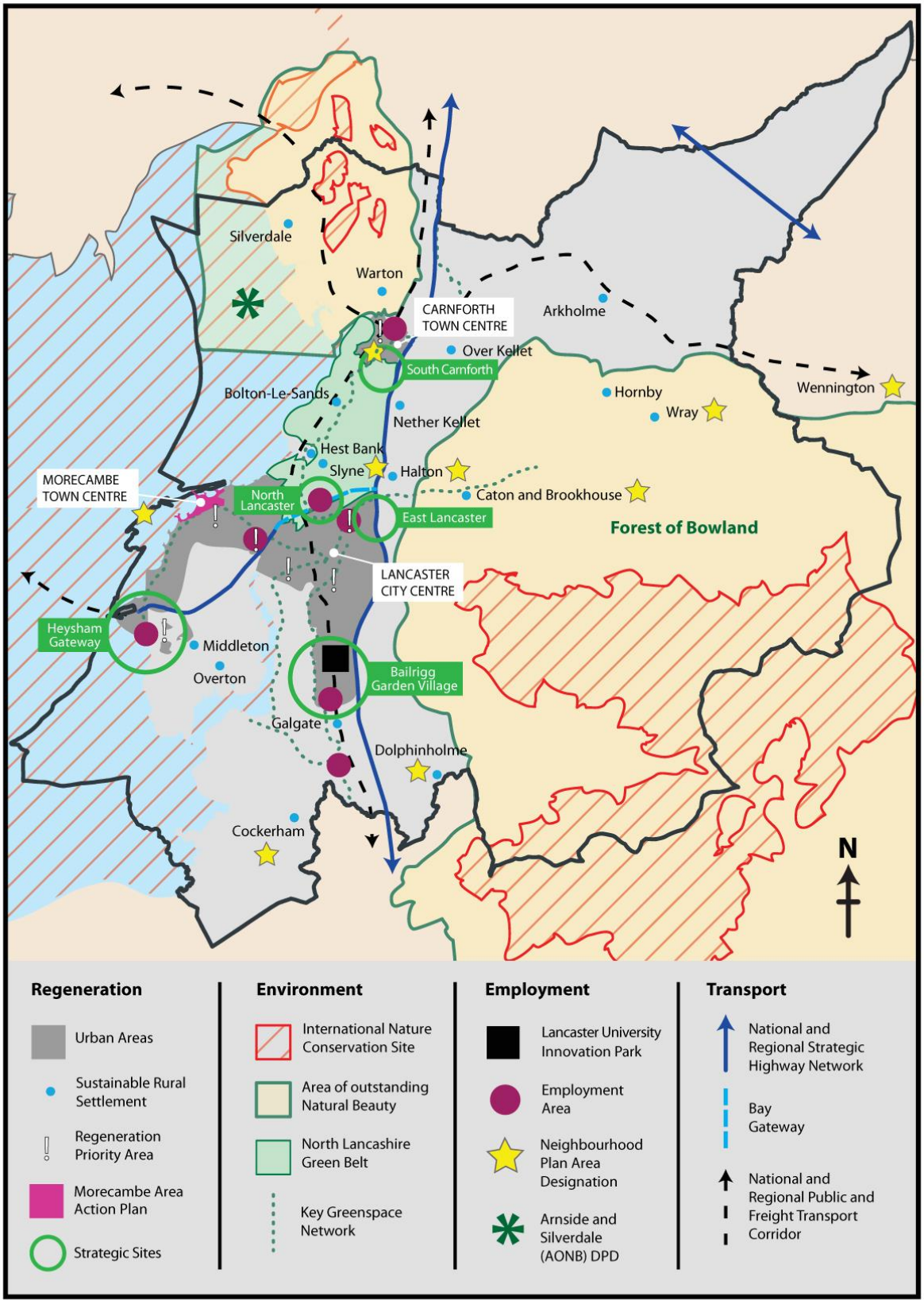
KEY DIAGRAM


Silverdale
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CARNFORTH TOWN CENTRE
Arkholme
Over Kellet
South Carnforth
Bolton-Le-Sands
Hornby
Wray
Wennington
Nether Kellet
Hest Bank
Slyne
Halton
Caton and Brookhouse
MORECAMBE TOWN CENTRE
North Lancaster
East Lancaster
Forest of Bowland
LANCASTER CITY CENTRE
Heysham Gateway
Middleton
Overton
Bailrigg Garden Village
Galgate
Dolphinholme
Cockerham
N
Regeneration
Urban Areas
Sustainable Rural Settlement
Regeneration Priority Area
Morecambe Area Action Plan
Strategic Sites
Environment
International Nature Conservation Site
Area of outstanding Natural Beauty
North Lancashire Green Belt
Key Greenspace Network
Employment
Lancaster University Innovation Park
Employment Area
Neighbourhood Plan Area Designation
Arnside and Silverdale (AONB) DPD
Transport
National and Regional Strategic Highway Network
Bay Gateway
National and Regional Public and Freight Transport Corridor

1. Introduction

Background

1.1 The Local Plan for Lancaster District provides a new planning framework for the area. The preparation of this Development Management Development Plan Document (DPD), along with other key documents including the Land Allocations DPD, Arnside and Silverdale AONB DPD[1] and Morecambe Area Action Plan DPD[2] will for the new local development plan for Lancaster District for the period 2011 – 2031.

1.2 In March 2012 the National Planning Policy Framework (NPPF)[3] was published, which replaced the guidance in Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) and Planning Policy Guidance Notes (PPG). The aim of the NPPF is to provide a more concise and understandable approach to the planning system and to deliver sustainable development growth.

1.3 In light of the publication of the NPPF the Council has prepared a new local development plan which includes the following elements: Land Allocations DPD, Development Management DPD, Morecambe Area Action Plan DPD and an Arnside and Silverdale AONB DPD. These DPDs will also be accompanied by a Community Infrastructure Levy Charging Schedule DPD. It is the intention that these documents will form the new development plan for Lancaster District.

1.4 The City Council have already made progress in the preparation of a local development plan for the district, with the adoption of a Development Management DPD and Morecambe Area Action Plan DPD in December 2014.

1.5 This document represents the Second Edition of the Development Management DPD and will seek to review and update policy where necessary and add further policy approaches where it is felt appropriate to do so or where new policy supplements policy and allocation within other development plan documents – in particular the Land Allocations DPD.

2. The Local Plan for Lancaster District 2011 – 2031

2.1 The Local Plan for Lancaster District 2011 – 2031 will comprise a number of documents. The Development Management DPD will set out the generic policies which will be used by both Development Management Officers and Planning Committee to determine planning applications. The Land Allocations DPD will identify land to meet future development needs and land which should be protected for a specific environmental, economic or social value. These two documents represent the key strands of the new development plan for the district.

2.2 The Development Management DPD and Land Allocations DPD are accompanied by a suite of further DPDs which are essential to the success of the development plan. The Morecambe AAP DPD will identify strategic interventions which will assist in the ongoing regeneration of the town centre. The Arnside and Silverdale AONB DPD will allocate land to meet development needs within the

[1] http://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd
[2] http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan
[3] https://www.gov.uk/government/publications/national-planning-policy-framework--2

defined AONB area and provide bespoke development management policies for this locality, this DPD is being prepared jointly by Lancaster City Council and South Lakeland District Council.

2.3 Upon the adoption of the Land Allocations DPD and the updated Development Management DPD the City Council will withdraw the Lancaster District Core Strategy (2008)[4], the remaining Saved Spatial Policies in the Lancaster District Council Local Plan (2008)[5] and the First Edition of the Development Management DPD (2014)[6] as material planning considerations. From that point planning decisions will rely on the new 'Local Plan for Lancaster District 2011 – 2031.

2.4 Until this adoption process is completed the Lancaster District Core Strategy will remain the strategic basis for planning decisions and the allocations found in the Saved Version of the Lancaster District Local Plan 1996 – 2016 remain pertinent.

2.5 For more information on the progress of plan preparation, or more details how existing documents will be superseded, then visit the Council's website at www.lancaster.gov.uk/planningpolicy.

3. Objectives of the Development Management DPD

3.1 The Development Management DPD provide detailed policy guidance on a range of planning matters, whether they are environmental, social or economic and will be a material consideration in the determination of planning applications. This DPD will be applicable to any location in the district and any type of development proposed (unless other policies within the local development plan indicate otherwise).

3.2 The policies within the Development Management DPD reflect national planning policy and are in accordance with the guidance set out in both the NPPF and National Planning Practice Guidance (PPG)[7]. The aim of this DPD (along with all documents making up the local development plan) is to interpret the approach of national policy and apply it to local circumstances. Policies within this DPD also make use of a range of other related strategies, policies or programmes which will influence future planning decisions.

Objectives for the Development Management DPD

3.3 The objectives of the Development Management DPD were first set out within the First Edition adopted in 2014, following their re-appraisal it is still felt that they remain relevant and that the principles of all development should seek to achieve the objectives set out in Table 1 below.

1	**That development makes an overall positive contribution to the delivery of sustainable communities, the economy and the environment.**
2	**That development contributes to the needs of local communities and delivers sustainable development.**

[4] http://www.lancaster.gov.uk/planning/planning-policy/core-strategy
[5] http://www.lancaster.gov.uk/planning/planning-policy/lancaster-district-local-plan
[6] http://www.lancaster.gov.uk/planning/planning-policy/development-management-dpd
[7] http://planningguidance.communities.gov.uk/

3	**That development is well designed, sympathetic to the natural and built environment and is planned and constructed in a sustainable manner.**

Table 1: *Development Management DPD Objectives (Lancaster City Council)*

3.4 The DPD objectives which are set out above will be delivered through the appropriate application of the policies contained within this document and will assist in the delivery of sustainable development, which is one of the cornerstones of national planning policy. The success of the policies within the document will be measured via regular monitoring through the Annual Monitoring Report (AMR)[8] which identifies a series of target and indicators which will be used to measure the effectiveness of policy implementation.

Economic Vision for the Development Management DPD

3.5 Maintaining a strong and diverse economy is vital to the people and business of the district, this applies equally to businesses in the urban centres of Lancaster and Morecambe and within the rural settlements and villages. Investment in the local economy and growth of local business will help to create successful communities and support sustainable development.

3.6 The planning system plays an important role in creating the conditions for economic growth, providing regeneration opportunities and policies with a presumption in favour of sustainable development. Whilst the planning system can assist in delivering economic growth it requires partnership working with other key stakeholders to deliver sustainable growth in the longer term. The provision of local planning policies which consider the needs of local businesses by drawing on investment into the district can only be beneficial for establishing growth in the economy and creating new jobs and opportunities.

Economic Vision
The Council will seek to meet the challenges of sustainable growth within both the district and regional economy, creating conditions which will enable managed growth and establish a strong, diverse and vibrant local economy. This will be achieved whilst protecting and where possible enhancing the strong character of the district's landscape, the natural and historic environment and communities from negative impacts and achieving a strong sense of place.

3.7 The planning system must act as a balance between the needs of the economy and the protection of the environment, which do not always go hand-in-hand. The economic policies contained within the Development Management DPD aim to appropriately balance these sometimes competing issues and ensure that opportunities for investment and growth are secured whilst protecting the unique character of the land and communities found in the district.

Environmental Vision for the Development Management DPD

3.8 Along with the people who live and work in the district, the area's unique and beautiful natural and historic environment which helps in defining its sense of plan and individuality from other areas within the region.

3.9 The district benefits from a range and diversity in landscapes and townscapes which identify a rich cultural history and a diverse historic environment. There are also a number of areas which are designated for their environment importance, protecting a range of protected species and habitats.

[8] http://www.lancaster.gov.uk/planning/planning-policy/evidence-monitoring-and-information

3.10 The Council recognises the importance of all these features and assets with the policies of this document providing the opportunity to ensure that not only are these features and assets protected, but also where possible enhanced for the enjoyment of not only current generations but also future generations.

Environmental Vision
The District of Lancaster has many landscapes, townscapes, buildings, habitats and ecosystems which are unique and special. These features contribute to a unique sense of place for local residents, businesses and visitors to the district. The Council recognises the importance to protect these features both for current and future generations and take opportunities to enhance these features when and where possible.

3.11 The Development Management DPD, along with the whole suite of documents which make up the local development plan, will safeguard environmental capital, protect finite resource and manage threats such as Climate Change and flooding, preventing the erosion of environmental quality through inappropriate development, poor land management and pollution. Real improvements in environmental quality require a focus on minimizing adverse impacts and securing gains for the environment.

Vision for the Growth of Sustainable Communities

3.12 The planning system can help to create a strong and healthy future for our communities. At a local level, the planning system can provide a basis for ensuring that development needs can be met and that new development is created in sustainable and suitable locations. It can also help protect, secure and enhance key services which are valued by local communities.

3.13 In order to ensure that the planning system has a positive influence on topics such as education and health, the Council will continue working with appropriate partners such as Lancashire County Council, Public Health England and the NHS North Lancashire Clinical Commissioning Group regarding the educational and health needs of communities when planning for new development.

3.14 It is important to understand that the policies within this document and the wider local development plan do not seek to protect communities from change and evolution. Successful, healthy and sustainable communities have continually evolved throughout history and respond to changing economic, environmental and social circumstances. The Council recognises that this is essential if healthy communities are to be maintained in the longer term.

Communities Vision
The Council believes in the creation and protection of strong, safe and sustainable communities, whether they are urban or rural. New development in the District will be provided in sustainable locations and to meet the needs of a changing and evolving community.

3.15 The Development Management DP will support sustainable growth within the communities at a suitable and appropriate scale, catering for both the needs of communities both in the short and longer term and ensuring that the growth of these communities is matched with the growth in necessary services.

4. Consultation Arrangements and Further Information

4.1 Consultation on the new version of the Development Management DPD will take place for an eight week period between 27th January 2017 and 24th March 2017 over which time comments on the policy and content of the document will be welcomed. The DPD will be available to view online at the Council's website (details provided in table 2 below) and hard copies are available at both Lancaster and Morecambe Town Halls and at local libraries.

4.2 All comments received on this version of the DPD will be considered in refining the document prior to its formal publication and submission to the Planning Inspectorate which is anticipated by mid-2017.

4.3 If you wish to discuss any aspect of the Development Management DPD, or wider planning policy matters, please do not hesitate to contact a member of the Planning and Housing Policy Team on the details provided below.

Planning and Housing Policy Team	
General Enquiries	01524 582383
Email Address	planningpolicy@lancaster.gov.uk
Website	www.lancaster.gov.uk/planningpolicy/
Postal Address	Planning and Housing Policy Team, Regeneration and Planning Services, Lancaster City Council, Lancaster Town Hall, PO Box 4, Dalton Square, Lancaster, LA1 1QR.

5. Housing

5.1 The National Planning Policy Framework[9] (NPPF) sets out the requirements for local authorities to identify, and set policies to respond to, housing need in order to support the delivery of sustainable, inclusive and mixed communities.

5.2 The Council seek to ensure that everyone has the opportunity to live in a decent home, at a price they can afford, in a community that they are proud of. In order to achieve this, the Local Plan for Lancaster District 2011 – 2031 will facilitate the delivery of 13,500 new homes on both brownfield and greenfield sites within the district by 2031. Policies H1 and H2 of the Strategic Policies and Land Allocations DPD directs housing to areas which have been identified as having capacity to accommodate future growth with a focus on growth in Lancaster and Carnforth. Policy SP7 of the Land Allocations DPD seeks to ensure that housing growth across the district makes provision for an appropriate mix of high quality housing, including affordable housing that meets evidenced district need but is also tailored to local circumstance.

5.3 The policies set out in Section 6 of the Development Management DPD seeks to implement strategic housing policies, in particular:

- The optimum housing capacity which can be achieved on individual sites;
- That individual sites maximise their contributions towards the delivery of starter homes and other forms of affordable housing and, collectively, to meet Lancaster District's identified housing needs and affordable housing target of up to 40%;
- Specialist forms of housing are encouraged to meet identified local needs; and
- Conversion, basement extensions, private rented sector housing and houses in multiple occupation are appropriate managed.

5.4 The Council have allocated sufficient sites within the Strategic Policies and Land Allocations DPD to meet its objectively assessed housing needs. The delivery of these allocated sites is a priority of this Council having been assessed suitable for residential accommodation and deliverable within the plan period.

5.5 Whilst allocated sites are prioritised, the Council anticipates proposals for windfall development will continue to come forward. Where they are deemed to comply with the relevant policies within the local development plan, windfall development will make a valuable contribution to Lancaster District's overall housing supply over and above sufficient allocated sites and providing a reasonable level of contingency against delivery of the district's housing target.

New Residential Development

5.6 New housing development should use land efficiently whilst respecting and where possible enhancing the local context. It is expected that residential densities will maximize the opportunity of the site to use land efficiently.

5.7 New residential development should be located in sustainable locations where it can be satisfactorily supported by necessary infrastructure requirements such as utilities, transport and digital infrastructure and is accessible to important services including but not limited to education, healthcare, community facilities and open space.

[9] https://www.gov.uk/government/publications/national-planning-policy-framework--2

Meeting Housing Needs

5.8 Paragraph 159 of the NPPF requires Local Planning Authorities to understand and plan for the current and future housing needs of the area. This requires local planning authorities to gather evidence that provides an assessment of the full housing needs, covering the scale, mix and type of housing (including affordable housing) and the needs of different groups in the community such as families with children, older people, and people with disabilities.

5.9 The last study to support the provision of housing needs was conducted in 2011 and was carried out by David Couttie Associates (DCA)[10]. Housing Needs Surveys are normally reliable for a five year period therefore the Council is commissioning a new district wide survey which will be carried out in 2017 as part of a revised Housing Needs Assessment. It is expected that the outcomes of this evidence will be known by around mid-2017.

5.10 The Housing Needs Survey will bring together relevant secondary information from a range of sources together with the primary information contained within a household survey. This will enable the Council to assess the district wide need and the housing types and tenures required at sub-area/parish level in rural areas. Once evidence outcomes are known further detail in the policy will be provided.

5.11 The Council also recognises that there may be other evidence available on housing needs, such as local surveys carried out by parish councils that focus on the needs of households within a defined area such as a rural settlement or parish. Such surveys can be a valuable source of information on local need providing they are carried out to a robust methodology and the results are statistically valid. In order to support the Arnside & Silverdale AONB DPD Lancaster City Council and South Lakeland District Council jointly commissioned a housing needs survey specifically for the parishes within the AONB which was undertaken in 2014[11].

5.12 Furthermore, in relation to the need and demand for social housing in Lancaster district, the Council also holds its own intelligence through the Housing Register and choice based lettings scheme www.idealchoicehomes.co.uk and shares intelligence with partner Registered Providers where they maintain their own register.

Policy DM1: New Residential Development and Meeting Housing Needs

The Council will support proposals for new residential proposals which:

I. Ensure that available land is used effectively and takes into account the characteristics of different locations;
II. Be located where the environment, services and infrastructure can or could be made to accommodate the impacts of development.

Housing Needs
The Council will support proposals which seek to promote balanced communities and meet evidenced housing needs by supporting proposals which:

[10] http://www.lancaster.gov.uk/planning/planning-policy/housing-reports-local-plan
[11] http://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd

III. Demonstrate and address how the mix of type and size will accord with the Council's latest available evidence of housing need and market demand;
IV. Contribute towards meeting the varied needs of different households including single person households, couples, families with children, older people, people with disabilities and people wishing to build their own homes;
V. On larger schemes in excess of 50 dwellings, provide a broad range of housing mix and type which help to promote balanced communities (unless the proposal is to meet the needs of a specific group i.e. older people or student accommodation).

Housing Standards

5.13 In 2015 the Government rationalised housing and energy standards[12], through reducing the number of standards applied within the planning system, leaving many areas such as energy performance to Building Regulations rather than planning. The intention of this has been to reduce burdens on developers and to stimulate housing growth. There are now three areas where Local Planning Authorities can opt to implement standards which exceed the minimum Building Regulations standards, these are water, access and a national space standard.

5.14 The Council is commissioning a study which will identify the need for housing for people with specific needs. The outcomes of this will help formulate policies within the DPD. However, it is recognised that Lancaster is an area where there is a significantly ageing population. Work undertaken by Edge Analytics in 2015 identified that the majority of population growth within the district under national projections will be those aged 65 and over. Whilst the Council's intention is for a more balanced population through implementing policies which seek to ensure higher graduate retention and in-migration of people of working age, nevertheless, there is still expected to be a significant growth of older people to the end of the plan period in 2031. Work will be undertaken to understand the need and viability of implementing the optional Building Regulations standard M4(2) which relates to accessible and adaptable dwellings including step free access.

5.15 Evidence will also be undertaken to determine whether it is appropriate to implement the National Space Standard within the district. The Council is keen to ensure that all new dwellings meet the national space standard if there is an identified need. It is also considered that the implementation of the space standard is important in achieving a balanced housing market including the delivery of affordable housing. At this stage the draft policy includes the requirement but this will subject to the outcome of evidence and the policy will be amended accordingly prior to Publication.

5.16 The district is not located in an area of water stress and as such it is not intended that the optional Water standards will be implemented locally. The Council will monitor the situation in regards to water stress locally, to ensure continued compliance over the course of the Local Plan.

Policy DM2: Housing Standards

The Council in accordance with national policy and practice guidance has taken consideration of overall need and viability across the district and has adopted to implement optional housing standards on new residential development. Proposals will supported which:

[12] https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard

I. Meet the national space standards (note ongoing work is taking place to establish need and viability)
II. At least 10% of new development will be expected to meet Building Regulations Requirement M4(2) Category (accessible and adaptable dwellings).

The Council will give encouragement to schemes which are built to lifetime homes standards.

National Space Standards - Applicants will be expected to design schemes in accordance with the nationally described standards, including sufficient built-in storage. Applicants must submit appropriate supporting documentation alongside the planning application to ensure that compliance with the standards can be verified, including completion of an internal space compliance statement.

Building Regulation M4(2) (Accessible and adaptable dwellings) – a flexible approach will be taken where necessary, taking into consideration factors such as site topography and vulnerability to flooding, along with evidence on the economic viability of individual developments.

Affordable Housing Requirements

5.17 In ensuring that new residential developments meet a local need, the Council requires new schemes to positively contribute towards the provision of affordable housing. A number of national changes have recently occurred that impact on the level and types of affordable that are required.

5.18 In November 2014 the Government released a Written Ministerial Statement[13] which removed a local planning authority's ability to require contributions from new development towards the provision of affordable housing on schemes of 10 units or less or developments of less than 1000 m^2. In comparison to the Council's approach taken prior to the Written Ministerial Statement has resulted in fewer opportunities to deliver affordable housing either on site or through contributions from new development.

5.19 Whilst a number of local authorities challenged this Government intervention at the Court of Appeal, the decision of Court was to uphold the Ministerial Statement to ensure that affordable housing contributions could not be secured from small scale development[14].

5.20 In nationally designated landscape areas including National Parks and Areas of Outstanding Natural Beauty (footnote re challenge and court of appeal decision), of which in the Lancaster Local Plan area this includes the Forest of Bowland AONB and Arnside & Silverdale AONB, contributions may be sought from smaller schemes. The Council's proposed approach to affordable housing in the AONB's has been set out in the draft Arnside & Silverdale DPD and Policy DM5 Housing Provision in the Forest of Bowland AONB.

5.21 It should be noted however, that since the court of appeal decision was made, further appeal decisions suggest that the Government's policy should not be applied rigidly or exclusively when material considerations may indicate an exception may be necessary. Therefore, Lancaster City Council will be seeking to apply our housing needs evidence as a material consideration to support the draft Local Plan to fully determine in what circumstances there is sufficient justification for exceptions to be made. The policy therefore is likely to be subject to amendments prior to publication.

[13] https://www.gov.uk/government/speeches/small-scale-developers
[14] https://www.gov.uk/government/news/judgment-paves-way-to-build-more-homes-on-small-sites

Delivery of Starter Homes

5.22 The Housing and Planning Act 2016[15] introduced starter homes as a new form of affordable housing tenure, which will be available to first time buyers between the age of 23 and 40 and offered at a minimum of 20% discount on new homes, and always for less than £250,000 outside of Greater London.

5.23 The secondary legislation which will introduce the framework for which local planning authorities must implement and support the delivery of starter homes has not as yet been published, and until more detail is known, Lancaster City Council is not yet in a position to review its existing affordable housing policies in relation to the overall percentages expected on new sites and the required tenure split. However, in order to prepare for the implementation of starter homes, the Council is refreshing its Affordable Housing Viability Study[16], which was previously undertaken in 2010, which will test out various scenarios in relation to inclusion of starter homes as a tenure and as far as possible, will seek to achieve mixed tenure on all new residential developments.

Affordable Housing Tenures

5.24 The existing policy of affordable housing tenure mix is informed by the 2011 Housing Needs Survey[17] which evidences that the strategic district-wide affordable housing mix should be delivered as 50% rented accommodation and 50% intermediate accommodation.

5.25 The Council's preference for rented accommodation remains as social rented, however, the Council will adopt a more flexible approach on this where development proposals provide some justification for the rented element of new schemes being provided in the form of affordable rent, and intends to examine rented tenures more closely as part of the Affordable Housing Viability Study to inform future affordable housing policies. The Council requires rented accommodation in all instances to be delivered in partnership with Registered Providers, given that the Council requires a minimum of 50% nomination rights and already has robust nomination agreements in place with all partner Registered Providers.

5.26 The Council's preferred intermediate housing is shared ownership or intermediate rented accommodation. With the exception of starter homes, schemes that offer a discount to the first purchaser only will not be acceptable. Whilst our preference is that all forms of affordable housing are both owned and managed by Registered Providers, the Heylo Housing shared ownership model has been piloted in Lancaster district, which provides a similar shared ownership model/lease provisions with management of the units being undertaken by a Registered Provider. The Council may consider alternative forms of affordable housing that provide similar arrangements (i.e. the Heylo Housing shared ownership model) but it should be noted that the Council will only consider alternative delivery mechanisms where proposals can demonstrate that all reasonable attempts have been made to deliver all of the affordable housing units through Registered Providers.

[15] http://services.parliament.uk/bills/2015-16/housingandplanning.html
[16] http://www.lancaster.gov.uk/planning/planning-policy/housing-reports-local-plan
[17] http://www.lancaster.gov.uk/planning/planning-policy/housing-reports-local-plan

Policy DM3: The Delivery of Starter Homes and Affordable Housing

The City Council will continue to support and promote the delivery of new affordable housing within the district through a variety of differing tenures. Whilst there will be a review of existing policies to take account of legislative requirements on starter homes, the City Council will also continue to seek opportunities to deliver a wider tenures of affordable housing, including rented and intermediate housing.

Affordable housing thresholds

Other than in the most exceptional circumstances or for schemes within the West End Masterplan and Morecambe Area Action Plan boundaries, new housing development must contribute toward the provision of affordable housing. The Council will consider detailed proposals for new housing development that falls into Use Class C3 with reference to the following targets:

Reference Affordable Housing Target by Development Type (Average)			
UNITS	**LOCATION**	**AFFORDABLE HOUSING**	**DELIVERY METHOD**
15 plus	**Urban**	**30% (Brownfield) 40% (Greenfield)**	**On site**
11 plus	**Rural (including AONB's)**	**30% (Brownfield) 40% (Greenfield)**	**On site**
11 to 14	**Urban**	**20%**	**On site**
Developments exceeding 1000 sqm and under 11 units	**Urban/Rural**	**20%**	**Financial contribution (commuted sum payable on completion of units)**

Schemes within the District's two AONB's (Forest of Bowland and Arnside & Silverdale) may be subject to lower thresholds and require a higher percentage of affordable housing dependent upon emerging policy (see Arnside & Silverdale Area of Outstanding Natural Beauty Development Plan Document Draft November 2016 and Policy DM5 Housing Provision in the Forest of Bowland AONB).

Financial contributions towards the provision of affordable housing will be calculated in accordance with the methods detailed in the Meeting Housing Needs SPD or successor documents.

Vacant Building Credit

In line with the Government's online Planning Policy Guidance, a 'vacant building credit' will be applied to appropriate developments where a vacant building is either converted or demolished. This credit will be equivalent to the gross floorspace of the building to be demolished or brought back into use. This credit does not apply when a building has been

'abandoned'. The Council may at its discretion choose not to apply vacant building credit where it is clear that a building has been made vacant for the sole purposes of re-development or the building is covered by an extant planning permission or one which has expired within the last twelve months for the same or substantially the same development.

Viability

Where compelling and detailed evidence demonstrates that the provision of affordable housing in accordance with the above targets would have a disproportionate and unwarranted negative impact on the viability of a proposed development, applicants may in agreement with the Council provide fewer affordable dwellings than would ordinarily be acceptable, review the tenure or mix of dwellings, or provide a financial contribution in lieu of onsite provision.

The degree to which proposals deviate from the above requirements will be weighed against the benefits of any resulting scheme. Where proposals offer fewer dwellings than would ordinarily be acceptable, weight will be given to whether an alternative scheme, amended layout or other adjustment may result in a greater quantum of affordable dwellings being achieved.

Where the Council requires independent advice through a qualified Chartered Surveyor to validate an Affordable Housing Statement, viability appraisal and any other evidence submitted by the developer/applicant which seeks to provide a different provision of affordable housing to that required by this policy, reasonable costs will be met by the developer/applicant. The purpose of this will be to determine whether the affordable housing provision compromises scheme viability, and where appropriate to inform an alternative contribution.

Tenure and mix

All affordable homes must:

I. **Comply with the definition in Annex 2 of the National Planning Policy Framework;**
II. **Have an affordable tenure mix that reflects the Meeting Housing Needs SPD or successor documents; and**
III. **Be constructed to the most relevant design and quality standards (at the time of delivery).**
IV. **Be delivered (i.e. owned and/or managed) by Registered Providers with the exception of starter homes.**

Proposals to vary or remove restrictive occupancy conditions will be required to make a financial contribution towards affordable housing in accordance with the Meeting Housing Needs SPD or successor documents (where a contribution has not already been made).

Loss of affordable housing

Proposals that would result in a net loss of existing affordable dwellings must provide the equivalent number of replacement affordable dwellings on the site, as well as any affordable dwellings generated from additional market dwellings.

If it can be justified that the equivalent number of replacement affordable dwellings cannot be achieved on the original site, then the dwellings must be provided on an appropriate alternative site subject to satisfying all other relevant planning policy. The replacement off-site

affordable dwellings will be in addition to any other affordable dwellings generated from any new market dwellings on the alternative site.

Registered Providers

Where compelling evidence is received confirming that affordable units cannot be delivered by Registered Providers an alternative affordable housing scheme will be negotiated and agreed by the Council.

Morecambe Area Action Plan area and Morecambe's West End Masterplan area

Proposals within the Morecambe Area Action Plan and Morecambe's West End should have due regard to the requirements of that DPD or any successor document. In all cases, proposals for new housing must satisfy all other relevant planning policy.

Exceptions

There may be cases where there are material considerations would require a different approach. Evidence which is currently being procured will look into circumstances where this may arise which may require amendments or additions to the policy.

Managing Housing Development outside Main Urban Areas

5.27 Lancaster District contains large areas of open countryside and a significant number of rural settlements. A large component of the district's population currently live within those rural areas. The scenic beauty of the district's landscapes through its natural assets and thriving local communities mean that the rural areas of the district are likely to remain popular, growing and sustainable locations for people to live throughout the plan period. The ability of the district to meet the aspirations and needs of its population is contingent upon the approach which is adopted towards development in rural areas.

5.28 The appeal of the district's rural areas, combined with the needs of a growing population, mean that the Council will need to carefully manage development within rural areas in order to appropriately protect the character and distinctiveness of rural areas whilst allowing for growth. The Council will therefore promote sustainable development in rural areas, and support new homes, particularly those which will enhance the vitality of communities.

5.29 The Council expects that major development opportunities for residential development outside urban areas to be brought forward in line with the land identified for development within the Strategic Policies and Land Allocations DPD. Whilst this is accepted to be the preferred approach, the Council recognises that in some circumstances desirable development proposals may come forward outside of sites identified within the Strategic Policies and Land Allocations DPD or later in the plan period in unexpected, but not less suitable, locations.

5.30 In such circumstances the Council will require the exceptional nature of such proposals to be demonstrated with due regard to the district's housing needs, five year housing land supply and with due regard to the evidence within the Strategic Housing Land Availability Assessment (SHLAA)[18]. The degree to which such proposals accord with the policy provisions of the Local Development Plan in general and represent sustainable development by helping to meet housing needs, re-balancing the housing market and enhancing local services will be considered in the determination of such proposals.

[18] http://www.lancaster.gov.uk/planning/planning-policy/housing-reports-local-plan

Sustainable Settlements

5.31 The Council will support proposals for new housing development in rural settlements that contain, or have good access to, an appropriate range of local services that contribute to the vitality of these settlements. These services are local shops, education and health facilities, access to public transport and other valued community facilities. Proposals should demonstrate that they will have clear benefits for the local community, and in particular will meet rural housing needs according to robust evidence (such as the Lancaster District Housing Needs Survey or other local housing needs surveys). The Council will also support proposals that are locally developed and driven by rural communities.

5.32 The Council will support proposals for new housing development in smaller rural settlements if it can be demonstrated that the development will sufficiently enhance or maintain the vitality of the local community and meet a specific need in that settlement (for example, where compelling evidence suggests that a school may be at risk of closure due to dwindling pupil numbers and the provision of new housing would reduce that risk).

Rural Estates

5.33 The Council recognises there may be justification for new homes on land owned by the large private estates located in rural and upland parts of the district. Proposals for new homes must genuinely address local housing need and demonstrate community 'buy-in'. To properly achieve this, applicants should prepare an estate masterplan that has been subject to consultation with the local community and the Council. This document must be submitted alongside planning applications and should represent a clear strategy for enhancing or maintaining the vitality of the local community.

Rural Exception Sites

5.34 Rural Exception Sites can often be the only means of delivering affordable housing in some rural settlements. They are small sites that would not normally be suitable for housing, but where exceptions may be made for affordable housing in perpetuity. Such sites should address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

5.35 The Council will therefore support proposals for housing on rural exception sites, on the basis that homes are affordable in perpetuity and available to the local community. Proposals should address local housing needs according to the Lancaster District Housing Needs Survey or other robust local evidence of housing needs. This means that rural exception sites should be located where they will enhance or maintain the vitality of rural communities. Proposals should involve rural communities in order to ensure that they will provide for local housing needs.

5.36 Proposals for new housing development in small rural settlements that cannot be justified on the grounds of enhancing or maintaining the vitality of the local community may be considered under the Rural Exception Sites policy.

New Homes in Isolated Locations

5.37 Much of the district is rural and the Council will seek to ensure it is protected for its intrinsic value by restricting the development of isolated dwellings in the countryside. However there may be special circumstances as set out in paragraph 55 of the National Planning Policy Framework (NPPF). It will be for applicants to demonstrate that there is sufficient justification for a new dwelling to be located within an isolated location.

Policy DM4: Residential Development outside Main Urban Areas

Sustainable Settlements

Proposals for new housing in the following settlements will be supported:

Arkholme	**Hornby**
Bolton-le-Sands	**Middleton**
Brookhouse	**Nether Kellet**
Cockerham	**Overton**
Caton	**Over Kellet**
Dolphinholme	**Silverdale**
Galgate	**Slyne**
Halton	**Warton**
Hest Bank	**Wray**

Housing proposals in the settlements of Silverdale and Warton should be considered in the context of the Arnside and Silverdale AONB DPD.

Proposals for new housing in other settlements will be supported if it can be demonstrated that the development will enhance or maintain the vitality of the local community. Proposals lacking sufficient justification will be considered using the Rural Exceptions Sites criteria.

Rural Estates

Proposals for new housing on land in the ownership of the specified large privately owned rural estate must be accompanied by an estate masterplan that represents a clear strategy for enhancing or maintaining the vitality of the local community and demonstrates how their housing needs will be addressed.

Estate Masterplans must demonstrate that they have the support of the local community and must be prepared in consultation with the Council.

Rural Exception Sites

Proposals for Rural Exception Sites will be supported where:

I. **Housing meets the needs of the local community;**
II. **All homes are affordable in perpetuity, comply with the most up-to-date definitions of affordable housing and are constructed to the most relevant design and quality standards (at the time of delivery); and**
III. **Occupancy is restricted to current residents of the defined Parish or those that have an existing family or employment connection unless otherwise agreed by the Local Planning Authority.**

New Homes in Isolated Locations

Proposals for new homes in isolated locations will not be supported unless clear benefits of development are articulated and these benefits outweigh the dis-benefits of development in an isolated location. The special circumstances where potential benefits of isolated development may lead to more favourable consideration are described in paragraph 55 of the NPPF.

General Requirements for Rural Housing

In all cases, proposals for new residential development on non-allocated sites must:

IV. Be well related to the existing built form of the settlement;
V. Be proportionate to the existing scale and character of the settlement unless exceptional circumstances can be demonstrated;
VI. Be located where the environment and infrastructure can accommodate the impacts of expansion;
VII. Demonstrate good siting and design in order to conserve and where possible enhance the character and quality of the landscape; and
VIII. Consider all other relevant policies, in particular those contained within the Arnside and Silverdale Area of Outstanding Natural Beauty DPD.

Housing Provision in the Forest of Bowland AONB

5.38 As the AONB is a protected landscape, sites that are suitable for housing should be developed specifically to meet local affordable or other locally identified housing needs. To do otherwise would fail to address these needs, which could then only be met by releasing more sensitive sites, causing harm and compromising the primary purpose of the AONB designation.

5.39 A requirement for 50% of new homes to be affordable is justified because the AONB is a sensitive landscape protected at a national level. It is inappropriate to use those sites that are suitable for development to deliver development that does not meet local affordable or other local needs. Doing so would mean that those needs would remain unmet and more sensitive sites would have to be developed in order to meet the needs, causing harm and compromising the primary purpose of the AONB designation.

5.40 Existing policies and legal conditions mean that all affordable housing is already restricted to those with a local connection in perpetuity. Although additional occupancy restrictions have been applied elsewhere, this has been in areas where evidence shows that significantly high proportions of second homes and holiday lets than are present within the Forest of Bowland AONB.

Policy DM5: Housing Provision in the Forest of Bowland AONB

Within the Forest of Bowland AONB, subject to satisfying other relevant policy requirements and in order to ensure that new development in the AONB meets local needs, proposals for new housing development will be supported where they deliver at least 50% affordable housing. Only where this is demonstrably unachievable through available mechanisms will a lower percentage be acceptable.

New housing development will be supported where the maximum possible affordable homes are delivered and where the number, size, type and tenure of all homes provided demonstrably reflects and meets identified local needs in accordance with current housing evidence needs at the time of the application.

Priority will be given to the delivery of affordable housing and maximising the potential for meeting identified local needs and local affordable needs from appropriate individual development opportunities. Proposals will be expected to demonstrate that densities make best and efficient use of land and reflect local settlement character.

Affordable housing needs are forecast to apply over a period of time and not all the identified need is required straight away. The delivery of affordable housing should be phased in line

with demand to ensure that the market is not over-supplied at any time. This can be done by close working with and between housing developers, landowners and appropriate Registered Providers of affordable housing.

Subject to meeting other policy requirements, proposals will be supported that:

I. Meet housing needs through the conversion or sub-division of existing buildings or through the redevelopment of previously developed land; or
II. Meet the needs of specific groups in society, or restrict occupancy to sole / main residence or to those with a local connection.

Major Development
In accordance with NPPF Paragraph 116, proposals for major development will not be permitted it he AONB, unless the proposal can be demonstrated to be in the public interest and exceptional circumstances exist.

Whether a proposed development constitutes major development will be a matter for the relevant decision taker, taking into account the individual characteristics and circumstances of the proposal and the local context. In determining whether a proposed development constitutes major development the Council will consider whether by reason of its scale, character of nature, the proposal *has the potential* to have significant adverse impact on the natural beauty of the AONB.

In determining whether exceptional circumstances exist, the Council will consider:

III. The need for the development, including any national considerations, and the impact of permitting or refusing it upon the local economy; and
IV. The cost of, and scope for, developing outside the designated area, or meet the need for it in some other way; and
V. Any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated.

5.41 This document does not set out any proposal to restrict the occupancy of new properties other than the existing restrictions placed on affordable housing. However this policy does identify that where proposals offer occupancy controls that help to support the meeting of local needs, this will be looked upon favourably as part of the overall consideration of the scheme.

5.42 There will be a need to consider the recent changes to planning guidance and legislation, such as the provision of starter homes, once the implications of the Government's intentions in relation to these changes are fully known. These will be taken into account in the next iteration of this DPD.

5.43 National planning policy does not allow major new development in the Areas of Outstanding Beauty except in exceptional circumstances because of the likely harm it would cause to the nation's long term interest of conserving these places. Proposals are subject to the most rigorous examination and have to demonstrate that they are genuinely in the nation's interest if they are to proceed.

5.44 Whether a proposed development constitutes major development will be a matter for the relevant decision taker. Major development in the Forest of Bowland AONB is defined as development has the potential to have a serious adverse impact on the landscape, wildlife, cultural heritage or special

qualities of the AONB because of its scale, form, character and nature. Examples may include quarrying, medium and large scale housing development, commercial development that is out of keeping with the landscape, caravan sites, new roads, tall vertical structures and high voltage overhead power lines.

Student Accommodation

5.45 Student numbers in Lancaster have shown an increase over recent years particularly from international students with an anticipated increase of an additional 4,000 new students by 2025. While development at Lancaster University has increased the capacity to house students on campus, accommodation off campus continues to be operationally important in order to ensure all first year students can be offered accommodation on campus at the start of their course.

5.46 The city centre is an acceptable location for new student accommodation. Most parts of the city centre are within reasonable walking distance of the University of Cumbria and good public transport connections exist to Lancaster University. A specific policy approach to concentrate new student accommodation within the city centre will ensure full benefits to the district are gained from concentrating activity and spend in this central location. It is also important that new investment enhancing the student experience takes place in the city centre to enhance the attractiveness of the university for external students choosing to study in Lancaster and to want to live in the city centre. Other locations outside of the city centre and university campuses will not normally be suitable for student accommodation because they will disperse investment in the student experience too widely.

5.47 Data from both Universities demonstrates that there is a considerable headroom in terms of existing student housing provision and expected student numbers. However, the need and demand for student housing and the extent to which the Council will support proposals will be kept under review having regard to the overall impact on local housing markets. At the present time, proposals to provide additional purpose built student housing should help to protect the supply and access to housing in traditional residential areas in South Lancaster.

5.48 New student accommodation can also help make a positive contribution to the mix of uses within the city centre and is less likely to result in harmful impacts on residential amenity. However new student accommodation proposed in the Lancaster Conservation Area must be sympathetic to the character of the existing, surrounding built form and wider setting. Similarly proposals that seek to re-use a Listed Building, or would affect the setting of Listed Building should be sympathetic to the character and features of the heritage asset.

5.49 The Council will therefore continue to support proposals for new student accommodation (purpose built or through the conversion of existing buildings) where there is evidence of demand. In the event of declining demand for such accommodation, proposals must demonstrate that they are easily capable of conversion into self-contained units. New student accommodation must also meet the standards set out in Appendix D of this document.

5.50 The council may also consider proposals to convert student accommodation demonstrated as being surplus to requirements to young/key worker accommodation where it can be justified that appropriate management arrangements will be implemented.

Policy DM6: Accommodation for Students

Proposals for new student accommodation (purpose built and conversions) will be supported where they:

I. **Are located on campus or within the city centre and not on allocated housing sites that would deliver residential development (unless stated as part of a mixed use development within the specific site allocation policy development principles of the Strategic Policies and Land Allocations DPD);**
II. **Meet the criteria set out in Appendices G, H and I where appropriate in this document;**
III. **Are subject to occupancy conditions to protect the accommodation from becoming a House of Multiple Occupation (HMO) where Policy DM11 applies;**
IV. **And satisfy all other relevant planning policies.**

Self-contained 'warden's accommodation' created as part of proposals for new student accommodation where it has been demonstrated necessary, will be conditioned for use by the warden and are therefore not required to contribute towards affordable housing.

The Council will consider the re-use and conversion of student accommodation to residential accommodation including young or key worker accommodation where it has been satisfactorily demonstrated that the accommodation is no longer needed for students. Such proposals may be supported where they would provide a suitable standard of self-contained accommodation in a sustainable location and would accord with all other relevant planning policies.

Accommodation for Older People

5.51 The district has an ageing population, with the 65 years plus age group forecast to grow by 62% and the 86 years plus age by 138% in the period 2008 to 2033. This poses a significant challenge as these households are more likely to have a need for specialist accommodation as well as support services and adaptations to their homes to enable them to enjoy a good quality of life. The Lancaster District Housing Needs Survey highlights that the future accommodation needs of older people will be best met through sheltered housing or independent accommodation with visiting support. The Council will therefore support proposals that provide these types of accommodation.

5.52 It is important that proposals for new older people's accommodation is situated in accessible locations close to existing services including healthcare facilities, public transport routes and shops and other services in order that residents can live as independently as possible and also that family and friends who may not have access to a car are able to visit residents. Provision should also be made for communal open space in order to promote health and wellbeing of residents.

5.53 Proposals for self-contained accommodation for older people that fall within Use Class C3 must contribute towards the provision of affordable housing in accordance with Policy DM3. Bespoke market housing schemes for older people, particularly provided in the form of apartment blocks, are often unsuited to providing on-site affordable housing. Where on-site affordable housing cannot be practically achieved, a financial contribution will be expected and calculated against the overall number of market units being provided.

5.54 Proposals to provide residential care homes for the elderly should be supported by the relevant Commissioning Manager (health and social care or local authority) and align to Commissioning Plans and relevant standards.

Accommodation for Vulnerable Groups

5.55 The different communities that live in the district have varying requirements in relation to accommodation needs. Vulnerable groups in particular have specific requirements which often involve the provision of on-site/visiting care and support which can either be short term or longer term accommodation or residential rehabilitation facilities. It is important that all proposals have the full backing of the relevant commissioning managers (for health and social care or local authority) and can demonstrate how they address the agreed priorities and relevant commissioning models. This is explored in more detail in the Lancaster District Housing Strategy and Housing Action Plan 2012 – 2017[19].

5.56 Vulnerable groups include people with learning disabilities, mental illness, physical disabilities, homeless households, young people leaving care, people suffering domestic abuse, people with a history of substance misuse, and people with a history of offending.

5.57 The Council will support proposals for new provision that will meet the genuine housing needs of the intended occupiers. Proposals for accommodation for vulnerable groups should be explored and delivered through registered providers before any consideration would be given to private sector/private finance schemes which generate higher rents and housing benefit requirements.

Policy DM7: Accommodation for Vulnerable Communities

The Council will support the development of residential accommodation for a range of vulnerable communities in the district where there are proven needs for such accommodation.

Accommodation for Older People

Proposals for accommodation for older people will be supported subject to any proposal meeting the following criteria:

I. Meeting the genuine needs of older people;
II. Being well located for shops, public transport, community facilities and medical services which can be reached easily by those without access to a car;
III. To accord with the requirements of Policy DM2 in relation to accessibility and internal space standards;
IV. Contributing towards the provision of affordable housing in accordance with Policy DM3 of this DPD (in relation to Use Class C3 only);
V. Proposals to provide and/or extend residential care homes should be supported by the relevant Commissioning Manager;
VI. The provision of sufficient car parking in accordance with Appendix E of this DPD; and
VII. The provision of suitable open space / grounds which can be used by residents for sitting, relaxing and gentle exercise.

The Council welcomes proposals which will provide units built to lifetime homes standards.

Accommodation for Vulnerable Groups

Proposals for accommodation for vulnerable groups will be supported subject to the proposal meeting the following criteria:

[19] http://www.lancaster.gov.uk/planning/housing-strategy

VIII. The proposal meets genuine housing needs of the intended occupiers;
IX. Provides the appropriate standards regarding accessibility, facilities, independence, support and/or care needs;
X. Being well located to shops, public transport, community Facilities and the social networks appropriate to the needs of the intended occupiers;
XI. Being affordable in the context of financial support available to the intended occupiers;
XII. Being accompanied by a care plan and needs risk assessment setting out the type and level of support to be provided clearly demonstrating that any perceived risk can be managed appropriately in the proposed setting;
XIII. To facilitate move-on accommodation where appropriate;
XIV. That priority is normally given to vulnerable people who have a local connection to Lancaster district over and above households that are otherwise the responsibility of or are owed assistance by another Local Authority; and
XV. All proposals have the full support of the relevant Commissioning Manager for the relevant vulnerable group and the plans align to Commissioning Plans.

Proposals for accommodation for vulnerable groups must be explored and delivered by a registered provider unless there is exceptional justification which is appropriately evidenced.

Proposals for accommodation for vulnerable communities must satisfy all other relevant planning policies.

Accommodation for Gypsies and Travellers, and Travelling Showpeople

5.58 There are currently over 19 Gypsy and Traveller sites in the district providing in the region of 150 pitches. The majority of these sites are privately run, however there are 19 social pitches provided at the Mellishaw Lane site which is managed by the City Council on behalf of Lancashire County Council.

5.59 Planning Policy for Traveller Sites requires the Council to set pitch targets for Gypsies and Travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of Travellers in the district. The 2013 Lancaster District Gypsy, Traveller and Showperson Accommodation Assessment has informed the Council of the need for additional pitches which will be kept under review in the light of changing conditions and definitions in National Planning Policy for Gypsies and Travellers.

Policy DM8: Accommodation for Gypsies and Travellers, and Travelling Showpeople

The Council will support proposals that would create new Gypsy and Traveller and Travelling Showpeople sites within the district provided that there is an evidenced need and they are in accordance with the requirements set out within this policy and fulfil other relevant policies.

General Development Principles
Proposals for new Gypsy and Traveller and Travelling Showpeople sites will be supported where they:

I. Demonstrate that the intended occupants meet the definition of Gypsies and Travellers and Travelling Showpeople in Annex 1 of Planning Policy for Traveller Sites; and
II. Provide no more than 15 permanent residential Gypsy and Traveller pitches / 5 permanent Travelling Showpeople plots; and
III. Are located within the urban area of Lancaster, Morecambe, Heysham or Carnforth. Sites in other locations will only be considered if it can be demonstrated that appropriate sites cannot be provided within the specified urban areas.

Locational Requirements

Proposals for new Gypsy and Traveller and Travelling Showpeople sites will be expected to take into account the following locational requirements:

IV. Located within 1 mile of a motorway or Class A Road, with the road access onto the site being of sufficient quantity and size to enable access onto and off the site by heavy vehicles such as trailers or static caravans;
V. Located within 1 mile (or 20 minutes' walk) of public transport facilities and services in order to access GP and other health services, education, employment and training, and other services;
VI. Located where they will not cause significant nuisance or impact upon the amenity of neighbouring properties;
VII. Not located in areas defined as Flood Zone 2 or 3 on the Environment Agency Flood Maps; and
VIII. Not located in areas where there are potential amenity issues (e.g. proximity to tips, electricity pylons, and industrial areas). Individual risk assessments must be carried out in such cases.

Design Principles

Proposals for new Gypsy and Traveller and Travelling Showpeople sites will be supported where they:

IX. Are well planned and include soft landscaping and play areas for children where suitable;
X. Avoid contaminated land;
XI. Are on stable and level land suitable for caravans;
XII. Make adequate provision for vehicular parking, turning areas and servicing;
XIII. Provide a safe environment for the intended occupants;
XIV. Demonstrate that acceptable living conditions will be secured for future occupiers;
XV. Are capable of providing adequate access to all emergency vehicles; and
XVI. Have access to sanitation facilities, a mains water supply and drainage or the applicant must demonstrate that they can be provided.

New sites for Travelling Showpeople will be allowed to include mixed use yards, to accommodate both caravans and space for storage and equipment but must also meet criteria (i) to (xvi).

Transit Provision

New transit sites for Gypsy and Travellers will only be considered provided they meet criteria (i) to (xvi). However, new transit sites must provide no more than 5 pitches. In addition,

applicants must demonstrate that they can and will enforce a suitable time limit on how long pitches are occupied.

Safeguarding Pitches

All proposals which would result in a loss of Gypsy and Traveller pitches and Travelling Showpeople plots will not be permitted unless alternative and improved provision in either an equivalent or improved location is achieved that meets an identified need, with no net loss of pitches / plots.

Residential Accommodation for Agricultural and Forestry Workers

5.60 One of the few circumstances in which isolated residential development may be justified is when accommodation is required to enable agricultural, forestry and certain other full-time land-based workers to live at, or within the immediate vicinity of, their place of work. It will often be as convenient and more sustainable for such workers to live in nearby towns or villages or suitable existing dwellings, so to avoid new and potential intrusive development in the countryside. However, there are some cases where the nature and demands of work make it essential for one or more people engaged in the enterprise to live at, or very close to, the site of their work. Whether this is essential in any particular case will depend on the needs of enterprise concerned and not on the personal preferences or circumstances of any individuals involved, in order to justify dwellings which would otherwise not be permitted in such locations.

5.61 The Council will support in principle the creation of residential dwellings to assist the ongoing agricultural / forestry holding subject to the requirements of Policy DM9 and a number of appropriate policy tests which are set out in Appendix F of this DPD. The first policy test seeks to establish whether there is a functional need for the dwelling and the second relates to the financial soundness of the existing agricultural / forestry enterprise.

5.62 It is important to establish whether the stated intentions to engage in farming or forestry enterprises are genuine, are reasonably likely to materialise and are capable of being sustainable for a reasonable period of time. It will also be important to establish that the need of the intended enterprise require one or more of the people engaged in it to live nearby.

Policy DM9: Accommodation for Agricultural and Forestry Workers

Proposals for residential accommodation for agricultural and forestry workers will be supported in principle subject to the following criteria:

Permanent Dwellings

Proposals for new permanent dwellings will only be permitted where they support existing agricultural / forestry activities on well-established agricultural / forestry holdings and provided they meet the following criteria:

I. **There is a clearly identified existing functional need which passes the policy test relating to functional need set out in Appendix F of this DPD;**
II. **The need relates to a full-time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement;**

III. The unit and agricultural / forestry activity concerned have been established for at least three years and passes the policy test relating to financial soundness set out in Appendix F of this DPD;
IV. The functional need could not be fulfilled by another dwelling on the agricultural unit, or any other accommodation in the area which is suitable and available for occupation by the workers concerned; and
V. New dwelling(s) are sited to minimise the impact on the surrounding area, well designed and well-related to existing agricultural buildings or other dwellings.

Temporary Dwellings

If a new dwelling is essential to support a new farming activity, whether on a newly-created agricultural or other land-based unit or an established one it should normally for the first three years be provided by a caravan or wooden structure which can be easily dismantled or other temporary accommodation. Proposals for temporary dwellings will be expected to satisfy the following criteria:

VI. Clear evidence is provided by the applicant of a firm intention and ability to develop the enterprise concerned (significant investment in new farm buildings is often a good indication of intentions);
VII. There is a clearly identified existing functional need which passes the policy test relating to functional need set out in Appendix F of this DPD;
VIII. Clear evidence is provided by the applicant that the proposed enterprise has been planned on a sound financial basis;
IX. The functional need could not be fulfilled by another dwelling on the agricultural unit, or any other accommodation in the area which is suitable and available for occupation by the workers concerned; and
X. New dwelling(s) are sited to minimise the impact on the surrounding area, well designed and well-related to existing agricultural buildings or other dwellings.

Proposals for both permanent and temporary dwellings for agricultural / forestry workers should also have due regard to all other relevant policies within this DPD, in particular (but not exclusively) Policy DM42 relating to landscape impacts, DM26 relating to the design of development and Policy DM30 relating to flood risk.

When permission granted for a temporary occupational dwelling expires, a proposal for a permanent dwelling must satisfy criteria (i) to (v). After three years, if there is no planning justification for a permanent dwelling, then the temporary dwelling must be removed. Successive extensions to a temporary permission will not be granted.

Proposals for permanent and temporary occupation dwellings will be subject to appropriate planning conditions. The removal of conditions relating to occupancy will only be permitted in exceptional circumstances as set out in Appendix F of this document providing that:

XI. The applicant can demonstrate there is no longer a longer-term need for the occupational dwelling on the particular enterprise on which the dwelling is located; and
XII. The applicant can demonstrate that the occupation dwelling has been marketed at a realistic prices which takes account of planning conditions, has been marketed within the appropriate media over a period of at least 12 months and that no reasonable

offer has been refused, so to demonstrate that there is no demand for the dwelling in the area.

5.63 Permission for permanent dwellings for agricultural / forestry workers will only be granted for enterprises and activities that are well established and are recognised to be on a sound financial position. Where Policy DM9 and the policy tests set out in Appendix F are successfully addressed, it will be necessary to ensure that such dwellings are kept available for meeting this need for as long as it exists. Therefore applicants can expect appropriate occupancy conditions to be applied to any planning permission.

Self or Custom Build Housing

5.64 The Self Build and Custom Housebuilding Act 2015[20], with its accompanying Regulations, requires Councils to have a register of those who wish to acquire a plot for a self-build or custom-build dwelling, and imposes a "duty as regards registers", to have regard to the need for plots expressed by the register. Lancaster City Council holds a register of potential interest in self or custom build plots across the district. Planning Practice Guidance clarifies that evidence of demand from the registers should inform local plan policies, supplemented by other evidence.

5.65 The Council will support individuals or groups of individuals that wish to build their own homes as a more affordable means by which to access home ownership.

5.66 The Council considers self or custom build to be an additional source of supply of conventional housing and a further housing choice. The sites required to accommodate self or custom build units are likely to be sites with limited large scale housing potential but could, with the input of an innovative architect, provide an exemplar and bespoke housing scheme which would provide high quality accommodation at a lower cost than conventional market housing.

5.67 There is also potential through the construction phase of self or custom build development to support the local economy by providing work for local builders and tradesmen and maximising the use of local supply chains. Where appropriate, the Council will seek to secure benefits to the local economy through the use of planning obligations.

5.68 On larger sites there may be opportunities to devote part of the site for custom and self-build housing. Developers could offer certain plots for sale, with servicing, or offer a custom-building service themselves, offering either a bespoke or catalogue product. Although it is recognized that it may be outside the preferred business model of some developers, the policy is intended to provide encouragement to those developers who may see custom building as an opportunity to develop bespoke design-and-build services as part of their product offer.

5.69 Whilst the Council will be generally supportive of proposals for self or custom build units, it is important that applications for self or custom build do not compromise the ability of the Council to meet its overall housing needs, particularly in the areas of growth identified via strategic planning policy. Therefore applications for this type of housing will be subject to the same requirements of all housing schemes, including density, design and environmental performance.

5.70 In accordance with the NPPF, the Council is committed to collecting evidence to understand the need for self and custom build and plan for the identification and allocation of sites once the level of need is full known. The Council will monitor expressions of interest and direct people to the

[20] http://services.parliament.uk/bills/2014-15/selfbuildandcustomhousebuilding.html

Council's Self Build Register[21] and wherever possible to individual landowners.

Policy DM10: Self Build and Custom Build Housing

Planning applications for 'self or custom build' housing, built by individuals or groups of individuals for their own occupation will be supported by the Council where they are located in sustainable locations.

Developers of strategic sites (sites and amount to be determined by the outcomes of the Strategic Housing Market Assessment) will be encouraged to make provision for a proportion of serviced plots of land to contribute towards meeting the evidenced demand for Self-build and Custom Housebuilding in the district.

Serviced plots of land for Self-build and Custom Housebuilding will also be supported on other allocated sites where overall, this would not result in an over-provision of this type of housebuilding when compared to the Council's supply/demand evidence.

The Council will seek to identify plots for self and custom build housing where the need is clearly identified.

Residential Conversions

5.71 Residential conversions can have significant sustainability and regeneration benefits, and can help to preserve local character. The Council will generally support such proposals where there will be a positive contribution to sustainable development.

5.72 Applicants are encouraged to consider the potential impacts of reconverting multiple residential dwellings back to a single dwelling on meeting local housing needs and the effect this may have on any potential imbalances in the local housing market.

Policy DM11: Residential Conversions

Proposals which involve residential conversions must meet the following criteria:

I. **Provide accommodation that will address local housing needs and imbalances in the local housing market;**
II. **Contribute towards the provision of affordable housing in accordance with Policy DM3;**
III. **Not result in a significant detrimental impact on the amenity of nearby residents and the character and appearance of the street scene;**
IV. **Satisfy all other relevant planning policy including the requirements of Appendices G, H and I where appropriate; and**
V. **Proposals for HMO's where planning permission is required will not be accepted.**

5.73 Houses in Multiple Occupation (HMOs) can help to address the housing needs of single people however large concentrations of HMOs in a small area can impact on the character of a residential area and give rise to an inappropriate mix of residents. This has been the case in Morecambe where many HMOs have been created as a result of unauthorised and sub-standard adaptations of former

[21] http://www.lancaster.gov.uk/planning/planning-policy/custom-build-and-self-build-homes

hotels and guest houses. Furthermore, areas of Lancaster have seen high concentrations of HMO's which can have a negative effect on local amenity. Therefore proposals which fall outside of permitted development rights and therefore require planning permission will not be accepted.

5.74 Proposal for residential conversions through the re-use of disused buildings in isolated rural locations (such as isolated field barns) are dealt with by Policies DM4 and DM46 of this DPD.

6. Employment and Economic Growth

6.1 Lancaster District is strategically located with the M6 motorway, West Coast Mainline and Port of Heysham all being located within the district. Access to the strategic transport network means that the district is well linked to Scotland and the wider North West region including Liverpool, Leeds and Manchester, this accessibility has been improved further following the opening of the Bay Gateway Link Road. The strong accessibility clearly makes Lancaster District a potentially attractive place for business to invest.

6.2 Lancaster District has a range of economic assets – large and small – which should be protected and offered the opportunity to grow in order for the district to be economically prosperous both now and into the future.

6.3 In total there are approximately 71,500[22] people employed within the district with the majority of this figure employed within the service industries. Unemployment remains close to the national average; however parts of both Lancaster and Morecambe suffer from higher than average levels of deprivation and, in particular, levels of unemployment.

6.4 To assist with the delivery of economic growth, development proposals which seek to create new employment opportunities and investment within the district will be supported by the Council, subject to consideration of the impacts on their surroundings.

Proposals involving Employment Land and Premises

6.5 Proposals which re-use previously developed land and / or existing buildings for employment purposes which are not formally designated for employment will be supported in principle by the Council. Proposals for employment generating uses in non-designated employment areas should ensure that there are no significant detrimental impacts resulting from the proposal, particularly in terms of accessibility, residential amenity and the local environment.

6.6 Where it is anticipated that development proposals will generate significant footfall and traffic movement, special attention should be given to the accessibility issues relating to the site, via public transport or through cycling and walking. In particular cases the Council may require proposals to be accompanied by a travel plan in accordance with Policy DM61 of this document which should seek to mitigate and reduce traffic movements to the proposal. Such requirements will be assessed and agreed on a case-by-case basis depending on the potential impacts of the proposal.

6.7 The Council recognises the importance that employment land has within the local economy. Business and commercial premises provide job opportunities for local people and presents opportunities for investment into the local economy. The cumulative loss of employment sites will have an adverse effect on business, employment and on the character of the district.

[22] NOMIS July 2015 – June 2016 http://www.nomisweb.co.uk/reports/lmp/la/1946157095/report.aspx

The Protection of Employment Land and Premises

6.8 In accordance with paragraph 22 the National Planning Policy Framework[23] (NPPF), the Council will not seek to retain employment uses which have no reasonable prospect for employment purposes, whether this is due to economic factors, site location or the condition / state of the buildings on the site. However, there is an expectation from the Council that any proposals which involve the loss of employment / commercial premises or land should clearly demonstrate that such uses are no longer appropriate or viable for the site.

Policy DM12: Proposals Involving Employment Land & Premises

Proposals for Employment Purposes on Non-Allocated Employment Sites

Proposals for employment generating uses (B1, B2, B8 and appropriate sui generis uses) which seek to utilise previously developed land or existing premises outside of designated employment areas will be supported by the Council provided that the following issues are addressed:

I. **That there is sufficient access and capacity in the local highways network to accommodate the proposed use, this includes provision for cycling and walking;**
II. **That there is no significant detrimental impact on local residential amenity or natural environment; and**
III. **The proposal is in accordance with the design guidance set out in Policy DM26 of this document and any other relevant accompanying design guidance.**

Any proposals for employment uses within rural areas of the district will be expected to comply with Policies DM43 and DM44 of this document.

Proposals which generate significant levels of employment should be located in accessible locations which can be safely accessed by a range of transport modes and provide sufficient and appropriate levels of car parking in accordance with Policy DM60 and the detail supplied in Appendix E of this DPD.

Proposals which, as a consequence, will generate significant traffic movements may also be required to provide a travel plan, in accordance with Policy DM61 of this document, which sets out how excessive travel movements can be mitigated and sustainable travel patterns encouraged. The requirement for a travel plan will be assessed on a case-by-case basis.

Loss of Employment Land and Premises for Alternative Uses

The Council will seek the retention of land and buildings which are in an active employment use, has a previous recent history of employment use, or still has an economic value worthy of retention. Proposals which involve the use of employment land for alternative uses, such as residential, will only be permitted where:

IV. **It has been demonstrated, through a satisfactory and robust marketing exercise which has taken place over a reasonable period of time (at least 12 months) that an ongoing employment use on the site / premises is no longer appropriate and viable. Such a marketing exercise should demonstrate that the site / premises has been marketed**

[23] https://www.gov.uk/government/publications/national-planning-policy-framework--2

using appropriate media sources at a realistic price for both the existing use and for redevelopment (if appropriate) for other employment uses; or

V. The location has such exceptionally severe site restrictions, due to very poor access or servicing arrangements, or surrounding land uses make a continuing employment use inappropriate; or

VI. The re-use of the employment land meets the wider regeneration objectives set out in the Local Plan; and

VII. Where it is clearly demonstrated that the benefits of the proposal outweighs the loss of the site for employment purposes.

Any proposals should have due consideration to all relevant policies within the Development Management DPD.

6.9 Applications should be supported with information which clearly demonstrates that the premises or site have been marketed for employment premises for a realistic period, normally for a minimum of 12 months, at a realistic price. The Council will decide if the marketing is sufficient and appropriate. Any proposals which do not include this supporting information will generally be refused planning permission unless exceptional circumstances are demonstrated.

6.10 The marketing of the premises / sites should be for its existing use or for an acceptable alternative employment generating use. Only when such alternative uses have been realistically considered and found not to be practical will proposals to re-use employment land for non-employment generating uses, such as residential, be considered.

6.11 The Land Allocations DPD has set an approach to future employment land provision through the plan period, ensuring that any employment land which has no realistic opportunity to return to an employment generating use has been allocated for alternative purposes. Therefore the identified employment land stock allocated in the forthcoming Land Allocations DPD is considered to be of value and should be retained. In times of limited demand relating to the economic recession, employment land should not be simply released to other uses because this reduction in demand is likely to be relatively short-term and the loss of employment land to non-employment uses (such as residential) is irreversible. The Council will also be mindful of the need to preserve industrial land for a range of employment and economic needs.

6.12 Local service trades such as builders' yards, car repair or skip hire provide a useful service to local residents and other businesses in the district, as well as providing a source of local employment opportunities. Small firms such as these often find it difficult to acquire suitable affordable premises and the high value of land for other uses creates pressure for redevelopment for higher quality and priced accommodation even though many starter businesses require cheaper accommodation and smaller incubator units. Attempts to market premises should be undertaken on the basis of their present condition and use, and not on their potential for redevelopment in the future to other uses, or proposing housing as the only viable option for the future.

6.13 Many employment areas within the district provide opportunities for regeneration and remodeling, providing more modern employment facilities than currently exist. The Council will support proposals which can genuinely demonstrate that regeneration of an employment site for a mixture of uses can provide significant economic regeneration benefits to the locality.

Small Business Generation

6.14 Small business enterprises and emerging economic sectors fulfil an important role in the district's

economy and can help promote sustainability by providing jobs in urban and rural locations as well as contributing to the diversity of employment within more urbanised centres. Paragraph 21 of the NPPF recognises the importance of small business, suggesting that Local Plans should *'support existing business sectors, taking into account whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area'.*

Policy DM13: Small Business Generation

The Council will support proposals which involve the creation or sustainable expansion of small businesses within the district, subject to the following criteria being met:

I. **The site is located within the built-up areas of Morecambe, Lancaster, Heysham, Carnforth or a smaller rural settlement, an identified employment area or a site specifically allocated for that type of use or is part of a suitable and sustainable farm diversification scheme within a rural area; or**
II. **The proposal is for the sustainable expansion of an existing business within its existing site, subject to other policies within this document; or**
III. **The proposal is for the conversion or redevelopment of suitable existing buildings in accordance with all other relevant policies within this Development Management DPD.**

The Council will seek to promote the role of home-working within the economy, through improvements to telecommunications infrastructure and small-scale extensions to existing residential dwellings. The Council will not support proposals for residential development which are contrary to policies within the Local Plan and the NPPF purely on the basis that they would assist in the delivery of home-working.

6.15 In response to this policy position within the NPPF, Policy DM13 will seek to encourage the sustainable growth of new business and emerging economic sectors in both urban and rural locations. It is anticipated that a sympathetic policy approach and maintaining a flexible supply of land / buildings for business uses will be important in assisting the recovery of the local economy. Such an approach will allow for existing established businesses to grow sustainably and will help new business opportunities which wish to invest in the local area and create jobs for local people.

6.16 The Council recognises the growing role that home-working can provide within the local economy, particularly in rural areas of the district. The ability of people to work from home can have many positive sustainability benefits including the reduction in the use of private vehicles and therefore the Council will promote home-working where appropriate. There are a number of barriers to home-working in the district, in particular accessing good broadband links. In accordance with Policy DM56 of this document the Council will assist where possible in the improvement of these telecommunication links. Whilst the Council will seek to promote the principles of home-working within existing dwellings, the Council will not support proposals for residential development which, in normal circumstances would be contrary to other policies within the Local Plan, on the basis that the new dwelling will provide opportunities for home-working

6.17 Whilst at a national level priority is given toward economic recovery, it is important that within the planning system a balance is retained between the need to create investment and jobs and the need to protect the character and amenity of the district. Therefore whilst this policy offers significant support for economic growth, any proposals should have due consideration to all relevant policies within this DPD, particularly to specific impacts on the locality resulting from potential development.

7. Town Centres and Retailing

7.1 The district's town centres are vital for the well-being of local residents and the local economy. They also play an important role in the wider economy within South Cumbria and North Lancashire sub-region. It is important that they develop in a way that allows them to meet future changes and challenges without losing their distinctive character.

7.2 This district is characterised by a large rural hinterland which relies on key services being provided in larger urban areas, particularly Lancaster. Focusing development in town centres will result in significant sustainability benefits, including a reduction in the need to travel. However, main town centre uses are appropriate within defined boundaries of the three main town centres (as defined in Policy TC1 of the Land Allocations DPD) and should not result in densities and uses which would damage local amenity.

Town Centre Development

7.3 To retain and develop their vibrancy and vitality, centres must have an appropriate mix of retail, leisure, cultural and service provision. This must be at an appropriate level to the scale and type of the centre and not of a kind that would damage the ability of the surrounding area, or other centres, to function. The size of units is also important – new development in some centres (particularly in relation to Lancaster) will need to consider the development of larger retail units, but smaller units which *'promote competitive town centres that provide customer choice and diverse retail offer and which reflect the individuality of town centres.'* (Paragraph 23 of the National Planning Policy Framework[24]) should be retained.

Policy DM14: Town Centre Development

Proposals for retail development will be supported where there are located within defined Primary Shopping Areas, as set out via the Local Plan Policies Map or are in accordance with relevant retail policies or where the proposal accords with other policies contained elsewhere in the Local Development Plan.

Proposals for Main Town Centre Uses in Town Centre Locations

Proposals for other main town centre uses (as defined in the National Planning Policy Framework) will be supported where they are located within the defined town centre boundary and accord with other policies elsewhere in the Local Development Plan.

Proposals for residential development within town centre locations will be considered favourably provided that they are above ground floor level and do not restrict the maintenance of an active street frontage, particularly within designated retail frontages. Such proposals should include a separate and secure access, preferably to the rear of the property, which do not result in a net loss of ground floor retail space.

Development proposals for main town centre uses will be supported in town centre locations subject to environmental, safety and amenity considerations where it can be demonstrated that the scale and type of development proposed is directly related to the role and function of the locality and contributes towards creating a strong sense of place through high quality design.

[24] https://www.gov.uk/government/publications/national-planning-policy-framework--2

Development proposals for retail development, which is located between the Primary Shopping Area (PSA) and the Town Centre Boundary will also be supported where it is demonstrated that the proposal cannot be suitably accommodated within the PSA and will bring positive economic regeneration benefits.

Proposals for Main Town Centre Uses outside of Town Centre Locations

Development proposals for main town centre uses which are not located in town centre locations, or are not in accordance with specific policies in the Land Allocations DPD, will be expected to demonstrate that the sequential test has been applied to identify the proposals site, as set out in paragraph 24 of the National Planning Policy Framework. Proposals for main town centre uses which are not located in defined town centre locations, or are not in accordance with specific policies within the Local Development Plan should seek to address the following issues:

I. **Ensure that a thorough assessment of the suitability, viability and availability of locations for main town centre uses has taken place, having particular regard to the nature of the need that is being addressed;**
II. **Ensure that all town centre options have been thoroughly assessed before less central sites are considered;**
III. **Ensure that where it has been demonstrated that there are no town centre sites to accommodate a proposed development, preference is given to edge-of-centre locations which are well connected to the centre by means of good pedestrian and public transport networks;**
IV. **Ensure that in considering sites on the edge of existing centres, developers and operators have demonstrated flexibility in terms of scale and format; and**
V. **Proposals should be supported by an impact assessment in accordance with paragraph 26 of the National Planning Policy Framework where it results in the creation of floorspace of over 2,500sqm or a local threshold where more up-to-date evidence exists or it is contained in a successor DPD.**

Proposals which relate to leisure facilities and hotel development, which are specifically addressed in separate policies within this DPD, will be expected to adhere to the requirements of the requirements of the Sequential Test.

7.4 Development should make efficient use of buildings and / or land. This could be achieved by creating development which is at an appropriate density or by ensuring that space above ground floor level is well used, for example by having office space above shops in the core of the town centre, or residential uses above shops in other parts of the centre.

The Sequential Test

7.5 Town centre uses should be directed to town centre locations. Where proposals seek to deliver these uses outside town centres, the sequential test set out in paragraph 24 of the NPPF will be applied of the NPPF will be applied.

7.6 Significant weight will be given to the application and outcome of the sequential test. Applications that fail to undertake such a test and do not demonstrate flexibility in respect of sequentially preferable sites may lead to refusal of planning permission. Consideration should also be given to

the advice set out on town centres within the National Planning Practice Guidance[25] document.

Retail Frontages in Town Centres

7.7 The frontages policy acts to highlight and emphasise locations in the town centres where retail (A1) uses would be best located. It also serves to protect existing retail uses from inappropriate or insensitive development. This policy builds on national guidance to help regenerate and reinforce the vitality and viability of existing centres as expressed in paragraph 23 of the NPPF.

7.8 The shopping frontages are defined in the Local Plan Policies Map, which accompanies the Land Allocations DPD. These designations have been identified within the provisions of paragraph 23 of the NPPF which states that local plans should *'define the extent of the town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.'*

7.9 The Local Plan Policies Map identifies primary shopping frontages with the central areas of Lancaster. The designations for Morecambe Town Centre are dealt with by the Morecambe Area Action Plan. Due to the scale and size of Carnforth Town Centre no frontages have been designated in this location. The approach to retail frontages is a long standing policy which has assisted in the consolidation of town centres and helped to define their function.

7.10 Secondary frontages near the edge of Lancaster's shopping area are also identified within the Local Plan Policies Map. They support the key shopping frontages and are areas where some degree of diversification would be supported, whilst still retaining their primary retail function.

7.11 The primary frontages are in central locations that form the core of a centre, and as such they are mostly A1 retail. The loss of A1 space will generally be resisted and conversions to A1 generally supported, whilst acknowledging the contribution that non-A1 units can make to a healthy town centre. Where the policy indicates that A1 uses should be retained, conversions which involve the reduction of A1 floor space by changing the use of part of a unit will have to maintain a suitably sized and viable unit on the frontage and not detract from the centre's vitality and viability.

7.12 The Council, via future reviews to its evidence base, will give consideration to the need and desirability of reviewing the percentage of continuous retail frontage required via criterion (iii) and (v) of Policy DM15.

Policy DM15: Retail Frontages

Primary Retail Frontages

Primary Retail Frontages, as defined on the Local Plan Policies Map for Lancaster, are identified because of their importance within their town centre location. The issue of retail frontages for Morecambe will be addressed in the Morecambe Area Action Plan DPD[26].

The primary purpose of this policy is to promote town centre A1 retail uses on prime frontages within the defined town centre boundary which can generate active street frontages during normal daytime trading hours. To ensure vitality and viability, development proposals within primary retail frontages which involve the change of use of ground floor premises to non-A1 uses will only be permitted where:

[25] http://planningguidance.communities.gov.uk/

[26] http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan

I. All adjoining frontages have an A1 retail use which generates an active street frontage during normal daytime trading hours; and
II. The proposal ensures that all uses on the ground floor provide an active street frontage that would be open during normal daytime trading hours; and
III. The proposal does not result in the proportion of non-A1 uses exceeding 20% of continuous retail frontage.

Secondary Retail Frontages

Within other key retail frontages the Council will seek to retain an appropriate mix of 'A' Class uses whilst permitting a limited number of non- A1 uses. Proposals which involve the change of use of ground floor premises to non-A1 will not be permitted unless all of the following criteria have been satisfied:

IV. An adjoining building is in a A1 retail use; and
V. The proportion of any continuous retail frontage length in non-A1 use would not exceed 20%.

The proposed use should support the retail function and character of the town centre and its vitality and viability. In seeking to achieve this the Council shall assess where:

VI. The proposed use would provide a service to shoppers;
VII. The proposed use of the ground floor would provide an active frontage; and
VIII. The proposal does not have a significant adverse effect on the character of the street or locality or the amenity of neighbouring residents or businesses.

Note: **A continuous retail frontage is defined as a row of four or more units in A1, A2, A3 or other main town centre uses of which the A1 frontage element is greater than 50%. A frontage may both cross an alley or wrap around a corner.**

7.13 Secondary Frontages have been designated on parades that, whilst not within the core of the town centre, still play an important supporting role to the retail centre. These areas are predominantly retail, although the Council will support a degree of diversification in some circumstances. Additionally, Secondary Frontages may have been identified in areas where diversification has already taken place. In these instances the policy would recognise the diversity but also prevent any further reduction in the retail character of that frontage. Secondary Frontages designations also prevent the clustering of non-A1 uses forming, for example the proliferation of hot-food takeaways that could encourage the consumption of non-healthy food and could create local amenity issues.

7.14 The frontages policy primarily protects the ground floor and street frontage part of the unit. Although the city Council will seek to avoid the reduction of the overall retail space, particularly in Lancaster city centre (apart from where exceptional circumstances are demonstrated) it acknowledges that retail may not always be the most effective use of the upper floors of certain buildings. Providing that the ability of the ground floor unit to act in a retail capacity is not compromised, changes of use away from retail on other floors would not be contrary to the frontage policy.

7.15 The other areas of Lancaster and Carnforth not covered by designated frontages vacant shop units can provide employment and business opportunities. This may assist in providing opportunities for small businesses and enterprises. The Council will consider favorably proposals where buildings can

be converted satisfactorily provided that the proposed use will not adversely affect residential amenity, the functioning or appearance of the shopping centre and where appropriate there is sufficient off-street car parking and servicing.

Local and Neighbourhood Centres

7.16 Local and neighbourhood centres are important for local trade and commercial activity that serves the local community without the need to travel to the nearest town centre. The Council will however take into consideration the adequacy of alternative facilities located within the same local or neighbourhood centre within reasonable walking distance. Development proposals for small-scale, convenience shopping, small business and community facilities (such as doctors or dentists) will be encouraged within local or neighbourhood centres, particularly where there is no such facility within easy walking or cycling distance of a residential area.

Policy DM16: District, Local and Neighbourhood Centres

Within local and neighbourhood Centres, which are defined on the Local Plan Policies Map and Policy TC1 of the Strategic Policies & Land Allocations DPD, the Council will allow commercial, community and other non-residential uses on the ground floor where it retains an active frontage.

Proposals which involve the loss of A1 uses or the consolidation of individual units into larger units within local or neighbourhood centres will be considered appropriate where:

- **I. The proposed use is compatible with a shopping frontage and provides a direct service to the general public;**
- **II. The proposal does not harm the vitality and viability of the local or neighbourhood centre or result in a significant break in the A1 frontage;**
- **III. Equivalent provision exists within reasonable walking distance, or forms part of the proposal;**
- **IV. The use will not result in the loss of local pedestrian accessible shopping facilities;**
- **V. A shop front display is provided; and**
- **VI. No adverse impacts on the amenity of local residents, road safety, car parking or traffic flows would result.**

7.17 When a change of use is proposed within a local or neighbourhood centre, the new use must demonstrate that it would provide a local service, which would support the vitality of the local or neighbourhood centre, provide a window display and have no adverse effects on the amenities of residents, road safety or traffic flows.

Advertisements

7.18 Advertisements can be one of the most dominant elements of the environment we live in. The provision of high quality advertising space on the frontage of shops and businesses can play a key role in attracting customers and growth for a business. However, the over-use of advertisements, or their inappropriate location, design and / or illumination can have significant impacts on the locality in which they are situated.

7.19 In the wrong places, advertisements and signage can have a negative impact on highway safety and visual amenity. The installation of new advertisements will be supported where it is clear that there will be no negative impacts on the visual environment of the area and there is no danger of distraction to highway users.

7.20 As a general rule, advertisement displays will be restricted to shopping, commercial, and industrial or transport locations where they comply with the above criteria and do not cause excessive visual clutter. The Council's level of control over this issue is limited because a number of advertisements do not require formal consent. The use of A-boards and directional signage will be discouraged where the Council has the powers to do so.

Shopfronts

7.21 Shopfronts are an important aspect of the district's different shopping areas, making a valuable contribution to their visual character and appearance. Our primary objective is to ensure that shopfront respect the building of which they are part of and their location, particularly within Conservation Areas. A well designed shopfront will give a good improvements of business and the wider town centre. The Council believe that if all the shopfronts are of a high standard this will benefit the wider retail environment and as a consequence benefit all traders.

7.22 Changes to shopfronts have a significant impact on the appearance of a building and the surrounding retail area but also on their economic vitality and viability. By planning positively to enhance the visual character and appearance of shops the Council will ensure town centre locations remain economically viable into the future.

Policy DM17: Advertisements and Shopfronts

Advertisements

Advertisements should be well designed and appropriately sited in order to positively contribute to a safe and attractive environment.

All forms of advertisements which require consent must not cause a public safety hazard or contribute to clutter or loss of amenity. Schemes which are submitted for approval should meet the following criteria:

I. **Be of a high quality design and sensitive to its visual appearance on the building on which it is to be sited and the surrounding street scene, especially in the case of a Listed Building or within a Conservation Area;**
II. **Be appropriate to its setting and location and has due regard for local distinctiveness;**
III. **Not contribute to an unsightly proliferation or clutter of signage in the vicinity;**
IV. **Not to cause hazard to pedestrians or road users;**
V. **Not cause a visual intrusion by virtue of light pollution into adjoining residential properties or unnecessarily cause poorly directed light pollution elsewhere; and**
VI. **Be appropriate and relevant to the business or premises for which it has been created.**

The Council will seek to avoid the proliferation of advertisements in sensitive locations, particularly in historic and rural locations or locations which have high visual amenity, where it is considered that the amenity of the locality will be impaired.

Shopfronts

The creation of new shopfronts, or the replacement / alteration of an existing frontage should be well designed to reflect the character of the surrounding area and seek, where possible, to enhance the visual amenity of the local area. In particular proposals should have regard to:

VII. The architectural merit of the existing shopfront;
VIII. The existing character of the area;
IX. The suitability of the overall form, scale and architectural detail in relation to the overall appearance of the building; and
X. The suitability of materials in relation to the overall appearance of the building.

Further guidance on both shopfront and advertisement design can be found in the 'Shopfronts and Advertisements' Supplementary Planning Document (SPD) which will be a material consideration on proposals of this nature.

7.23 The Council formally adopted in a Supplementary Planning Document (SPD) on Advertisement and Shopfront Design[27] in spring 2016. Any proposals which involve the creation of new advertisements and shopfronts should pay regard to the content of this document.

Retail Development outside Defined Centres

7.24 It is recognised that not all retail development takes places within defined centres and therefore the Council will support the small-scale retail development which demonstrate a local benefit to their role within the community.

Policy DM18: Retail Development outside Defined Centres

Outside of defined town, local and neighbourhood centres, the development of (or change of use to) shops or other retail spaces which are less than 150sqm gross floorspace which are located within the urban areas of the district will be permitted provided that:

I. The proposal can be easily and safely accessed by foot and by cycle from the surrounding area; and
II. It will be compatible with surrounding land uses and will not detract from residential amenity and/or road safety.

Retail proposals which exceed 150sqm should be generally directed towards defined town centres as described on the Local Plan Policies Map.

Elsewhere in the open countryside, proposals for retail development which is not related to a farm unit will be directed towards defined town or local centres as defined in Policy TC1 of the Land Allocations DPD.

[27] http://www.lancaster.gov.uk/planning/planning-policy/supplementary-planning-documents-spds

8. Leisure and Culture

8.1 The Council believes that there are opportunities to encourage and enhance further growth in the district's leisure economy, with attractions including the historic town of Lancaster, the coastal town of Morecambe, the rural landscapes of the Lune Valley and the protected landscapes of the Arnside & Silverdale and Forest of Bowland AONBs.

The Creation of New Leisure Facilities and Attractions

8.2 The Council will support the development leisure facilities and attractions in sustainable location within main urban settlements, primarily in sustainable town centre locations or where the sequential approach has been followed in accordance with paragraph 24 of the National Planning Policy Framework[28] (NPPF). This will have the primary aim of directing appropriate and desirable leisure facilities towards Morecambe to assist regeneration within the town. A key focus for Morecambe is the natural environment and natural tourism.

Policy DM19: Leisure Facilities and Attractions

Major Facilities

Proposals for major leisure facilities or attractions (excluding visitor accommodation) that involves more than 1,000sqm of floorspace or 1 hectare or more of land will be permitted where:

I. **The site is within the identified town centre boundary of Lancaster and Morecambe, preferably in a brownfield location within Morecambe which can provide a catalyst for regeneration within the locality, or is supported by a specific site allocation in the Land Allocations DPD or an identified direction of mixed use growth set out elsewhere within the local development plan.**

Proposals in rural areas will also be considered favourably where it is demonstrated that a rural location is necessary for the facility / attraction and that it cannot be located in a more sequentially preferable town centre location. Proposals will be considered favourably where:

II. **It is for the expansion of an existing leisure facility or attraction in the countryside and is in scale and character with its location and complies with other relevant policies within this Development Management DPD; or**
III. **It is for the conversion of suitable existing buildings in the countryside and the proposal complies with other relevant policies within this Development Management DPD.**

Minor Facilities

Proposals for minor leisure facilities or attractions involving less than 1,000sqm of floorspace or 1 hectare of land will be considered favourably where it meets criteria (i) to (iii) and where the proposal:

[28] https://www.gov.uk/government/publications/national-planning-policy-framework--2

IV. Is located within an identified town centre boundary, preferably in a brownfield location, or within a complex of existing rural buildings;
V. Is accessible to a variety of modes of transport, including public transport;
VI. Does not result in an adverse impact on the visual amenity within the locality;
VII. With regard to rural buildings, the proposal satisfies the relevant criteria of Policy DM46.

Proposals for leisure uses (both major and minor facilities) which are located outside of defined town centre locations should address the relevant requirements of Policy DM14 of this DPD in relation to the Sequential Test and Impact Assessment.

Proposals for both major and minor leisure facilities and attractions must assist in delivering improvements to Green Infrastructure within the local area.

Any proposals which are expected to generate significant footfall and vehicle movements will be expected to provide a travel plan in accordance with Policy DM61 of this document.

All proposals for leisure and visitor facilities should have due regard to all relevant planning policies within the Development Management DPD, in particular relating to impacts on the local environment, amenity and highways.

Developments which are likely to increase harm through visitor pressure within internationally designated wildlife sites or designated landscape areas will not be supported.

8.3 Policy DM18 provides a positive framework for promotion of leisure facilities for the benefit of both local people and visitors to the district. Directing most of the leisure / visitor related development to the main settlements of Morecambe and Lancaster can assist in strengthening their viability as centres, ensuring that facilities can be accessed by a range of transport modes and continue to protect the natural environment.

8.4 The Council recognises the benefits that the leisure economy can have on the rural economy through the creation of new business, new jobs and more investment within the local area. Therefore development of leisure facilities in the countryside will be supported in principle but only in appropriate locations, where it is demonstrated that adverse impacts are minimised and proposals are in accordance within other policies within this document.

8.5 For the purposes of clarity, the term 'leisure attractions and facilities' should include major visitor attractions and major leisure / sporting attractions.

Visitor Accommodation

8.6 To promote the district of Lancaster as an attractive destination for visitors it is essential to offer a good range of quality accommodation in attractive, accessible locations. Government guidance considers that hotels, which are identified as a 'main town centre use' within the NPPF should be located in sustainable town centre locations. Therefore proposals for hotels should be focused on the main centres of Lancaster, Morecambe and Carnforth in the first instance and, should an edge-of-centre or out-of-centre location be proposed, that the sequential approach set out in Paragraph 24 of the NPPF be applied. Town centre locations are the highest priority for the provision of new accommodation as these will best facilitate linkages with shops, restaurants and other facilities.

8.7 Visitor accommodation can take many forms ranging from substantial hotels through to smaller bed & breakfast establishments to holiday cottages and holiday chalets. Proposals for smaller-scale

visitor accommodation may be acceptable beyond town centres and into rural locations, provided their scale is in keeping with the surrounding area. This may be as a guest house or farm-related visitor facilities, particular where proposals can aid agricultural diversification and involve the re-use of existing buildings which are worthy of retention.

Policy DM20: Visitor Accommodation

Hotel Accommodation

Proposals for hotel development will be supported where they are located within a defined town centre, as set out in the Local Plan Policies Map or are in accordance with the relevant policies within the future Land Allocations DPD.

Proposals which involve the development of hotel uses located outside of the defined town centre boundaries and which are not in accordance with relevant policies within the future Land Allocations DPD will be expected to demonstrate, through the use of the sequential test, that no sequentially preferable sites exist, whether this be in a town centre or, in the case of out-of-centre proposals, that no preferable edge-of-centre locations exist. Flexibility should be demonstrated in relation to format and scale of proposals.

All proposals for hotel development will be expected to demonstrate that the location is accessible to a range of transport modes and public transport.

Other Visitor Accommodation

Proposals for other visitor accommodation, including bed & breakfast, self-catering accommodation (excluding caravan sites, log cabins and chalets) will be acceptable where the proposal:

I. **Is on a site within the existing built-up area of Lancaster, Morecambe, Heysham, Carnforth or smaller settlement which provides a sufficient level of basic service provision, preferably on previously developed land; or**
II. **Is on a site which has a specific land allocation or an identified direction of mixed growth set out elsewhere in the Local Plan; or**
III. **Provides accommodation of an appropriate nature and scale to meet the needs of an existing visitor facility or attraction and is located adjacent to the facility or attraction; or**
IV. **Involves the conversion or re-use of a suitable existing rural building(s) and the proposal complies with other relevant policies within this document, particularly the criteria set out in Policy DM46.**

Proposals which relate to other types of visitor accommodation, including caravans (both static and touring), log-cabins and chalets should be considered under Policy DM49 of this document.

The Creation and Protection of Cultural Assets

8.8 Culture, leisure and the arts play an important role in the district, both for the benefits they provide to the local economy (particularly the visitor economy) and the community well-being of the people who live and work within the district.

8.9 For the purposes of clarity the term cultural asset is used to describe a range of facilities including theatres, museums, heritage assets and the historic environment, live music venues (not public houses), community halls, cinemas and other public meeting venues. In particular cultural assets can be a building or structure that establishes a society's social roots and history.

8.10 The Council will also support, subject to the consideration of all other relevant policies, the creation, expansion or improvement of existing cultural assets within the district. Any proposals should demonstrate that the creation of a new facility will deliver wider benefits to the local economy, through financial investment into the locality or through the creation of jobs for local people. In the case of improvements to an existing facility the proposal should deliver an improvement to the cultural offer that the existing facility provides.

Policy DM21: The Creation and Protection of Cultural Assets

The Creation or Improvement of Cultural Assets

Proposals which involve the creation of new cultural facilities, or the improvement / expansion of existing facilities will be supported subject to the following issues being addressed:

I. **The proposal should demonstrate that it will deliver benefits to the wider economy;**
II. **Any proposed enhancements to an existing facility will result in the improvements of the cultural offer;**
III. **The proposal should be located in an accessible and sustainable location which can be accessed by a range of transport methods;**
IV. **The proposal should ensure that there is no damage to the local amenity of the area, particularly in terms of impacts on residential amenity and highway safety; and**
V. **The proposal would help secure the future of an existing heritage asset through its conservation and enhancement.**

Proposals will be supported which assist in the delivery of aspirations and actions of the Council's most up-to-date Cultural Heritage Strategy which seeks to realise the economic benefits arising from cultural assets whilst securing their long term future.

Any proposals for cultural facilities should have due regard to all other relevant policies in this Local Plan.

The Protection of Existing Cultural Assets

The Council will seek the protection of existing cultural assets in the district which are considered to be of value to the local and / or wider community. Any proposals which involve the re-use of existing cultural facilities for alternative uses will be required to demonstrate the previous use of the premises is no longer viable and the facility is no longer of value either economically or to the local and / or wider community.

Any proposals for alternative uses should ensure they comply with all other relevant policies in this Local Plan.

8.11 New cultural facilities should be sited in locations which are highly accessible, with a preference towards town centre locations, or where geographically necessary, or within rural settlements. New facilities and any proposed expansions of existing facilities should ensure that there is minimal impact on the amenity of the locality. Any proposals should positively contribute towards the visual amenity within the locality through the positive use of design.

The Evening and Night-Time Economy

8.12 Evening activities that take place after 5pm provide a fundamental part of maintaining a strong and successful town centre because they extend vitality beyond the normal working hours, making town centres more attractive places to live and work. It is important; however, these uses are carefully balanced so that evening and night-time uses are complementary to, rather than conflict with, other town centre uses.

8.13 The evening and night-time economy in Lancaster has grown over many years. When managed correctly a successful evening and night-time economy becomes part of a town's character and atmosphere, as well as creating jobs, increasing visitor numbers and providing opportunities to showcase a wide range of arts and cultural events.

8.14 The Council will plan positively for a range of complementary evening and night-time uses including the arts, culture and entertainment uses (such as cinemas, theatres, restaurants, bars and nightclubs) that can appeal to a wide cross-section of the population and a variety of age groups.

Policy DM22: The Evening and Night-Time Economy

The Council will encourage and support the sustainable growth of the district's evening and night-time economy which will contribute to the vitality of town centres, subject to addressing the following considerations:

I. **The design of development and management arrangements particularly focusing on public safety, crime prevention and reduction of anti-social behaviour;**
II. **That there will be no significant individual or cumulative effect on the surrounding amenity and character of the area due to noise, litter, odour, traffic generation, highway safety, parking, general disturbance or problems of disorder and nuisance;**
III. **Arrangements for mitigating pollution including ventilation equipment, grease disposal, grease traps and noise insulation are provided in a way that minimises visual and environmental impact;**
IV. **Access requirements for people of all ages and abilities are provided; and**
V. **The day time use does not detract from the character and amenity of the surrounding area, shops and services, particularly through the creation of an active ground floor street frontage.**

Development proposals will not be permitted in locations where they exacerbate existing problems when considered against the criteria set out above.

8.15 The promotion of an evening and night-time economy in main urban settlements needs to be appropriately managed to ensure that community safety is protected and anti-social behaviour is not increased. Proposals should be sited in appropriate locations, away from primary shopping frontages and should consider the cumulative impact on the character and function of the town centre, crime and local amenity.

8.16 In some town centre locations the clustering of evening and night-time uses has led to an adverse impact on local amenity. Proposals which exacerbate existing problems, such as anti-social behaviour will be resisted by the Council.

Public Realm and Civic Spaces

8.17 The creation of high quality streets and spaces in the district, particularly in urban locations, is an

important way of creating a distinctive sense of place. Improvements and enhancements to public realm and civic space will be supported and it will be expected that new development proposals should contribute to such improvements, either directly through the development proposal or through financial contributions to wider regeneration and improvements within the locality.

8.18 To deliver such improvements the Council will work with all relevant stakeholders to improve accessibility and quality of the urban environment by addressing the following issues: provision, accessibility, rationalisation and maintenance of street furniture, street clutter, lighting, planting, signage and paving in order to improve the streetscape and produce a high quality urban environment which is accessible to all.

Policy DM23: Public Realm and Civic Space

The Council will expect development proposals within urban areas to make a positive contribution to their surroundings, through the good use of design, layout and use of materials, to create positive, safe and attractive streetscapes which contribute to the visual amenity of their locality and encourages good accessibility and connectivity between buildings and urban spaces.

Improvements should seek to address issues of provision, rationalisation and maintenance of street furniture, signage, lighting and paving, to improve the streetscape and produce a high quality, accessible environment.

Where exceptionally their benefits justify development, proposals that have an adverse impact on public realm, urban connectivity or urban spaces will be expected to contribute towards the delivery of improvements to public realm and civic space elsewhere.

8.19 Pedestrian linkages within and around defined town centre areas should, where possible and appropriate, be strengthened to increase accessibility to pedestrians, cyclists and all vulnerable groups. New development should improve accessibility directly through to their proposals. Town centre developments and major developments which have an impact on the town centre will be encouraged to contribute towards wider regeneration schemes within their locality, for example the Square Routes and 'Beyond the Castle' projects in Lancaster[29] and future public realm works associated with the implementation of the Morecambe Area Action Plan DPD[30]. Projects such as these, whether they are public or private and have significant benefits to public realm will be supported by the Council.

8.20 Good quality urban spaces can play an important role in the delivery of green infrastructure in the district; accordingly the application of this policy should consider guidance set out in Policy DM39 of this document which relate to green infrastructure provision.

Open Spaces, Sports and Recreational Facilities

8.21 The provision of open spaces, for the benefit of local amenity and as a source of recreation and activity, is vitally important to aid the well-being of local residents and create a positive sense of place.

[29] http://www.lancaster.gov.uk/business/regeneration
[30] http://www.lancaster.gov.uk/business/regeneration/morecambe-area-action-plan

8.22 The Council is in the process of preparing a refresh of the evidence in relation to open space and recreational facilities, supplementing the orginal study undertaken in 2010[31]. The refreshed assessment. At this point in time it remains the position that a deficiency applies across much of the urban areas of the district. Therefore the Council's approach will be to resist development which would result in loss of open space provision, in particular spaces which have an environmental or community value. The Council believe this to be a vital piece of evidence in understanding the current demands and future needs for a range of open space types. The Council expect that development proposals will seek to address deficiencies in open spaces where necessary and appropriate to do so.

8.23 Not all open space is important for recreational, environmental and community uses, nor does it necessarily contribute to the visual amenity of the locality. Existing open spaces may also offer the opportunity to contribute to necessary development, improvements to the urban environmental or enhancements to existing open spaces. Therefore, where exceptional circumstances are demonstrated consideration will be given to proposals which involve the loss of identified open spaces. However, in determining whether open space should be released for development community involvement will be central to the decision making process. This must be undertaken by the developer / applicant in advance of the submission of the planning application.

8.24 The Council will seek to retain all open space where it is concluded to have a value, either to the local community that it serves or other environmental values. Community ownership of open spaces, both physically and morally, will be encouraged by the Council. The management and improvement of such assets should be championed through local communities which they serve and are of value to. The Council will seek to work in partnership with the local community to assist with the ongoing maintenance of green space.

Policy DM24: Open Space, Sports and Recreational Facilities

Protection of Recreational Open Space

Open space which the Council views to have an environmental, economic or community value will be protected from development proposals which would result in their loss, either partially or fully. Should the Council accept that exceptional circumstances exist in relation to the re-use or redevelopment of open space, high quality re-provision will be required which provides equal or better provision than currently exists. Any improved provision should seek to serve both existing users of the space and any uplift in users associated with the development proposed.

In terms of deciding on the value of the open space, the Council will only consider the loss of open space where it has been clearly demonstrated, via consultation with key stakeholders and the local community, that the land in question no longer has an economic, environmental or community value. Only once this has been clearly demonstrated by the applicant / developer will the Council consider the loss of open space. Proposals which involve the loss of open space will also need to be accompanied by a full Open Space Assessment in accordance with Paragraph 74 of the National Planning Policy Framework.

Development proposals which are within the vicinity of designated open spaces will be required to incorporate design measures that ensure that there are no negative impacts on amenity, ecological value and functionality of the space. The Council will only permit

[31] http://www.lancaster.gov.uk/planning/planning-policy/sport-and-recreation-studies

development that has identified negative impacts on open space where appropriate mitigation measures or compensation measures have been provided.

The Council will protect semi-natural private amenity space, particularly in the main urban settlements of Lancaster and Morecambe, which are not specifically designated as open space but have an economic, environmental or social value to the community they serve. Development of such sites will not be encouraged unless appropriate re-provision is provided or it is clearly demonstrated by the applicant that the land in question does not provide any economic, environmental or social value.

The Creation of New Recreational Open Space

Development proposals located in areas of recognised open space deficiency will be expected and encouraged to provide appropriate contributions toward open space provision, either through the provision of on-site facilities or, more likely in relation to recreational space, a financial contribution toward the creation of or enhancement of existing recreation spaces off-site. Development proposals should give due consideration to the standards and thresholds set out in Appendix D of this DPD in relation to open space requirements or, where appropriate, site specific policies contained within the Land Allocations DPD.

Any provision made for recreational open space should be fully accessible to the public without any restrictions and will be provided in addition to any private amenity space or landscaping. Proposals should not have an adverse impact on surrounding residential amenity in terms of light and noise disturbance, any potential impacts should be appropriately mitigated against.

Biodiversity benefits are required to be maximised as part of any open space provision. New or improved open space is required to incorporate areas of wildlife habitat complementing the surrounding habitat and biodiversity; such space should be appropriately managed in perpetuity.

8.25 Proposals will be expected to have due regard to the inclusion of open spaces within the development which is appropriate in scale and nature to what is being proposed.

8.26 Development proposals should be considered against the requirements for on-site provisions and off-site financial contributions which are set out in Appendix D of this DPD. The requirements set out in Appendix G are based on national standards and will be used as a basis for discussion for negotiations between the local planning authority and applicants. Issues of viability will be given due consideration within the negotiation process.

8.27 In considering the issue of viability, development proposals should consider whether it is appropriate to provide either on-site provision or financial contributions to the enhancements and improvements of existing nearby facilities. Dialogue is recommended between applicants and the Council to inform the understanding over open space requirements in the local area.

8.28 Whilst commercial development is unlikely to give rise to the need for open space provision, landscaping will form a key element of any proposal.

8.29 Development which forms part of a strategic land allocation, as identified in the Land Allocations

DPD should take direction from the specific policies relating to the site (and Masterplan if applicable) in relation to open space requirements.

9. Education and Skills

9.1 The district is home to a number of higher education establishments which the wider development plan will seek to support sustainable growth throughout the plan period to encourage both increased job growth and ensuring the opportunities for appropriate skills and training opportunities for young people. Further detail on how the development plan will support growth in these establishments is set out in the Land Allocations DPD.

9.2 To achieve sustainable economic development, applications for major development will be expected to develop and implement an *'Employment and Skills Plan'* (ESP) identifying opportunities for employment and up-skilling of local people through the implementation of their development proposal. The ESP should be informed by priorities identified through liaison with the Council, local employment and skills agencies. The target outcome of the ESP will be commensurate with, and assessed against, construction industry standard benchmarks of the employment / skills outcomes expected from the particular size and type of construction proposed.

Policy DM25: Employment and Skills Plans

In major* development schemes the Council will, depending on the size and scale of a proposal, expect an applicant to undertake and implement 'Employment and Skills Plan' which will set out opportunities for, and enable access to, employment and up-skilling of local people through the construction phase of the development proposal. In such cases where this is considered to be appropriate, reference should be made to requirements of the adopted Supplementary Planning Document (SPD) on this matter.

With regard to Employment and Skills Plan, major development is defined as above 1,000sqm of new commercial floorspace or 20 or more new dwellings.

9.3 The Council are due to publish a Supplementary Planning Document (SPD) in early 2017 on this matter which should be given due consideration should an ESP be required.

10 The Design of Development

Key Principles

10.1 This policy sets out the key design principles that the Council will look to apply to new development within the district. The policy addresses a range of issues and seeks to ensure that development adds positively to the wider environment having regard to the existing character and quality of the area.

10.2 The Council would expect evidence of these considerations to be provided in the accompanying 'Design and Access Statement' to the application. As identified in the Council's Validation Guide[32]

[32] http://www.lancaster.gov.uk/planning/submit-a-planning-application

further information on the sustainability credentials of a proposal will be required for all new or converted residential, commercial, leisure and institutional buildings, but not for extensions to existing buildings in a Sustainability Statement. This can be incorporated in a Design and Access Statement where it is appropriate to do so. Further information on the key principles outlined in Policy DM26 has been provided in a Planning Advisory Note (PAN) on residential design[33].

Ensuring Privacy

10.3 New dwellings should be as private and free from overlooking and overshadowing as possible. To achieve this developments should give consideration to the following principles:

- There should normally be at least 21 metres between dwellings where windows of habitable rooms face each other and 12 metres where a habitable room faces onto a side wall with no such window;
- The main windows of habitable rooms should not be overshadowed by boundary walls, fences or two-storey gable walls;
- The avoidance of excessively high screening**.**

10.4 The highlighting of minimum distances does not mean that they will always be acceptable. There may be instances where these minimum distances need to be increased or reduced depending on circumstances, for example site topography or density considerations.

Garden Space

10.5 The Council recognises the importance that private garden space can provide, both to the health and well-being of residents but also the benefits that it can provide to the natural environment, particularly in urban locations. The following levels of provision will be encouraged:

- With the exception of flats, new houses should look to ensure at least 50sqm of usable private garden space which is not directly overlooked by neighbouring properties;
- Rear gardens should look to achieve at least 10 metres in depth, unless there are overriding design reasons to justify a reduced depth, provided that the garden area still provides 50sqm of useable, private amenity space and providing neighbouring private amenity open space will not be overlooked;
- Small north facing gardens should normally be avoided;
- Flat developments should provide a reasonable amount of communal amenity space per unit of accommodation. The actual provision required will depend upon site and building characteristics; and
- Provide opportunities for the growing of food for personal consumption.

Accessibility

10.6 The Council will ensure that new development is proposed in locations that are sustainable and accessible and well-connected to existing services. Developments should have access to a wide range of sustainable transport methods without being limited to the use of private cars to access the site (see Policy DM58).

10.7 Proposals for new development should incorporate safe and appropriate access arrangements that are not at the detriment of highway safety and satisfy the local highway authority.

10.8 The Council will seek to ensure that all new developments are fully accessible to all members of the

[33] http://www.lancaster.gov.uk/planning/planning-policy/supplementary-planning-documents-spds

community and therefore compliant with the most relevant and up-to-date legislation. This is particularly important for public buildings and those that would generate significant footfall.

The Natural and Built Environment

10.9 It is important that new development protects and enhances the natural and built environment. New development can make a positive contribution to the surrounding landscape or townscape and the Council will ensure this new development achieves this by seeking high quality design and landscaping.

Policy DM26: Key Design Principles

General Principles

New development should make a positive contribution to the surrounding landscape or townscape. The Council will expect development (new build, conversions, alterations or extensions) to:

I. **Contribute positively to the identity and character of the area through good design, having regard to local distinctiveness, appropriate siting, layout, palate of materials, separation distances, orientation and scale;**
II. **Ensure no significant detrimental impact to amenity in relation to overshadowing, visual amenity, privacy, overlooking, massing and pollution;**
III. **Ensure that safety and security are fully considered through the design process;**
IV. **Promote diversity and choice through the delivery of a balanced mix of compatible buildings and uses; and**
V. **Create buildings and spaces which are adaptable to changing social, environmental, technological and economic conditions.**

Accessibility

VI. **Be accessible to all sectors of the community, including people with disabilities;**
VII. **Promote and enhance access and permeability by creating places that connect with each other and existing services, and are easy to move through; and**
VIII. **Incorporate suitable and safe access to the existing highway network and road layout design, in line with latest standards.**

Green Infrastructure and the Natural Environment

IX. **Retain appropriate amounts of garden / outdoor space for occupiers of both proposed and neighbouring uses; and**
X. **Provide sufficient landscaping areas / buffer zones and appropriate levels of open space provision to mitigate development impacts on adjoining sensitive uses and the open countryside.**

Other Environmental Considerations

XI. **Minimise impacts on air quality (including odour), noise pollution and excessive lighting;**
XII. **Improve existing ground conditions and protect existing soil quality through addressing and remediating contaminated land and land instability issues where they exist;**
XIII. **Enhance opportunities for protected species such as bats and swifts through the inclusion of appropriate roosting habitats;**

XIV. Incorporate surface water drainage through appropriate management techniques maximising where possible their opportunity to deliver amenity and biodiversity enhancements;

XV. Incorporate appropriate waste and recycling facilities;

XVI. Adapt to climate change by utilising opportunities for natural lighting, ventilation and heating by/through design, layout and orientation; and

XVII. Include measures to mitigate the effects of climate change by the incorporation of water and energy efficiency in new and existing buildings.

Where major development proposals are likely, due to their size and scale, to have an adverse impact on the local built environment, the Council will expect applicants to make use of local Design Panels to assess such impacts at the pre-application stage. The views and recommendations of Design Panels will be given due consideration in the decision making process.

Gateway Locations

New development located at the entrances / gateways to major settlements (Morecambe, Lancaster and Carnforth) must be of a high standard of design and contribute towards creating a positive statement when entering these settlements. This approach is of particular importance on the southern and northern approaches to Lancaster via the A6; the eastern approaches to Lancaster via the A583 (Caton Road & Parliament Street); and the northern approach to Carnforth via the A6).

Pollution and Waste Management

10.10 The Council will seek to ensure that new development minimises any adverse impacts arising from pollution, including noise, light, air (including odour) and ground pollution through appropriate location, operation and design. Applicants should also consider the impact of existing sources of pollution when locating new development. Clearly new development that is sensitive to pollution is not appropriate where existing sources of noise, light or air pollution cannot be satisfactorily mitigated, or where it would prejudice the viability of other important land uses by reasons of its sensitivity to pollution.

10.11 New development should also provide for the storage of refuse and recyclable materials in easily accessible and safe locations, having regard to relevant urban design considerations (i.e. not having a significant detrimental impact upon the setting of a property or streetscene). To provide further information on how this can be achieved the Council have published a 'Planning Advisory Note' on this matter.

Gateway Locations

10.12 If a new development is to be located in a key gateway location then the Council will ensure it achieves a high standard of design and creates an attractive, welcoming entrance to key settlements in the district.

Design Review Panel

10.13 In accordance with paragraph 62 of the National Planning Policy Framework[34] (NPPF) the Council will utilise Design Review Panels to assess the impacts of major development proposals, particularly those which due to their size, scale and location may have adverse impacts on their surroundings. The views and recommendations of these panels will be given due consideration in determining a

[34] https://www.gov.uk/government/publications/national-planning-policy-framework--2

planning application.

Sustainable Design

10.14 Sustainable design can make a positive contribution to improving the overall sustainability of new development in the district by minimising or avoiding negative environmental impacts and improving the sustainability performance of development.

10.15 Encouraging developers to follow a low carbon strategy will help ensure that new developments reduce carbon emissions from buildings, to achieve zero carbon buildings. The proposed mechanism for achieving these requirements is through an incremental increase in the energy efficiency requirements of Building Regulations (Part L). These requirements concern the carbon emissions of new development and will eventually lead to Building Regulations requiring new development to achieve a zero carbon rating in accordance with an agreed definition and timeframe.

Policy DM27: Sustainable Design

Sustainable design has an important role to play in achieving zero carbon buildings and improving the overall sustainability performance of new development, offering opportunities to deliver improved efficiency and reduced environmental impacts. The Council is supportive of proposals which deliver high standards of sustainable design and construction.

In delivering sustainable development the Council will encourage development to deliver high standards of sustainable design and construction through consideration of:

I. **Measures to reduce energy consumption and carbon dioxide emissions, and water consumption;**
II. **Opportunities for energy supply from on-site, decentralised, renewable or low carbon energy systems;**
III. **Opportunities to contribute to local and community-led energy initiatives;**
IV. **Account of landform, layout, building orientation, massing and landscaping to minimise energy and water consumption;**
V. **Use of materials that reduce energy demand (for example, insulation) and increase the energy efficiency of the building/development; and**
VI. **The reuse of existing resources (including the conversion of existing buildings) where this would be 'fit for purpose'.**

Applicants are encouraged to implement nationally described standards (Code for Sustainable Homes, BREEAM, Passivhaus) to achieve sustainable design.

The delivery of high standards of sustainable design and construction can increase the cost of development. To ensure that the delivery of development is not overly disincentivised in the determination of planning applications the Council recognise that a balance must be made between the enhanced standards of sustainable design and construction and the viability of development.

The Council intends to prepare further guidance which will expand on the principles of this policy.

10.16 Checking compliance with Building Regulations is a separate process to getting planning approval; however both processes must be complied with. In the context of sustainable design applicants are encouraged to consider both together at the design stage as this will help to avoid problems, delays and increased costs as proposals are progressed through to application stage.

10.17 The Council recognises that the viability of new development may be affected by factors such as local sustainability requirements, particularly in less buoyant economic times. A key indicator of viability improving is greater developer confidence in the market. In determining sustainable design requirements the Council will monitor the delivery of new development across the district.

10.18 Opportunities to deliver enhancements in the energy and water efficiency performance of new developments in advance of building regulations will be encouraged by the Council with support given to those schemes which deliver high standards of sustainable design and construction.

10.19 Further guidance on sustainable design issues will be provided by the Council to set out in more detail on the content of Policy DM27. This document will also provide clarity around the future zero carbon definition, in particular the proposed 'carbon compliance' standard and the role of 'allowable solutions' in achieving this.

10.20 The Council would expect evidence of the sustainable credentials of new development to be provided in an accompanying Sustainability Statement. This is required for all new or converted residential, commercial, leisure and institutional buildings, but not for extensions to existing buildings. Further details on this are provided in the Council's Validation Guide[35] (2015). The Sustainability Statement can be incorporated in a Design and Access Statement where it is appropriate to do so.

Air Quality Management and Pollution

10.21 Air quality and pollution are widespread concerns at both district and national level. The Council has a range of activities underway to deal with these issues[36]. There are currently three locations where air quality does not meet the national air quality objectives that aim to protect people's health and the environment. These are the centre of Lancaster, the centre of Carnforth, and Galgate and each location has been declared an Air Quality Management Area (AQMA).

10.22 The largest AQMA is located in the centre of Lancaster where emissions from vehicles, particularly from HGVs on the one-way system contribute toward high levels of nitrogen dioxide levels. These designations are regularly monitored and amendment to these areas (as well as considering the potential for further designations) will be implemented as appropriate. The impact of the Bay Gateway on the three AQMA's will be monitored.

10.23 The Council have published an Air Quality Strategy[37]. The process has also been incorporated into the Highways and Transport Masterplan for Lancaster District which is available on the Lancashire County Council website.

10.24 The Council will ensure that proposals for all new development regardless of location will seek to minimise polluting emissions by applying standard emission reduction measures. The Council will

[35] http://www.lancaster.gov.uk/planning/submit-a-planning-application

[36] http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality

[37] http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality/air-quality-reviews-and-assessments

also seek to ensure developments do not have an unacceptable negative impact on local air quality particularly consider their impact on AQMA's or on areas where pollution levels are close to air quality objective levels. Similarly, proposals for new development should not put people's health at risk by introducing new exposure to areas where pollution levels are above or close to air quality objective levels.

Policy DM28: Air Quality Management and Pollution

All development proposals must seek to minimise the associated emission of harmful air pollutants during both the construction and operational phases. They must also avoid causing or worsening a breach of an air quality objective level or limit value, or exposing those who use and occupy the site to unacceptable adverse exposure.

The developer must take these aims into account with regards choice of location, general site or building design and transport arrangements. They are also likely to need to apply additional on-site mitigation and where the latter is not sufficient to meet the policy aim, a further financial contribution towards local air quality management off-site emission reduction measures may then be required and considered as part of mitigation / offsetting proposals. This contribution will be based on the calculated associated air pollutant damage costs.

Accompanying guidance provides details on site classification with reference to impacts on existing Air Quality Management Areas, standard mitigation requirements and assessment requirements to demonstrate impact and mitigation performance levels. The latter includes the appropriate use of both mass emission and pollutant concentration assessment methods.

For development proposals in urban areas the inclusion of solid fuel combustion appliances is discouraged.

10.25 One of the ways that the Council will seek to minimise the impact of new development on air quality is to ensure a development provides a suitable level of infrastructure for the charging of electric / plug-in hybrid vehicles. Measures such as the provision of facilities and infrastructure to enable and encourage walking and cycling and the use of lower emissions transport options such as ultra-low emission car sharing / car hubs / fleet vehicles, will also be key mitigations measures.

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

Contaminated Land

10.27 The Council are not aware of any development sites in the district which are contaminated to such an extent as to render them undevelopable. Nevertheless the Council are keen to ensure that on derelict or vacant sites that come forward for development purposes can be developed and occupied safely. As the local pollution control authority the Council are required by the Environment Act 1995 to identify contaminated sites.

10.28 Developers should undertake tests during the initial stages of the development process to determine whether any contaminants are present and ensure that their site is suitable for the proposed use. The Council will encourage developers to discuss potential contamination issues with

the Contaminated Land Officer at an early stage in the development process.

Policy DM29: Contaminated Land

Where is it considered that land may be affected by contamination, planning permission will only be granted for development provided that the following criteria are satisfied:

I. All works, including investigation of the nature of any contamination, can be undertaken without the escape of contaminants which could cause unacceptable risk to health or to the environment; and

II. It is demonstrated that the developed site will be suitable for the proposed use without risk from contaminants to people, buildings, services or the environment including the apparatus of statutory providers.

10.29 Potential sources of contamination are varied and can include residual waste from historic land uses such as gas production, industrial uses, landfill sites or sewerage treatment. Risks from contaminated land include materials which are left in the soil that could be released into the air, leach into the water table or contaminate home grown food. If left untreated such contaminants may affect residents, workers, buildings or services – either on the site itself or nearby,

10.30 Care should be taken throughout the development process, including any preliminary investigations, as survey work such as borehole drilling which may sometimes release contaminants. Care should be taken to prevent any substances within the soil from polluting local rivers or groundwater, the Environment Agency are normally consulted with respect to this.

10.31 Although the Council have yet to identify any contaminated sites that are likely to come forward for redevelopment, Policy DM29 of this DPD sets out criteria which will be applied if proposals emerge.

Development and Flood Risk

10.32 The district is located on the coast and contains a number of large rivers, particularly the River Lune which can be susceptible to flooding in extreme weather events. Many of the main settlement areas in the district lie within areas which, to varying degrees, are vulnerable to flooding, such as Lancaster on the River Lune and Morecambe on Morecambe Bay. The Council are currently preparing an updated Strategic Flood Risk Assessment (Stage 1) which will be published in late spring 2017.

10.33 The Council will seek to ensure that new development does not increase flood risk, however in some cases this will be unavoidable because significant parts of the main urban areas of Lancaster and Morecambe are located within such flood risk areas. Flood risk can be mitigated through the use of Sustainable Drainage Systems (SuDS) to manage surface water flows. SuDS can also assist in pollution control through improved filtration and habitat creation within developments.

Policy DM30: Development and Flood Risk

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas of highest risk. But where development is necessary, it should be designed to make it safe without increasing flooding elsewhere.

New development, in areas which are vulnerable to flood risk (i.e. Zones 2, 3a and 3b and local sources of flooding) must meet the requirements of the National Planning Policy Framework (paragraphs 100 to 104 and within the National Planning Practice Guidance), applying the Sequential Test, Exception Test and producing site-specific flood risk assessments as required.

New development proposed within defined areas of flood risk must ensure:

I. **That the proposed use meets the Sequential and Exception Tests as appropriate, as set out in National Planning Practice Guidance (NPPG);**
II. **That a Site-Specific Flood Risk Assessment is prepared for sites as described in paragraph 103 of the National Planning Policy Framework;**
III. **That suitable and appropriate flood prevention and mitigation measures are agreed, implemented and maintained to ensure that development is appropriately flood resilient and resistant;**
IV. **There will be no net increase of flooding to properties within the locality as a result of the development (such as increases in surface water run-off or the reduction in the capacity of flood storage areas) unless suitable and appropriate compensation or mitigation measures exist or can be agreed, implemented and maintained;**
V. **That on-site surface water run-off through the use of Sustainable Drainage Systems (SuDS) and the use of permeable surfaces are used where appropriate in accordance with Policy DM31 of this document; and**
VI. **There is no adverse impact on, or unacceptable risks to, the quantity or quality of water resources in accordance with Policy DM33 of this document.**

10.34 New development must consider the Environment Agency Flood Zone Maps that highlight areas at risk and vulnerable to flooding, either from fluvial (river) sources or coastal flooding. The maps also show variations in the areas of risk, and highlight land in Zone 3 as being at greatest risk from flooding and Zone 1 as being at limited risk from flood events. They are also updated on a regular basis to take into account revised data.

10.35 The National Planning Practice Guidance (PPG) formally published by the Government in 2014 sets out a full range of guidance on matters relating to flood risk. Development proposals in areas which are vulnerable to flood risk should take account of the guidance provided in the NPPG in demonstrating that this matter has been fully addressed as part of the application process, including the role of flood risk assessment, the sequential test and exception test.

10.36 Where relevant new development must also consider the Environment Agency's Shoreline Management Plan (SMP)[38] which sets out the recommendations for coastal management over the forthcoming 100 years. Similarly, for local river catchment new development must also consider the Environment Agency's Catchment Flood Management Plans (CFMP)[39].

Surface Water Run-Off and Sustainable Drainage

10.37 Surface water flooding occurs where the ground and rivers can no longer absorb heavy rainfall and when man-made drainage systems have insufficient capacity to deal with the volume of rainfall. Typically this type of flooding is localised and occurs very quickly in extreme weather so is difficult to predict and warn against. It is predicted that climate changes will result in more short-duration, high intensity rainfall and therefore surface water flooding is likely to become an increasing problem,

[38] https://www.gov.uk/government/publications/shoreline-management-plans-smps
[39] https://www.gov.uk/government/collections/catchment-flood-management-plans

particularly within the district's urban settlements.

10.38 Both urban and rural environments can be highly susceptible to surface water run-off as a result the Council will therefore seek to ensure that new development limits water discharge levels into local sewers and drains to improve capacity in the network.

10.39 The Council advocate the use of a SuDS hierarchy for new development in line with developments in line with best practice. The hierarchy is as follows:

a. Discharge into the ground (infiltration).
b. Controlled discharge to a surface water body, watercourse or the sea.
c. Controlled discharge to a surface water sewer.

10.40 In line with the SuDS hierarchy the Council will expect relevant proposals to investigate the suitability and appropriateness of the following attenuation measures:

- Store surface water for later use;
- Use infiltration techniques, such as porous surfaces in non-clay areas;
- Attenuate surface water in ponds or open features for gradual release into the watercourse;
- Attenuate surface water via storage in tanks or sealed water features for gradual release into the watercourse.

Policy DM31: Surface Water Run-Off and Sustainable Drainage

Proposals for all new development will be expected to submit schemes appropriate to the scale of the proposal detailing how on-site drainage will be managed so as not to cause or exacerbate flooding elsewhere in the locality. It is expected that new development identifies solutions to surface water drainage through the use of the SuDS hierarchy.

All development that would increase the rate of discharge of surface water from the site must consider its implications for the wider area. Sustainable drainage systems are expected for all major development, alternatives will only be permitted where sustainable drainage is shown to be impractical or where it is clearly demonstrated to compromise the viability of the scheme. Any alternative scheme must be consistent with both national and local planning policy.

If discharge of surface water to a public sewer is proposed, the onus will be on the applicant to demonstrate that capacity exists in the network. Essential flood prevention and drainage works for developments that include new housing must be completed at the latest prior to the first residential occupation, except in the case of phased development where alternative arrangement are agreed.

Open areas, including highways, within new development must be designed to optimise drainage and reduce run-off, while protecting groundwater and surface water resources and quality.

10.41 There are clearly merits of green solutions to manage surface water which have benefits to ecology, local habitat and biodiversity outweigh more conventional systems and usually improve the appeal a

development has. Developments should be designed with this in mind and the areas which are most susceptible to pooling or with the most scope for infiltration / Soakaways should be reserved for SuDS features.

10.42 SuDS can also enhance biodiversity opportunities within new development. Further information on this issue can be found on the Natural England, Environment Agency and RSPB websites. Developments on greenfield sites, particularly those requiring the preparation of a Development Brief will be required to include measures to deal with surface water drainage.

10.43 Surface water must not be discharged into the foul sewer system; United Utilities will not grant permission for such a proposal. Equally surface water must not be discharged onto the highway or onto other land without a watercourse. Surface water may not be discharged in an unrestricted or uncontrolled fashion

10.44 Further information on best practice examples or SuDS design can be found within the Planning Advisory Note[40] on this matter.

Water Supply and Waste Water

10.45 Adequate water supply, surface water and foul drainage and sewerage treatment capacity must be available to serve all new development. This is in addition to the supply and infrastructure capacity for existing development.

10.46 Shortages and gaps in capacity may affect the timing, delivery and design of development. Water supplies are limited, sewerage capacity vary locally and the Stodday Sewerage Treatment works in particular will require significant upgrading before the end of the plan period.

Policy DM32: Water Supply and Waste Water

Development proposals must take into account the demand for off-site water service infrastructure. In particular, developers will be required to demonstrate that there is adequate waste water capacity on and off the site to satisfactorily serve the development.

The Council will support development proposals where:

I. Sufficient infrastructure capacity already exists; or
II. Extra capacity can be provide in time to serve the development.

Water efficiency measures should be incorporated into the development. The design of non-residential building development should enable achievement of the BREEAM 'Excellent' standard.

10.47 Large scale schemes, particularly the strategic sites identified in the local development plan, may have a major impact on the infrastructure capacity, whereas smaller schemes can cumulatively have the same effect. All developers are therefore encourages to contact United Utilities as early as possible before submitting a planning application to establish the following:

[40] http://www.lancaster.gov.uk/planning/planning-policy/supplementary-planning-documents-spds

- The water supply infrastructure demand of the development both on and off the site and whether this can be met;
- The wastewater infrastructure demand of the development both on and off the site and whether this can be met; and
- The surface water drainage requirements and flood risk of the development both on and off site.

10.48 In some circumstances an assessment may be required to ascertain whether the proposed development would lead to an unacceptable overloading of existing infrastructure. Where there is an identified capacity problem, the Council may require the developer to fund appropriate improvements which must be completed prior to the occupation of development.

10.49 Pressure on water supplies can be in part be address by water efficiency measures to reduce average consumption. This is important because consumption is high and needs to be reduced. More than a thousand people in the district rely upon private water supplies (i.e. non-mains water). Development close to these supplies will be carefully considered to ensure the continued quality of the supply. Any proposals which seeks to commence a new supply, or brings back into use a formerly used existing supply, must notify the Council.

10.50 Domestic water consumption can be considerably reduced by building new homes to high water efficiency standards. Appropriate measures to improve water efficiency include, but are not limited to dual flush toilets, low flow bathroom and kitchen fittings, low water consumption appliances, grey water and water recycling systems, water butts and other on-site water retention systems.

Protection of Water Resources and Infrastructure

10.51 New development must consider the impact on wastewater infrastructure, and there may be a need to co-ordinate new development through a phased approach to allow improvements to wastewater infrastructure. It must also consider the location of the point of connection to the wastewater infrastructure for new development to reduce flood risk and impact on watercourses.

Policy DM33: Protecting Water Resources and Infrastructure

New development must:

- **Not threaten surface water and groundwater quantity and quality caused by water run-off into nearby waterways;**
- **Not threaten the quality and standard of bathing water in the locality;**
- **Consider effective and efficient disposal of wastewater; and**
- **Seek to increase water availability and protect and improve the quality of rivers or groundwater where possible.**

The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land-use or environmental impact.

10.52 The EU Water Framework Directive[41] came into force in December 2000 and established a strategic framework for managing the water environment. It requires a management plan for each river basin to be prepared every six years based on detailed analysis of the impacts of human activity on the

[41] http://ec.europa.eu/environment/water/water-framework/index_en.html

water environment and incorporating measures to improve water bodies where required.

10.53 The Environment Agency is responsible for the implementation of the Water Framework Directive and in December 2009 it published the first set of River Basin Management Plans[42] for England and Wales. The North West plan identifies a range of challenges that need to be tackled to achieve the objectives of the Water Framework Directive.

10.54 The Council can contribute towards tackling the challenges highlighted in the North West plan by ensuring that the design, layout and needs of new development consider solutions to these challenges so that water quality does not deteriorate in the future.

10.55 Drinking water is becoming a more valued resource so the Council will ensure that new development delivers high standards of water efficiency by including measures to avoid wastage including:

- Water saving devices, water efficient fixtures and fittings;
- Rainwater and greywater recycling (water butts or more complex collection and treatment systems);
- Landscaping and gardens that don't require much water; and
- Sustainable Drainage Systems (SuDS).

11. The Historic Environment

11.1 Lancaster district has a very high number of buildings which are recognised on the national list of buildings of special architectural or historic interest. The district contains more than 1,300 Listed Buildings, approximately 2% of which are Grade I listed, 5% Grade II* and the remaining 93% Grade II.

11.2 The district's other heritage assets include 37 Conservation Areas, 41 Scheduled Monuments and 3 Historic Parks and Gardens. Collectively, the district's heritage is a major economic asset. Lancaster is one of the North West's most important and historical cities, visually coherent, it is little damaged by inappropriate development. Places and buildings show a strong historic legacy which mixes Roman and Medieval elements such as Lancaster Castle with the strongly Georgian and Victoria City Centre and more contemporary suburbs.

11.3 The heritage assets found within the district range in significance, from assets which have been specifically designated for their importance to non-designated assets which are recognised at a local level to have historic significance. Policies DM34 to DM38 seek to protect and enhance the value of all types of heritage asset. The local planning authority will protect and enhance the value of heritage assets, whether they are designated or non-designated to ensure their long-term future for the conservation and enjoyment of the historic environment in accordance with the principles set out in paragraph 126 of the National Planning Policy Framework[43] (NPPF).

Assessment of Significance

11.4 All applications that are considered to affect a heritage asset (both designated and non-designated assets) are required to include an assessment of significance of any heritage assets affected. This

[42] https://www.gov.uk/government/collections/river-basin-management-plans-2009
[43] https://www.gov.uk/government/publications/national-planning-policy-framework--2

should also involve an assessment of any contribution made by their setting. Further details on understanding the significance of an asset can be found in Historic England's Conservation Principles, Policies and Guidance (April 2008)[44].

11.5 The level of detail provided in an Assessment of Significance should be proportionate to the asset's importance, and it should be sufficient to understand the potential impact of the development on that significance. The Council's Planning Application Validation Guide[45] should be referred to for further details.

11.6 In determining applications the Council will take account of the following issues:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities, including economic viability; and
- The desirability of new development making a positive contribution to local character and distinctiveness.

Design in the Historic Environment

11.7 High quality design is vital for new developments in the historic environment as the vibrancy and richness of the heritage assets strongly contributes to the cultural values of the district, the quality of which could be eroded through inappropriate or low quality proposals.

11.8 In certain circumstances, and with an understanding the significance of heritage assets and their setting, high quality contemporary design may be acceptable within the historic environment.

Development affecting Listed Buildings

11.9 Listed building consent is required for any works of demolition, and for any works involving alteration or extension to a Listed Building which would affect its character as a building of special architectural or historic interest. Controls apply to all works, both internal and external, that would affect a Listed Building's special interest, whether or not the feature concerned is specifically mentioned in the description of the designated heritage asset.

11.10 The Council will expect that Listed Building consent and related planning application(s) to be submitted at the same time, not separately, unless there are exceptional circumstances that require such a course of action.

11.11 In judging the impact of any alterations on a Listed Building, it is essential that there is a thorough understanding of the elements that contribute toward the significance of the asset, which may comprise a variety of features including windows, staircases internal layouts, landscaping and tree planting for example. In the assessment of harm on the asset consideration must be given to paragraphs 133 and 134 of the NPPF.

11.12 Many Listed Buildings can sustain some degree of sensitive alterations, however this can vary and is greatly dependent on the significance of the asset. Sometimes the need to conserve the significance of the asset is so great that the conversion and alteration into an economic use may be unsustainable. Therefore, their future may be secured through charitable or community partnerships.

[44] https://www.historicengland.org.uk/advice/constructive-conservation/conservation-principles
[45] https://www.lancaster.gov.uk/planning/submit-a-planning-application

11.13 The fabric is an important part of the Listed Building's significance and should be retained as a fundamental part of any alteration or conversion, together with the use of appropriate materials and methods of repair. It is not appropriate to sacrifice old work simply to accommodate new.

11.14 Where alterations are considered to be acceptable it is preferable for new work to be reversible (although this alone does not justify alteration). New openings will need to be considered in the context of the asset's significance. Where proposals may make significant features redundant, such as windows, doors or other features then the impact is likely to be minimised if they are left in place. The junction between old and new features is important, both in terms of their impact on the significance of the Listed Building but also its setting, therefore Policy DM34 is directly relevant to this issue.

Policy DM34: Development affecting Listed Buildings

The significance of a Designated Heritage Asset can be harmed or lost through alteration or destruction of a Listed Building or through development within its setting. Where a development proposal will lead to substantial harm or loss of significance consent will be refused.

Demolition of Listed Buildings

Proposals which involve the substantial harm to or total loss of significance of Listed Buildings, including demolition will not be permitted unless it can be demonstrated that the substantial harm or loss is necessary to achieve overriding public benefits that outweigh that harm or loss, or that the following criteria as set out in Paragraph 133 of the National Planning Policy Framework will apply:

I. **The nature of the heritage asset prevents all reasonable uses of the site; and**
II. **That no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and**
III. **That conservation through grant-funding or some form of charitable or public ownership is demonstrably not possible; and**
IV. **The harm or loss is outweighed by the benefit of bringing the site back into use.**

Extensions and Alterations to Listed Buildings

Proposals which involve the alterations or extensions to Listed Buildings, including any partial demolitions, should be based on an accurate understanding of the significance of the asset.

Proposals which involve external and/or internal alterations to a Listed Building which would have an adverse impact on the special architectural or historic character of the building and/or their surroundings will not be permitted. The loss of historic fabric simply to accommodate new will not be permitted.

New extensions which dominate or distract from the Listed building in terms of siting, style, scale, massing, height or materials will not be supported by the Council. Reversibility and minimal intervention will also be key considerations when assessing proposals.

Where proposals will lead to less that substantial harm to the significance of the listed building, this harm should be outweighed by the public benefits of the proposal which includes securing its optimum viable use.

Changes of Use and Conversions of Listed Buildings

Where planning permission may not normally be granted for the conversion of Listed Buildings to alternative uses, favourable consideration may be accorded to schemes which represent the most appropriate way of conserving the building and its architectural and historic significance and setting.

Listed Buildings and Climate Change

The Council will support proposals which seek to reduce the carbon footprint of a Listed Building provided that it respects the historic fabric, character and setting of the building. Development involving the installation of renewable energy equipment on a Listed Building will be acceptable provided that the following criteria are met:

- **VI. The energy efficiency of the Listed Building itself has first been appraised and suitable measures, which will not affect its character, have already been undertaken;**
- **VII. Locations other than on a Listed Building have been considered and dismissed as being impracticable;**
- **VIII. There is no irreversible damage to the historic fabric;**
- **IX. The locations of the equipment on the Listed Building would not detract from its character or appearance, either when viewed in close proximity or from a distance; and**
- **X. The impact is minimised through design, choice of material and colours.**

Equipment that is no longer needed for generating energy will be removed as soon as the operations cease.

Where appropriate, the Council will make use of Design Panels in determining that proposals are of the highest design standards and mitigate any impacts on the surrounding historic environment.

Proposals which involve Listed Buildings should ensure that they comply with all relevant policies within this Development Management DPD.

11.15 The degree to which a building has already been added to must be considered; incremental additions can result in the original form of the building being subsumed or even lost completely. New extensions, where considered appropriate in principle, should not dominate the Listed Building or its setting in terms of style, scale, massing, height, materials or siting.

11.16 Alternations to shop fronts and other alterations on commercial premises which are Listed Buildings should be designed to a high standard and use appropriate materials. Where historic shopfronts and other joinery details exist, these should be retained and repaired. Where they are beyond repair, they should be repaired on a like-for-like basis. In such cases, this policy should be read in conjunction with Policy DM17 which relates to advertisements and shopfronts.

Change of Use of Listed Buildings

11.17 Keeping Listed Buildings in active use is critical to ensuring their upkeep. The best uses will be very

often the use for which the building was designed and continuation or reinstatement of that use should be the first option within development proposals.

11.18 However, not all original uses will now be viable, or even appropriate. In some cases, the original use may now be less compatible with the building than an alternative use, for example, due to modern agricultural practices and requirements. The Council will encourage any development proposal which secures the optimum long-term viable use for any Listed Building.

Climate Change and Listed Buildings

11.19 The historic environment has a major role to play in mitigating climate change. The re-use of historic buildings has the potential to address issues such as the low carbon values of traditional materials, the damage caused by the release of embodied energies from the demolished fabric and the environmental benefits of repair and maintenance over replacement.

11.20 In addition, heritage assets are capable of improved energy efficiency, and sometimes the sympathetic use of renewable energy equipment, on a level which does not harm the significance of the heritage asset or its setting, will be considered to be appropriate.

11.21 The use of renewable energy may be acceptable subject to the sequential approach set out within Policy DM50. Evidence that the impact of the proposal is truly understood and details of the mitigation will be required and should form part of the heritage statement. The Historic England guidance Energy Efficiency and Historic Buildings[46] (March 2011) should also be referred to in relation to this issue.

Heritage at Risk

11.22 There are a number of buildings considered to be at risk within the district. The Council will work with the owners of these buildings to find viable uses to secure their long term future.

11.23 The Council expects that where a use for these buildings cannot be identified in the short-term, that they are maintained and secure to prevent them from decaying further. Not only will this help prevent the loss of important historical fabric, but maintenance will help prevent costs from escalating to such an extent that repair of such buildings is uneconomical.

11.24 Historic England maintains a National Heritage at Risk Register[47] which is updated on an annual basis. This includes Grade I and II* Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, Protected Wreck Sites and Conservation Areas. English Heritage can also provide practical advice, guidance and, in some cases, resources for those Listed Buildings on its register, though their involvement must be determined by the importance of the building and the complexity of the issues.

11.25 With regard to Grade II Listed Buildings, the Council maintains a register of all those assets which are considered to be at risk.

Development affecting Conservation Areas

11.26 The district has a large number of Conservation Areas[48]. These range from the large Lancaster Conservation Area, to the smaller, more discreet Conservation Areas such as Cannon Hill in Lancaster or the smaller rural villages. These Conservation Areas will be reviewed and re-appraised

[46] https://www.historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/
[47] https://www.historicengland.org.uk/advice/heritage-at-risk
[48] http://www.lancaster.gov.uk/planning/conservation/

when necessary and appropriate.

Policy DM35: Development affecting Conservation Areas

Only development which preserves or enhances the character and appearance of the Conservation Areas will be permitted.

Outline applications for development within Conservation Areas will not be encouraged by the Council.

Demolition of Buildings within Conservation Areas

Proposals which involve the loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area will not be permitted unless it can be demonstrated that the substantial loss or harm is necessary to achieve substantial public benefits that outweigh that harm or loss, or that all the criteria which are set out within paragraph 133 of the National Planning Policy Framework are met.

Where a development proposal will lead to less than substantial harm to the significance of the Conservation Area, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

No loss will be permitted without taking all reasonable steps to ensure that the new development will immediately proceed after the loss has occurred.

Development within Conservation Areas

Development proposals for the re-use, alteration and extension of existing buildings or the creation of new buildings within Conservation Areas will only be permitted where it has been demonstrated that:

I. **Proposals respect the character of the surrounding built form and its wider setting, in terms of design, siting, scale, massing, height and the materials used; and**
II. **Proposals will not result in the loss or alteration of features which contribute to the special character of the building and area; and**
III. **Proposed uses are sympathetic and appropriate to the character of the existing building and will not result in any detrimental impact on the visual amenity and wider setting of the Conservation Area.**

All proposals that are located within a Conservation Area or its setting should give due consideration to all relevant policies within the Development Management DPD development.

Where appropriate, the Council will make use of Design Panels in determining that proposals are of the highest design standards and mitigate any impacts on the surrounding historic environment.

11.27 The Council will consider future areas which may be considered suitable for designation. This requires a judgement on whether an area is of special architectural or historic interest and the character or appearance of which is desirable to preserve or enhance.

11.28 Many Conservation Areas rely for their character on their relationship between buildings and spaces

and the nature of these spaces. These spaces may be both within and outside the actual boundaries of the Conservation Area. Many of the rural Conservation Areas form a wider part of the landscape and are especially vulnerable to impact from development on village edges. Townscapes are particularly vulnerable to the impact of development which does not respect its historic form, layout and street patterns and of development which does not respect the scale of the neighbouring buildings.

11.29 When determining any development proposals affecting a Conservation Area, the Council will take into account the impact on views into and across the area, important open spaces either within or near to the area and its wider landscape setting. Furthermore, the Council will take into account any Conservation Area Appraisal or Management Plan[49] which is relevant to the locality. A Conservation Area is a designated heritage asset and therefore Policy DM35 is directly relevant to this issue.

11.30 Alternations to shopfronts and other alterations on commercial premises within Conservation Areas should be designed to a high standard and use materials which are appropriate and sympathetic to the surrounding area. Where historic shopfronts and windows survive, there will be a presumption in favour of their retention and repair will be encouraged over replacement. Proposals which involve the siting of advertisements should have due regard to Policy DM17 relating to advertisements and shopfronts[50].

11.31 Conservation Areas are about the quality and interest of the areas, and not just the individual buildings. Therefore, particular attention must be given to the details such as the floorspace, street furniture, street lighting and public spaces. The Council will encourage proposals which seek to enhance these features.

Article 4 Directions

11.32 Many alterations to the majority of unlisted dwelling houses do not require planning permission and would be permitted development under the General Permitted Development Order 2015 (as amended). However, in a number of Conservation Areas, the local planning authority has removed permitted development rights to bring specified operations under the control of planning legislation. Such action is carried out using an Article 4 Direction.

11.33 Article 4 Directions cover a number of properties within the following Conservation Areas: Lancaster, Westfield Memorial Village, Bath Mill, Morecambe, Glasson and Heysham. For more detailed and up-to-date information please contact the Conservation Team at Lancaster City Council.

11.34 Where the local planning authority considers that permitted development rights are threatening the character and appearance of a Conservation Area, it will consider bringing this development under its control by the use of an Article 4(2) Direction.

The Setting of Designated Heritage Assets

11.35 Conservation also looks beyond the individual asset to protect the settings of designated heritage assets such as World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens or Conservation Areas (where highlighted on the relevant Local Plan Policies Map), as well as setting of undesignated heritage assets.

11.36 A setting is the surroundings of a heritage asset in which the asset is experienced. All heritage assets

[49] http://www.lancaster.gov.uk/planning/conservation/conservation-area-appraisal
[50] http://www.lancaster.gov.uk/planning/planning-policy/supplementary-planning-documents-spds

have a setting, whether they are designated or not. Settings are generally more extensive than a curtilage, and its perceived extent may change as an asset and its surroundings evolve or as an understanding of an asset improves.

11.37 Elements of a setting may make a positive or negative contribution to the significance of an asset, or they may be neutral. The contribution of setting to significance is often expressed by reference to views. This is likely to include a variety of views of, across, or including the asset and views of the surrounds from or through the asset.

11.38 In Lancaster itself, for example, the topography of the city means that many areas are visible from a number of different vantage points, and views from high ground, such as Castle Hill and Williamson Park should always be considered. Similarly the impact of tall buildings on the townscape and roofscape of Lancaster and Morecambe requires careful consideration.

11.39 Historic England has published several important guidance documents which are available on their website including The Setting of Heritage Assets[51] (March 2015) and Seeing History in the View: A Method for Assessing Heritage Significance within Views[52] (May 2011).

Policy DM36: The Setting of Designated Heritage Assets

The Council recognises the significance of setting to a heritage asset and proposals that fail to preserve or enhance the setting of a designated heritage asset will not be supported by the Council.

Development proposals that make a positive contribution to or better reveals the significance of the asset and its setting will be favourably considered.

The greater the negative impact on the significance of the designated heritage asset and its setting, the greater the benefits that would be required to justify any approval.

Where appropriate, regard should be given to any approved characterisation study or appraisal of heritage assets.

Development proposals within the setting of designated heritage assets will be expected to include an assessment of the impact, which should include consideration of the following (non-exhaustive) list:

- **Proximity;**
- **Position in relation to key views;**
- **Prominence, dominance, conspicuousness;**
- **Dimensions;**
- **Scale;**
- **Massing;**
- **Visual permeability;**
- **Materials;**
- **Architectural style & design; and**
- **Changes to roofscape or skylines.**

[51] https://www.historicengland.org.uk/images-books/publications/setting-heritage-assets/
[52] https://www.historicengland.org.uk/images-books/publications/seeing-history-view/

Non-Designated Heritage Assets

11.40 Lancaster district has a rich and varied historic environment which contains a large number of heritage assets, whether they are designated or not. These range from buried archaeology and above-ground historic buildings, to the historic street patterns and historic landscapes which survive in many locations. Many of the district's heritage assets have been statutorily recognised. However, this does not necessarily provide the whole picture.

11.41 As well as the approximately 15% of known heritage assets which are formally designated, there may also be other heritage assets classed as 'Non-Designated Heritage Assets' which do not fall into any formal designations mentioned previously but are still considered to be historically or architecturally significant. To understand the location and value of non-designated heritage assets, the Council is in the process of developing a local list to identify important heritage assets in the district. The purpose of a List of Local Heritage Assets is:

- To raise awareness of the district's historic buildings and their importance to local distinctiveness.
- To inform developers, owners, Council officers and members about buildings within the district that are desirable to retain and protect.
- To provide guidance and specialist advice to owners to help protect the character and setting of the buildings and structures.
- To help the Council in its decision-making when discussing proposals and determining planning applications.
- To record the nature of the local historic environment more accurately.

11.42 To inform the local list, members of the public have been invited to nominate locally significant buildings to be added to the local list. The selection criteria for inclusion on the local list is set out on the Council's website[53].

Policy DM37: Development Affecting Non-Designated Heritage Assets or their Settings

Where a non-designated heritage asset is affected by development proposals, there will be a presumption in favour of its retention. Any loss of the whole or part of such an asset will require clear and convincing justification. No loss will be permitted without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Any special features which contribute to an asset's significance should be retained and reinstated, where possible, in accordance with paragraph 135 of the National Planning Policy Framework.

Any extensions or alterations should be designed sympathetically, without detracting from or competing with the heritage asset. Proposals should relate appropriately in terms of siting, style, scale, massing, height and materials.

[53] http://www.lancaster.gov.uk/planning/conservation/local-heritage-assets

Proposals within the setting of a non-designated heritage asset will be required to give due consideration to its significance and ensure that this is protected or enhanced where possible.

New buildings and any associated landscaping within the curtilage of a non-designated heritage asset, or in close proximity to, should ensure that the setting is not compromised. Positive settings should be protected, preserved and where possible enhanced by new development which assist in better revealing the significance of the asset.

11.43 There may be other non-designated heritage assets which are not specifically identified for protection, but which make a significant contribution to the character and appearance of the district. This may be the result of insufficient material being available on their existence, special interest or importance.

11.44 In assessing the significance of a heritage asset, its heritage value needs to be considered. There are a number of values which should be taken into account when determining the significance of a heritage asset, particularly where they are consistent with Historic England's Core Principles, as set out in Conservation Principles: Policies and Guidance for the Sustainable Management of the Historic Environment[54] (2008).

- Evidential Value – the potential of a yield evidence about its past activity;
- Historical Value – the ways in which past people, events and aspects of life can be connected through a place to the present (this could be illustrative or associative);
- Aesthetic Value – the ways in which people draw sensory and intellectual stimulation from a place; and
- Communal Value – the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

11.45 The Council aims to identify value and protect the historic environment and its significance for the benefit of current and future generations.

Archaeology

11.46 Within the District of Lancaster there are a large number of sites which are known for their archaeological interest. Information on many of these sites is held in the Historic Environmental Record[55] (HER), which is managed by Lancashire County Council. These sites are not shown in the Land Allocations DPD and accompanying Local Plan Policies Maps.

11.47 The HER includes Lancaster's Urban Archaeological Database[56] (UAD), which brings together all the known archaeological date for the Historic Core of Lancaster City Centre into one place. The UAD contains information on all known pre-1800 archaeological material found within the locality, whether they are archaeological deposits or upstanding remains. Scheduled Ancient Monuments have been identified on the Local Plan Policies Map which accompanies the Land Allocations DPD.

[54] https://www.historicengland.org.uk/advice/constructive-conservation/conservation-principles
[55] http://www.heritagegateway.org.uk/Gateway/CHR/
[56] http://www.lancashire.gov.uk/libraries-and-archives/archives-and-record-office/historic-environment-record.aspx

Policy DM38: Archaeology

Development proposals which would have an adverse impact on nationally significant archaeological assets, whether scheduled or not, or their settings, will not be permitted.

In situations where it is considered that archaeological sites and monuments would be affected, applicants will be required to commission a desk-based assessment, or greater investigation in some cases, before a planning application can be determined to allow for an informed and reasonable planning decision to be made.

Where development affecting such sites is acceptable in principle, the Council will ensure mitigation of damage through preservation of the remains in situ as a preferred option.

The Council will seek the preservation of archaeological assets unless it is not justified (for example where the need for development outweighs the importance of the asset). In these circumstances, the development will not be permitted to commence until satisfactory provision has been made for a programme of investigation and recording. However, the ability to record should not be a factor in deciding whether such a loss should be permitted.

11.48 Whilst a number of sites have been formally designated for their archaeological importance, this only represents a fraction of the total. Many important archaeological sites remain undiscovered and unrecorded. Archaeological sites are a finite resource and, as a result, it is important to ensure through the planning process that development proposals do not result in their damage or destruction.

11.49 Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Schedule Monuments and therefore should be subject to the same policies as a designated heritage asset, in accordance with paragraph 139 of the NPPF.

11.50 Where development proposals could affect a Scheduled Monument or its immediate setting, applicants are advised to contact Historic England at an early stage in the planning process to determine if the proposal is likely to be acceptable or not and, if necessary, to seek out ways of minimising any impact on the monument. Separate Scheduled Monument Consent may well be required in addition to any planning permission for proposals that impact on Scheduled Monuments or their settings, and where there is significant impact the proposal is likely to be unacceptable.

11.51 Where any other archaeological site may be affected, the proposal is likely to require an appropriate heritage assessment as part of the application, which may include desk-based or field investigations and the Council may refuse any application when such information is needed but not supplied. Where a development is permitted that does have an impact on a heritage asset works to mitigate that impact may be required as a condition of the development. Such works can range from recording a standing structure to formal archaeological excavation, and are likely to be required in advance of development starting.

12. The Natural Environment

Green Infrastructure

12.1 Green Infrastructure is a wide-ranging term which can encompasses a number of environmental features including open spaces, recreational areas, parks and gardens, allotments, biological and geological conservation sites, landscape features, rivers, canals and watercourses, woodland, street trees and planting, orchards, village greens, green roofs and walls, cycle routes, pedestrian walkways and Public Rights of Way (PROW), green corridors and open countryside. This however is not a definitive list of the types of Green Infrastructure assets. Policy DM39 sets out the beneficial roles of green spaces and green corridors can contribute to in the locality.

12.2 The Council will retain a presumption towards the protection of green spaces and green assets, particularly where it can be demonstrated that they provide value, either economically, environmentally or socially, to the community they serve. Development proposals which involve the loss of such spaces will be resisted by the Council unless it has been demonstrated that the benefits that the proposal provides outweigh the loss of open space and the lost open space is replaced with facilities of equal, if not better, standard than those existing in a suitable, nearby and accessible location.

Policy DM39: Green Infrastructure

Green Spaces and Green Corridors

The integrity and connectivity of the Green Infrastructure network will be managed, maintained, protected and enhanced. Opportunities to extend the framework of green spaces and green corridors in the district should be taken and development proposals which will result in the damage to the integrity of or severance of a green corridor will be resisted by the Council.

Individual green assets should be retained wherever possible, particularly in relation to spaces which have a recognised value, whether this is a community or environmental value. Any development proposals which involve the loss of designated green space will be resisted by the Council. Where appropriate, development proposals should seek to integrate green spaces and green infrastructure into development proposals and forge linkages with existing green space networks.

The loss of green spaces and corridors will only be considered acceptable where it is allowed for as part of the development plan process and on balance achieves wider policy aims and objectives. In such instances it would be expected that replacement habitat / provision be provided which is of an equal or better standard (in both quantitative and qualitative terms) than existing. In relation to replacement habitat biodiversity offsetting should be considered.

Development proposals should incorporate new and/or enhanced green spaces of an appropriate type, standard, size and reflects the needs for the area as set out within the Councils open space assessment or successor documents. Where on-site provision has been demonstrated not to be possible, or the Council is satisfied that on-site provision is not beneficial or appropriate, financial contributions will be sought towards the creation of new facilities off-site or to enhance and improve existing provision to meet the needs of the community.

The Council will expect proposals for new residential development to provide for improvements to open space; such proposals will be expected to give due consideration to requirements set out in Appendix G of this DPD or, where appropriate, the requirements of site specific policies contained in the Land Allocations DPD.

Proposals for major development should be accompanied by an audit of the Green Infrastructure within and adjacent to the site and a statement demonstrating how this will be retained and enhanced through the development process.

Allotment Provision

Existing allotments, which are recognised to have significant land value to the local community will be protected, and where possible enhanced. The Council will support the provision of new allotment facilities and other food growing places where opportunities arise and a clear need is demonstrated.

The Council will address any deficit in allotment provision through the identification of land within any major development site. These requirements will be set out within the relevant policies of the Land Allocations DPD.

Garden Provision

The Council recognises that garden space, particularly within urban areas, is a vital source of green space to residents and of significant importance to natural habitats. The loss or reduction of garden spaces in urban areas could lead to a decrease in the quality of life and a significant impact on the natural environment. In accordance with paragraph 53 of the National Planning Policy Framework the Council will resist proposals which will involve the loss of garden spaces to built development where it will result in harm to the local environment and amenity.

12.3 The Council will be preparing a refresh of its open space assessment which set out the location of existing open space provision within the district and the existing / future needs and deficiencies within the district, this will be supplemented by the preparation of a Playing Pitch Assessment. These assessments are considered to represent a key pieces of evidence in relation to this topic and therefore the Council will expect applicants to have due regard to the content and recommendations of this document or other successor documents on this topic area.

12.4 Development proposals should be considered against the requirements for on-site provisions and off-site financial contributions which are set out in Appendix G of this DPD. The requirements set out in Appendix G are based on national standards and will be used as a basis for discussion for negotiations between the local planning authority and applicants. Issues of viability will be given consideration within the negotiation process with both commercial and residential development proposals expected to make contributions toward improvement of green infrastructure.

12.5 In considering the issue of viability, development proposals should consider whether it is appropriate to provide either on-site provision or financial contributions to the enhancements and improvements of existing nearby facilities. Dialogue is recommended between applicants and the Council to inform the understanding over open space requirements in the local area.

12.6 Development which forms part of a strategic land allocation, as identified in the Land Allocations

DPD should take direction from the specific policies relating to the site (and Masterplan if applicable) in relation to open space requirements.

Allotment Provision

12.7 Allotments are an important element of open space and offer a significant range of benefits for people, communities and environments. They provide recreational value to their users, support local biodiversity, contribute toward the urban landscape, contribute to the physical and mental well-being of their user, provide the opportunity to grow fresh produce and contribute toward a healthy lifestyle that is active, sustainable and socially inclusive.

12.8 There are currently 21 allotment sites within the district, providing approximately 19 hectares of land for the growing of food. Despite this provision there remains a waiting list and demand for allotment sites continues to increase, with the greatest levels of both supply and demand in the Lancaster Area.

12.9 From a planning perspective, the Council will address such demand through new development, in particular larger development proposals which will able to accommodate provision for new allotments.

12.10 Allotments can play a key role in increasing levels of physical activity across the district, providing an alternative to formal sporting activities. In light of the recognised need for additional provision of allotments across Lancaster, innovative approaches to increasing provision should be considered, including links and partnerships with local schools where opportunities to do so exist. The value of allotments as a social opportunity and an alternative option for exercise is recognised by the Council. The location of allotments at schools should be investigated as a potential solution to the provision of new facilities, particularly in rural locations.

12.11 The Council will continue to seek to address this deficiency through more efficient use of existing provision and the identification of new sites for this purpose in areas of need. The development of new housing, particularly in the South of Lancaster as set out within the relevant policies of the Land Allocations DPD, will be expected to address specific needs in this locality.

Development affecting Environmentally Sensitive Sites

12.12 The importance of sites which are of an international, national, regional and local nature conservation interest within the district are indicated by a range of statutory designations. These include Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Sites of Special Scientific Interest (SSSIs) and RAMSAR sites. Biological Heritage Sites (BHSs) and Local Nature Reserves are not statutorily protected but provide important habitats which sustain a wealth of biodiversity. These include valuable semi-natural habitats such as ancient woodland, grassland, coastline and wetlands.

12.13 Lancaster District has a rich and varied natural environment; this includes two Areas of Outstanding Natural Beauty (AONB), Morecambe Bay, the settings of Lancaster and Morecambe, the North Lancashire Green Belt and the Lune Valley. The district's rural landscapes vary from Silverdale limestone to Bowland gritstone, from river valleys to expansive coastal and estuarine lands. It has a variety of semi-natural habitats, particularly woodland and moorland.

12.14 The district contains 4 Natura 2000 sites – Morecambe Bay (SAC, SPA and RAMSAR Site), Morecambe Bay Pavements SAC (which includes 5 sites in the Silverdale area including Leighton Moss RAMSAR site and Gait Burrows National Nature Reserve as well as a number of sites in South Cumbria), Bowland Fells SPA and Calf Hill / Crag Wood SAC near Caton.

12.15 The district also has 29 Sites of Special Scientific Interest (SSSI) covering approximately 385 square kilometres. This represents approximately 40% of Lancashire's SSSIs and 60% of their total area. All 12 of Lancashire's Limestone Pavement Areas are within the district. The district has local nature reserves at Warton Crag and Trowbarrow Quarry and around 250 County Biological Heritage sites and 25 Geological Heritage sites.

12.16 The policy confirms the protection provided to statutory designated areas and non-statutory locally designated areas in the district such as Biological Heritage Sites and Local Nature Conservation Sites. It aims to prevent harm to protected habitats and species, including direct impacts such as loss of land, and indirect impacts such as changes to watercourses or increased levels of air pollution (or a combination of such impacts). It should be noted that harm to a habitat could occur some distance away from the designation and travel between a development and habitat by a variety of different paths and gateways

Policy DM40: The Protection and Enhancement of Biodiversity

Development proposals should seek to minimise adverse impacts on biodiversity and/or geodiversity. Where harm from development cannot be avoided, adverse impacts may be managed where a developer can clearly demonstrate that the negative effects of a proposal may be mitigated, or as a last resort, compensated for.

There should, as a principle, be a net enhancement of biodiversity assets. Priority should be given to achieving targets in the Biological Action Plans (BAP) for Lancashire and North Yorkshire, to improve public access to nature and ensure the effective management of biodiversity or geodiversity assets.

Development affecting Internationally Designated Sites

Development proposals affecting directly or indirectly an international designated sites qualifying habitat and/or species are subject to the requirements of The Conservation and Habitats and Species Regulations 2010. In accordance with the above regulations where a proposal has implications for international designated sites, the proposal will be expected to be accompanied by a Habitats Regulation Assessment.

Adverse effects should be avoided, or where this is not possible they should be mitigated, to make sure that the integrity of the internationally important sites are protected. Development which may adversely affect the integrity of internationally important sites will only be permitted where there are absolutely no alternative solutions and there are imperative reasons of overriding public interest and where compensatory provision has been made. Such mitigation or compensation must be functional before any likely adverse effect arises and should be accompanied by a dedicated project related Habitats Regulation Assessment. This also applies to sites and habitats outside the designated boundaries that support species listed as being important in the designations of the internationally important sites (i.e. supporting habitat).

Development proposals which involve the removal of naturally occurring areas of water worn limestone, or which could damage limestone pavement will not be permitted.

Developments affecting Nationally Designated Sites

Development proposals will not be permitted where there is likely to be an adverse effect on sites of national importance for biodiversity and/or geology. In exceptional circumstances development proposals may be considered acceptable where the benefits of the development clearly outweigh both the impacts that the development is likely to have on the defining features of the site and the broader impacts on the national network of that designation. Where adverse effects are unavoidable these should be minimised and mitigated against, and where this cannot be achieved, compensated for via net gains. Proposals should meet the requirements of paragraph 118 of the National Planning Policy Framework.

Developments affecting other Environmentally Sensitive Sites and Species

Development proposals will not be permitted where there is an adverse effect on priority species and priority habitat or sites of a local or regional importance for biodiversity and/or geology, unless the benefits of, the proposal outweigh the potential adverse effects. Where adverse effects are unavoidable a development proposal will be required to demonstrate that:

- **I. Adverse effects are minimised;**
- **II. Provision is made for mitigation and compensation measures, such as on-site landscape works, off-site habitat creation, species relocation and ongoing management as appropriate, such that there is a clear net gain for biodiversity; and**
- **III. The biodiversity value of the site is not compromised, both on its own and as part of the wider network of sites.**

Development proposals should retain and enhance existing landscaping and natural features (e.g. trees, hedges, river banks and watercourses) to enhance biodiversity and create wildlife and recreational corridors. Proposals should not result in habitat fragmentation. Opportunities should be taken where appropriate to achieve beneficial measures within the design and layout of development.

Development proposals will be expected to include measures that maintain and enhance important features. Priority should be given to measures which assist in achieving targets in the Biodiversity Actions Plan (BAP) for Lancashire, that provide opportunities to improve public access to nature or ensure the effective management of biodiversity or geological features.

Protection of Soils and Land of Agricultural Value

Development proposals should protect and enhance soil resource and minimise the loss of the most fertile soil and soil erosion.

Development proposals should avoid the use of the important and fertile agricultural land and should, as far as possible, use the lowest grade of land suitable.

12.17 The district's European Sites (RAMSAR and Natura 2000 sites), which include Morecambe Bay, are of significant international importance and given very high levels of protection. If development has the potential to adversely affect these sites then the provisions of the Habitats Regulations (2010) will apply.

12.18 Development would not be supported that would adversely affect the integrity of European sites, either alone or in combination with other developments unless under exceptional circumstances. In such circumstances, an assessment should be undertaken in line with the requirements of the Habitats Regulations.

12.19 A development proposal that could affect the biodiversity value or geological conservation of a site should be accompanied by a detailed ecological / geological assessment. Where negative impacts have been identified, a detailed mitigation strategy should be prepared to demonstrate how these impacts will be prevented, minimised or compensated. Mitigation or compensation measures should be secured via condition or obligation; consideration may be given to biodiversity offsetting. It should be noted that knowledge of wildlife sites and their condition is constantly changing and decisions will be made on the most up-to-date information available.

12.20 Development proposals which involve the re-use, alteration or extension to existing buildings will need to carefully consider the potential impacts that proposals may have on protected and priority species that may use part or all of the building as their habitat and provide appropriate protection and prevent of harm in accordance with paragraph 118 of the National Planning Policy Framework (NPPF). Proposals for development should seek to maintain and enhance biodiversity value and consider their potential impact on biodiversity and on sites of importance for geological conservation.

12.21 When producing assessments of habitats and species, details of any mitigation or enhancement should accord with the provisions of the Lancashire Biodiversity Action Plan (BAP). Further information on these issues can be found on the website for the Association of Local Government Ecologists at www.algae.org.uk/publications/index.php.

12.22 In addition to the potential threats to biodiversity caused by new development, climate change poses another significant threat. Some species may be placed at risk from dying out unless they can keep pace with the impacts of climate change, others may suffer from increased competition for water resources. The avoidance of the fragmentation of wildlife habitats and ecological networks is likely to be significant in enabling wildlife to adapt to climate change.

Protection of Soils

12.23 It is government policy to safeguard the highest grades and most versatile agricultural land in relation to conserving soil resources. In accordance with paragraph 109 of the NPPF the planning system should seek to protect and enhance soils because it is an important natural resource. Fertile soil is vital for the production of food, timber, fibre and other crops which are essential for human existence and which would provide economic prosperity.

12.24 is essential for achieving a range of important ecosystem services and functions, including food production, carbon storage and climate regulation, water filtration, flood management and support for biodiversity. Soil is a finite resource and needs to be conserved and managed in a sustainable way.

12.25 Some of the most significant impacts on soils occur as a result of activities associated with construction activity. A Code of Practice has been developed by Defra to assist in the understanding of how to better protect soil resources and minimise the risks of environmental harm. Where appropriate a soil assessment may be required.

Protection of Agricultural Land

12.26 The Council will protect, where possible, the most versatile and high quality agricultural land within the district from proposals which would result in its loss as a long term environmental asset.

12.27 Whilst protection will be given to agricultural land which is of a high value, the Council recognise that not all agricultural land can and should be protected from loss. Therefore land which is of a low agricultural grade will not be considered necessary for protection from inappropriate development.

Trees and Woodland

12.28 The district has many fine examples of important and significant trees which can be defined as trees which are ancient, of veteran status, of historic importance, rarity and contribution as a wildlife resource or notable in terms of their impact on the visual amenity of an area. The Council will actively seek to protect these significant trees from development which would involve their loss or harm. The protection of significant trees has many benefits economically, socially and environmentally including their contribution to the reduction in atmospheric carbon dioxide levels and mitigation of climate change.

12.29 The majority of trees within the district are not protected by Tree Preservation Orders (TPOs) or located within designated Conservation Areas. However, this does not mean that non-designated trees are not considered to be significant and worthy of protection from loss or harm. Areas identified as ancient woodland will be designated as such within the Local Plan Policies Map and will be protected from loss or harm.

12.30 Development proposals should incorporate existing and notable features, such as significant trees within their proposals. The retention of existing trees can assist in providing context and character to a development and ensure that the proposals respect the character and value of the surrounding landscape and townscape. The Council will resist the loss of trees within development proposals, particularly where it can be demonstrated that appropriate alternative design solutions exist which can allow for retention and incorporation of such features into the overall design of a new development.

Policy DM41: Protection of Trees, Hedgerows and Woodland

Protection of Trees, Hedgerows and Woodland

The Council will support the protection of trees and hedgerows which positively contribute, either as individual specimens or as part of a wider group, to the visual amenity and/or environmental value of the location. The Council will also protect ancient trees and seek to increase the resilience of all woodlands to Climate Change, pests and diseases.

Development should positively incorporate existing trees and hedgerows within new development. Where this cannot be achieved the onus is on the applicant to justify the loss of trees as part of their Arboricultural Implications Assessment (AIA – further guidance as to the content of such an assessment is provided within the Council's Planning Applications Validations Guide). Where the loss is adequately justified the Council will seek replacement tree planting at the ratios adopted in the Council's Tree Policy adopted in 2010, or successor documents.

Encouraging Tree Cover

The Council will expect appropriate opportunities to encourage the planning of new trees and woodland throughout the district in an effort to mitigate against the impacts of Climate Change, and to enhance the character and appearance of the district.

12.31 The Council will support the retention of existing trees within development proposals. However, where it is adequately demonstrated that retention is not possible or feasible to achieve, and the loss does not involve trees which are of significant value, then consideration will be given to whether suitable mitigation measures would compensate for the losses sustained. In making this

assessment, the Council will have regard to the provision of its adopted Tree Policy[57], adopted in 2010, and the replanting ratios contained therein.

12.32 Any development proposals which have implications for existing trees must be accompanied by an Arboricultural Implications Assessment which would set out the potential impacts and implications for existing trees which may arise from development proposals. The assessment must also include measures to protect trees and provide appropriate mitigation measures.

12.33 Although a felling licence is not required from the Forestry Commission if a full planning permission is granted, the Forestry Commission remain a non-statutory consultee on development which either directly affects or is within 500 metres of ancient woodland. Consent from the Forestry Commission may also be required under the Environmental Impact Assessment (Forestry) Regulations if the proposed development involves afforestation, deforestation, forest roads or forestry queries.

Hedgerows

12.34 Hedgerows contribute significantly to the natural environment and landscape character of an area and can provide important habitats for a range of species provide shelter, help reduce noise and atmospheric pollution. They add to the character and quality of the local environment and can have significant historic value. As with the protection of trees these assets should be retained and, through proposals incorporated into development schemes.

Increasing Tree Coverage

12.35 Tree cover across the district was estimated to be approximately 6.9% in March 2010 (Woodland Trust) compared to 9.9% for England. However, through the course of this plan period the Council will seek to increase the level of tree cover across the district in an effort to mitigate and adapt to the impacts of climate change.

12.36 Whilst it is recognised that large portions of the district include upland areas the level of tree cover in the district is still significantly less than the national average. The Council will therefore explore opportunities for growth in the level of tree cover where appropriate locations exist. There will be many opportunities to achieve this. The increased provision for trees in new development, through suitable and appropriately designed landscaping schemes, is a key component of delivering growth in tree cover.

12.37 Development proposals will be encouraged and supported to incorporate trees, which should be at an appropriate scale and be indigenous species and local provenance. The inclusion of fresh tree planting will be considered by the impact it will have on the surrounding character and landscape. This guidance is in addition to the operation of an existing Tree Sponsorship Scheme.

Development and Landscape Impact

12.38 National Parks and Areas of Outstanding Natural Beauty (AONBs) are recognised under the National Parks and Access to the Countryside Act (1949) and Countryside and Rights of Way Act (2000) to be of national importance for their landscape quality and, as nationally designated landscapes, are afforded the highest status of protection in relation to landscape, tranquility and scenic beauty. This is re-affirmed in paragraph 115 of the National Planning Policy Framework[58] (NPPF) which states that great weight should be given to conserving such areas and that the requirements set out in paragraph 116 of the Framework should be a material consideration for any development proposals

[57] https://www.lancaster.gov.uk/planning/trees/tree-policy
[58] https://www.gov.uk/government/publications/national-planning-policy-framework--2

located within these areas.

12.39 The district contains two AONB's, the Arnside and Silverdale AONB and the Forest of Bowland AONB which are located in close proximity to the Lake District National Park and Yorkshire Dales National Park respectively. Planned extensions to the Yorkshire Dales National Park could see land within the district included within the National Park boundary. Whilst continuing to form part of Lancaster District the areas inclusion within the National Park will mean that future proposals for development in this area will be determined by the Yorkshire Dales National Park in line with policies contained within their Local Plan.

12.40 Both designations are of national importance for their landscape and the specialist habitats that they provide. These areas have been recognised as sensitive and therefore whilst development will not be prevented purely on the basis of this designation, any development proposals within or affecting their setting will have to demonstrate clearly that they are appropriate to the landscape character type and designation. In the case of development affecting AONBs the Council will expect proposals to have had regard to the content of the AONB's Statutory Management Plan (or successor documents)[59].

12.41 Lancaster City Council, in conjunction with their neighbours at South Lakeland District Council is currently in the process of preparing a specific Development Plan Document (DPD) for the Arnside and Silverdale AONB[60]. The DPD has set out key areas of policy which will have specific relevance to this area and also identify which policies of this Development Management DPD will be relevant. Proposals within the Arnside and Silverdale AONB will be expected to give material consideration for the policies contained within the Arnside and Silverdale AONB DPD.

Policy DM42: Development and Landscape Impact

Development affecting Protected Landscapes

In determining planning applications the Council will attach greatest weight to the protection of nationally important designated sites. The Council will require proposals which are within, or would impact upon the setting of, designated landscapes to be appropriate to the landscape character type and designation.

Development proposals should, through their siting, scale, massing, materials, vernacular style and design seek to contribute positively to the conservation and enhancement of the protected landscape and its setting

Consideration will be given to both the individual and cumulative impacts of a proposal. Proposals which would have a significant adverse effect upon the character of the landscape or which would harm the landscape quality, nature conservation interests, geodiversity interests or cultural heritage will not be permitted in accordance with paragraph 116 of the National Planning Policy Framework.

Development proposals within the Arnside and Silverdale Area of Outstanding Natural Beauty will be expected to give material consideration to the content of the Development Plan Document for this area.

[59] Arnside and Silverdale AONB: http://www.arnsidesilverdaleaonb.org.uk/what-we-do/the-management-plan/
Forest of Bowland AONB: http://forestofbowland.com/Management-Plan

[60] https://www.lancaster.gov.uk/planning/planning-policy/arnside-and-silverdale-aonb-dpd

Development affecting Key Urban Landscapes
Key Urban Landscapes are a local landscape designation identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded. Within these areas the Council will only support development that preserves the open nature of the area and the character and appearance of its surroundings in accordance with Policy EN7 of the Land Allocations DPD.

Development affecting Other Important Landscapes
In addition to nationally protected landscapes the district also benefits from locally important landscapes.

Outside of protected landscapes the Council will support development which is in scale and keeping with the landscape character and which are appropriate to its surroundings in terms of siting, design, materials, external appearance and landscaping. Consideration will be given to both the individual and cumulative impacts of a proposal.

Development affecting Coastal Landscapes
Proposals located in coastal locations should be considered against their impacts on coastal landscapes, in particular in relation to Morecambe Bay and the Lune Estuary.

Development proposals which seek to introduce further recreational pressures onto Morecambe Bay should have due regard to the forthcoming SPD this matter.

Landscape and Visual Impact Assessments
Development proposals which are considered, due to their scale or location, to have potential adverse impacts on the local landscape and local character will expected to be accompanied by a Landscape and Visual Impact Assessment (LVIA). The LVIA should systematically assess the effects of change on the landscape, both landscape and visual effects, as a consequence of a development proposal. Through such an assessment development proposals should be designed to avoid negative landscape effects and where this is not possible negative landscape effects should be reduced or offset through appropriate mitigation/compensatory measures.

Development affecting other Important Landscapes

12.42 Within the main built up areas of the district, the Council have identified a number of larger areas of open space which are classified as Key Urban Landscapes which are particularly important to the setting of the urban area of Lancaster. The continuation and appropriateness of this designation was reviewed by the Council in the *Review of* Key Urban Landscape Allocations in Lancaster District Study[61] (Woolerton Dodwell, November 2012).

12.43 These landscapes have historically played an important role in defining the character of the district with many landscapes providing the setting for significant areas and features. Their continued protection therefore remains important both in their own right in relation to their visual and amenity value but also in relation to the wider role that the allocated areas perform in enhancing the wider environment in which they sit.

12.44 Policy EN7 of the Land Allocations DPD supplements the out the approach to Key Urban Landscapes

[61] http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies

of Policy DM42 above, the Local Plan Policies Map identities the detailed boundaries of this allocation.

12.45 Whilst there are a number of protected landscapes and townscapes in the district which have been recognised for their importance in contributing to the district's distinctive sense of place (such as Conservation Areas and Key Urban landscapes) the Council acknowledges that there are other locally important landscapes or townscapes which make a positive contribution. Whilst these areas may not have the same protection as areas such as AONBs the Council believes that development proposals, regardless of their location within the district, should consider their role in positively contributing to their local landscape or townscape.

12.46 Where work has been undertaken on landscape assessments by either the local or county authorities this work should be given due consideration in relation to their recommendations and outcomes in determining planning applications.

12.47 Development proposals, through good use of siting, scale, massing, design and an appropriate palette of materials should seek to positively influence their surroundings. The Council will encourage development proposals to, where appropriate, provide a detailed landscaping scheme which will clearly demonstrate how new development will create positive linkages and contribute to the local landscape and townscape.

Development affecting Coastal Landscapes

12.48 The district has a long and important coastline which stretches around Morecambe Bay, an internationally recognised area for its importance for wildlife and habitats. Not only does it provide a unique and important wildlife habitat it creates a unique landscape which is very sensitive to change.

12.49 Therefore development proposals in coastal locations which may have a negative impact on the coastal setting will only be supported by the Council where it has been considered that sufficient mitigation measures have been provided to limit any impact or where significant overriding benefits are demonstrated to outweigh any impact.

Cumulative Landscape Impacts

12.50 It is acknowledged that singularly the landscape impacts of development may be considered acceptable, however, when judged cumulative alongside of development in the broad locality there may be unacceptable cumulative impacts. Therefore the Council will assess development proposals on both their direct and cumulative impacts on local character and landscape.

13. Development in Rural Areas

13.1 National Policy via the National Planning Policy Framework[62] (NPPF) states that development within rural areas should be carefully managed in order to protect its intrinsic value and natural resources. Policies contained within this section set out the circumstances where development outside rural settlements should be considered, where taking into account the particular characteristics of locality and rural economy.

13.2 Policies in this section of the Development Management DPD will protect against inappropriate

[62] https://www.gov.uk/government/publications/national-planning-policy-framework--2

development in sensitive rural locations, balancing the need to protect the value and distinctiveness of rural character, landscapes and townscapes whilst balancing such protection against the need to encourage sustainable growth in the rural economy through a sympathetic policy approach.

13.3 The Council will prioritise development proposals which relate to economic growth and the delivery of new homes that address local housing needs. Development proposals should promote where possible the conversion and re-use of existing rural buildings and development within existing rural settlements.

Economic Development in Rural Areas

13.4 The rural economy is a valuable asset to the district, creating jobs for local residents, encouraging visitors to the district and generating investment in the district economy as a whole. The Council recognise the importance of this element of the local economy and will support the sustainable growth of the rural economy within the district.

13.5 With this support the Council are mindful that exist between the delivery of economic growth in rural areas and maintaining the character and function in such areas, especially within the open countryside. In these circumstances development for economic purposes will not be permitted where it is considered to be an inappropriate form of development or where its scale or use conflicts with wider countryside objectives, for example where it would introduce new amenity concerns or where it would have a negative impact on the natural environment

13.6 A range of uses will be supported by the Council which are consistent with a rural location, as set out in criteria (i) to (vii) of Policy DM43. Proposals for uses that do not meet these criteria will not be permitted unless exceptional circumstances are clearly demonstrated that outweigh any adverse impacts or departure from policy. Development proposals in the open countryside will also be considered against other policies within the local development plan.

Policy DM43: Economic Development in Rural Areas

Development proposals for economic development within rural areas which maintain and enhance rural vitality and character will be supported where it is demonstrated that they improve the sustainability of rural communities by bringing local economic, environmental and community benefits. This includes economic development which is an appropriate scale and nature and assists in the diversification of the rural economy, including the diversification of agricultural holdings:

Other development proposals in rural areas will be supported in principle for the following purposes:

I. **Essential operations for agriculture, horticulture, equine related activities, allocated mineral extraction or waste management facilities and essential infrastructure where there is a proven and justified need;**
II. **Development required for new or existing outdoor sport and leisure facilities where a rural location is needed and justified and is in accordance within other Local Plan policies;**
III. **Renewable energy schemes in appropriate locations and in accordance with other relevant Local Plan policies;**
IV. **The conservation or enhancement of sites of heritage or biodiversity value;**

V. A site allocated for particular purposes through the Land Allocations DPD or other Local Plan documents;

VI. The alteration, replacement, extension or change of use of existing buildings in accordance with other Local Plan policies; and

VII. The erection of house extensions or extension of outbuildings which are ancillary or incidental to existing dwellings and are sympathetic to the character of the original building and its setting.

A preference should be given to the re-use of Previously Developed Land (PDL) and the conversion and re-use of existing rural buildings, in accordance within Policy DM46 of this document and National Planning Practice Guidance (PPG). Development proposals on greenfield sites within the open countryside will be supported where it is clearly demonstrated that no alternative suitable locations exist within local settlement areas and that the benefits from the proposal outweigh the impacts on local amenity.

Development in rural locations will not be supported if it is likely to adversely affect an internationally designated wildlife site, either directly or indirectly through, for example, increasing the risk of disturbance created by visitor pressure. The principles of Policy DM40 should apply.

Development proposals which include land within an Area of Outstanding Natural Beauty (AONB), or within their setting, should have regard to the provisions of paragraph 115 of the National Planning Policy Framework and, in relation to the Arnside and Silverdale AONB, the forthcoming Development Plan Document related to this area.

Development proposals which include land within the Green Belt should have due regard to guidance contained within paragraphs 89 and 90 of the National Planning Policy Framework and Policy DM47 of this document.

Proposals relating to residential development in rural areas will be considered against all other relevant policies within this DPD and other relevant supplementary planning documents.

Diversification of the Rural Economy

13.7 A further strand of the rural economy is an allowance for existing farm holdings to diversify to protect their long term economic future. The Council recognise the importance of farm diversification and the re-use and adaption of existing buildings or, where appropriate, replacement buildings for economic purposes.

13.8 Diversification of the rural economy may include allowing the re-use or like-for-like replacement of buildings for employment opportunities which are appropriate in scale and nature to their surroundings.

13.9 An important element of any diversification scheme is that the proposed economic use remains ancillary to the existing / historic agricultural use and seeks to secure the farm holding in a primary agricultural use. Proposals which involve the loss of a farm unit for alternative economic uses will not be supported by the Council.

Policy DM44: Diversification of the Rural Economy

The Council will support proposals in rural areas which seek to diversify the rural economy, particularly where it is demonstrated that significant economic benefits exist from the diversification of the farm holding without generating adverse impacts on the environment.

The Council will have regard to the permitted development rights for agricultural buildings but will otherwise encourage the re-use, adaptation or conversion of existing rural buildings which assist in the diversification and economic stability of an agricultural holding where:

I. **It can be clearly demonstrated by the applicant that the building(s) which are part of the proposal can no longer be used for ongoing agricultural uses;**
II. **The agricultural diversification remains ancillary to the primary agricultural use and gives priority to the re-use of an existing buildings;**
III. **The proposed use of the building is appropriate in a rural location, that the building(s) are of a substantial and permanent construction, structurally sound and capable of conversion without major alterations or adaption and where important original features can be retained;**
IV. **The scale and use of any diversification proposals or the economic purpose (including cumulative impacts associated with any other ancillary developments / uses) is appropriate for its location and does not conflict with policies and objectives within other Local Plan documents; and**
V. **The proposal does not generate unacceptable levels of traffic or have detrimental impacts on highway safety.**

Whilst the Council would place a preference on the re-use and conversion of existing buildings to aid diversification, where it can be justified and is appropriate, replacement buildings for farm diversification in rural areas of the countryside will be supported where:

VI. **The building to be replaced is of a permanent and substantial construction;**
VII. **The replacement building is not materially larger than the existing building and is of a design which is compatible to its setting and location;**
VIII. **A preference has been given to the siting of replacement buildings on previously developed land within existing farm clusters.**

The Council will support and encourage the delivery of improved broadband provision for rural areas to encourage rural employment and home-working. Development proposals should consider how they may assist in the delivery of improved broadband speeds within rural areas in accordance within Policy DM56 of this document and paragraph 43 of the National Planning Policy Framework.

Development in rural areas will not be supported if it is likely to generate adverse-impacts on designated wildlife sites or designated landscape areas, either directly or indirectly. The principles of Policies DM39 and DM42 should apply.

13.10 Given that generally diversification schemes are located within the open countryside careful consideration must be given to a proposals impact on its surroundings. The Council will not support proposals to convert or re-use buildings which are poorly sited, poorly designed or constructed and which detract from the character of its rural setting. Buildings which are temporary or structurally

unsound and require significant alterations to bring them into their desired use are also unlikely to be supported.

13.11 Preference will be given to the re-use or conversion of existing permanent buildings in the first instance. Replacement buildings will only be supported where the re-use of an existing building is not achievable or appropriate and where the replacement building can make a positive contribution to the rural environment.

Farm Shops

13.12 Retailing activities in the countryside can help support agriculture and horticulture by providing an outlet for sale directly to the public of item produced on the farm or nursery. Where planning permission is required, the Council will have regard to the desirability of the farm to provide a service throughout the year. This could include selling produce grown or made elsewhere in the local area (e.g. arts and crafts).

13.13 Retailing related to a farm unit or plant nursery is an important element of the rural economy as it provides local employment and a local retail outlet for local residents, in additional to supporting agriculture and horticulture. It is recognised that the sale of other produce locally made (provided they remain ancillary) to the farm produce being sold could also be justified on the grounds that it help the rural economy.

Policy DM45: Farm Shops

Proposals the for the development of farm shops which are linked to genuine farm diversification proposals will be supported where the proposal is well related to a primary transport route, does not compromise highway safety or the free flow of traffic and there is adequate off-road car parking and suitable access from the highway.

Priority should be given to the re-use of existing buildings within the farm unit and designed in such a way which retains the traditional character of the holding and does not have detrimental impacts on the surrounding visual amenity. However, proposals which involve the construction of new buildings will also be supported where:

- **I. It has been clearly demonstrated that no existing buildings are suitable for the use;**
- **II. Any new building is minimal, well related to existing farm buildings and are sympathetic to landscape in terms of scale, nature, design and materials;**
- **III. It will not result in a scale of activity that has a detrimental impact, in physical and economic terms, on the surrounding area; and**
- **IV. It will not result in a scale of activity that has a detriment impact on residential amenity of nearby properties.**

The Council will support farm shops selling a range of produce, including non-local produce, where this provides a sufficiently wide selection to overcome problems of seasonality, provides continuing employment, provides a facility which is not otherwise available to a local community and presents no threat to nearby local shops within a defined centre. Where planning permission is granted for a farm shop, the Council may consider using planning conditions (where appropriate) to impose limits on the broad types of produce that may be sold.

13.14 However, the unrestricted sale from a farm shop may have a significantly detrimental impact on a

nearby village shop. In addition, there are transport implications due to the traffic likely to be generated, as well as access and parking arrangements and, due to the rural location potential impacts on the local landscape. Any proposals which come forward for this type of development will therefore be expected to clearly demonstrate that impacts on the local highway network and local landscape have been fully addressed.

The Re-Use and Conversion of Rural Buildings

13.15 The Council has a preference toward the re-use and conversion of existing buildings and Previously Developed Land (PDL) within the open rural countryside for a range of uses which is consistent and compatible with a rural location. Any proposals for the conversion and re-use of buildings should have due regard of the potential impacts which could arise within the locality and setting of the development.

13.16 The Council will expect proposals to re-use existing buildings which are already of a substantial and permanent construction and can be converted and re-used without any major structural works. Any features which are of either historical or architectural value should be retained within any scheme. Proposals that involve the re-use of buildings which, either through their design, degradation or original construction, cannot be considered to be substantial or permanent will not be supported by the Council.

Policy DM46: The Re-Use and Conversion of Rural Buildings

The principle of re-using buildings within rural areas, outside of established settlement areas, for uses set out in criteria (i) to (vii) in Policy DM43 of this document will be supported where:

I. **Suitable services and access are available without the need for works which would adversely affect the character of the building and / or locality;**
II. **The building is of a permanent and substantial construction, is structurally sound and capable of conversion and that any important architectural and historical features are retained within the proposal;**
III. **The proposal safeguards the roosting or nesting habitat of any protected species present within the building;**
IV. **The conversion can be carried out without major extensions to the existing building, or the construction of ancillary buildings;**
V. **The proposal does not adversely affect the character, rural setting and appearance of the surrounding landscape or the amenity of nearby residents through the use of good design and use of materials;**
VI. **The type of use proposed is of a scale and type that is consistent with the specific location;**
VII. **The proposal does not have an adverse impact on the local highway network, either in terms of highway safety or highway capacity; and**
VIII. **The proposed is accompanied by an acceptable Travel Plan where it is recognised that the proposed use will generate a significant level of trips.**

Proposals will be expected to show that the existing building will not be substantially altered or increased in footprint or scale.

Proposals which may have significant implications of the surrounding landscape should be accompanied by a Landscape Impact Assessment to set out the levels of impact and suggest mitigation measures to minimise such impacts.

Proposals which involve the re-use and / or conversion of rural buildings to residential purposes should have due regard to Policies DM4, DM5 and DM46 of this document.

13.17 The inappropriate use of rural buildings can have significant implications on the setting and character of the local landscape and / or townscape. Therefore the Council will expect that proposals have fully considered the implications on their surroundings and, where necessary, provide suitable and appropriate landscaping to minimise any potential impacts. Proposals which may result in a significant landscape impact will be expected to be accompanied by a Landscape Impact Assessment as part of the initial planning application in order for the Council to assess any potential impacts and necessary mitigation measures.

Development in the Green Belt

13.18 The Council will seek to manage development in the Green Belt to avoid inappropriate development, consistent with paragraph 87 of the NPPF. Inappropriate development is, by its very definition, harmful to the Green Belt and should not be approved except in very exceptional circumstances.

Policy DM47: Development in the Green Belt

Re-use of Existing Buildings in the Green Belt

The re-use of buildings within the Green Belt will be considered appropriate where:

I. **It does not have materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;**
II. **Strict control is exercised over the extension of re-used buildings, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purposes of including land in it;**
III. **The building is of permanent and substantial construction, and is capable of conversion without major or complete reconstruction; and**
IV. **The form, bulk and general design of the buildings are in keeping with their surroundings (proposals should seek to respect local building styles and materials).**

Extension to Existing Dwellings in the Green Belt

The Council will not permit extensions to existing dwellings which create an adverse impact on the openness of the Green Belt.

Replacement Dwellings in the Green Belt

Proposals to replace an existing dwelling within the Green Belt which meet the follow criteria will be supported by the Council:

V. **The existing dwelling is lawful and permanent in nature;**
VI. **The design, volume and massing of the proposal does not materially harm the openness of the Green Belt through excessive scale, bulk or visual intrusion; and**
VII. **The proposal adheres to the original dwelling curtilage.**

Construction of permanent dwellings as replacements for mobile homes or caravans will not be permitted.

13.19 Proposed development should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. Acceptable uses are set out within paragraph 89 of the NPPF and this policy does not repeat such guidance, however Policy DM47 does seek to set out the Council's approach to development proposals for the re-use of buildings and replacement of buildings in Green Belt locations.

Equine Related Development

13.20 Although there continues to be pressure for equine related development within the district the Council recognises that such development contributes toward the provision of recreational opportunities and the diversification of the rural economy. However, intensive private equestrian activity as well as commercial activities can be visually harmful in rural locations, particularly cumulatively, so it is important that environmental quality (in relation to vegetation destruction, water quality, biodiversity and soil erosion), amenity and landscape character is respected. Therefore the Council considers a specific policy on this type of development is required.

13.21 By its very nature, equestrian development requires a rural location but the cumulative impact of either a small or large scale development can have an adverse impact on the rural character of the district and can lead to further intensification of uses on the site. As such local landscape character assessments should be employed to inform the appraisal of all development proposals.

13.22 The Council expects applicants to follow a sequential approach toward the siting of equine relate facilities. Preference will be given to locating such uses within existing farmsteads, re-using existing buildings where possible, to reduce impact on the landscape. Preference will also be given to locations which are close to existing settlements and accessible to both the highway and bridleway network.

13.23 If this is not possible then new buildings should be well related to existing buildings and be well screened by existing trees, hedges or other natural features which will reduce the potential visual impact on surrounding landscape. Proposals which involve the siting of such buildings in open or prominent isolated positions will not be supported by the Council.

13.24 To reduce the impacts that such proposals have on residential amenity, in terms of noise, lighting, smell and other disturbances, equine related development should be sited at an adequate distance from neighbouring residential properties. The separation distances required will be dependent on the scale and impact of the development proposed and the nature of the surrounding landscape.

13.25 Ancillary development, including ménages, storage facilities, hard-standing, access tracks and sand paddocks should be a minimum size necessary and should not encroach into open countryside. Additional equipment, such as jumps and transporter vehicles should be stored appropriately and not impact on the visual amenity of its surroundings

Policy DM48: Equine Related Development

Horse-related activity and small-scale extensions to existing equestrian enterprises in rural areas will be permitted in principle. The Council will expect applicants to demonstrate that in identifying proposal sites that a sequential approach has been followed, placing a greater priority towards accessible sites on the edge of existing settlement areas. Proposals will be subject to the following criteria:

I. **In the first instance priority is given to the re-use and conversion of existing buildings and accord with policies DM43 and DM46 of this document;**
II. **New stables and associated infrastructure (including ménages, storage, lighting, hard-standing, fencing and other paraphernalia) should be well screened from the surrounding countryside and should not interfere within the amenity of surrounding residents;**
III. **New buildings for indoor equestrian use should be located within or adjacent to existing buildings;**
IV. **Proposals should not have a detrimental impact on the local highway network and highway safety;**
V. **Their design, scale, siting, external lighting and use of materials should respect the rural setting and landscape; and**
VI. **Provision is made for removing any equipment and re-instating the site once its use for horses is no longer required.**

13.26 Further consideration should be given to the implications on the surrounding highway network from such proposals. The siting of equine related facilities should not create a danger to horses, riders and to other road users. It would be expected that stables and associated infrastructure should be sited with safe and convenient access to the local highway network and, where possible, direct connections to the local bridleway network.

Caravan Sites in the District

13.27 The district contains a large number of touring and static caravan sites which are drawn by the unique character of the locality. Caravan sites provide a valuable source of visitor accommodation and can contribute significantly to the local economy and the sustainability of rural settlements. However they can also have significant impacts on the local amenity of an area, through the creation of traffic or their intrusion on the local landscape.

13.28 The geographical location of Lancaster District, along with the unique and important landscapes and habitats it contains, results in significant visitor pressure for growth and usage of caravan sites. The Council acknowledges the significant pressures which exist for caravan development, both in terms of pressures for growth of existing sites and the creation of new caravan sites to meet the demands from visitors.

13.29 The unrestricted growth of visitor accommodation, particularly in sensitive locations will not be permitted by the Council. Therefore the Council will seek to improve the management of existing sites and pitches through the preparation of a 'Caravan Sites Register' which will monitor the number of sites and pitches and seasons of occupancy.

Proposals for New Caravan Sites

13.30 The Council will seek to protect the most sensitive landscapes in the district, particularly those

landscapes which have been designated for their importance, such as Areas of Outstanding Natural Beauty (AONBs), from development which may have a negative impact on the quality of local landscapes and their setting. Given the significant caravan site provision that already exists within these areas the Council will not encourage any proposals which involve the creation of new caravan sites or the further expansion of existing sites.

13.31 Whilst proposals for new caravan sites or the extension of existing sites will not be encouraged within Areas of Outstanding Natural Beauty or their settings, the Council will be more supportive towards the development of sites in appropriate and sustainable locations outside the AONBs.

Policy DM49: Caravan Sites, Chalets and Log Cabins

Within the Forest of Bowland Area Outstanding Natural Beauty (AONBs), or within its setting, proposals for new static or touring caravan sites, or the extension or expansion of existing sites will not be permitted where it is concluded that such proposals will have an adverse impact on conserving the landscape and scenic beauty of this area.

Similar proposals within the Arnside and Silverdale AONB will be expected to comply with the relevant policies relating to caravan development found within the Arnside and Silverdale AONB DPD.

Caravan Development

Proposals for new static and touring caravan sites, or the extension of an existing site will be supported in principle within the district where they are outside of areas of designated landscape importance, in appropriate locations and to an appropriate scale, subject to the following criteria:

I. **That priority is given to the re-use of previously developed sites; provided that it is not of a high environmental value. Where greenfield sites are identified it should be demonstrated that no alternative, suitable brownfield sites exist in the locality;**
II. **The proposed development has no adverse impact upon the landscape character or significant detrimental impact on the visual amenity of the locality, and includes satisfactory proposals for additional landscaping where required. Proposals will also be assessed against the requirements of Policy DM42.**
III. **That the layout retains on-site landscape features and provides compensatory planting and other nature conservation measures within or near to the site;**
IV. **The proposal maintains and enhances existing areas of recreational open space or create new areas of recreational open space which are of a proportionate scale;**
V. **The proposal does not have an adverse impact on biodiversity and where appropriate seeks to raise the environmental value of the locality;**
VI. **The proposal does not have an adverse impact on surrounding residential amenity; and**
VII. **That the proposal is in an accessible location and has no adverse impact on the capacity of the local highways network, highway safety and other important local infrastructure.**

Proposals for new static or touring caravan sites in the Forest of Bowland AONB will not be supported by the Council.

Proposals for caravan sites within the North Lancashire Green Belt will only be permitted where it is concluded that it does not result in harm to the Green Belt and does not have an adverse impact on its openness in accordance with Policy DM47 of this document.

Development of Chalets, Log Cabins and Purpose Built Holiday Accommodation

The Council will consider proposals relating to chalets, log-cabins and purpose built holiday accommodation subject to criteria (i) and (vii) above and:

- **VIII. Be of a scale and design appropriate to the locality and does not have any detrimental impacts on the local landscape, particularly in Areas of Outstanding Natural Beauty; and**
- **IX. Makes use of appropriate materials which are sympathetic to its locality.**

Occupancy of Caravan Sites, Chalets, Log Cabins and Holiday Accommodation

The Council will seek to regularise the duration of opening of existing holiday accommodation within the district (including caravan sites, chalets and log cabins). The Council will be sympathetic towards proposals to extend opening seasons to provide holiday accommodation for the whole year. Proposals to extend their duration of opening and occupancy will be permitted where:

- **X. There will be no significant impacts on the surrounding visual amenity or on nature conservation interests;**
- **XI. There are no adverse impacts on local infrastructure and highway safety;**
- **XII. Appropriate on-site improvements, including improved facilities and recreational provision of an appropriate scale, are agreed with the local planning authority and implemented before the extended opening season begins, subject to landscaping improvements; and**
- **XIII. The proposal is accompanied by a legal agreement which states that the accommodation will remain in a visitor use only and not be used for permanent residential occupation.**

Whilst the Council will be sympathetic towards proposals to extend seasons of opening to provide enhanced visitor facilities, a strong position will be maintained over holiday accommodation being used for residential purposes and occupied all year round. Occupancy conditions will be enforced by the Council where it is considered to be expedient and appropriate to do so in accordance with the Council's adopted '*Planning Enforcement Charter*' (2011).

To ensure that proposals comply with criteria (xiii) applicants will be expected to enter into a legal agreement to ensure that the units on site are not subject to permanent residential occupancy. The Council will encourage the owners of caravan sites to supply information on any permanent residents.

13.32 Proposals for caravan sites should utilise locations which are accessible to local settlements which offer basic services, facilities and reduce the needs to travel by car with a preference shown to the re-use of previously developed sites. To provide further protection to the natural environment and local amenity, proposals will be expected to be appropriately sited to their setting and location and reduce their impact on the surrounding landscape through sensitive landscape design and other appropriate complementary measures. The Council will encourage proposals for either new site or site extensions to work toward the development of 'Quality Assured' accommodation.

13.33 The Council will support the improvements to facilities at existing caravan sites, such as improved toilet blocks and other ancillary infrastructure provided where it is demonstrated that such improvements will aid the visitor experience, will not have a detrimental impact on its surroundings and is in accordance with all other relevant policies within this document. Proposals which will result in an unacceptable intensification of uses on a caravan site, either directly or in-directly, will not be supported by the Council.

Seasons of Opening for Caravan Sites

13.34 In recent years there has been significant pressure for longer opening seasons for caravan sites. Whilst benefits to the local economy will exist from the extensions to opening periods there can be significant implications from such proposals, on the surrounding landscape, amenity and the conservation of the site itself. Increased returns arising from a longer opening season must be reflected in the delivery of on-site improvements. Proposals for extensions to opening seasons should be accompanied by on-site enhancement proposals.

13.35 Whilst the Council will be sympathetic towards proposals for extension to opening seasons on caravan sites. It will retain a strong position over the seasons of occupancy and will seek to ensure that extended seasons of opening do not result in unauthorised permanent residential occupation of caravans.

13.36 The Council will expect that any caravan site operations which have been granted permission for an extension of opening to an all-year-round basis to enter into a legal agreement with the Council to ensure that permanent residency does not occur without the benefit of planning permission. Where any reported breaches in planning permission occur in relation to occupancy the Council will investigate and where expedient enforcement action will be taken.

14. Energy Generation

14.1 The UK Government is committed to meeting carbon reduction targets in response to the growing concerns regarding the impacts of climate change. In 2008 the Climate Change Act was established, as part of which, a legally binding target was introduced to reduce the UK's greenhouse gas emissions by at least 80% in 2050 (from 1990 levels), achieving a 34% reduction from the 1990 level by 2020. With a commitment of sourcing 15% of the total energy demand (across the sectors of transport, electricity and heat) from renewable sources by 2020.

14.2 More efficient energy usage and the improved deployment of renewable energy will aid the transition from a high to low carbon economy in the district. The improved deployment of renewable and low carbon energy will also provide the district with the diversity needed to ensure long-term security of energy supply at a local level. This has the potential to deliver on-site power to local developments or allow energy to be exported to the National Grid for wider distribution. The use of on-site renewable energies and low carbon technologies can also provide the opportunities for large electricity users to secure green methods of power locally.

Renewable Energy Generation in Lancaster District

14.3 The district has the potential to take a leading role in the transition to a low carbon future on account of its topography and natural assets. These create the opportunities for increased deployment across a range of renewable and low carbon technologies. This must, however, be balanced with the need to protect the district's high quality landscape, much of which is protected

by international and national designations and sites that hold a functional linkage to sites of national or international importance.

14.4 This is supported by evidence on potential deployment capacities for different renewable energy and low carbon technologies, identified within the Lancashire Sustainable Energy Study which was produced in April 2011 and updated for all Lancashire Authorities in 2012. The study concludes that the Lancaster district has a deployable potential, from a range of renewable and low carbon technologies, of 97MW by 2030. This takes account of current generating capacity and then based on identified constraints, factors in a more realistic mix of technologies appropriate to the resource capabilities of the area.

Policy DM50: Renewable and Low Carbon Energy Generation

The Council is committed to supporting the transition to a lower carbon future and will seek to maximise the renewable and low carbon energy generated in Lancaster District, where this energy generation is compatible with other sustainability objectives.

The Council will support proposals for renewable and low carbon energy schemes that offer the opportunity to contribute to a low carbon future where the direct and indirect impacts are, or will be made, acceptable (unless material considerations indicate otherwise) subject to the following criteria:

I. **The proposal with its ancillary development would not individually or cumulatively have an unacceptable significant effect as a result of its scale, siting or design on the landscape character, visual amenity, biodiversity, geodiversity, flood risk, townscape and historic assets of the district and will not unduly affect highway safety and aviation and defence navigation systems/communications;**
II. **The impacts of the development are mitigated so as to ensure that there are no unacceptable significant effects on the amenities of sensitive neighbouring uses and local residents (including by virtue of noise, dust, odour, air quality or traffic);**
III. **The wider environmental, economic, social and community benefits directly related to the scheme outweigh any significant adverse effects; and**
IV. **Where the proposal is consistent with other relevant policies within the local development plan.**

In areas which have been designated for their national importance, as identified in the National Planning Policy Framework, large-scale renewable energy infrastructure will only be permitted where it can be demonstrated that it would be appropriate in scale, located in areas which do not contribute positively to the objectives of the designation, is sympathetically designed and includes any necessary mitigation measures.

Proposals for wind turbines will be expected to take account of National Planning Policy and, in particular the Ministerial Statement issued by the Government in June 2015.

Where appropriate, developments will be required to explore the feasibility of connecting to an existing, nearby District Heating Network. Investigation into the viability of connecting to a network will be required to be evidenced as part of an application. Where there is not an existing nearby District Heating Network to connect to, the potential for which, in particular for larger developments, should be explored and evidence of the viability of a scheme should be provided.

The Council will expect developers to work in partnership with the local community in developing proposals for renewable and low carbon energy and demonstrate how the concerns and requirements of the local community have been taken into consideration and informed the submitted proposal. Community-led initiatives for the development of renewable or low carbon energy will be supported (when considered to be in accordance with all other relevant policies).

Developers will be expected to provide evidence to support their proposals including landscape, visual and ecological assessments (including where required an Environmental Impact Assessment (EIA) and Habitats Regulation Assessment (HRA)) and to demonstrate that any impacts can be satisfactorily mitigated where negative impacts cannot be solely removed through site selection. Mitigation and compensatory measures should be investigated as part of this process.

The Council will require that where renewable energy installations become non-operational for a period in excess of one year, the facility will be removed and the site will be fully restored to its original condition within one year.

14.5 All projects, regardless of their size, will be supported in principle by the Council subject to satisfying criteria (i) to (iv) set out in Policy DM50. Each location and situation is different, so all proposals will be assessed and considered on their individual merits. The Council recognise that small-scale projects will make a valuable contribution to renewable and low carbon energy generation as well as national targets for the reduction in greenhouse gas emissions. These schemes also offer opportunities to add direct benefits to local communities by meeting their local needs, providing local ownership of their future energy use and helping the fight against fuel poverty. The NPPF acknowledges that all communities have a responsibility to help increase the use and supply of renewable and low carbon energy. However, this must not negatively impact upon environmental protections and the planning concerns of local communities.

14.6 In delivering proposals the Council will negotiate, where appropriate, community benefits for the local area. This could include the provision of educational opportunities for local schools as well as opportunities for shared ownership.

14.7 In delivering future proposals the Council will create a positive and enabling environment for increased deployment, working with developers and local communities to ensure the delivery of appropriate and well planned proposals whilst also ensuring the protection of the district's landscape and townscape. This is especially relevant as large portions of the district are protected by environmental designations.

14.8 Future proposals and their ancillary development, which would result in adverse effects, either individually or cumulatively with nearby development will not be supported. In submitting planning applications, applicants will be expected to submit supporting information and evidence which is proportionate to the scale of development proposed and reflect the sensitivities of the nearby environment. This should reflect the latest best practice guidance and include landscape, visual and ecological assessments. The Landscape Character Assessment and local Conservation Area appraisals will be among the key tools in assessing potential impacts. Such assessments should seek to assess both the individual and cumulative impacts of development.

14.9 In considering small-scale proposals the Council will require evidence of how the site has been assessed taking into account the constraints of the site and the opportunities for micro-siting to reduce impacts. Larger scale proposals will already have undertaken this work as part of the site selection process with this already evidenced as part of the Environmental Impact Assessment process.

14.10 Where impacts are identified the Council will require applicants to demonstrate to its satisfaction how these have been reduced through appropriate mitigation including careful siting and design. This could include the use of existing landforms to limit visual impacts on sensitive views and local amenity, creating a design layout which is sympathetic to the local landform and neighbouring land-uses and limiting the impact of cabling, tracks, hard-standing and buildings by underground avoidance and restoration as well as the use of sympathetic materials in construction.

14.11 As outlined within Policy DM50, the Council is committed to the transition to a low carbon future. Development proposals that could feasibly supply or connect into a District Heating Network are encouraged to do so. Renewable and low carbon energy proposals that offer the opportunity to contribute to a low carbon future will be supported where compatible with the above policy and where impacts can be satisfactorily addressed. Where impacts are identified the Council will require applicants to demonstrate to its satisfaction how impacts have been minimised, how impacts have been mitigated and finally where relevant what compensatory measures are proposed to support the scheme sufficiently to outweigh any outstanding impact.

14.12 Due to changes in national planning policy, wind turbine proposals will be considered in accordance with relevant national policy and guidance, including the Government's Written Ministerial Statement (WMS) published on the 18th June 2015[63]. The WMS states that the Local Planning Authority, when determining planning applications for wind energy development involving one or more wind turbines, should only grant planning permission if:

- the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and
- following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

14.13 Whether the proposal has the backing of the affected local community is a planning judgement for the local planning authority. In response to national guidance, the Council, through the Local Plan, has been investigating and will explore further potential areas which could be identified as suitable for wind energy. This will involve the consideration of a number of environmental designations and other potential constraints, to help guide the most appropriate scale of development to the most suitable areas. Certain small scale developments are allowed in accordance with permitted development rights, as outlined in Table 14.1.

[63] https://www.gov.uk/government/news/giving-local-people-the-final-say-over-onshore-wind-farms

	Building Mounted Wind Turbines	Stand Alone Wind Turbines
Height	No part (including blades) of the building mounted wind turbine should protrude more than three metres above the highest part of the roof (excluding the chimney) or exceed an overall height (including building, hub and blade) of 15 metres, whichever is the lesser.	The highest part of the wind turbine must not exceed 11.1 metres.
Swept Area (Rotor Diameter)	No more than 3.8 square meters.	No more than 3.8 square meters.

Table 14.1: *Permitted Development Class H and Class I – information regarding scale of development*
**Please note, additional conditions also apply in order for a proposal to be considered permitted development. These figures have only been referenced to demonstrate scale.*
(*Source: Town and Country Planning, England, 2011 No. 2056*)

Upgrades to the National Grid

14.14 The National Grid supplies electricity from sources where electricity is generated, such as power stations, to homes and businesses across the country. The National Grid is a critical piece of infrastructure that is of national importance. Locally, the grid system predominantly runs north / south through the district utilising the M6 corridor, running within close proximity to areas of significant landscape importance, in particular Arnside & Silverdale and the Forest of Bowland which are both designated as Areas of Outstanding Natural Beauty (AONB). These areas have been specifically designated for their national landscape importance, tranquility and scenic beauty and as such they are afforded the highest status of protection.

14.15 The Council recognises that the National Grid is a vital component of both the national and local economy and that there is an overriding need for the upgrading of the existing grid system to meet modern demands. The existing system is reaching capacity due to the high demands for electricity from domestic and commercial customers; therefore the principle behind the need to upgrade the current network is accepted.

14.16 Decisions on the proposed routing and the siting of pylons will not be determined at a local level but by the Secretary of State for Energy and Climate Change as a Nationally Strategic Infrastructure Project (NSIP). The Minister will be advised by the Planning Inspectorate under procedures governed by the Planning Act 2008 (and amended by the Localism Act 2011), and therefore Policy DM51 will not carry any material weight in the decisions made by that commission. Nevertheless, the policy sets a framework for the Local Planning Authority to prepare submissions to the Planning Inspectorate in respect of proposals to upgrade the National Grid.

14.17 The Council is engaged in the decision making process through a Planning Performance Agreement (PPA) with neighbouring authorities affected by the proposals, and with the National Grid. The PPA is designed to facilitate effective public consultation and to help bring forward appropriate development options and proposals. As the choice of development routes firms up, the PPA authorities will contribute to the NSIP process through the production of an Adequacy of Consultation Report and an Impact Report, both of which will be forwarded to the Planning Inspectorate for Examination. The approach set out within Policy DM51 will help local residents and other key stakeholders to understand the Council's position and involvement in the NSIP process

Policy DM51: Upgrades to the National Grid

The majority of upgrades to National Grid assets within Lancaster District are likely to be considered as Nationally Strategic Infrastructure Projects (NSIPs). In the case of NSIPs, decisions will be taken by the Secretary of State for Energy and Climate Change and not the Local Planning Authority. The National Policy Statement (NPS) for energy, particularly NSP EN-1 and NSP EN-5, provide the national policy context for these projects. The Council will be a consultee within this process and through effective engagement will work to secure the most appropriate form of development in light of the policy issues set out below.

I. **That the routes and technologies chosen mitigate as far as possible the environmental effects that result from this proposal (this should seek to deliver routes as far as technically, economically and practically possible);**
II. **The route chosen does not compromise the landscape value of the district, in particular specially designated landscapes of the Arnside & Silverdale and Forest of Bowland Areas of Outstanding Natural Beauty;**
III. **The proposed route would not result in a significant adverse impacts on the historic environment or nature conservation interests;**
IV. **That appropriate mitigation measures are put in place to minimise the impacts on residential amenity on properties in close proximity to the route; and**
V. **The proposals are capable of being constructed without undue disruption to the economic well-being of the district, particularly in relation to road closures and other means of construction disruption.**

14.18 The issues which are set out in Policy DM50 criteria (i) to (v) will be addressed through stakeholder dialogue as proposals and plans are prepared within the NSIP process. In particular the Council will ensure that the following issues are clarified:

- The impacts that the proposals will have on the surrounding landscape should be mitigated against through the sensitive design and siting of powerlines;
- That any adverse impacts upon residential amenity of people who live close to the proposed route is mitigated against through the sensitive and sympathetic design and siting of powerlines;
- The disruption in the local area through the construction phases are kept to a minimum; and
- That the route chosen should not have a significant adverse impact on key economic and residential sites.

15. Sustainable Communities

Neighbourhood Planning

15.1 Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders have the potential to allow communities to shape their neighbourhoods, planning positively and working with landowners, developers and service providers to delivery new development and facilities.

15.2 A Neighbourhood Development Plan and its policies will work alongside the policies within the district-wide local development plan. The policies will only apply to the specific area covered by that Neighbourhood Plan or Order. Existing settlement boundaries may be reviewed through neighbourhood development plans. In order to demonstrate delivery of housing numbers, if work on

a neighbourhood development plan stalls or is turned down by the community at a referendum stage, the Council may identify sites and review settlement boundaries in the Land Allocations DPD.

15.3 Neighbourhood Plans need to meet certain basic conditions[64] at local and national levels before they can come into force. Basic conditions for Neighbourhood Plans are:

- They must have appropriate regard to national policy;
- They must contribute to the achievement of sustainable development;
- They must be in general conformity with strategic policies in the local development plan for the area; and
- Must be compatible with EU obligations, including human rights requirements.

15.4 The plan will also need to demonstrate involvement of the local community throughout the plan preparation and decision making. These basic conditions will be tested through independent examination and be checked by the local planning authority prior to proceeding to referendum.

15.5 A key element of understanding whether a Neighbourhood Plan has met the basic conditions is whether the plan is in general conformity with the strategic policies of the strategic plan. For the purposes of meeting this basic condition the Council will expect that Neighbourhood Plans should be in general conformity with all Strategic Policies within the local plan which are set out in more detail of Appendix C of the Strategic Policies and Land Allocations DPD.

Policy DM52: Neighbourhood Planning

The Council will support and assist the relevant qualifying organisation to positively prepare a Neighbourhood Plan which delivers new development and facilities for their community.

Neighbourhood Plans should seek to achieve the following:

I. **Identify how they are positively contributing toward the strategic objectives of the local development plan and be in general conformity with its strategic approach and strategic policies;**
II. **Clearly set out how they will promote sustainable development, at the same level or above that which would be delivered through the local development plan; and**
III. **Have due regard to relevant information on local needs for new homes, jobs and facilities for their plan area.**

The Council will seek to support and assist Neighbourhood Planning groups in meet the criteria above and the wider basic conditions set out in the Neighbourhood Planning Regulations.

Once a Neighbourhood Plan has been adopted by the City Council it will form part of the local development plan for the district and will be a material consideration in determining planning applications.

15.6 There is no statutory duty for communities to prepare Neighbourhood Plans, only a right to do so if

[64] http://planningguidance.communities.gov.uk/blog/guidance/neighbourhood-planning/the-basic-conditions-that-a-draft-neighbourhood-plan-or-order-must-meet-if-it-is-to-proceed-to-referendum/

they wish. Lancaster City Council have 8 eight designated areas as of January 2017. The eight designated Neighbourhood Plan areas are Caton, Cockerham, Dolphinholme, Halton-with-Aughton, Morecambe, Slyne-with-Hest, Wennington and Wray-with-Botton.

15.7 The Council will support the role and preparation of neighbourhood plans and provide advice where requested. It will be for the neighbourhood plan group to prepare the neighbourhood plan and finance its preparation although it is recommended that groups investigate funding and resourcing opportunities offered through organisations such as Locality and Planning Aid.

15.8 Following a successful examination and referendum a neighbourhood plan will be made and adopted by the City Council, at which point it forms part of the local development plan for the district and will be a material consideration in determining planning applications within that local area.

15.9 The Council expects that all neighbourhood plans to include proposals for monitoring the policies contained within the plan. Should monitoring indicate that the development is not coming forward as envisaged in the neighbourhood plan action will be taken by the Council to bring forward sites through the wider development plan.

15.10 Further information on the neighbourhood plan process, neighbourhood plans which are currently being prepared in the district and the levels of resource available to neighbourhood groups from the city Council can be found online[65].

Protection of Local Services and Community Facilities

15.11 The Council recognises the role that local services can play in ensuring that communities are sustainable in the long term. The ability to access local services which are located in close proximity to where people live have a significant relationship to well-being and a positive quality of life.

15.12 The Council will therefore support proposals which seek to enhance the range of local services, subject to them satisfactorily meeting all other relevant policies within this document. Proposals which involve the delivery of additional key services in rural locations will be particularly supported in principle by the Council.

15.13 Proposals for local services should be located in accessible and central locations which can be easily accessed by the community by a variety of transport methods, particularly cycling and walking, and where possible by public transport. In rural locations, it is recognised that whilst priority is given to siting services in sustainable locations, this may be more difficult to achieve in all circumstances. Therefore less accessible locations may be considered where it can be satisfactorily demonstrated that accessibility to the proposed services can be improved as part of the development proposal

Policy DM53: Protection of Local Services and Community Facilities

Provision of New local Services and Community Facilities

Proposals for new local services must be located where there is already a choice of travel options or where it can be demonstrated that accessibility can be significantly improved and

[65] http://www.lancaster.gov.uk/planning/planning-policy/community-rights/neighbourhood-planning

therefore can be accessed by all members of the community. Where possible local services should be located within or adjoining, existing centres.

Proposals for new local services provided as an integral part of the development must wherever possible be located within adaptable buildings which can be used for a flexible range of uses.

Protection of Existing Local Services and Community Facilities

Proposals that would result in the loss of buildings / uses which currently (or have previously) provided the community with a local service, and which could include services such as local shops and community facilities, must provide compelling and detailed evidence:

I. **Ensure that a robust and transparent marketing exercise has taken place demonstrating that the retention of the existing use is no longer economically viable or feasible. This should include a realistic advertising period of at least 12 months at a realistic price (confirmed by independent verification), making use of local and (if appropriate) national media sources. Information on all offers made, together with copies of the sales particulars will also be required to accompany the application;**
II. **Ensure that, alternative provision of the key service exists within a rural settlement or within a nearby neighbouring settlement, which can reasonably be accessed by pedestrians and public transport; and**
III. **Ensure that the current / previous use no longer retains an economic and social value for the community it serves.**

15.14 The Council will support the diversification of local business to fulfil a wider range of local services for the community they serve; particularly where this will improve the long term sustainability and viability of these services. For instance the role of local public houses could be sustained by introducing a range of other important services such as for a post office or local grocery store.

15.15 The Council will protect the buildings and premises used by local services that benefit the local community both socially and economically. The Council will also resist the loss of local services where it is demonstrated that they are valued by the community they serve.

15.16 Development proposals for new local services should create a flexible and adaptable building which, if required, can be used for a range of different purposes such as meeting places, drop-in clinics and other community facilities. This will ensure that the building can maximise its role in serving the local community and secure its long-term future. The Council will also support proposals from local communities which involve the creation, retention and management of facilities which are demonstrated to have a wider community benefit.

15.17 Where there is community support to do so the Council will prepare a register of community assets as part of the Community Right to Bid[66].

Health and Wellbeing

15.18 Health and wellbeing is a key part in the delivery of sustainable development and sustainable communities. Development should be delivered in order to enhance a sense of wellbeing and safety. Lancaster district is an attractive plan to live and therefore it is important that new development consolidates the existing environment and distinctive sense of place which utilises high quality

[66] http://www.lancaster.gov.uk/planning/planning-policy/community-rights/community-right-to-bid

design which contributes to resident's sense of wellbeing.

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

Policy DM54: Health and Well-being

The Council will expect development in the district to promote health and well-being. Measures to ensure this include as follows:

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

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

In order to promote health and well-being the Council will:

V. **Protect and improve social and community facilities such as healthcare facilities, community halls and indoor leisure provision, and arts and cultural facilities and ensure that new development contributes appropriately to supporting infrastructure;**
VI. **Protect, increase and enhance open space provision, allotments and food growing schemes, biodiversity and nature conservation assets and the provision of children's play facilities;**
VII. **Seek to manage access to hot food takeaways such as restricting proposal for new hot food takeaways from locations within 400 metres of secondary schools and working with businesses and developers to promote healthier lifestyles through design and types of use within developments; and**
VIII. **See to expand the network of safe pedestrian and cycle routes in accordance with the County Council's Highways and Transport Masterplan and Cycling & Walking Strategy to ensure that areas dedicated to vehicular circulation are designed with pedestrian safety and needs of vulnerable groups in mind.**

15.20 It is important that the Local Plan does its part to deal with these health issues by delivering high quality development that provides a high quality living environment and encourages healthy lifestyles. Evidence shows that health inequalities are often linked to factors such as poor access to

green space and poor housing.

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

16. Infrastructure Delivery

16.1 Future development within the district will place pressure and demand on existing infrastructure such as schools, open spaces, transport networks, health and community facilities. In order to cope with this additional demand there will be a requirement for new development to contribute toward the improvement of existing facilities and, in some cases the provision of new additional infrastructure.

16.2 Without appropriate measures to mitigate impact and/or investment to enable the provision of infrastructure improvements, new developments that cause adverse impacts would be by definition neither sustainable nor acceptable. To support sustainable growth in the district new development will be expected to provide or contribute toward necessary and required infrastructure to enable its provision in an appropriate manner.

The Community Infrastructure Levy (CIL)

16.3 Community Infrastructure Levy (CIL)[67] is a charge which local authorities in England and Wales can place on developer / applicants for most types of development in their area. The money generated from CIL can be used (or pooled for future use) to pay for strategic infrastructure improvements within the authority area to realise social, economic or environmental benefits. The CIL charge will be based on the size, type and location of the development proposed.

16.4 CIL is promoted by Government as a more effective and transparent way of securing financial contributions from development, providing a part replacement to the current s106 planning obligations system. CIL is designed to draw in substantial funding to bridge the funding gap associated with the provision of enabling infrastructure to serve new development whilst Section 106s will continue to be used to mitigate the direct impacts of development in order to enable the grant of planning permission; to secure commuted sums (where appropriate) for open space management and maintenance and for securing or funding the provision of affordable housing.

16.5 The concept of CIL as a standard charge on development, provided up front to the charging authority, is seen as a fairer and more transparent method of seeking financial contributions from developers to support future infrastructure needs and an opportunity for local authorities to clearly plan ahead for infrastructure improvements and deliver the aspirations of local communities.

16.6 The Council are about to review its position on the implications of introducing a CIL charge within the district with the findings expected in late spring 2017. Should the study conclude that there is sufficient viability to introduce a charge within the district then the Council will prepare a Charging

[67] http://www.pas.gov.uk/community-infrastructure-levy

Schedule which will be prepared in conjunction with later iterations of this DPD.

16.7 Should CIL be prepared for the district, it will seek to secure funding for infrastructure, facilities and services which are necessary support development and meet local development plan objectives. Some of the site specific infrastructure may still be secured through planning obligations. Community facilities may be delivered at a local level through neighbourhood planning or through the parish share of CIL contributions.

Planning Obligations

16.8 The purpose of planning obligations is to make development acceptable in planning terms. Planning obligations will be sought to compensate and/or mitigate the impact of development which, without that mitigation, would render the development unacceptable in planning terms.

16.9 Where required, the Council will require new infrastructure to be provided through new development. When such requirements are made they will be done so with the full consideration of national planning policy in terms of the reasonableness of the request, in particular paragraph 204 of the National Planning Policy Framework (NPPF) which states that planning obligations should only be sought where they meet the following tests:

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

16.10 There are a range of infrastructure requirements which may be necessary to ensure that development is acceptable in planning terms, table 16.1 below sets out potential types of infrastructure that should be considered (although this should not be considered as an exhaustive list).

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

Table 16.1: *List of Infrastructure which may be secured through CIL or Planning Obligations to make development acceptable and/or meet local plan objectives.*

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

16.12 Where issues of viability arise the Council will require applicants to clearly demonstrate the margins of viability through the use of an agreed methodology. Where it is clearly demonstrated that there are issues of viability then the Council will work with the applicant to understand whether alternative sources of funding are available to secure the necessary infrastructure.

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

Policy DM55: Community Infrastructure Levy and Planning Contributions

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

Community Infrastructure Levy (CIL)

Development proposals meeting the relevant CIL liability thresholds will be required to comply with the Council's CIL Charging Schedule, as set out within a separate DPD on this matter.

Planning Contributions

The Council will require planning contributions where they meet the tests set out in paragraph 204 of the NPPF. Such contributions will be secured through S106 legal agreements. It is recognised that the viability of development is a significant consideration when making requests for financial contributions and as such will only be requested for infrastructure to make development acceptable in planning terms and compensate for any impacts of development. In particular development will be expected to provide, or contribute towards, the provision of:

- **Measures to directly mitigate its impact, either geographically or functionally, which will be secured through the use of s106 planning obligations;**
- **The specific requirements set out within all accompanying Supplementary Planning Documents, particularly relating to the provision of affordable housing;**
- **The specific requirements as set out in relation to sites which have been identified and allocated within the Land Allocations DPD; and**
- **Infrastructure, facilities and services required to support growth, which will be set out within any future Community Infrastructure Levy (CIL) for the district.**

Planning contributions will also be subject to the criteria set out in the CIL Regulations[68] (2010) (in particular Reg. 122 and 123) or any successors which require any financial contribution or contributions in kind towards infrastructure to meet a number of criterion.

[68] http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents

Assessing Viability

Development viability is a material consideration that can be considered in assessing development proposals. In some circumstances, requirements for planning obligations may render development at the margins of viability. Where is it demonstrated, using an agreed methodology (e.g. through residual valuation appraisal agreed to an agreed format and agreed assumptions), the development proposal is unviable given the level of contributions sought, the Council will consider whether any of the requirements can be delivery through alternative mechanisms or deferred subject to measures to seek alternative funding (such as government grants where available). This will be at the discretion of the Council and applied on a case-by-case basis taking into consideration the wider material considerations of the application.

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

Where a development is agreed to be unviable, applicants will take all reasonable and practical steps to enable the delivery of required planning obligations through alternative mechanisms including public sector grants. Lancaster City Council will assist in identifying such mechanisms where known and support the applicant to secure their implementation.

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

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

Telecommunications and Broadband Connections

16.15 The use of telecommunications equipment, such as mobile phones and the Internet have become essential parts of modern everyday life. Whilst strong network availability exists within many areas of the district, many communities, both urban and rural, suffer from poor access to mobile phone networks and internet broadband. To encourage growth and improvement to the telecommunications network and access to the internet the Council will support, in principle, proposals for infrastructure required to facilitate such growth.

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

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

Policy DM56: Telecommunications and Broadband Improvements

The Council will support the improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in rural areas which have poor or no service provision at all, providing that the proposals accord with paragraph 43 of the National Planning Policy Framework and that the following criteria are achieved.

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

Proposals for telecommunications or broadband equipment should pay due regard to their surroundings through sympathetic design, particularly in sensitive townscapes and landscapes. The principles of Policies DM39 and DM42 will apply in relation to the impacts on the natural environment.

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

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

Infrastructure Delivery Plan

16.20 The issue of delivering new infrastructure is a key public concern which arises from new development proposals. In order to ensure that the infrastructure issues within the district are clear and understood the Council have prepared an Infrastructure Delivery Plan (IDP)[69]. The IDP sets out a range of infrastructure requirements and aspirations which are either necessary to ensure that impacts of new development are mitigated or where future Section 106 or CIL monies may be used.

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

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

[69] http://www.lancaster.gov.uk/planning/planning-policy

Policy DM57: Infrastructure Delivery Plan

To aid the understanding of necessary, required or desirable infrastructure projects in the district, the City Council have prepared an Infrastructure Delivery Plan (IDP) which sets out the needs for new infrastructure in the district.

Any proposals should consider the content of the Infrastructure Delivery Plan and, through dialogue with the City Council and other key infrastructure providers to ensure that matters of infrastructure requirements are fully understood and appropriately addressed.

The City Council will not support proposals which do not sufficiently address the matters of infrastructure.

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

17. Transport, Accessibility & Connectivity

17.1 Enhancing and promoting transport modes which are more environmentally friendly than the private car is key to the future delivery of accessible and reliable transport networks and reduce the carbon footprint of the district. Indeed, the National Planning Policy Framework[70] (NPPF) in paragraphs 29 and 30 states that *"the transport system needs to be more balanced in favour of sustainable transport modes"* and that *"In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."*

17.2 There is a clear direction in terms of the transport and highways improvements which are necessary through the plan period up to 2031. This direction comes from the Lancaster District Highways and Transport Masterplan[71] which has been prepared by Lancashire County Council and published in October 2016.

17.3 A core element of the Masterplan is a switch to more sustainable forms of transport and reducing the need to travel which are already well established in national and local planning policies. The local development plan has a key role in helping that core element of the masterplan through the appropriate location of the development in sustainable locations and the provision of sufficient infrastructure to achieve that modal shift away from the private car.

17.4 It is therefore clear that local plan policies need to promote and encourage a greater role of transport methods such as cycling, walking and public transport thus reducing the need to use private cars. Planning also has a further function in ensuring that development proposals, particularly those which are likely to generate significant footfall, should be located in accessible central locations reducing the need for people to travel, increasing the number of transport modes available, and reducing the reliance on the private car.

[70] https://www.gov.uk/government/publications/national-planning-policy-framework--2
[71] http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan.aspx

Enhancing Accessibility and Transport Linkages

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

17.6 Development proposals which generate a significant footfall and traffic generation should, in accordance within Policy DM61 of this document, prepare a travel plan which sets out the potential implications on local transport networks and linkages and how any negative impacts will be addressed through mitigation and compensatory measures. Development proposals which the Council believe generate a significant highway impact but fail to address such issues through an appropriate travel plan will not be permitted.

Policy DM58: Enhancing Accessibility and Transport Linkages

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

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

I. **Make the best use of existing public transport services and where appropriate provide opportunities for improving and sustaining the viability of those services;**
II. **Ensure that there is convenient access for walking and cycling to local facilities;**
III. **Create buildings and places that are easily accessible for the whole community, particularly those with disabilities;**
IV. **Develop an innovative and flexible approach to the delivery of public transport in rural areas of the district;**
V. **Ensure that the proposal site can be accessed safely both during the construction and occupation phases of development;**
VI. **Make appropriate provision for parking in accordance with Policy DM60 and the car parking standards set out in Appendix I of this document, in terms of both the number of spaces provided and their location in relation to the development, to encourage sustainable travel patterns and avoid congestion and adverse highway safety impacts caused by excessive on-street parking; and**
VII. **Be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles in accordance with paragraph 32 of the National Planning Policy Framework. This should address issues such as highway safety, highway efficiency and excessive volumes of traffic, fumes and noise.**

Where proposals are not able to achieve this, it must be clearly demonstrated that significant impacts can be addressed through the preparation of a Travel Plan in accordance with Policy DM61.

Where necessary and relevant, the Council will expect development proposals, particularly those which will generate a significant impact on the local transport network, to contribute toward improvements to transport infrastructure, particularly those projects set out in the

County Council's Highways and Transport Masterplan. This requirement is relevant to proposals on both Greenfield and Brownfield sites. Improvements may include the provision of new facilities or services which promote sustainable transport patterns and improve accessibility.

Development will not be permitted where it considered to prejudice major transport and highway schemes as defined in Policy DM62 of this DPD.

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

17.7 Proposals which generate significant levels of development and new traffic movement, including those greenfield sites which have been suggested through the Land Allocations DPD, will be expected to provide or contribute toward necessary improvements to the local transport network.

Walking and the Pedestrian Environment

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

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

Policy DM59: Walking and Cycling

Walking

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

I. **Maintain and where possible improve the existing pedestrian infrastructure, including the Public Rights of Way (PROW) network;**
II. **Ensure that no adverse impacts are created for the pedestrian environment, particularly in relation of pedestrian safety, and provides appropriate pedestrian access for all sections of the community;**
III. **Improves the safety and security of the pedestrian environment through the use of appropriate design and lighting.**

Where development proposals affect a Public Right of Way, the Council will expect that appropriate alternative diversion routes are provided as part of the proposal.

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

Cycling

To build on the previous success of Lancaster's designation as a 'Cycling Demonstration Town' the Council will ensure that development proposals do not adversely impact on the existing cycling network or cycle users. Development proposals should also encourage greater opportunities for cycle users through good design, appropriate cycle access, where appropriate good linkages with the existing cycle network and secure cycle parking and storage facilities. Non-residential development proposals should also promote shower changing facilities for staff.

The Council will, where possible, support the growth of the local cycling network within the district to encourage and maintain the growth of cycle usage as a viable and suitable form of transport and recognise the value of such a network in creating a coherent network of green infrastructure. Support will be given to proposals which seek to enhance and improve the existing network in accordance with the County Council's Cycling and Walking Strategy.

17.10 The Council will seek to promote a safe pedestrian network within the district. A safe network means safety from other road users such as cars, vans, HGVs, buses and cyclists. Management of other road users including speed restrictions, sufficient widths, and segregation where appropriate and well designed and positioned crossing facilities can reduce conflicts between users. Well designed pathways, natural surveillance, appropriate levels of lighting, CCTV and good levels of maintenance can improve actual and perceived security. Such design features will be encouraged within new development.

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

17.12 Lancaster City Council is not the highway authority for the district, the Council will work in partnership with key stakeholders, particularly Lancashire County Council, to identify areas for improvement and work to improve the pedestrian environment within the district.

Cycling and Cycle Networks

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

17.14 There is already a strong network of cycle routes within the district which are well used and provide sustainable linkages between urban centres; these are not just local linkages but also link in with the National Cycle network. Therefore opportunities exist to encourage the growth of cycle use at a local level but also as an opportunity to attract visitors into the district. The Council will look to

support increased useage of cycling and walking through the implementation of the Lancashire Cycling and Walking Strategy[72].

17.15 The Council will seek to ensure that development proposals protect and link in with existing cycle network but also, where appropriate, contribute to the improvement and extension of these networks. The Council will work with relevant partners to ensure that the standard of cycle networks are improved, maintained and expanded where possible, including projects such as the Morecambe Bay Cycle Route.

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

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

Vehicle Parking Provision

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

Policy DM60: Vehicle Parking Provision

Car Parking Provision

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

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

Cycle Parking Provision

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

17.19 The level of car parking provision in non-residential development varies significantly according to the nature of the proposed use. Flexibility is required to reflect the availability of non-car

[72] http://www3.lancashire.gov.uk/corporate/consultation/responses/response.asp?ID=323

alternatives which may influence the requirement of car parking spaces. In areas where alternative travel choices are available careful consideration of the availability of car parking spaces can help reduce car usage, particularly where this is combined with effective travel planning. However, it is important to ensure that adequate parking provision for people with impaired mobility is provided in convenient locations.

17.20 Development proposals which seek to include the provision of garages as a method of car parking must demonstrate that they are of sufficient size to accommodate a standard vehicle width / length.

17.21 For proposals which will generate visitor trips (this can be either residential or commercial uses) it should be demonstrated that an appropriate number of visitor spaces are provided over and above the standards set out in Appendix E.

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

Transport Efficiency and Travel Plans

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

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

Policy DM61: Transport Efficiency and Travel Plans

The Council will support proposals which maximise opportunities for the use of sustainable modes of travel, development proposals should make appropriate contributions (having due regard to cost-effectiveness) to improve the transport network and transport infrastructure, particularly to facilitate walking, cycling and public transport to encourage the use of alternative forms of transport from the private car.

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

To demonstrate the likely impacts of a development proposal a 'Transport Assessment' or 'Transport Statement' may be required, in accordance with paragraph 32 of the National Planning Policy Framework. This requirement will be dependent on the size, nature, scale,

location and potential impact. The requirement for such an assessment or statement should be agreed with the Council prior to the submission of a planning application.

In accordance with paragraph 36 of the National Planning Policy Framework, a 'Travel Plan' will also be required where the development involves significant residential, commercial or employment development or non-residential institutions including schools, colleges and universities.

Development proposals will be supported where a travel plan can demonstrate that appropriate mitigation measures can be achieved and a clear approach is identified to deliver such measures.

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

Travel Plans

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

17.27 A travel plan will be a requirement for all large development proposals or proposals which are expected to have a significant impact on the local transport networks. Such a plan should be based on the Department of Transport's guidance on Transport Assessments. The travel plan will be required to set out the ongoing management arrangements to deliver the outcomes of the travel plan, a monitoring schedule and an outline of approach taken to monitoring and reviewing - which is an essential component of a travel plan. A monitoring period of at least 5 years will apply.

Lancaster District Highways and Transport Masterplan

17.28 Lancashire County Council adopted and published the Lancaster District Transport and Highways Masterplan[73] in October 2016 which sets out a range of strategic transport interventions which address existing transport issues within the district. These include improvements to both the road network and improving opportunities to access more sustainable forms of public transport, cycling and walking.

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

17.30 Lancaster City Council has been fully involved in the preparation of the Transport Masterplan with the final masterplan fully complimenting the proposals which are set out within this local development plan. The City and County Council will continue to work together in order to

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

investigate and implement the interventions identified in the Transport Masterplan.

Policy DM62: Lancaster District Transport and Highways Masterplan

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

- **Improvement to highway capacity on the A6 Corridor in South Lancaster.**
- **Improvements to traffic management in Lancaster City Centre.**
- **Improvements to connectivity around Morecambe Bay.**
- **Enhancing the role of Ultra Low Emission Vehicles.**
- **Investigating the Role of a New Rapid Transit System between South Lancaster – Lancaster City Centre – Morecambe – Heysham.**

Schemes which seek to address the above issues will form important elements of the Infrastructure Delivery Plan (IDP) and will be critical to the delivery of major development sites. These are addressed in more detail within Policies SG4, SG7, SG10 and SG13 of this DPD.

Whilst major schemes will be expected to take full account of the content of the Transport Masterplan, smaller proposals (particularly those which are considered to have significant impacts on the surrounding transport network) will be expected to have due account of the content of the masterplan and seek to contribute to its delivery where necessary and appropriate to do so.

18. Planning Enforcement

18.1 Paragraph 207 of the National Planning Policy Framework[74] states that the effective enforcement of planning controls is important as a means of maintaining public confidence in the planning system. National planning guidance recommends that local planning authorities should consider publishing a local enforcement plan to manage enforcement in a pro-active manner, in a way that is suitable to the local area.

Policy DM63: The Enforcement of Planning Controls

Where a breach of planning control has taken place, the Council will take enforcement action where necessary which is proportionate to the breach, in accordance with paragraph 207 of the National Planning Policy Framework.

Where a breach causes harm in planning terms and it is expedient to take enforcement action the Council will select the appropriate level of action to be taken to remedy the breach. In cases where the breach is severe and planning permission would not be retrospectively

[74] https://www.gov.uk/government/publications/national-planning-policy-framework--2

granted, action will seek to remove the breach. In other cases where a remedy can be achieved by corrective action, regulation through a retrospective planning application or under enforcement will be pursued.

Enforcement action will not be taken against trivial or technical breaches of planning control which cause no harm to the amenity or prejudice the aims and objectives of the local planning authority.

Further guidance on planning enforcement matters can be found in the Council's '*Planning Enforcement Charter*' which was adopted in December 2011.

18.2 Lancaster City Council adopted its own local enforcement plan, the Planning Enforcement Charter[75] in December 2011 which provides information regarding the role of enforcement within the planning system and general advice relating to breaches in planning control, the issue of expediency and the penalties for failing to comply with formal notices issued by the Council. Procedures for making complaints about a possible breach of planning control are contained within the Charter. Complainants will be asked to provide specific details regarding the location, nature and reason for making their complaint.

Policy DM64: Enforcement Action against Untidy Sites & Buildings

The Council will continuously act to improve the amenities of its area. To compliment public sector improvements in urban areas and the management of the district's high quality rural areas the Council will take proactive action by the use of Notice under Section 215 of the Town and Country Planning Acts to require the owners of untidy land or buildings to remedy the situation by setting out steps that need to be taken within a certain timescale, where it is considered that its condition adversely affects the amenity of the area.

The Council's adopted local enforcement plan, the '*Planning Enforcement Charter*' (2011) contains further information regarding proactive, targeted action, within the district.

[75] http://www.lancaster.gov.uk/planning/planning-enforcement

Appendix A: Glossary of Terms

This Glossary provides terms and references which will be relevant whilst reading this document. The terms included within this Glossary supplement the definitions which are found within Annex 2 of the National Planning Policy Framework (NPPF) and other relevant National Planning Documents. The Glossary below does not seek to repeat or contradict terms described within the NPPF and therefore this Glossary should be read in conjunction with the NPPF and other relevant National Guidance.

Adoption	The point at which the final version of the Plan document is formally agreed and comes into use by the Council for planning purposes.
Affordable Housing Viability Study	A study that tested the circumstances in which the district's housing market can deliver various levels of affordable housing by examining the influence of a range of affordable housing proportions and thresholds on viability.
Air Quality Management Area (AQMA)	Areas which suffer from significant levels of air pollution, these are primarily found within town centre locations or industrial areas. To counter issues of poor air quality, management plans are prepared by the local authority to address these issues and lower pollution levels. In Lancaster District there are three AQMAs in Lancaster City Centre, Galgate and Central Carnforth where the main sources of air pollution arise from high traffic levels and congestion.
Amenity	Are positive element(s) that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationships between them, or less tangible factors such as tranquillity can all be considered as an amenity asset.
Annual Monitoring Report (AMR)	Is a document produced on an annual basis to report on the progress in the preparation of Local Plan Documents and how successful the implementation of policies has been.
Appropriate Assessment	Under the Habitats Directive (92/43/EEC) Appropriate Assessment is required for any plan or project which either alone or in combination with other plans or projects, would be likely to have a significant effect on a European Site, or is not directly connected with the management of the site for nature conservation.
Area Action Plan (AAP)	Is a Development Plan Document which relates to a specific area or place. The Council has prepared an AAP which relates to the regeneration of Central Morecambe.
Area of Outstanding Natural Beauty (AONB)	Areas which have been designated and protected because of their National landscape importance and environmental importance. There are two AONB's in the district at Arnside & Silverdale and the Forest of Bowland.
BRE Environmental Assessment Method (BREEAM)	A voluntary measurement rating for green buildings that was established in this country by the Building Research Establishment (BRE).
Biodiversity	The whole variety of life on earth. It includes all species of plants and animals and the ecosystems and habitats they are part of.
Biodiversity Action Plans (BAPs)	Recognised programmes that address the protection and restoration of threatened species and habitats. These are prepared on a sub-regional basis and a BAP is in place for the Lancashire area.
Biodiversity Offsetting	These are conservation activities which are designed to deliver biodiversity benefits in compensation for losses, in a measurable way.

Biological Heritage Site (BHS)	A designation which identifies valuable local habitats such as ancient woodland, species rich grassland and peat bogs. Many of these sites provide habitats for rare and threatened species of plants and animals.
Brownfield	See the definition of Previously Developed Land (PDL) as set out in Annex 2 of the National Planning Policy Framework (NPPF).
Caravan Development	The creation, extension or adaptation of land which is used for the purposes of accommodating both static and/or touring caravans. The legislative definition can also include chalets which are used for temporary periods for leisure uses. This can also include development which is ancillary to the purpose of using caravans, including toilet blocks, laundry and shower blocks and other associated infrastructure.
Catchment Flood Management Plan (CFMP)	Sets out an Action Plan and Strategy for the management of water along a river or wider catchment area. Such Management Plans are prepared by the Environment Agency.
Civic Space	Public spaces located in central accessible locations which can help shape a sense of place and be a focal point for the community.
Communities	A group of social interacting people. This interaction may be due to the close proximity of where people live (i.e. within neighbourhoods) or groups of people that have the same common interests or values.
Community Infrastructure Levy (CIL)	A method of developers financially contributing toward the improvement of physical infrastructure. This levy supplements the financial sums which can be requested via s.106 which make development proposals achievable and deliverable. The levy will include an action plan which will set out priorities and a charging schedule on how money will be collected.
Comparison Retailing	Relates to items which are not purchased on a regular basis. This can include items such as footwear, household and electrical goods.
Concealed Households	Family units or single adults living within 'host' households.
Conservation Areas	Areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance.
Convenience Retailing	Relates to the purchase of everyday essential items, including confectionary, food and drink.
Core Strategy	This is a document which sets out strategic policies within the Local Plan process, setting out guidance on future development requirements and policy issues. Lancaster City Council adopted their Core Strategy in 2008.
Cultural Asset	Can be defined as uses such as museums, theatres, live music venues (not public houses), cinemas, community halls and other public meeting places.
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park or Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.
Development Plan Documents (DPD)	These are key planning documents which are prepared by the Council. These are planning documents which are subject to public consultation and public examination. The Land Allocations, Development Management and Morecambe Area Action Plan are all classed as Development Plan Documents.

Enabling Development	Development that may be unacceptable in planning terms but provides an exceptional opportunity for public benefit that justifies it being permitted. Such an example could relate to securing the longer term future of a listed building or other important heritage asset.
Equalities Impact Assessment (EqIA)	An assessment that understands the implications to a cross-section of the district's community from the preparation of a Development Plan Document.
Essential Upland Worker	Workers that play an essential part in maintaining the vitality of upland areas. For example this could include employees of upland estates, doctors, nurses, teachers, bus drivers, and postal workers.
Extra Care Housing	Housing designed with the needs of older people in mind with varying levels of care and support available on-site. People who live in extra care housing have their own self-contained homes and benefit from communal facilities being available. Properties can be rented, owned or part owned / rented.
Flood Risk Assessment (FRA)	Assessments which identify the risks to a site or premises from flooding. These assessments are required for development proposals of a certain size or particular location.
Fuel Poverty	Fuel poverty is determined when a home cannot be heated to a comfortable level by utilising 10% or less of the household's income. This means that choices must be made between warmth and other essentials. Fuel poverty can contribute to excess winter deaths, cold related illnesses, high health care costs and deteriorating housing conditions.
Geological Heritage Site (GHS)	A Lancashire wide designation which identifies valuable local geological and geomorphological sites. GHS are also known as Local Geodiversity Sites (LGS) and formally as Regionally Important Geological Sites (RIGs). Further information can be found at www.geolancashire.org.uk.
Green Belt	Land which has been protected from development which could constitute urban sprawl by keeping land permanently open. There is one area of Green Belt in the district, separating the urban conurbation of Lancaster and Morecambe to the South and Carnforth to the North.
Greenfield	Land which has not been previously developed, characterised by urban and suburban green spaces, open countryside and agricultural land.
Gypsies and Travellers	Persons of a nomadic habit of life whatever their race, origin, including persons who on grounds only of their own family's or dependents' educations or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitats Regulation Assessment (HRA)	Assesses the impacts of plans or projects on Natura 2000 sites (these are Special Areas of Conservation (SAC) and Special Protection Areas (SPA)). National guidance recommends that Ramsar sites and candidate SPAs and SACs are also afforded the same protection through the Habitats Regulation Assessment process.
Health Impact Assessment (HIA)	An assessment that understands the implications to health arising from the preparation of a development plan policy or allocation.

Heritage Asset	Is defined within Annex 2 of the NPPF and refers to features within the historic environment. Heritage assets can be described as 'designated heritage assets' or 'non-designated heritage assets' (which are defined separately within this glossary).
Houses in Multiple Occupation (HiMO)	A property is a HMO if it is let as a main or only home to at least three tenants, who form more than one household and who share a kitchen, bathroom or toilet. A household consists of either a single person or members of the same family who live together, including people who are married or living together, people in same-sex relationships, relatives who are living together and certain live-in domestic staff. An HMO can be an entire house, flat or converted building or a bedsit, shared houses, a household with a lodger, a purpose built HMOs, a hostel, guesthouses, bed and breakfast accommodation for homeless people or types of self-contained flats converted from houses.
Housing Need and Demand Survey	This is Council's current evidence base in regard to how many homes are required in the district, both for market and affordable housing. This survey was undertaken in 2012 by David Couttie Associates.
Infrastructure	In planning terms the physical structures that are required for a community to operate and be sustainable in the long term. Infrastructure typically refers to matters such as roads, water supply, sewers, electricity and other social elements such as education or health.
Key Services	In a rural context, key services include a Post Office, basic shop, primary school and access to public transport.
Key Workers	Essential public sector workers such as nurses, teachers and social workers.
Landscape Character Assessment	An assessment to identify different landscape areas which have a distinct character based on recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land-use and human settlement.
Lead Local Flood Authority (LLFA)	The local authority responsible for taking the lead on local flood risk management. In Lancaster District this is Lancashire County Council.
Legally Protected Species	European Protected Species that receive protection under the Conservation of Habitats and Species Regulation 2010, in addition to the Wildlife and Countryside Act 1981 (as amended).
Leisure Facilities	Attractions and places which can encourage people from both within and outside the district to visit for recreational purposes. Such attractions can take a variety of forms for example the history of the district and the local natural environment.
Lifetime Homes Standards	Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households.
Local Housing Need	The housing requirements of existing and concealed households living within Lancaster District as evidenced in the 2012 Housing Needs and Demands Survey and other appropriate evidence base.
Localism	A term used by the Government to encourage local people and communities to take more ownership in local issues. In terms of planning this means providing the opportunity to shape their local area through the preparation of Neighbourhood Plans.

Local Development Document	This is the collective term for Development Plan Documents, including the Core Strategy and Development Plan Documents; this term excludes Supplementary Planning Documents.
Local Development Scheme (LDS)	A document which sets out the Council's programme and timescale for the preparation of Local Development Documents, excluding Supplementary Planning Documents.
Local Plan Policy Map (Proposals Map)	This accompanies the Land Allocations DPD and will provide a visual aid to identify where land has been allocated for development, or where land has been protected because of its environmental, social or economic value.
Local Services	These are the range of services that help to enhance the sustainability of an area. In a rural context local services are those other than key services and might include access to healthcare facilities (GP, pharmacy or prescription service) access to education (nursery / crèche or secondary school), local businesses (post office, grocer, butcher, baker, restaurant, café), access to mobility support, community facilities (village hall, meeting house, church hall, public house) and access to recreational facilities.
Local Sources of Flooding	Refers to flooding from sources other than main rivers or coastal flooding. Specifically it refers to flooding from surface water and groundwater, and flooding from ordinary watercourses.
Local Highways and Transport Masterplan	Prepared by the relevant highways authority for the area, in Lancaster District's case this is Lancashire County Council. The Highways and Transport Masterplan sets out how the district transport network will be improved up to 2031.
Local and Neighbourhood Centres	These include a range of small shops serving a small catchment area. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include hot-food takeaway and laundrette. In rural areas, large villages may perform the role of a local centre.
Market Housing	Private housing for rent or for sale, where the price is set in the open market.
National Planning Policy Framework (NPPF)	A document that has been prepared by the Coalition Government which has replaced all previous National Planning Policy contained within Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs).
National Planning Practice Guidance (PPG)	A document providing guidance which supplements the content of the National Planning Policy Framework.
Natura 2000 Sites	Are areas which have been specifically protected at a European level for their environmental value.
Neighbourhood Planning	In light of the Localism Agenda, neighbourhood plans can be prepared by local communities, in particular Parish Councils, which can promote development and have a greater say on where development should be located in their communities.
Night-Time Economy	Activities which happen within town centre locations after 5pm (or at the end of the normal working day), such activities will predominantly be leisure orientated and may involve uses such as restaurant, the arts, bars and cafés.
Non-Designated Heritage Asset	These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance which merits consideration in planning decisions but which are not formally designated heritage assets.
Primary Bus Routes	Bus routes which provide a frequent, regular service along main vehicular roads that connect locations, groups of attractions and arrival points.

Priority Species	Species that are identified as being most threatened and requiring conservation action under the Lancashire Biodiversity Action Plan.
Public Realm	Areas of public space which can contribute to the visual amenity of a locality and can form a meeting space for the community. This can be in urban or rural locations.
Regionally Important Geological Sites (RIGS)	These are locally designated sites which are of importance for their geo-diversity (geology and geomorphology).
Registered Provider of Social Housing	Previously known as Registered Social Landlords. This is the technical name for social landlords that are registered with the Tenant Services Authority. Most are housing associations, but some are trusts, co-operatives and companies that own or manage affordable housing. Also referred to as Registered Providers.
Residential Amenity	Note the general definition of amenity within this Glossary. In relation to residential amenity this can relate to the enjoyment of the residential property and the impacts that development proposals can have on that enjoyment.
River Basin Management Plan (RBMP)	Prepared by the Environment Agency and published in December 2009, these plans describe the river basin and the pressures that the water environment faces. The Management Plan shows what this means for the current state of the water environment in the river basin and what actions will be taken to address these pressures. It sets out what improvements will be possible by 2015 (the end of the management period) and how those actions will make a difference to the local environment.
Rural Enterprise	Enterprises and businesses located in rural parts of the district, including agriculture, horticulture, equine, forestry and marine.
Rural Enterprise Worker	Workers employed full-time or primarily in a rural enterprise.
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed e.g. where essential to enable the delivery of affordable dwellings without grant funding.
Sequential Test	A planning principle that seeks to identify, allocate or even develop certain types and locations of land before others. For example the development of brownfield sites before greenfield sites, or town centre locations before out-of-centre locations.
Settlement Hierarchy	This is set out in Policy SP2 of the Strategic Policies & Land Allocation DPD. These are settlements have been categorised in a hierarchy based on the range of services, facilities and employment opportunities in the settlement.
Sheltered Housing	Housing specifically for older and / or people with special accessibility requirements. Includes a block or group of houses with a resident or visiting warden, and individual houses, bungalows and flats which receive support from a mobile warden or pendent (emergency) alarm service.
Sites of Special Scientific Interest (SSSIs)	These are sites which have been recognised for the importance either for their biological, geological or landscape value.

Spatial Planning	A concept that goes beyond traditional land-use planning. It brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land-use. For example, by influencing the demands on or needs for development, but which are not capable of being delivered or achieved solely or mainly through the granting of planning permission and may be delivered through other means.
Stakeholders	Groups, individuals or organisations which may be affected by or have a key interest in a development proposal or planning policy. They may often be experts in their field or represent the view of many people.
Static Caravans	Caravan units which are sited on land either permanently or semi-permanently, whilst such units are movable and have fixed axles, static units are of sufficient size to ensure that transportation between place to place is problematic and challenging and cannot be undertaken with a private car.
Strategic Housing Land Availability Assessment (SHLAA)	A study intended to assess the overall potential for housing development in the area. It identifies specific sites with a development potential over the next 15 years. The SHLAA for Lancaster District was produced in 2009 and last reviewed in 2015.
Strategic Housing Market Assessment (SHMA)	A study intended to review the existing housing market in the area, consider the nature of future need for market and affordable housing and to inform the development of planning policy. The SHMA for Lancaster District was produced in 2008 and last reviewed in 2015.
Strategic Flood Risk Assessment (SFRA)	An assessment that sets out the risks from flooding within the district, whether from rivers, coast or other water sources. The assessment will be used to ensure that development proposals are fully aware of flood risk issues in a locality. Further assessment work may be required from proposals which are located in areas of higher flood risk which would supplement the work on flood risk assessments. The SFRA for Lancaster District was initially undertaken in 2007 and reviewed in 2016.
Street Furniture	A collective term for objects or pieces of equipment installed on streets and roads for various purposes. Examples of street furniture include benches, bollards, post boxes and litter bins.
Sustainable Development	In broad terms this means development that meets the needs of the present without compromising the ability of future generation to meet their own needs. The Government have set out five guiding principles for sustainable development in its strategy "Securing the Future – UK Government Strategy for Sustainable Development". The five guiding principles include living within environmental limits, ensuring a strong / healthy and just society, achieve a sustainable economy, promoting good governance and using sound science responsibly.
Sustainable Drainage Systems (SuDS)	Drainage systems which are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges. A SuDS system, subject to the approval of the SAB and dependent on site-specific constraints, applies to a broad range of drainage solutions from a fully piped system to a full attenuation system.
Sustainable Appraisal (SA)	The Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability Appraisal is a systematic appraisal process used to assess the social, environmental and economic effects of strategies and policies from the outset of the preparation process. The SA process ensures that decisions are made in accordance with the principles of sustainable development.

Sustainable Growth	This refers to strategic growth which can be either accommodated with the capacity of existing infrastructure, or includes proposals which will meet any potential gaps in infrastructure capacity. It also refers to growth of settlements which is in proportion to the settlements size and character.
Touring Caravans	A touring caravan unit is a unit which can be towed behind a vehicle and which is capable of being unhitched prior to its use for holiday accommodation purposes. Touring caravans also have a purpose in providing facilities for agricultural uses such as 'brew huts'.
Transport Infrastructure	Includes pavements, walking routes and other walking infrastructure, public transport, roads, waterways and facilities in relation to all other forms of transport.
Travelling Showpeople	Member of a group organised for the purposes of holding fairs, circuses or show (whether or not travelling together as such). This includes such persons who, on the grounds of their own family's dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes gypsies and travellers which are defined separately within this glossary.
Tree Preservation Orders (TPOs)	Designated to protect trees of importance and/or value - whether this importance or value relates to their historical importance, landscape importance or species type. Whilst this designation protects some trees of importance, many other trees which do not have a TPO status remain important features within the landscape or townscape.
Upland	Part of the Forest of Bowland AONB is located within the Lancaster District Area and the proposed boundary revision of the Yorkshire Dales National Park will incorporate part of the district, both the National Park and AONB for the Yorkshire Dales and Bowland Upland Regional. For the purposes of this document, upland areas are referred to in the context of where there is an estate presence. In Lancaster District these are the Key / Shuttleworth Estate, in the Parish of Leck and the Abbeystead Estate in the Parish of Over Wyresdale.
Visitor Accommodation	Refers to the range of accommodation available to visitors to the district, including hotels, guest houses, bed & breakfast, hostels, self-catering accommodation and the range of static / touring / camping sites within the district.
Water Framework Directive	A European Union Directive which seeks to improve the water quality of both inland and coastal waters.

Appendix B: Background Documents for the Development Management DPD

General Reference

The National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)
The Planning System: General Principles (DCLG 2005)
Local Plan for Lancaster District 2011 – 2031: Draft Strategic Policies and Land Allocations DPD
Local Plan for Lancaster District 2011 – 2031: Development Management DPD (2014)
Local Plan for Lancaster District 2011 – 2031: Morecambe Area Action Plan DPD (2014)
Local Plan for Lancaster District 2011 – 2031: Draft Arnside and Silverdale AONB DPD
Local Plan for Lancaster District 2011 – 2031: Draft Preliminary CIL Charging Schedule

Chapter 6 – Housing

National Planning Policy Framework (DCLG 2012)
Local Housing Needs and Demands Survey (David Couttie Associates 2011)
Lancaster District Rural Settlements Report (David Couttie Associates 2011)
Strategic Housing Land Availability Report (Lancaster City Council 2015)
Strategic Housing Market Assessment (Turley Associates 2015)
Affordable Housing Viability Assessment (Adams Integra 2010)
Housing Land Monitoring Report (Lancaster City Council 2015)
Lancaster District Housing Action Plan 2012 – 2017 (Lancaster City Council 2012)

Chapter 7 – Employment and Economic Growth

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
Review of Employment Land Position for Lancaster District (Turley Economics 2015)
Prospects and Recommendations for Achieving Economic Potential (Turley Economics 2015)

Chapter 8 – Town Centre and Retailing

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2012)
Planning for Town Centres: A Practice Guide (DCLG 2009)
Lancaster District Retail Review (White Young Green 2016)
Town Centre Health-Checks for Lancaster, Morecambe and Carnforth (White Young Green 2014)
Assessment of Commercial Leisure Capacity in Lancaster District (White Young Green 2016)
Shopfronts and Advertisements Supplementary Planning Document (Lancaster City Council 2016)
Lancaster Cultural Heritage Strategy (SQW / Lancaster City Council 2011)

Chapter 9 – Leisure and Culture

National Planning Policy Framework (DCLG 2012)
Tourism Strategy Update (Lancaster City Council 2008)
Lancaster Cultural Heritage Strategy (SQW / Lancaster City Council 2011)
Assessment of Commercial Leisure Capacity in Lancaster District (White Young Green 2016)

Chapter 10 – Employment and Skills

Employment and Skills Plans – Supplementary Planning Document (Lancaster City Council 2016)

Chapter 11 – Design of Development

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
Strategic Flood Risk Assessment for Lancaster District – Refresh (2016)
River Basin Management Plan for the North West (Environment Agency 2009)
Catchment Flood Management Strategy for the River Lune (Environment Agency 2009)
Catchment Flood Management Strategy for the River Wyre (Environment Agency 2009)
Shoreline Management Plan 2 (North West and North Wales Coastal Group 2011)
Flood and Water Management Act 2010
Land Drainage Act 2010
The SuDS Manual
Lancashire & Blackpool Local Flood Risk Management Strategy (2014)
Surface Water Drainage and Flood Risk Planning Advisory Note (Lancaster City Council 2015)
Edibles in the Landscape Planning Advisory Note (Lancaster City Council 2015)
Waste and Recycling Planning Advisory Note (Lancaster City Council 2015)
Residential Design Guide Planning Advisory Note (Lancaster City Council 2015)
Electric Charging Points for Vehicles Planning Advisory Note (Lancaster City Council 2015)

Chapter 12 – The Historic Environment

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
The Setting of Heritage Assets (English Heritage 2011)
Historic Towns and Cities in England's Northwest (English Heritage / NWDA 2007)
Lancaster District Cultural Heritage Strategy (SQW / Lancaster City Council 2011)
Lancaster District Local Listing Register (Lancaster City Council)
Conservation Area Appraisals (Various) (Lancaster City Council)

Chapter 13 – The Natural Environment

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
The Natural Choice: Securing the Value of Nature (DEFRA 2011)
Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services (DEFRA 2011)
Silverdale and Arnside AONB Statutory Management Plan (AONB Management Board 2009)
Forest of Bowland AONB Statutory Management Plan (AONB Management Board 2009)
Forest of Bowland AONB Landscape Character Assessment (2009)
Landscape Strategy for Lancaster – Character Assessment (Lancashire County Council 2000)
Landscape Character Assessment Work for Lancaster District (Woolerton Dowell 2011)
Refresh to the Open Space, Sport and Recreation Facilities Study (Lancaster City Council 2016)
Open Space Study Area Analysis Report (Lancaster City Council 2016)
Lancaster District Playing Pitch Assessment (Lancaster City Council 2016)

Chapter 14 – Development in Rural Areas

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)

Chapter 15 – Energy Generation

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
Taking forward the Deployment of Renewable Energy (Lancashire County Council / SQW 2011)
Planning Guidance for Renewable Energy (Lancashire County Council / SQW 2011)
Development of New Renewable Energy and Recycling Industries for Lancaster and Morecambe (Lancaster & Morecambe Vision Board 2006)
Energy Generation & Energy Efficiency Technical Paper (Lancaster City Council 2013)
Forest of Bowland AONB Renewable Energy Position Statement (2011)

Chapter 16 – Sustainable Communities

The National Planning Policy Framework (DCLG 2012)
The National Planning Practice Guidance (DCLG 2014)
Neighbourhood Plans Roadmap Guide (Locality 2014)

Chapter 17 – Infrastructure Delivery

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
Community Infrastructure Levy: An Overview (DCLG 2011)

Chapter 18 – Transport, Accessibility and Connectivity

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)
Lancaster District Highways and Transport Masterplan (Lancashire County Council 2016)
Lancaster & Morecambe Vision Transport Strategy (Faber Maunsell 2008)
Lancashire Walking and Cycling Strategy (Lancashire County Council / Jacobs 2016)

Chapter 19 – Planning Enforcement

National Planning Policy Framework (DCLG 2012)
National Planning Practice Guidance (DCLG 2014)

Appendix C: Policy Number Changes from the 2014 Development Management DPD

Development Management DPD (2014)	Draft Development Management DPD (2017)
Policy DM1: Town Centre Development	Policy DM14: Town Centre Development
Policy DM2: Retail Frontages	Policy DM15: Retail Frontages
Policy DM3: Public Realm & Civic Spaces	Policy DM23: Public Realm & Civic Spaces
Policy DM4: The Protection of Cultural Assets	Policy DM21: The Creation & Protection of Cultural Assets
Policy DM5: The Evening & Night-time Economy	Policy DM22: The Evening & Night-time Economy
Policy DM6: Advertisements	Policy DM17: Advertisements & Shopfronts
Policy DM7: Economic Development in Rural Areas	Policy DM43: Economic Development in Rural Areas
Policy DM8: Re-use & Conversion of Rural Buildings	Policy DM46: The Re-use & Conversion of Rural Buildings
Policy DM9: Diversification of the Rural Economy	Policy DM44: Diversification of the Rural Economy
Policy DM10: Equine Related Development	Policy DM48: Equine Related Development
Policy DM11: Development in the Green Belt	Policy DM47: Development in the Green Belt
Policy DM12: Leisure Facilities & Attractions	Policy DM18: Leisure Facilities & Attractions
Policy DM13: Visitor Accommodation	Policy DM20: Visitor Accommodation
Policy DM14: Caravan Sites, Chalets & Log Cabins	Policy DM49: Caravan Sites, Chalets & Log Cabins
Policy DM15: Proposals involving Employment Land & Premises	Policy DM12: Proposals involving Employment Land & Premises
Policy DM16: Small Business Generation	Policy DM13: Small Business Generation
Policy DM17: Renewable Energy Generation	Policy DM50: Renewable & Low Carbon Energy Generation
Policy DM18: Wind Turbines	DELETED
Policy DM19: Upgrades to the National Grid	Policy DM51: Upgrades to the National Grid
Policy DM20: Enhancing Accessibility & Transport Links	Policy DM58: Enhancing Accessibility & Transport Links
Policy DM21: Walking & Cycling	Policy DM59: Walking & Cycling
Policy DM22: Vehicle Parking Provision	Policy DM60: Vehicle Parking Provision
Policy DM23: Transport Efficiency & Travel Plans	Policy DM61: Transport Efficiency & Travel Plans
Policy DM24: Telecommunications & Broadband	Policy DM56: Telecommunications & Broadband Improvements
Policy DM25: Green Spaces & Green Corridors	Policy DM39: Green Infrastructure
Policy DM26: Open Space, Sports & Recreation	Policy DM24: Open Space, Sports & Recreation
Policy DM27: Protection & Enhancement of Biodiversity	Policy DM40: Protection & Enhancement of Biodiversity
Policy DM28: Development & Landscape Impact	Policy DM42: Development and Landscape Impact
Policy DM29: Protection of Trees, Hedgerows & Woodland	Policy DM41: Protection of Trees, Hedgerows & Woodland
Policy DM30: Development affecting Listed Buildings	Policy DM34: Development affecting Listed Buildings
Policy DM31: Development affecting Conservation Areas	Policy DM35: Development affecting Conservation Areas
Policy DM32: The Setting of Designated Heritage Assets	Policy DM36: The Setting of Designated Heritage Assets
Policy DM33: Development affecting Non-Heritage Assets or their settings	Policy DM37: Development affecting Non-Heritage Assets or their settings
Policy DM34: Archaeology	Policy DM38: Archaeology
Policy DM35: Key Design Principles	Policy DM26: Key Design Principles
Policy DM36: Sustainable Design	Policy DM27: Sustainable Design
Policy DM37: Air Quality Management & Pollution	Policy DM28: Air Quality Management & Pollution
Policy DM38: Development & Flood Risk	Policy DM30: Development and Flood Risk
Policy DM39: Surface Water Runoff & Sustainable Drainage	Policy DM31: Surface Water Runoff & Sustainable Drainage
Policy DM40: Protecting Water Resources and Infrastructure	Policy DM33: Protecting Water Resources and Infrastructure
Policy DM41: New Residential Dwellings	Policy DM1: New Residential Development and Meeting Housing Needs
	Policy DM2: Housing Standards

Development Management DPD (2014)	Draft Development Management DPD (2017)
	Policy DM3: The Delivery of Starter Homes and Affordable Housing
Policy DM42: Managing Rural Housing Growth	Policy DM4: Residential Development outside Urban Areas
Policy DM43: Accommodation for Agricultural /Forestry Workers	Policy DM9: Accommodation for Agricultural and Forestry Workers
Policy DM44: Residential Conversions	Policy DM11: Residential Conversions
Policy DM45: Accommodation for Vulnerable Communities	Policy DM7: Accommodation for Vulnerable Communities
Policy DM46: Accommodation for Students	Policy DM6: Student Accommodation
Policy DM47: Accommodation for Gypsies, Travellers & Travelling Showpeople	Policy DM8: Accommodation for Gypsies, Travellers & Travelling Showpeople
Policy DM48: Community Infrastructure	Policy DM55: Community Infrastructure Levy & Planning Contributions
Policy DM49: Local Services	Policy DM53: Protection of Local Services & Community Facilities
Policy DM50: The Enforcement of Planning Controls	Policy DM63: The Enforcement of Planning Controls
Policy DM51: Enforcement Against Untidy Buildings / Sites	Policy DM64: Enforcement Against Untidy Buildings / Sites

Draft Development Management DPD (2017)	Development Management DPD (2014)
Policy DM1: New Residential Development and Meeting Housing Needs	Policy DM41: New Residential Dwellings
Policy DM2: Housing Standards	
Policy DM3 The Delivery of Starter Homes and Affordable Housing	
Policy DM4: Residential Development outside Urban Areas	Policy DM42: Managing Rural Housing Growth
Policy DM5: Housing Provision in the Forest of Bowland AONB	NEW POLICY
Policy DM6: Accommodation for Students	Policy DM46: Accommodation for Students
Policy DM7: Accommodation for Vulnerable Communities	Policy DM45: Accommodation for Vulnerable Communities
Policy DM8: Accommodation for Gypsies, Travellers and Travelling Showpeople	Policy DM47: Accommodation for Gypsies, Travellers and Travelling Showpeople
Policy DM9: Accommodation for Agricultural and Forestry Workers	Policy DM43: Accommodation for Agricultural /Forestry Workers
Policy DM10: Self or Custom Build Housing	NEW POLICY
Policy DM11: Residential Conversions	Policy DM44: Residential Conversions
Policy DM12: Proposals involving Employment Land & Premises	Policy DM15: Proposals involving Employment Land & Premises
Policy DM13: Small Business Generation	Policy DM16: Small Business Generation
Policy DM14: Town Centre Development	Policy DM1: Town Centre Development
Policy DM15: Retail Frontages	Policy DM2: Retail Frontages
Policy DM16: District, Local and Neighbourhood Centres	NEW POLICY
Policy DM17: Advertisements & Shopfronts	Policy DM6: Advertisements
Policy DM18: Retail Development outside Defined Centres	NEW POLICY
Policy DM19: Leisure Facilities & Attractions	Policy DM12: Leisure Facilities & Attractions
Policy DM20: Visitor Accommodation	Policy DM13: Visitor Accommodation
Policy DM21: The Creation and Protection of Cultural Assets	Policy DM4: The Protection of Cultural Assets
Policy DM22: The Evening & Night-time Economy	Policy DM5: The Evening & Night-time Economy
Policy DM23: Public Realm & Civic Spaces	Policy DM3: Public Realm & Civic Spaces
Policy DM24: Open Space, Sports and Recreation Facilities	Policy DM26: Open Space, Sports & Recreational Facilities
Policy DM25: Employment and Skills Plans	NEW POLICY
Policy DM26: Key Design Principles	Policy DM35: Key Design Principles
Policy DM27: Sustainable Design	Policy DM36: Sustainable Design
Policy DM28: Air Quality Management and Pollution	Policy DM37: Air Quality Management and Pollution
Policy DM29: Contaminated Land	NEW POLICY
Policy DM30: Development & Flood Risk	Policy DM38: Development & Flood Risk
Policy DM31: Surface Water Runoff & Sustainable Drainage	Policy DM39: Surface Water Runoff & Sustainable Drainage

Review of the Development Management DPD

Draft Development Management DPD (2017)	Development Management DPD (2014)
Policy DM32: Water Supply and Waste Water	NEW POLICY
Policy DM33: Protecting Water Resources and Infrastructure	Policy DM40: Protecting Water Resources and Infrastructure
Policy DM34: Development affecting Listed Buildings	Policy DM30: Development affecting Listed Buildings
Policy DM35: Development affecting Conservation Areas	Policy DM31: Development affecting Conservation Areas
Policy DM36: The Setting of Designated Heritage Assets	Policy DM32: The Setting of Designated Heritage Assets
Policy DM37: Development Affecting Non-Heritage Assets or their settings	Policy DM33: Development Affecting Non-Heritage Assets or their settings
Policy DM38: Archaeology	Policy DM34: Archaeology
Policy DM39: Green Infrastructure	Policy DM26: Green Spaces and Green Corridors
Policy DM40: The Protection & Enhancement of Biodiversity	Policy DM27: The Protection & Enhancement of Biodiversity
Policy DM41: Protection of Trees, Hedgerows & Woodland	Policy DM29: Protection of Trees, Hedgerows & Woodland
Policy DM42: Development and Landscape Impact	Policy DM28: Development & Landscape Impact
Policy DM43: Economic Development in Rural Areas	Policy DM7: Economic Development in Rural Areas
Policy DM44: Diversification of the Rural Economy	Policy DM9: Diversification of the Rural Economy
Policy DM45: Farm Shops	NEW POLICY
Policy DM46: Re-Use & Conversion of Rural Buildings	Policy DM8: Re-Use & Conversion of Rural Buildings
Policy DM47: Development in the Green Belt	Policy DM11: Development in the Green Belt
Policy DM48: Equine Related Development	Policy DM10: Equine Related Development
Policy DM49: Caravan Sites, Chalets & Log Cabins	Policy DM14: Caravan Sites, Chalets & Log Cabins
Policy DM50: Renewable & Low Carbon Energy Generation	Policy DM17: Renewable Energy Generation
Policy DM51: Upgrades to the National Grid	Policy DM19: Upgrades to the National Grid
Policy DM52: Neighbourhood Planning	NEW POLICY
Policy DM53: Protection of Local Services & Community Facilities	Policy DM49: Local Services
Policy DM54: Health & Wellbeing	NEW POLICY
Policy DM55: Community Infrastructure Levy & Planning and Planning Contributions	Policy DM48: Community Infrastructure
Policy DM56: Telecommunications & Broadband Improvements	Policy DM24: Telecommunications & Broadband
Policy DM57: Infrastructure Delivery Plan	NEW POLICY
Policy DM58: Enhancing Accessibility & Transport Linkages	Policy DM20: Enhancing Accessibility & Transport Linkages
Policy DM59: Cycling & Walking	Policy DM21: Cycling & Walking
Policy DM60: Vehicle Parking Provision	Policy DM22: Vehicle Parking Provision
Policy DM61: Transport Efficiency & Travel Plans	Policy DM23: Transport Efficiency & Travel Plans
Policy DM62: Lancaster District Transport and Highways Masterplan	NEW POLICY
Policy DM63: The Enforcement of Planning Controls	Policy DM50: The Enforcement of Planning Controls
Policy DM64: Enforcement Against Untidy Buildings / Sites	Policy DM51: Enforcement Against Untidy Buildings / Sites

Appendix D: Open Space Standards and Requirements

In 2015 the Council prepared a Planning Advisory Note[76] which encouraged development proposals to have a due regard to series of standards for the provision of public open space within new development. The standards set out were applicable to all proposals for residential development where there was a net increase of 5 or more residential dwellings. Conversions from other uses to residential premises where development involves a net increase of 5 or more residential dwellings was also asked to give due consideration to the provisions of the advisory note.

The Council have now sought to formalise this advice note into formal requirements within this DPD via Policy DM20 to ensure that sufficient and appropriate levels of open space are provided within new residential development which meets the definitions set out above.

It is recognised that the viability of development is a material consideration in determining planning applications. Consequently the Council will allow for negotiation where viability unduly restricts development. Whilst Policy DM20 fully supports the need for flexibility, development proposals which seek to argue that no open space contribution should not be sough due to viability will not be accepted by the Council.

The Council will allow exceptions from the above, the Council is keen to see the delivery of both affordable homes and starter homes in the district and to assist with their delivery the Council will support a 50% discount on open space standards set out below, this discount relates to both the provision of either on-site or off-site open space requirements.

On-Site Provision of Public Open Space

Open space provides many functions ranging from amenity spaces, outdoor sports facilities and natural green spaces which increase biodiversity and create wildlife corridors. On large development sites, on-site provision is normally expected to mitigate the pressure on existing facilities from the additional population.

The thresholds for on-site provision of each type of open space are based on the future population of a development which will generate a sufficient area for a particular type of open space to be provided on-site. In the case of large-scale residential development it is expected that open space requirements are provided on-site and it is important that this is considered within the preparation of a planning application. Large residential sites will have a critical mass of population and should provide all required types of open space on-site. Where on-site sports pitches are being provided they should be accompanied by appropriate changing rooms and car parking facilities. In the case of large sites only in exceptional circumstances will off-site provision be considered as an appropriate means of providing open space and therefore any proposals for off-site provision must be robustly justified.

TYPE OF OPEN SPACE	DWELLING NUMBER THRESHOLDS FOR ON-SITE PROVISION
Parks and Gardens	**350 DWELLINGS**
Accessible Natural Green Space	**200 DWELLINGS**
Equipped Play Areas (Children up to 12yrs)	**35 DWELLINGS**
Young Persons Provision	**150 DWELLINGS**

[76] http://www.lancaster.gov.uk/planning/planning-policy/supplementary-planning-documents-spds

Amenity Green Space	**10 DWELLINGS**
Outdoor Sports Facilities	**250 DWELLINGS**
Allotments	**500 DWELLINGS**

Table 1: *Thresholds for the Provision of On-Site Open Space*

Table 1 identifies thresholds where residential development will trigger the need for consideration of on-site open space provision. If the development is below the thresholds identified in table 1 then a financial contribution in lieu of on-site provision may be the most appropriate method of delivering open space (details of which are provided in table 2).

To help in the design of on-site open spaces, the Council will refresh its Planning Advisory Note to review and up-date its existing guidance on core design principles which developers should give consideration to at the outset when providing open space.

Off-Site Provision of Public Open Space

There may be circumstances where open space cannot and should not be provided on-site. Such circumstances may be that the development proposal does not exceed the thresholds in table 1 or that the open space cannot be provided on-site due to site constraints but could be provided off-site within a reasonable distance to the development site (off-site provision means land not included within the planning application red-line boundary).

Developers will be expected to evaluate the need to include different types of open spaces when designing the layout of their development which should be based on the standards set out within Policy DM20 and this appendix. Where the development involves dwelling numbers which are below the thresholds set out in table 1, but the development comprises 5 or more dwellings then a financial contribution in lieu of on-site provision will normally be the best method of delivering open space.

There may be exceptional cases where it would be preferable to focus on the enhancement of an existing area instead of providing new open space on-site. This would be discussed during the pre-application stage with the Council on a case-by-case basis, based on the particular circumstances of the site and the character of the development proposal. Financial contributions will be used to provide or enhance facilities that are within an acceptable distance from the application site. The required thresholds for contributions in lieu of on-site provision are set out in table 2 below.

TYPE OF OPEN SPACE	DWELLING NUMBER THRESHOLDS FOR OFF-SITE PROVISION
Parks and Gardens	**RURAL LOCATIONS:** <5 DWELLINGS TO 499 DWELLINGS **URBAN LOCATIONS:** <10 DWELLINGS TO 499 DWELLINGS
Natural and Semi-Natural Green Space	**NO CONTRIBUTION IN LIEU OF ON-SITE PROVISION REQUIRED**
Equipped Play Areas (Children up to 12yrs)	**RURAL LOCATIONS:** <5 DWELLINGS TO 34 DWELLINGS **URBAN LOCATIONS:** <10 DWELLINGS TO 499 DWELLINGS
Young Persons Play Provision	**RURAL LOCATIONS:** <5 DWELLINGS TO 149 DWELLINGS **URBAN LOCATIONS:** <5 DWELLINGS TO 499 DWELLINGS
Amenity Green space	**NO CONTRIBUTION IN LIEU OF ON-SITE PROVISON IS REQUIRED AS THIS SPACE SHOULD BE PROVIDED ON-SITE**
Outdoor Sports Facilities	**RURAL LOCATIONS:** <5 DWELLINGS TO 249 DWELLINGS **URBAN LOCATIONS:** <10 DWELLINGS TO 249 DWELLINGS
Allotments	**NO CONTRIBUTION IN LIEU OF ON-SITE PROVISION REQUIRED**

Table 2: *Thresholds for the Provision of Financial Contributions in Lieu of On-Site Provision*

Financial Contributions in Lieu of On-Site Provision of Open Space

The various financial contributions in lieu of on-site provision are based on the number of dwellings and the occupancy levels of the proposed dwellings as defined below from the 2011 Census figures:

1 BEDROOM = 1.3 persons	**4 BEDROOMS = 3.2 persons**
2 BEDROOMS = 1.9 persons	**5+ BEDROOMS = 3.7 persons**
3 BEDROOMS = 2.6 persons	

These financial sums which are set out in tables XXX of this Appendix are based on national costings and will be regularly reviewed with the most up-to-date information made available on the Council website. Contributions will be indexed in accordance with the Retail Price Index (RPI) and will be delivered by the means of an undertaking or agreement either via the Section 106 process or via the Community Infrastructure Levy process if applicable.

The financial costs provided in table 3 are based on the following assumptions:

- Outdoor Sport Facilities; costs based on the Sport England 'Inspired Facilities' 2014 guidelines[77]. One adult pitch to the 'Inspired Facilities' standard estimated at £141,500.
- Equipped play areas for children; the current costs to meet specified guidelines estimated at £75k.
- Young Persons Play Provision; the current costs to meet specified guidelines estimated at £50k.
- Parks and Gardens; based on the cost to purchase and install a signal bench at £600.

TYPE OF FACILIITY	1 BED DWELLING COST (£)	2 BED DWELLING COST (£)	3 BED DWELLING COST (£)	4 BED DWELLING COST (£)	5+ BED DWELLING COST (£)
OUTDOOR SPORTS FACILITIES	**£551.85**	**£806.55**	**£1,103.70**	**£1,358.40**	**£1,528.20**
EQUIPPED PLAY AREAS	**N/A**	**£950**	**£1,300**	**£1,600**	**£1,800**
YOUNG PERSONS PLAY PROVISION	**N/A**	**£380**	**£520**	**£640**	**£720**
PARKS AND GARDENS	**£156**	**£228**	**£312**	**£384**	**£432**

Maintenance Sums, Management and Adoption Standards

There are a number of approaches to maintenance that that Council will support and encourage applicants to consider when delivering on-site open space provision.

The Council will seek to encourage developers to consider the transfer of responsibility for the maintenance of an area of open space to a private management entity which will be responsible for long term maintenance as well as maintaining public access to the open space facility, provided that the Council are satisfied that the entity is sufficiently well-funded or will be so, to ensure that the facilities are capable of being managed and maintained to the appropriate standard in perpetuity.

Unless the Council or a Parish Council adopts an open space facility, a management plan must be submitted and agreed in writing by the Council to ensure that appropriate maintenance and safety inspection regimes are carried out so the facility remains safe for members of the public to use. Devolved management and community ownership will be encouraged by the Council in appropriate circumstances for community groups, allotment associations or residents groups to take over the management of the open space facility from the developer.

Developers will be encouraged, with the assistance of the Council, if required, to engage with the local community groups to investigation their willingness to take up ownership and maintenance of the open space in question. Should there be a willingness from a community organisation to take up ownership then support will be required to set up and fund management plan which will address the issues of management and maintenance to ensure that the facilities are capable of being managed and maintained to the appropriate standard in perpetuity.

[77] https://www.sportengland.org/funding/inspired-facilities/

Appendix E: Car Parking Standards

The below standards should be considered as maximum standards rather than minimum.

CLASS	BROAD LAND USE	SPECIFIC LAND USE	A	B	C	DISABLED PARKING		BICYCLE SPACES	MOTORCYCLE SPACES	COACHES	
			Space per Gross Floor Area (unless otherwise indicated)			UP TO 200 BAYS	OVER 200 BAYS			MINIMUM PARKING	MINIMUM DROP-OFF
A1	Shops	Food Retail	1 per 16sqm	1 per 15sqm	1 per 14sqm	3 bays or 6% of total	4 bays plus 4% of total	1 per 140sqm (min. 2)	1 per 350sqm (min. 2 spaces)	-	-
		Non-Food Retail	1 per 22sqm	1 per 21 sqm	1 per 20sqm	3 bays or 6% of total	4 bays plus 4% of total	1 per 200sqm (min.2)	1 per 500sqm (min. 2 spaces)	-	-
		Retail Warehouse	1 per 60sqm	1 per 45 sqm	1 per 40sqm	3 bays or 6% of total	4 bays plus 4% of total	1 per 200sqm (min.2)	1 per 500sqm (min. 2 spaces)	-	-
A2	Financial & Profession. Services	Banks, estate agents, Building Societies.	1 per 35sqm	1 per 32sqm	1 per 30sqm	3 bays or 6% of total	4 bays plus 4% of total	1 per 200sqm (min.2)	1 per 500sqm (min. 2 spaces)	-	-
A3	Restaurants Bars & Cafes	Restaurants cafes, snack bars, fast food takeaways	1 per 8sqm of public floor space	1 per 6sqm of public floor space	1 per 5sqm of public floor space	3 bays or 6% of total	4 bays plus 4% of total	1 space per 50sqm (min.2)	1 per 125sqm (min. 2 spaces)	Negotiated on a case-by case basis	Negotiated on a case-by case basis
A4		Public Houses, wine bars, other drinking Establishments	1 per 8sqm of public floor space	1 per 6sqm of public floor space	1 per 5sqm of public floor space	3 bays or 6% of total	4 bays plus 4% of total	1 space per 50sqm (min.2)	1 per 125sqm (min. 2 spaces)	Negotiated on a case-by case basis	Negotiated on a case-by case basis
B1	Business	Office, Business Parks, Research & Development	1 per 40sqm	1 per 32sqm	1 per 30sqm	1 per disabled employee plus 2 spaces or 5% of the total	6 plus 2% of the total capacity	1 per 300sqm (min. 2)	1 per 750sqm (min. 2 spaces)	-	-
		Call Centres	1 per 40sqm (starting point to discuss)	1 per 32sqm (starting point to discuss	1 per 30sqm (starting point to discuss)	1 per disabled employee plus 2 spaces or 5% of the total	6 plus 2% of the total capacity	1 per 300sqm (min. 2)	1 per 750sqm (min. 2 spaces)	-	-

CLASS	BROAD LAND USE	SPECIFIC LAND USE	A	B	C	DISABLED PARKING		BICYCLE SPACES	MOTORCYCLE SPACES	COACHES	
			Space per Gross Floor Area (unless otherwise indicated)			UP TO 200 BAYS	OVER 200 BAYS			MINIMUM PARKING	MINIMUM DROP-OFF
B2	General Industry	General Industry	1 per 60sqm	1 per 48sqm	1 per 45sqm	1 per disabled employee plus 2 spaces or 5% of the total	6 plus 2% of the total capacity	1 per 300sqm (min. 2)	1 per 750sqm (min. 2 spaces)	-	-
B8	Storage & Distribution	Storage and Distribution	1 per 100sqm	1 per 100sqm	1 per 100sqm	1 per disabled employee plus 2 spaces or 5% of the total	6 plus 2% of the total capacity	1 per 850sqm (min.2)	1 per 2000sqm (min.2 spaces)	-	-
C1	Hotels	Hotels, Boarding & Guest-houses	1 per bedroom plus staff parking	1 per bedroom plus staff parking	1 per bedroom plus staff parking	3 bays or 6% of total	4 bays plus 4% of total	1 per 10 guest rooms (min.2)	1 per 25 guest rooms (min.2)	Negotiated on a case-by-case basis	1 (Hotels Only)
C2	Resident Institutions	Residential Care Homes, Nursing Homes	1 per 4 beds	1 per 5 beds	1 per 5 beds	3 bays or 6% of total	4 bays plus 4% of total	1 per 40 beds (min.2)	1 per 100 beds (min. 2 spaces)	-	-
		Sheltered Accommodation	1 per 2 beds	1 per 3 beds	1 per 3 beds	3 bays or 6% of total	4 bays plus 4% of total	1 per 20 beds (min.2)	1 per 50 beds (min. 2 spaces)	-	-
C3	Dwelling Houses	1 Bedroom	1 space	1 space	1 space	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis	Case-by-Case	-	-	-
		2/3 Bedrooms	2 spaces	2 spaces	2 spaces			Case-by-Case	-	-	-
		4+ Bedrooms	3 spaces	3 spaces	3 spaces			Case-by-Case	-	-	-
		Flatted Development	Case-by-Case	Case-by-Case	Case-by-Case			Case-by-Case	-	-	-
D1	Non-Residential Institutions	Clinics and Health Centres	1 per 2 staff plus 4 per consulting room	1 per 2 staff plus 4 per consulting room	1 per 2 staff plus 4 per consulting room	3 bays or 6% of total	4 bays plus 4% of total	2 per consulting room (min)	1 per 2 consulting rooms (min)	-	-

CLASS	BROAD LAND USE	SPECIFIC LAND USE	A	B	C	DISABLED PARKING		BICYCLE SPACES	MOTORCYCLE SPACES	COACHES	
			Space per Gross Floor Area (unless otherwise indicated)			UP TO 200 BAYS	OVER 200 BAYS			MINIMUM PARKING	MINIMUM DROP-OFF
		Crèches, Day Nursery, Day Centre	1 per member of staff plus 1 drop off space per 10 children	1 per member of staff plus 1 drop off space per 10 children	1 per member of staff plus 1 drop off space per 10 children	3 bays or 6% of total	4 bays plus 4% of total	1 per 5 staff plus 1 per 3 students	1 per 10 staff (min. 2 spaces)	Case by Case based on demand for school buses	-
		Schools (Primary & Secondary)	2 per classroom	2 per classroom	2 per classroom	Case by Case	Case by Case	1 per 5 staff plus 1 per 3 students	1 per 10 staff	Case by Case	1
		Art Galleries Libraries Museum	1 per 40sqm	1 per 25sqm	1 per 20sqm	3 bays or 6% of total	4 bays plus 4% of total	1 per 200sqm (min.2)	1 per 500sqm (min.2)	Case by Case	1
		Halls & Places of Worship	1 per 10sqm	1 per 6sqm	1 per 5sqm	3 bays or 6% of total	4 bays plus 4% of total	1 per 50sqm (min.2)	1 per 125sqm (min.2)	-	-
		Higher & Further Education	1 per 2 staff	1 per 2 staff plus 1 per 15 students	1 per 2 staff plus 1 per 10 students	Case by Case	Case by Case	1 per 5 staff plus 1 per 3 students	1 per 10 staff plus 1 per 10 students	Case by Case	1
D2	Assembly & Leisure	Cinemas, bingo, casino, conference centres, music & concert halls	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total	4 bays plus 4% of total	1 per 20 seats (min.2)	1 per 50 seats (min.2 spaces)	Case by Case	1
		General leisure, dance halls (not nightclubs, swimming baths, skating rinks and gyms)	1 per 25sqm	1 per 23sqm	1 per 22sqm	3 bays or 6% of total	4 bays plus 4% of total	1 per 20 seats (min.2)	1 per 50 seats (min.2 spaces)	Case by Case	1
		Theatres	1 per 10 seats	1 per 6 seats	1 per 5 seats	3 bays or 6% of total	4 bays plus 4% of total	1 per 20 seats (min.2)	1 per 50 seats (min.2 spaces)	-	1
		Motor car showrooms	1 per 60sqm internal space	1 per 52sqm internal space	1 per 50sqm internal space	3 bays or 6% of total	4 bays plus 4% of total	1 per 5 staff	Minimum of 2 spaces	-	-
		Petrol Filling Stations	1 space per pump	1 space per pump	1 space per pump	1 space minimum	-	1 per 5 staff	Minimum of 2 spaces	-	-

Key: Area A = Town Centre Locations, Area B = Local or Neighbourhood Centres and Area C = All other Areas.

Appendix F: Criteria for Housing Development for Agricultural and Forestry Workers

Background

The Council has successfully used Annex A of Planning Policy Statement 7: Sustainable Development in Rural Areas to determine the criteria for housing development for use by rural enterprise workers. In the absence of new guidance from Central Government following the publication of the NPPF the Council will continue to use these criteria.

Introduction

Appendix C provides guidance to applicants on Policy DM9 relating to proposals involving residential accommodation for rural land-based workers, in particular agricultural and forestry workers.

The majority of residential planning applications received by Lancaster City Council propose new homes in locations identified as suitable for housing by the adopted development plan. However, with rural enterprises, any dwelling likely to be sought for use in connection with such an enterprise is likely to be in a rural setting, therefore outside areas allocated for housing. The National Planning Policy Framework seeks to promote sustainable development in rural areas, however requires local planning authorities to avoid new isolated homes in the countryside unless there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside.

The Council acknowledges the needs of rural enterprises and will be supportive of those enterprises that have genuine requirements. In order for the Council to establish whether the requirement is genuine, then a rigorous process is applied to proposals for occupational dwellings. This is required to ensure that only necessary development takes place and is concentrated on appropriate enterprises that meet the established criteria.

Occupational Dwellings

In most cases occupational dwellings will be for occupation by agricultural workers. However in some instances there may be justification for dwellings to be occupied by forestry workers where the enterprise requires the intensive nursery production of trees.

In addition, there may also be other rural enterprises where occupational dwellings are required and Lancaster City Council will consider proposals on a case by case basis. In such cases, the enterprise, including any development necessary for its operation, must be considered against the same rigorous policy tests set out within Policy DM9 and satisfy all other relevant Local Plan policy.

The Council will not support proposals for occupational dwellings that are unusually large in relation to the needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long term. It is the functional need rather than the requirements of the owner or occupier that are relevant in determining the size of dwelling and its curtilage.

Policy Test A: Establishing a Functional Need

A functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. Such a requirement might

arise, for example, if workers are needed to be on hand day and night:

(i) In case animals or agricultural processes require essential care at short notice; and
(ii) To deal quickly with emergencies that could otherwise cause serious loss of crops and products, for example by frost damage or the failure of automatic systems.

In cases where the local planning authority is particularly concerned about possible abuse, it should investigate the history of the holding to establish the recent pattern of use of land and buildings and whether, for example, any dwellings or buildings suitable of conversion to dwellings have recently been sold separately from the farmland concerned. Such a sale could constitute evidence of a lack of agricultural need.

The protection of livestock from theft or injury by intruders may contribute to animal welfare grounds to the need for an agricultural dwelling, although it will not by itself be sufficient to justify one. Requirements arising from food processing and food production, as opposed to agriculture, cannot be used to justify an agricultural dwelling. Nor can agricultural needs justify the provision of isolated new dwellings as retirement homes for farmers.

Policy Test B: Financial Soundness
If a functional requirement is established it will then be necessary to consider the number of workers needed to meet it, for which the scale and nature of the enterprise will be relevant.

New permanent accommodation cannot be justified on agricultural grounds unless the farming enterprise is economically viable. A financial test is necessary for this purpose, and to provide evidence of the size of dwelling which the unit can sustain. In applying this test the Council will take a realistic approach to profitability, taking account of the nature of the enterprise concerned. Some enterprises which aim to operate broadly on a subsistence basis, but which nonetheless provide wider benefits (e.g. managing attractive landscapes or wildlife habitats), can be sustained on relatively low financial returns.

Agricultural dwellings should be of a size commensurate with the established functional requirement. Dwellings that are unusually large in relation to the agricultural needs of the unit, or unusually expensive to construct in relation to the income it can sustain in the long-term, will not be permitted. It is the requirements of the enterprise, rather than those of the owner, that are relevant in determining the size of the dwelling that is appropriate to the particular holding.

Occupancy Conditions
Where planning permission is granted, residential accommodation for agricultural and forestry workers will be subject to the following planning conditions:

1. Occupancy will be limited to agricultural and forestry workers only;
2. The removal of specific permitted development rights for development within the curtilage of the dwelling under Part 1 of the Town and Country Planning (General Permitted Development) Order 1995.

Occupancy conditions relating to a main farm building or equivalent will not be removed to allow the occupants to relocate to a new agricultural workers dwelling or equivalent.

The Council recognises that changes in the scale and character of agricultural / forestry practices over time may affect the longer-term requirement for occupational dwellings for which permission has

been granted subject to an occupancy condition. Therefore such dwellings with occupancy conditions attached should not be kept vacant, nor should their present occupants be unnecessarily obliged to remain in occupation simply by virtue of planning conditions restricting occupancy with have outlived their usefulness. However, where there remains a local demand for agricultural / rural dwellings the LPA would seek to retain the occupational dwelling.

The removal of an occupancy condition will only be permitted in exceptional circumstances providing that:

1. The applicant can demonstrate there is no longer a long-term need for the occupational dwelling on the particular enterprise on which the dwelling is located; and
2. The applicant can demonstrate that the occupational dwelling has been marketed at a realistic price which takes account of planning conditions, has been marketed within the appropriate media over a period of at least 12 months and that no reasonable offer has been refused, so to demonstrate that there is no demand for the dwelling in the area.

The removal of occupancy conditions will also be subject to the provisions of Policy DM9 of the Development Management DPD.

Appendix G: Purpose Built and Converted Shared Accommodation

These criteria have been prepared to ensure that appropriate standards are adopted for all new shared accommodation and are applicable to both new build and conversions.

The minimum space standards set out below will be applied as appropriate, with some areas excluded from the calculations (e.g. areas with limited headroom under 1.5m from the finished floor level, alcoves etc).

Each unit of accommodation shall normally compromise no more than six bedrooms.

Bedrooms:

Bedrooms must be a minimum of 9sqm without an en-suite, or minimum of 11sqm with an en-suite.

All bedrooms much demonstrate on plan that the following can be accommodated:

- **Bed (minimum size 2m by 0.9m);**
- **Desk and chair;**
- **Wardrobe;**
- **Chest of drawers (minimum 0.8m wide); and**
- **Adequate circulation space.**

Bedrooms should accommodate no more than one resident. If the proposal is for accommodation to serve a couple (i.e. postgraduate couple) the minimum space standards for a single bedroom would not apply as additional space would be required. Such bedrooms must demonstrate on plan that the following can be accommodated:

- **Double bed (minimum size of 2m by 1.5m);**
- **En-suite (minimum 2sqm);**
- **2 desks with a chair each;**
- **2 Wardrobes;**
- **2 Chests of drawers (each with a minimum width of 0.8m);**
- **Small sitting area for 2 people incorporating 2 'easy' chairs; and**
- **Adequate circulation space.**

Kitchens:

Kitchens and kitchen / diners must not serve more than six residents. A kitchen and dining area must be provided in each unit of accommodation. If the kitchen and dining areas are to be provided in separate rooms, they should be situated on the same floor as each other (i.e. not separated by changes in levels).

All kitchens must demonstrate on plan that the following can be accommodated:

- **Sink;**
- **Cooker with oven, grill, four hobs and extractor;**
- **Full height fridge/freezer – one for every three residents;**
- **Two cupboards per resident (minimum 0.6m wide);**
- **Adequate work surface for the number of residents; and**
- **Adequate circulation space.**

All dining areas must demonstrate on plan that the following can be accommodated:

- **Dining table of an adequate size to accommodate all residents at one sitting; and**
- **Chairs (one per resident).**

If a separate living room is to be provided in addition to the kitchen and dining areas, or as part of these areas, then appropriate space standards should be applied (i.e. if separate, it should be demonstrated that appropriate levels of comfortable seating can be provided to accommodate all residents at one time, if combined then the minimum standards set out above should be increased accordingly). Living rooms should be designed to accommodate no more than 6 people to prevent their size becoming unmanageable in terms of attracting anti-social behaviour.

Bathrooms:

Bathrooms must be a minimum of 3.7sqm.

All bathrooms must demonstrate on plan that the following can be accommodated:

- **Bath and/or shower;**
- **WC;**
- **Wash hand basin (should be of an adequate size for personal hygiene purposes including personal washing, cleaning of teeth and shaving);**
- **Circulation space to allow for changing; and**
- **Hanging / temporary storage facilities for towels, clothes and toiletries.**

There must be at least one bathroom for every three bedrooms. Where possible, a bathroom should be provided on each floor where a bedroom is proposed /exists. Each bathroom must be accessible from a common area (i.e. corridor or hall) and if served by a window the glazing should be obscured.

Amenity:

All living spaces (kitchens, kitchen/diners, dining rooms, living rooms and bedrooms) must have an adequate level of natural light and adequate outlook (i.e. clear glazed windows with the lowest part of the glazing set at a height no greater than 1.5m from the finished floor level with a separation distance of at least 12m between the window and any wall or structure opposite (or at least 21m if facing windows serving a habitable room).

Therefore it is very unlikely that living spaces within basements or lower ground floors will be supported.

Other Issues:

Cycle Storage

Cycle storage should be easily accessible from the street (i.e. if steps/stairs form part of the access they should be easy to negotiate) and ideally should be an integral part of the building. If no rooms are available within the building that meets these requirements then a secured and fully covered storage facility must be provided within a secured external area within the curtilage of the building without having an adverse impact on the streetscene). One cycle space should be provided per resident.

Refuse Storage

Provision must be made for refuse storage containers to be located on an area of external hard standing with suitable access from the internal space and to the street, without having an adverse impact on the streetscene (i.e. discreetly screened). Where no external space is available within the building's curtilage the provision should be made within the building, subject to meeting fire and building regulations and again easy access can be provided to the street for refuse collections (i.e. if steps/stairs form part of the access they should be easy to negotiate).

Access and Security

Future residents should feel safe accessing the building and feel safe when residing within it. Therefore access to each self-contained unit should be via a single front door into a common area (i.e. a corridor or hall). All main access points from the street must be secured with appropriate levels of security including lighting, natural surveillance, locks and potentially CCTV.

Appendix H: Flat Conversions

The Council will resist the conversion of 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.

Internal Standards
All flats must be fully self-contained with their own kitchen, bathroom and toilet.

Rooms within flats must be of adequate size for the purpose proposed. The submission of drawing indicating sample furniture layouts may be required in some instances. Suggesting minimum room sizes are as follows:

Room Function	Sqm	Sqft
Lounge	**11.1sqm**	**120sqft**
Main Bedroom	**10.2sqm**	**110sqft**
Second Bedroom	**4.7sqm**	**50sqft**
Kitchen	**5.6sqm**	**60sqft**
Bathroom	**3.7sqm**	**40sqft**

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 daylight is required to kitchen areas.

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 may constitute a reason for refusal of planning permission. To provide adequate living conditions in terms of noise transmission the internal layouts of the proposed flat(s) need to be carefully considered, including their vertical and horizontal arrangements with adjoining residential units.

The principal rooms of each flat should have an acceptable outlook. The provision of flats with living rooms whose only outlook is over rear yards or with no view at all is unlikely to be acceptable.

The conversion of any property must be designed to achieve the minimum loss of privacy and amenity for neighbouring residents.

External Standards
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.

A minimum external amenity / drying area of 9.3sqm (100sqft) should be provided for all conversions. The proposed area should be functional in shape and reasonably accessible for the occupant of all units. A condition will be imposed requiring these facilities to be available for all occupants at all times. In mid-terrace situations, developers should consider the use of basements for rear access, additional storage space, laundry etc.

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

Basements are generally considered to be unacceptable for the creation of flats for permanent residential occupation as they have a poor outlook, inadequate natural daylight 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 the alternative uses of basements in flat conversion proposals.

Car Parking

Car parking will be required in accordance with the Council's current standards contained within Policy DM22 and Appendix B of this DPD.

Where all other factors are favorable, the lack of car parking will not itself constitute a justification for the refusal of planning permission. There may, however, be areas where the existing problem of on-street car parking and resultant congestion may lead to the refusal of planning permission.

A condition will be imposed requirement the car parking spaces to be available for all occupants at all times.

Fire Escapes

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 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 I: Studio Accommodation

Proposals for studios accommodation must be a minimum of 19sqm with an en-suite (for single person occupancy).

All studios must demonstrate on plan that the following can be accommodated:

- Bed (minimum size of 2m by 0.9m)
- Desk and Chair
- Wardrobe
- Chest of Drawers (minimum of 0.8m wide)
- Kitchenette, incorporating an oven, hob, sink, 2 cupboards (or equivalent) and adequate work surface;
- Dining surface with seat / stall
- Adequate circulation space
- En-suite with a toilet, adequately sized wash basin, shower, circulation space for changing and hanging space for clothes, towels etc.

Some spaces should be excluded from floor area calculations, such as areas with limited headroom, alcoves, corridors etc.

Studios designed for two people sharing must demonstrate on plan that the following can be accommodated:

- Double bed (minimum size of 2m by 1.5m)
- 2 desks with a chair each
- 2 wardrobes
- 2 chests of drawers (minimum width of 0.8m)
- Kitchenette, incorporating an oven, hob, sink, fridge, 4 cupboards (or equivalent) and adequate work surface
- Dining surface for 2 people with seats/stalls
- Seating area incorporating 2 ‘easy’ chairs
- Adequate circulation space
- En-suite with toilet, adequately sized wash basin, shower, circulation space for changing and hanging space for clothes, towels etc.

Studios should be set out in such a manner that the space has separate ‘zones’. This is to prevent living and sleeping arrangements being inappropriately combined to the detriment of the occupier (for example beds should not be placed in close proximity to kitchenettes).

Strategic Policies and Land Allocations Policies Map - District

Consultation January - March 2017

- Conservation Areas*
- Scheduled Monuments*
- Local Centres
- Rural Housing Sites
- Employment Areas
- Sustainable Settlements
- District Boundary
- Existing Cycle Route
- Aspirational Cycle Route
- North Lancashire Green Belt**
- Neighbourhood Plan Areas*
- Mineral Safeguarding Area*
- Minerals and Waste Site Allocation*
- Permitted Mineral Site*
- International and National Environmental Designations*
- Natural Improvement Area*
- Biological Heritage Site*
- Geological Heritage Site*
- Nature Reserve*
- Yorkshire Dales National Park***
- Area of Outstanding Natural Beauty*
- Open Countryside

* These designations are made separately to the Local Plan process and may be subject to change.

** The boundaries of these designations are still to be finalised before the consultation period begins.

*** The Yorkshire Dales National Park Authority is responsible for all planning matters within the park boundary.

Inset 1 - Lancaster, Morecambe and Heysham

Inset 2 - Lancaster City Centre

Inset 3 - Carnforth

Inset 4 - Morecambe Area Action Plan

Inset 5 - Junction 33

Silverdale

Warton

Arkholme

Over Kellet

Nether Kellet

Bolton-Le-Sands

Hornby

Wray

Hest Bank

Slyne

Halton

Caton

Brookhouse

Dolphinholme

Cockerham

Morecambe NPA

Wennington NPA

Slyne-with-Hest NPA

Halton-with-Aughton NPA

EN6

Caton-with-Littledale NPA

Wray-with-Botton NPA

Dolphinholme NPA

Cockerham NPA

N

0 0.5 1 2 3 4 5 6 7 8 9 10 km

LANCASTER CITY COUNCIL

Promoting City, Coast & Countryside

Scale: 1:35,000 Author: KDodd Date: 06/12/2016

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Strategic and Land Allocations Policies Map
Inset 1: Lancaster, Morecambe and Heysham

Consultation: January to March 2016

- Strategic Sites
- Bailrigg Garden Village
- Heysham Gateway
- Heysham Nuclear Power Station and Safeguarded Land
- Lancaster University Campus - Built area
- Housing Sites
- Development Opportunity Site
- Willow Lane/Coronation Field
- Employment Sites
- Regeneration Priorities
- Higher and Further Education Sites
- New school provision
- Local Centres
- Existing Cycle Routes
- Aspirational Cycle Routes
- J34 Park and Ride
- Junction 33 Reconfiguration - Area of Search
- Neighbourhood Plan Areas*
- North Lancashire Green Belt**
- Areas of Separation
- Key Urban Landscapes
- Recreation Opportunity Areas
- Open Space
- Local Green Space**
- Nature Reserve*
- International and National Environmental Designations*
- Natural Improvement Area*
- Biological Heritage Site*
- Geological Heritage Site*
- Scheduled Monuments*
- Conservation Areas*
- Open Countryside

*Note: These designations are made separately to the Local Plan process and may be subject to change.

**Note: The boundaries of these designations are still to be finalised before the consultation period begins.

Inset 4 - Morecambe Area Action Plan

Inset 2 - Lancaster City Centre

Morecambe NPA

Slyne-with-Hest NPA

Halton-with-Aughton NPA

MORECAMBE

HEYSHAM

LANCASTER

Middleton

Overton

Sunderland

Glasson

Galgate

Middleton Sands

Sunderland Point

Heysham Sands

Heysham Port

Lancaster Canal

Ashton Hall

Aldcliffe

Scotforth

Bailrigg

Ridge

Torrisholme

Skerton

Ryelands

Bulk

Lune

Conder Green

Thurnham Hall

Thurnham Moss

Heysham Moss

Heysham Lake

Ring Sands

Half Moon Bay

Fleet Moss

Hest Bank

Bare

Poulton-le-Sands

Morecambe Promenade

Marine Road West

Marine Road Central

Marine Road East

Broadway

Westgate

Euston Road

Queen Street

Main Street

Station Road

Bridge Road

Lancaster Road

Heysham Road

Middleton Road

Sandylands

Torrisholme Road

Scotforth Road

Aldcliffe Road

Caton Road

Wyresdale Road

Meadowside

Moor Lane

Ashton Gardens

Williamson Park

Lancaster Castle

Lancaster Priory

Lancaster Royal Grammar School

Lancaster Girls' Grammar School

Lancaster Boys' Grammar School

Lancaster Canal

Lancaster Canal Tunnel

Lancaster Canal Aqueduct

Lancaster Canal Basin

Lancaster Canal Locks

Lancaster Canal Bridge

Lancaster Canal Towpath

Lancaster Canal Marina

Lancaster Canal Boat Club

Lancaster Canal Trust

Lancaster Canal Heritage Trust

Lancaster Canal Restoration Project

Lancaster Canal Partnership

Lancaster Canal Consortium

Lancaster Canal Forum

Lancaster Canal Group

Lancaster Canal Society

Lancaster Canal Trust

Lancaster Canal Heritage Trust

Lancaster Canal Restoration Project

Lancaster Canal Partnership

Lancaster Canal Consortium

Lancaster Canal Forum

Lancaster Canal Group

Lancaster Canal Society

LANCASTER CITY COUNCIL
Promoting City, Coast & Countryside

Date: 06/12/2016 Author: KDodd

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Draft Local Plan Policies Map
Inset 3 - 4

Consultation: January to March 2016

Inset 2: Lancaster City Centre

- Recreation Opportunity Areas
- Regeneration Priorities
- Existing Cycle Routes
- Aspirational Cycle Routes
- Lancaster Primary Shopping Area
- Public Transport Corridor
- Lancaster Canal Corridor
- Lancaster Castle and Quay
- Lancaster City Centre
- Development Opportunity Site
- Housing Sites
- Primary Retail Frontages
- Secondary Retail Frontages
- Employment Sites
- Scheduled Monuments*
- Key Urban Landscapes**
- Local Green Space**
- OpenSpace
- Biological Heritage Sites

Inset 3: Carnforth

- Area of Outstanding Natural Beauty*
- Recreation Opportunity Areas
- Existing Cycle Routes
- Aspirational Cycle Routes
- Regeneration Priorities
- Strategic Sites
- Development Opportunity Site
- Housing Sites
- Carnforth Town Centre
- Employment Sites
- Conservation Areas*
- North Lancashire Green Belt**
- Open Space
- Open Countryside

Inset 2: Morecambe Town Centre

- Regeneration Priorities
- Morecambe Festival Market and Surrounding Area
- Local Centre
- Morecambe Town Centre
- Existing Cycle Routes
- Aspirational Cycle Routes
- Public Transport Corridor
- Conservation Areas*
- Recreation Opportunity Areas
- Open Space
- International and European Environmental Designations*
- Site of Special Scientific Interest*
- MAAP Boundary^
- MAAP - Key Public Space^
- MAAP - Key Routes^
- MAAP - Retail^
- MAAP - Development Opportunities^
- MAAP - Seafront^

Inset 5: Junction 33

- Junction 33 Park and Ride
- Existing Cycle Routes
- Aspirational Cycle Routes
- Junction 33 reconfiguration safeguarded land
- Employment Sites
- Housing Sites
- Development Opportunity Site
- Biological Heritage Site*
- Areas of Separation
- Open Space
- Open Countryside

^Note: Marked allocations within the Morecambe Area Action Plan were adopted in December 2014 and are not subject to consultation at this time. They are shown on the draft Local Plan Policies Map to provide context for the consultation and because they form part of the Local Plan.

*Note: These designations are made separately to the Local Plan process and may be subject to change.

**Note: The boundaries of these designations are still to be finalised before the consultation period begins.

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