



**Committee: CABINET**

**Date: TUESDAY, 9 JUNE 2020**

**Venue: THIS WILL BE A VIRTUAL MEETING**

**Time: 6.00 P.M.**

## A G E N D A

1. Apologies

2. Minutes

To receive as a correct record the minutes of the virtual Cabinet meeting held on Tuesday, 30 April 2020 (previously circulated).

3. Items of Urgent Business Authorised by the Leader

To consider any such items authorised by the Leader and to consider where in the agenda the item(s) are to be considered.

4. Declarations of Interest

To receive declarations by Councillors of interests in respect of items on this Agenda.

Councillors are reminded that, in accordance with the Localism Act 2011, they are required to declare any disclosable pecuniary interests which have not already been declared in the Council's Register of Interests. (It is a criminal offence not to declare a disclosable pecuniary interest either in the Register or at the meeting).

Whilst not a legal requirement, in accordance with Council Procedure Rule 9 and in the interests of clarity and transparency, Councillors should declare any disclosable pecuniary interests which they have already declared in the Register, at this point in the meeting.

In accordance with Part B Section 2 of the Code Of Conduct, Councillors are required to declare the existence and nature of any other interests as defined in paragraphs 8(1) or 9(2) of the Code of Conduct.

5. Public Speaking

To consider any such requests received in accordance with the approved procedure.

Reports from Overview and Scrutiny

None

Reports

6. Covid Policy for spending delegations within the Budget

**(Cabinet Member with Special Responsibility Councillor Lewis)**

Report of Director of Corporate Services (this report no longer needs to be considered by Cabinet)

7. Covid-19 Financial Impact (Pages 4 - 12)

**(Cabinet Member with Special Responsibility Councillor Lewis)**

Report of Director of Corporate Services (report published on 5 June 2020)

8. Lancaster District Plan 2030- Beyond the Crisis (Pages 13 - 28)

**(Cabinet Member with Special Responsibility Councillor Lewis)**

Report of the Director of Communities and the Environment (report published on 5 June 2020)

9. Lancaster Canal Quarter: Strategic Regeneration Framework and Delivery Strategy (Pages 29 - 278)

**(Cabinet Members with Special Responsibility Councillors Hamilton-Cox & Reynolds)**

Report of Director for Economic Growth & Regeneration (report published on 5 June 2020)

10. Lancaster and South Cumbria Joint Committee (Pages 279 - 291)

**(Cabinet Member with Special Responsibility Councillor Lewis)**

Report of Chief Executive (report published on 8 June 2020)

11. Launch of 'A Rail Strategy for Lancaster District' (Pages 292 - 313)

**(Cabinet Member with Special Responsibility Councillor Reynolds)**

Report of Director for Economic Growth & Regeneration (report published on 5 June 2020)

12. Exclusion of the Press and Public

This is to give further notice in accordance with Part 2, paragraph 5 (4) and 5 (5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 of the intention to take the following items in private.

Cabinet is recommended to pass the following recommendation in relation to the following item(s):-

“That, in accordance with Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item(s) of business, on the grounds that they could involve the possible disclosure of exempt information as defined in paragraphs 1 or 3 of Schedule 12A of that Act.”

Members are reminded that, whilst the following item(s) have been marked as exempt, it is for Cabinet itself to decide whether or not to consider each of them in private or in public. In making the decision, Members should consider the relevant paragraph of Schedule 12A of the Local Government Act 1972, and also whether the public interest in maintaining the exemption outweighs the public interest in disclosing the information. In considering their discretion Members should also be mindful of the advice of Council Officers.

13. Hest Bank Flood Protection

**(Cabinet Member with Special Responsibility Councillor Hamilton-Cox)**

Report of Director for Economic Growth & Regeneration (this report no longer needs to be considered by Cabinet)

14. Eden Project North

**(Cabinet Members with Special Responsibility Councillors Lewis & Hamilton-Cox)**

Report of the Chief Executive (this item has been deferred to the Cabinet meeting 14 July 2020)

15. Procurement of a replacement Customer Relationship Management system (Pages 314 - 326)

**(Cabinet Member with Special Responsibility Councillor Hanson)**

Report of the Director for Communities and the Environment

## **ADMINISTRATIVE ARRANGEMENTS**

**(i) Membership**

Councillors Erica Lewis (Chair), Kevin Frea (Vice-Chair), Dave Brookes, Tim Hamilton-Cox, Janice Hanson, Caroline Jackson, Jean Parr, John Reynolds, Alistair Sinclair and Tablet

**(ii) Queries regarding this Agenda**

Please contact Liz Bateson, Democratic Services - telephone (01524) 582047 or email [ebateson@lancaster.gov.uk](mailto:ebateson@lancaster.gov.uk).

**(iii) Apologies**

Please contact Democratic Support, telephone 582170, or alternatively email [democraticsupport@lancaster.gov.uk](mailto:democraticsupport@lancaster.gov.uk).

KIERAN KEANE,  
CHIEF EXECUTIVE,  
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DALTON SQUARE,  
LANCASTER, LA1 1PJ

Published on Monday, 1 June, 2020.

## Lancaster City Council | Report Cover Sheet

<b>Meeting</b>	Cabinet	<b>Date</b>	9 June 2020		
<b>Report of</b>	Chief Finance Officer				
<b>Title</b>	Covid 19 Financial Impact				
<b>Purpose of Report</b>					
The COVID-19 pandemic has had a significant effect on the financial position of all Local Authorities. Given the high level of uncertainty around a number of key variables this report aims to provide Cabinet with an update on the current financial position in line with May's MHCLG submission and set out scenarios (worse and best case) and their potential implications for Council's finances in 2020/21.					
<b>Key Decision</b>	Y	<b>Date of Notice</b>	28.5.20	<b>Exempt (Y/N)</b>	N

<b>Report Summary</b>
The report provides Cabinet with an update on the current financial position in line with May's MHCLG submission and sets out scenarios (worse and best case) and their potential implications for Council's finances in 2020/21.

<b>Recommendations of Councillors</b>
That Cabinet <ul style="list-style-type: none"> <li>(1) Considers the details of the report outlining the potential impact on the Council's finances resulting from the COVID-19 pandemic.</li> <li>(2) Endorse the proposed new monitoring arrangements.</li> </ul>

<b>Relationship to Policy Framework</b>
The Council's budget represents, in financial terms, what it is seeking to achieve through its Policy Framework. Any significant revisions or amendments to the budget as a result of the COVID-19 pandemic, or any other event may well impact how the Council delivers its services and achieves its stated outcomes and priorities

<b>Conclusion of Impact Assessment(s) where applicable</b>	
<b>Climate</b> None undertaken	<b>Wellbeing &amp; Social Value</b> None undertaken
<b>Digital</b> None undertaken	<b>Health &amp; Safety</b> None undertaken
<b>Equality</b> None undertaken	<b>Community Safety</b> None undertaken

<b>Details of Consultation</b>
No direct consultation has been undertaken

<b>Legal Implications</b>
Legal Services have been consulted, but at this stage there are no legal implications arising

<b>Financial Implications</b>
The Financial Implications are set out in the report

<b>Other Resource or Risk Implications</b>



None arising at this point

**Section 151 Officer's Comments**

The s151 Officer has written this report in his role as Chief Finance Officer

**Monitoring Officer's Comments**

The Monitoring Officer has been consulted and has no comments

**Contact Officer** Paul Thompson

**Tel** 01524 582603

**Email** pthompson@lancaster.gov.uk

**Links to Background Papers**

## **1.0 Introduction**

- 1.1 Since Government's announcement on 23 March 2020 that the Country would be in lockdown, the Office for Budget Responsibility has predicted an unprecedented national economic contraction of up to 35% in the next quarter of the year, leaving an additional 2 million people unemployed. The National Institute of Economic and Social Research has estimated the total economic effects could be as high as £800 billion nationally over the next ten years.
- 1.2 Given the high level of uncertainty around a number of key variables this report aims to provide Cabinet with an update on the current financial position in line with the latest MHCLG submission (May 2020) and sets out scenarios (worse and best case) and the potential implications for Council's finances in 2020/21.

## **2.0 Government Funding**

- 2.1 Government announced emergency funding of £3.2 billion to support Councils through the immediate pressures. This has been made available through two tranches of non-ring-fenced grant funding of £1.6bn.
- 2.2 The first funding announcement was 20 March and the Council was allocated £0.101M; the second was announced on 18 April with the individual allocations released on 29 April. The Council was allocated £1.443M, taking the total amount of emergency funding available to the Council up to £1.544M.
- 2.3 The initial funding £0.101M has been allocated to Housing to support their work with the homeless. The remaining £1.443M is currently being held in reserves and is being used to address the impact across the whole Council.

## **3.0 Ministry for Homes Community & Local Government (MHCLG) Data Submission**

- 3.1 All local authorities are now required to provide MHCLG with monthly information. The submission covers a range of areas such as additional expenditure and loss of income from a range of sources. The aim is to help departments across Central Government understand the financial impact, both direct and indirect, that the COVID-19 pandemic is having on all local authorities.
- 3.2 The Council's financial modelling discussed later in the report has been undertaken to reflect the full year impact and reflects the values submitted to MHCLG.
- 3.3 All budget holders are asked to submit their estimates for 1, 3 and 6 months based on professional judgement and experience in their service. These are reviewed and extrapolated forward to provide full year values.

## 4.0 Financial Implications

4.1 Financial implications can be categorised into 3 different areas:

- New costs that arise simply as a result of the emergency for example the setting up and operation of the emergency foodbank hub at Salt Ayre Leisure Centre.
- Increase in some service costs that were not budgeted at the 'new' level due to the emergency, for example increase in temporary accommodation need, additional work by the Council's facilities management team and the purchase of additional Personal Protective Equipment (PPE).
- Loss of income that would otherwise have been received by the Council in 'normal' times (e.g. car parking, other fees and charges, investment income, council tax and business rates receipts)

### *Total Expenditure*

4.2 We estimate the total costs incurred to date by the Council in addressing the pandemic to be in the region of £0.580M (March £0.150M, April £0.253M & May £0.177M est). Members will need to note that this remains an estimate as we are still closing our accounts for 2019/20 and so these figures may vary. Details of significant areas of cost and loss of income for May are provided below.

### *New Costs*

4.3 Emergency Foodbank Hub

The most significant area of expenditure for the Council is the provision of the emergency foodbank hub at Salt Ayre Leisure Centre. At a cost of approximately £0.136M (April £0.148M) it has provided approximately 12,300 emergency food boxes to the vulnerable and in need as well as servicing over 6,000 households in April and May. The current full year cost estimates would suggest a value of c.£1.5M. However, given the easing of lockdown restrictions, demand is likely to reduce going forward and be revised in June's estimates. There is also the potential to fund some of these on-going costs from the Council's £1M Vulnerable People Reserve commitment.

### *Increased Service Costs*

4.4 Honoraria and Overtime Payments

In March the Council decided to award all Front Line Tier 1 staff £100 honoraria to reflect their hard work and commitment. The cost of this together with COVID related overtime is £67K (April £32K & May £35K). This arrangement is only limited and so is expected to end within the coming months.

### *Loss of Income*

4.5 Changes to District Council funding over the years has resulted in less dependence on Central Government grants but is now more highly geared to other forms of income such as Fees & Charges, Commercial Rents etc. As a result the exposure to the loss of fees and charges income is felt disproportionately hard by District Councils.

4.6 The actual reduction in income for Period 1 (April 20) was £0.914M against budget. Key areas of loss are around the closure, or reduced activity of the Council's key income areas such as

- Salt Ayre Leisure Centre
- Car Parks
- Cafeterias, and;
- Markets

#### *Savings*

4.7 Whilst many of the Council's facilities remain closed, or are operating at reduced capacity, savings such as reduction in stock purchase for resale, casual staff and utilities costs are generated.

### **5.0 Financial Modelling and Scenarios**

5.1 Predicting what the final impact of COVID-19 on the Council's finances might be is **extremely** difficult as it is dependent on a number of factors and variables such as how long restrictions will last for and how quick, or slow the recovery will be. There is also the longer term impact on how the lockdown has changed people's habits around shopping, transport and exercise etc. and how these are to be reflected.

5.2 Table 1 summarises our current estimates of the impact of COVID on the Council's General Fund budget. At this stage, it is based on the best estimates from budget holders. Best and worst case scenarios have been developed and these will be monitored over the next few months and, as more information becomes available, the range between these estimates is expected to narrow.

Table 1: Scenarios

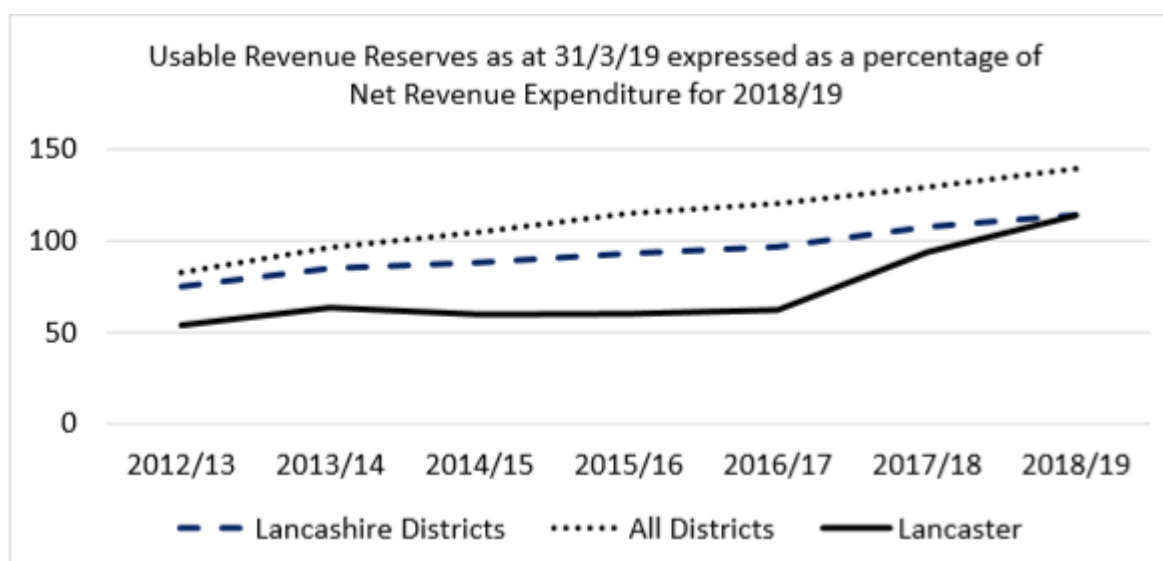
	<b>Worst Case</b>	<b>Best Case</b>	<b>Best Case Notes</b>
Budget Efficiencies not delivered	297	276	
Income losses	6,939	5,040	Most incomes 25% better than worst case. Planning, Building Control and Land Charges 50% better. Museums and Platform at worst case.
Savings	-1,264	-1,140	
Additional Expenditure	1,834	320	Assumed that food bank expenditure to utilise vulnerable funding and reserve commitment.
Reserves Commitments	2,165	2,165	

Council Tax Losses	242	242	Assuming 2.5% loss as best case.
Business Rates Losses	803	201	Assuming 2.5% loss at best case.
Government COVID funding	-1,614	-1,614	Includes carry forward from first tranche received in 19/20 as well as second tranche and re-opening high street funding.
Changes from deferring reserve expenditures	0	-641	A number of projects delayed by six months therefore requiring only half the budget.
Remove contribution to GF balances	-226	-226	
<b>Total COVID Impact on Overspend</b>	<b>9,176</b>	<b>4,623</b>	

5.3 The analysis focusses predominantly on 2020/21 but it is anticipated that COVID-19 will have a longer lasting impact on the Lancaster district and this will have to be reflected in medium term financial modelling. There is a likelihood that incomes may not recover and COVID-19 related expenditure may extend into future years. In the longer term, it is recommended that the Council undertake an outcomes based budgeting exercise to refocus budgets around the Council's COVID recovery priorities.

## 6.0 Impact on Reserves

6.1 Analysis was undertaken as part of the Council's Medium Term Financial Strategy to compare ourselves to other Councils both nationally and regionally. This work has shown that over the recent years the Council's level of usable reserves increased significantly, as a result of increases Business Rates Retention Reserve. As a result the Council is more financially resilient than many of its neighbours.



- 6.2 Table 2 below shows how the impact of the scenarios outlined above impact on the Council's level of reserves

Table 2: Reserves

	<b>Scenarios</b>	
	<b>Worst Case</b>	<b>Best Case</b>
Forecast Reserves at 31/03/2021	16,142,200	
Less Unusable Reserves	-2,465,400	
Forecast Usable Reserves at 31/03/2021 prior to COVID 2020/21 impact	13,676,800	
COVID Impact	- 9,348,100	- 4,622,270
Usable Reserves after COVID Impact	<b>4,328,700</b>	<b>9,054,530</b>

- 6.3 The above analysis covers the position up to 31 March 2021 but significantly there remain existing calls on reserves for 2021/22 and beyond. Initial modelling on the impact on reserves covering the next 18-36 months will commence shortly.

## **7.0 Capital Programme**

- 7.1 Feedback from budget holders has only highlighted one scheme which may face additional financial pressures as a result of COVID 19.

### Caton Road Flood Defence Works

The Caton Rd Flood defence works have continued on site during the pandemic. This has meant that the contractor has had to comply with Govt requirements on social distancing, safe working practices and staff furloughing which has impacted on the contractors working practices in order to comply with new regulations. The contractor has indicated that these additional costs may become the subject of a future contractual claim. At this stage the contractors estimates of additional costs are within the range of £500k-£1.1M.

Should the contractor submit a claim under the terms of the engineering contract, at some future date, it will be assessed and subjected to close legal scrutiny by the Council, MHCLG and Environment Agency.

- 7.2 A number of Capital projects have been accelerated, or brought forward as a result of the Council's response to the pandemic. These are detailed below.

ICT Laptop Replacement

- 7.3 To allow staff to work safely from home the purchase of 90 laptop computers was brought forward: £100K. The facilitation of home working may well have a significant impact in how our staff work in the “new normal”.

Microsoft Teams Contact Centre

- 7.4 Subject to approval the decision has been made to move as much of the Council as possible to Microsoft Teams to enable staff to work from home and be able to work effectively. Whilst originally included within the Capital Programme the costs are predominantly revenue and, if approved, an initial amount of £165K will be funded from Council’s Corporate Priorities Reserve.

**8.0 Business Rates & Council Tax**

- 8.1 The collection rates for April’s Business Rates and Council Tax are detailed in the table 3 below.

Table 3: Business Rates &amp; Council Tax Collection Rates

	<b>Business Rates</b>	<b>Council Tax</b>
<b>Net Collectable Debit</b>	51,080,228	81,035,849
Forecast for April	4,801,541	8,670,750
Actual for April	4,241,235	8,279,387
(Surplus)/Shortfall	560,306	391,363
% (Surplus)/Shortfall	11.67	4.51
% Collected	88.33	95.49
LCC Approximate "Share"	40%	12%
Impact	224,122	46,964

*Small Business Grants*

- 8.2 Following the receipt of £36M from Central Government, the Economic Regeneration Team with the support of the Business Rates and Finance Teams have been tracking down eligible businesses, getting them to provide necessary details in order to process the grant funding, undertaking checks to verify the claims and getting the grants to businesses as expediently as possible. This has been a considerable undertaking and team effort, and has involved getting messaging out via the website, social media, as well as using extensive internet searches to track down contact details of individuals and businesses in order to contact them directly and encourage them to apply.
- 8.3 To date we have successfully distributed 80% of the grant money and work is ongoing to track down eligible businesses that have yet to apply. Members should also be aware that ahead of receipt of Government Funding the Council made 558 prepayments totalling £1.4M to eligible businesses.

*Discretionary Grants*

8.5 We have also started initial work on preparing for the recently announced discretionary top-up grant funding which is aimed at small businesses (fewer than 50 employees) that missed out on the existing grant offer. Guidance has been received from Government and this funding is to be steered towards businesses in shared space, regular market traders, small charity property (that would meet the criteria for Small Business Rate Relief) and Bed & Breakfast establishments. There has already been a high level of interest in this scheme from local businesses.

**9.0 Monitoring Arrangements**

9.1 To ensure that Members are kept up to date with developments, we are also introducing a number of processes

- Monthly update reporting to Cabinet and Budget & Performance Panel
- Financial modelling updated with the latest estimates and forecasts aligned to MHCLG returns
- Worst and best case scenarios updated to take account of latest information and forecasts

**10.0 The New Normal**

10.1 Recently the Government announced a phased approach to cautious relaxation of restrictions to aid economic recovery however, we cannot predict how long recovery may take. We should not assume that the world, our district, or our Council can, or should, return to “business as usual”. There have been many new initiatives and new ways of working identified during the past few months which will become a “new normal”. The Council should take this opportunity to position themselves to manage this transition.

**11.0 Conclusion**

11.1 Unless further significant tranches of Government funding are provided which meet the expected shortfalls as set out above, Members should expect to see significant balances wiped from our reserves.

11.2 Looking forward it is important that key financial decisions are made based on good intelligence. Over the next couple of months we will be able to provide sharper forecasts for COVID expenditure and income loss as well as knowing the likelihood of any further Government compensation.

11.3 Cabinet has started to consider how Council may look in recovery and will look at the opportunities to refocus Council and its finances around a ‘new normal’.



**Lancaster City Council | Report Cover Sheet**

<b>Meeting</b>	Cabinet	<b>Date</b>	9 <sup>th</sup> June 2020		
<b>Title</b>	Lancaster District Plan 2030- Beyond the Crisis				
<b>Report of</b>	Chief Executive				
<b>Purpose of Report</b>					
To set out a high level plan for the achievement of the Council's strategic priorities, through the COVID crisis and beyond.					
<b>Key Decision (Y/N)</b>	<b>Y</b>	<b>Date of Notice</b>		<b>Exempt (Y/N)</b>	<b>N</b>

**Report Summary**

The report sets the key strategic groupings that Cabinet will use to deliver achievement of the Council's priorities, within the context of the emergency phase and likely next phases of the COVID pandemic.

If adopted these will be used as the basis for further consultation, development and decision making and long term planning, and be referred to Full Council

**Recommendations of Councillor Lewis / Sinclair**

1. That Cabinet adopt the strategic groupings (circles) as set out in Document B as the means of further progressing the agreed Council's priorities.
2. That Cabinet work with officers on the development of the plan which when finalised will be recommended to Council.

**Relationship to Policy Framework**

As set out in the report

**Conclusion of Impact Assessment(s) where applicable** – The impacts of the funding allocations will be consistent with the policy framework.

<b>Climate</b>	<b>Wellbeing &amp; Social Value –</b>
<b>Digital</b>	
<b>Equality</b>	
	<b>Health &amp; Safety</b>
	<b>Community Safety</b>

**Details of Consultation****Legal Implications**

Legal Services have been consulted and have no further comments.

**Financial Implications**

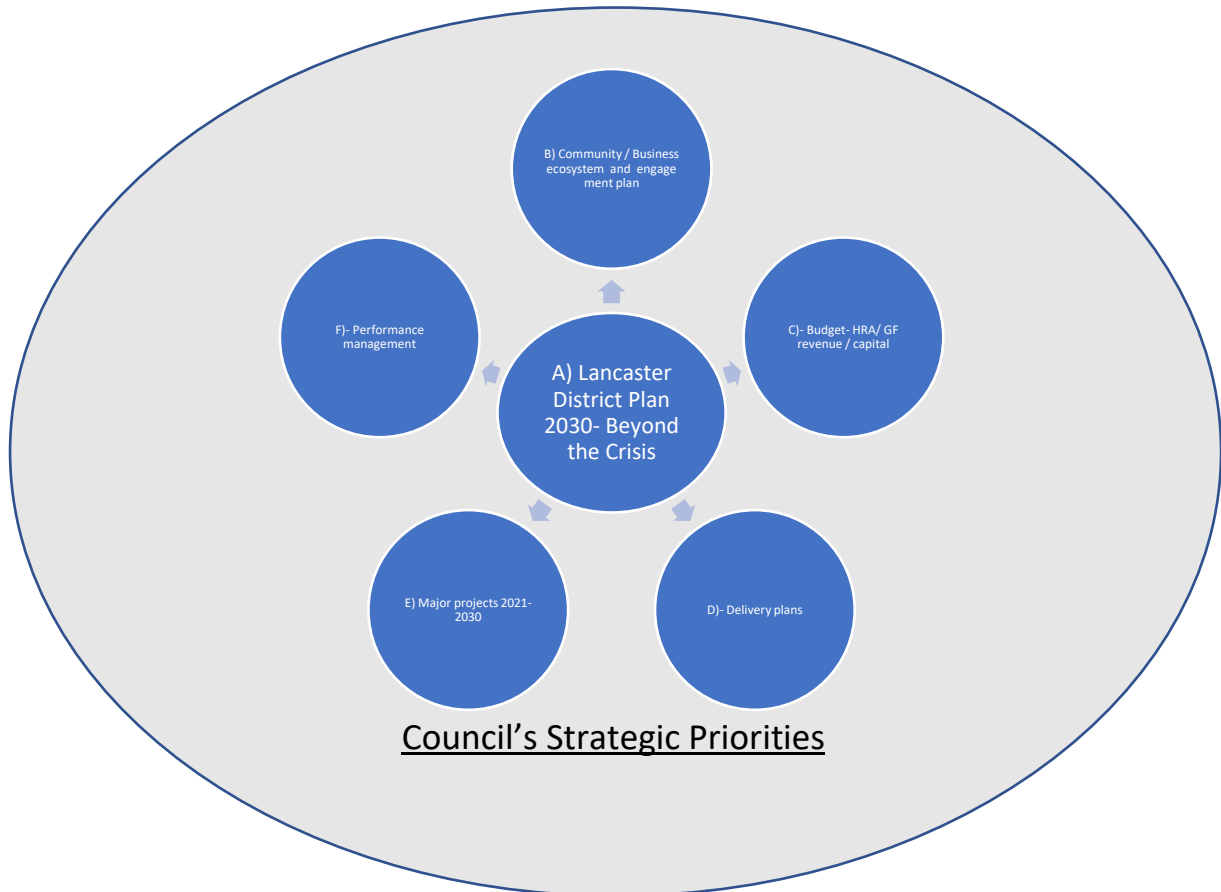
<b>Other Resource or Risk Implications</b>	
None identified at this stage	
<b>Section 151 Officer's Comments</b>	
Although there are no financial implications directly arising from this report, further decisions that will need to be made undoubtedly carry budgetary pressure and those will need to be considered on their own merits and built into the Council's future budgets projections at the appropriate time.	
<b>Monitoring Officer's Comments</b>	
This Plan, when finalised, will form part of the Policy Framework of the Council, adoption of which will be by Full Council following a recommendation from Cabinet.	
<b>Contact Officer</b>	Mark Davies
<b>Tel</b>	Tel: 01524 582401
<b>Email</b>	mdavies@lancaster.gov.uk
<b>Links to Background Papers</b>	

## 2.0 Introduction

- 1.1 Council (29<sup>th</sup> Jan, 2020) adopted the priorities set out in Document B of this report as the basis for development of its policy framework including budget decisions that were taken for 2020/21 and will be taken in future years.
- 1.2 Cabinet have since then been planning how to deliver these priorities for the period to 2030.
- 1.3 The Council's response to the emergency phase of the COVID-19 pandemic was to focus on delivering vital services, protecting vulnerable people and supporting businesses.
- 1.4 In a disaster like a flood or fire once the emergency has been dealt with an effective recovery plan will return things to how they were as quickly as normal.
- 1.5 In this case it clear the effects of the emergency will be long-term. Returning things to how they were will in many cases make things worse and also fail to deliver the Council's priorities.
- 1.6 The Council priorities cover the period to 2030. There is a need to put in place an immediate plan that will support the recovery of the District and also set the path for the delivery of the Council's priorities.

**2.0 The Plan**

2.1 The plan when completed will show how the Council will deliver its agreed priorities. In doing so the plan will be developed to show how it will deliver from a number of different perspectives. These include-



- A) -Lancaster District 2030- Beyond the Crisis Plan- High level strategic / policy
- B) Community / Business ecosystem and engagement plan
- C) Budget- HRA/ GF revenue / capital
- D) Delivery plans- including matching of capacity /resource- (showing detail one financial year ahead).
- E) Major projects 2021-2030- showing (where possible) outline resource requirement and indicative timescales
- F) Performance management- focussed on strategic outcomes

- 2.2 A) – is most important as it sets out the high level strategic / policy direction. This plan shows how the Council gets from where it is now to the achievement of the Council's agreed priorities.
- 2.3 Subject to agreement this plan will then inform B-F, each of which will in turn be produced in plan form. In most cases these plans already exist (eg budget) but will be reviewed to ensure they fully align.
- 2.4 The positive outcomes that the Council has seen from the strategy used to respond to the COVID-19 emergency has provided a sound foundation on which to develop the high level strategic direction plan.
- 2.5 The Council's response to the COVID-19 emergency was to adopt a three pronged strategy-
- Protect our most vulnerable people
  - Support businesses
  - Continue to deliver our most vital services
- 2.6 Whilst this strategy was necessary to respond to the emergency it was also designed to continue to contribute the Council's most important priorities. The evidence shows that it works well and is resulting in genuine engagement with communities, partnerships that deliver outcomes, practical support to businesses and real transformation in the way the Council works.
- 2.7 As we leave the crisis phase of the pandemic it is very clear that the emergency and its impacts will last for a sustained period and the basic strategy described above will continue to be very relevant.
- 2.8 It is important that in looking beyond the crisis we build on the good work done so far and design a plan that will continue to provide for the immediate needs of our communities as we recover from the wide ranging effects of the pandemic but also fully deliver the Council's agreed strategic priorities.
- 2.9 The developing plan very much recognises that engagement with our communities and businesses is key to successful delivery of the Council's priorities. Much work has already taken place mapping the different eco-systems that exist within the District. The vital role communities play has been highly evident during the COVID-19 emergency and community engagement has been an integral part of the response to the crisis.
- 2.10 As such a high level plan that sets the immediate policy direction of the Council and is then further developed to deliver over the longer term to 2030 is proposed.

## **3.0 Proposal**

- 3.1 The diagram of the plan is set out in document B.
- 3.2 The plan recognises that significant effort over the next few years will be taken up in recovering from the impact of the COVID pandemic.
- 3.3 Its overall aim is to deliver the Council's strategic priorities and to support recovery to a sustainable, safe and socially just District that is healthy, connected, empowered and enabled.

- 3.4 The plan is delivered through 5 themed groups, all of which are interdependent-

- Group 1- Climate Emergency
- Group 2- Finance and Resources (internal focus)
- Group 3a- Healthy and Happy Communities
- Group 3b- Community Power and Resilience
- Group 4- Regenerative and Distributive Economy

Figure 1- shows how each group contributes to and supports Plan 2030  
Figure 2- shows the interdependency of the groups.

- 3.5 Each of these groups will cover a number of the Council's strategic priorities  
All of the Council's strategic priorities are covered.
- 3.6 Each group will be led by 2 Cabinet Members and be supported by a Chief Officer. Each group will have officers assigned to support the workstreams of the group. Officers will be drawn from the range of services that the Council provides.
- 3.7 For this to deliver real change it is vitally important that the Council engages with its communities and businesses and utilises the knowledge and community wealth that exists in the district. Councillors, organisations, community groups and individuals from outside the Council will be invited to contribute to the work of these groups. Figures 3-6 show some examples of internal and external engagement. These are only examples and will be developed as plans progress.
- 3.8 The role of the groups will be to-
- Assist in the development of policy and set objectives
  - Engage with communities / businesses / organisations etc
  - Assist in the defining of strategic outcomes
  - Prioritise resources
  - Agree and deliver projects
  - Deliver real outcomes
- 3.9 The themes and activities in the groups have been identified as development areas that will significantly contribute, in partnership with the community, to the achieving of the council's key priorities. They do not represent the totality of what the Council delivers. Core statutory services will continue to be delivered. However each group will be allocated officers from right across the

Council's services. Some staff will work across groups (eg delivering specialised support) some will be allocated to key projects.

- 3.10 Each group will agree a detailed delivery plan.
  - 3.11 As the plan is developed consideration needs to be given to ensuring democratic accountability and fit with the Council constitution. An example of how this might work is included in document B.
  - 3.12 A worked up example of the work programme to March 2021 of the Group 1 – Climate Change is shown in Figure 8.
- 
- 4.0 Options and Options Analysis (including risk assessment)**
  - 4.1 The plan outlined has been developed by Cabinet and Officers
  - 4.2 The risk is not delivering the Council's priorities. This plan is intended as a means of mitigating that risk.

FIG 1-HOW THE 5 GROUPS CONTRIBUTE TO AND SUPPORT PLAN 20 30

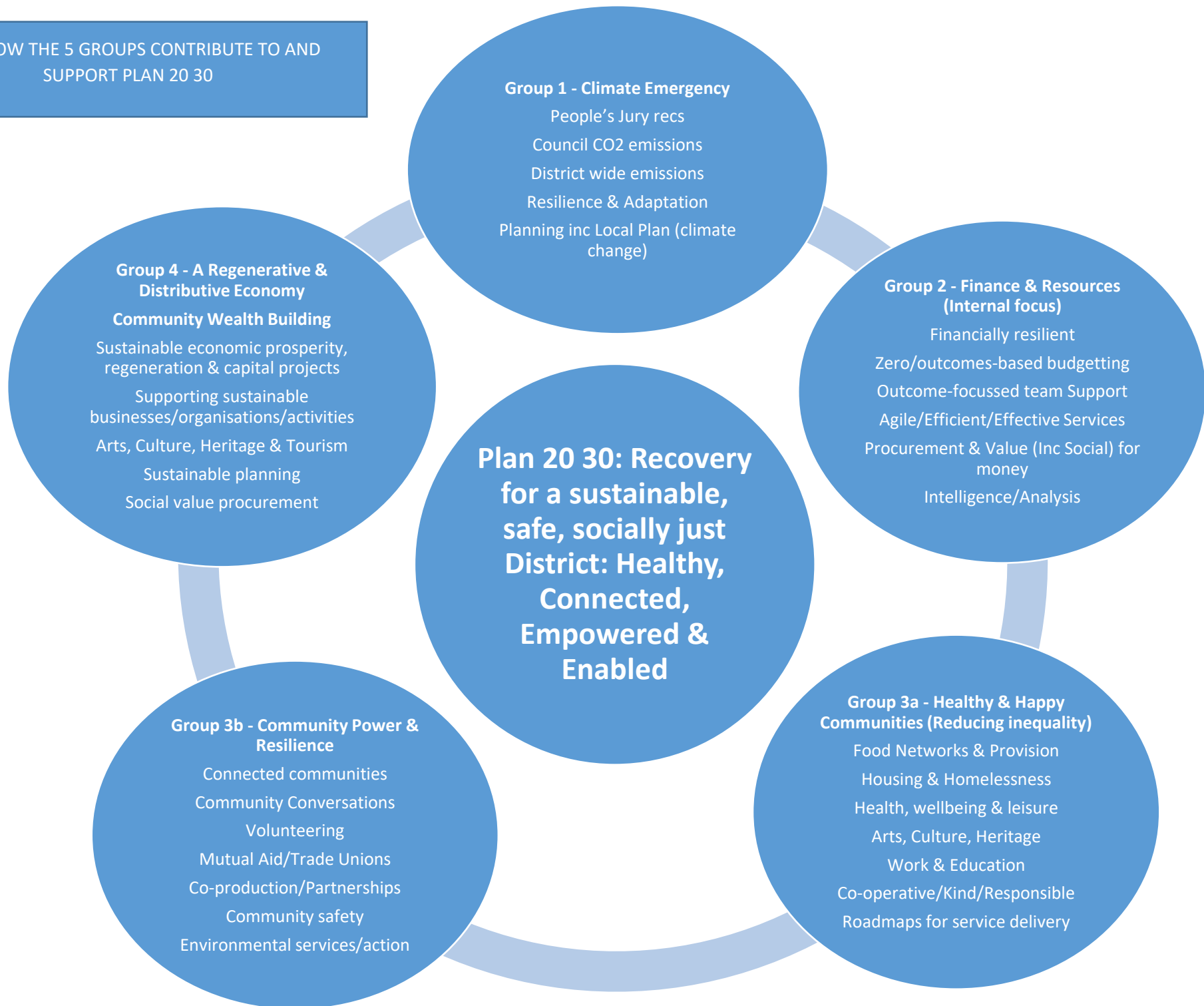


FIG 2- HOW THE 5 GROUPS INTERACT

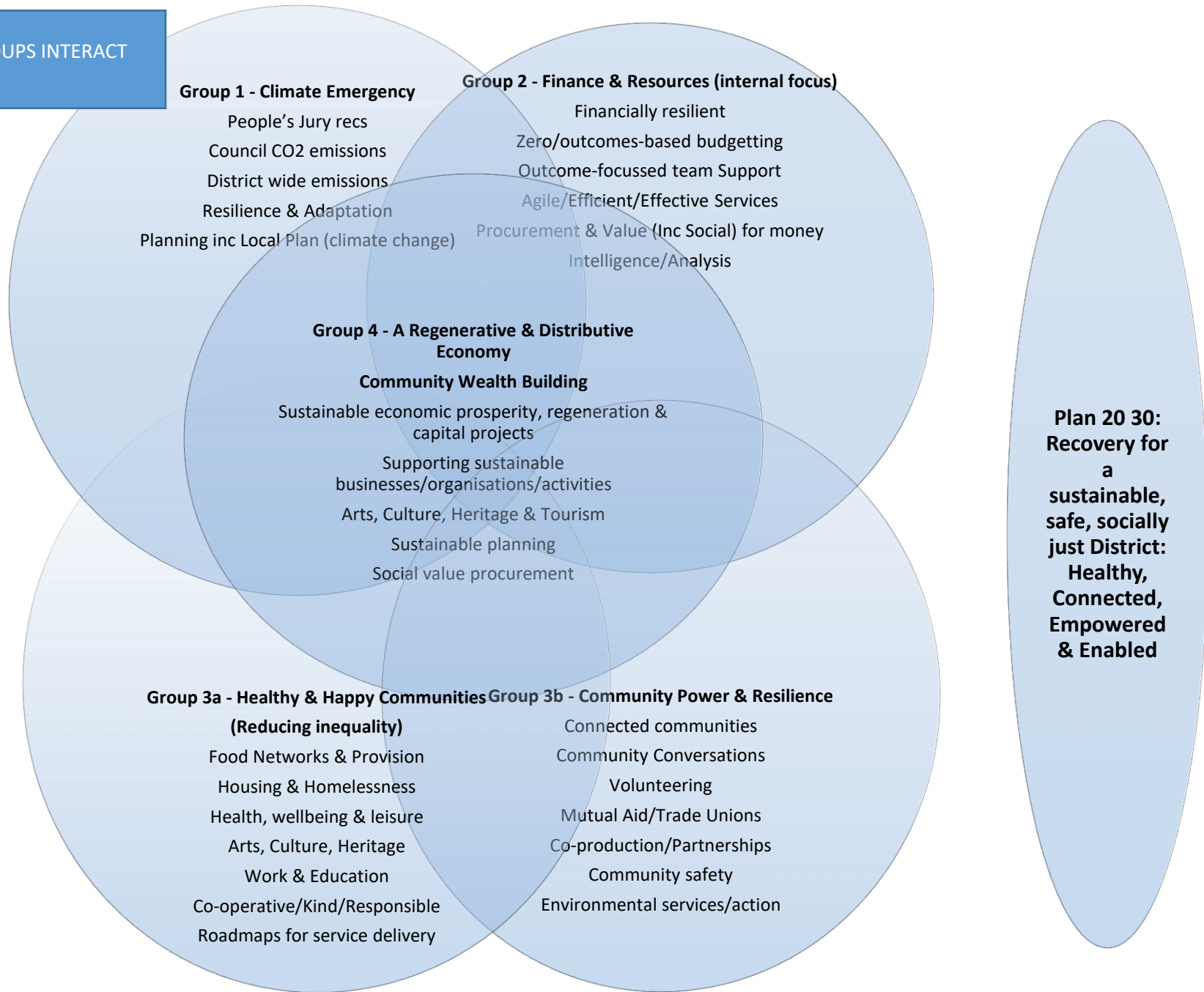
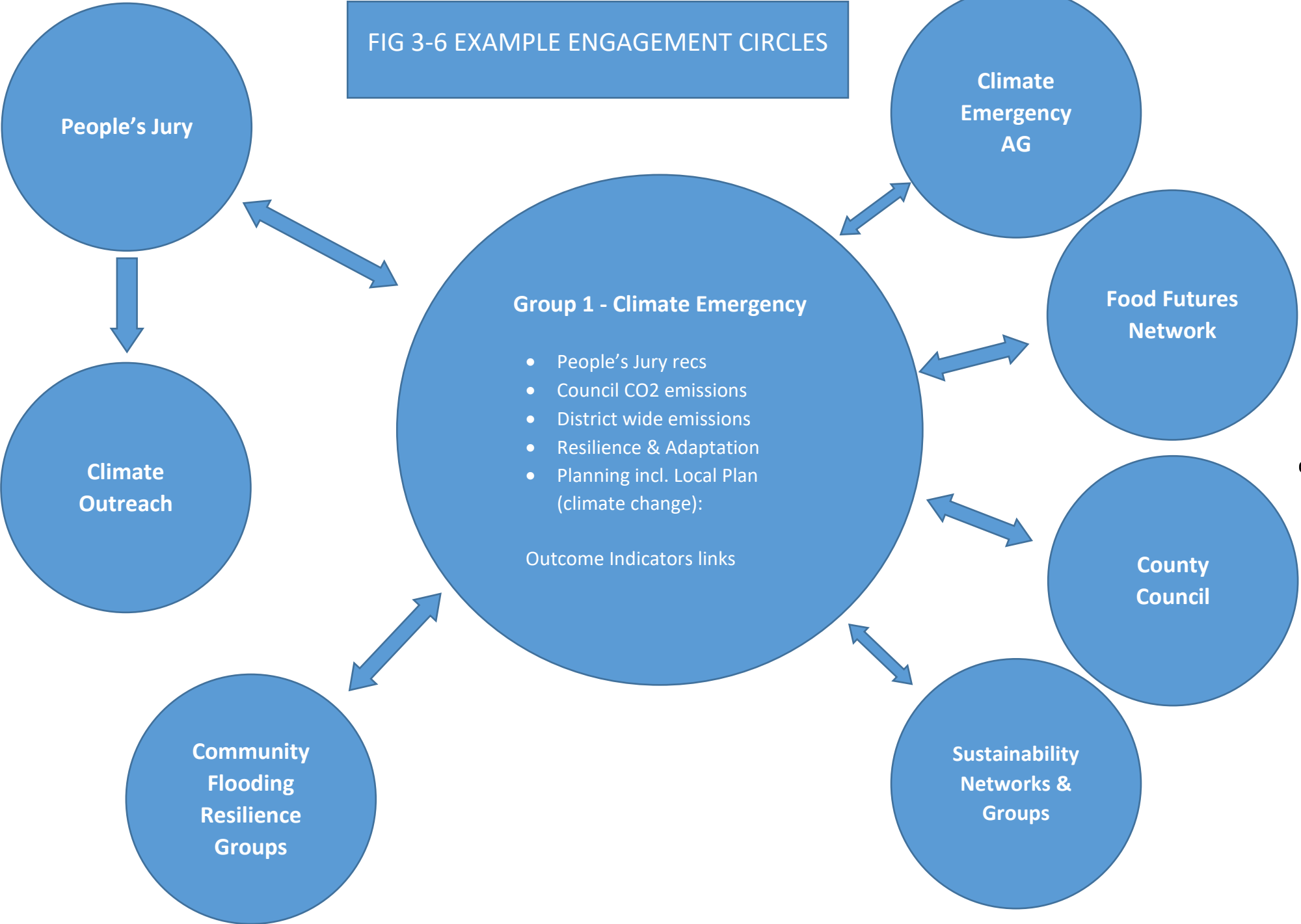
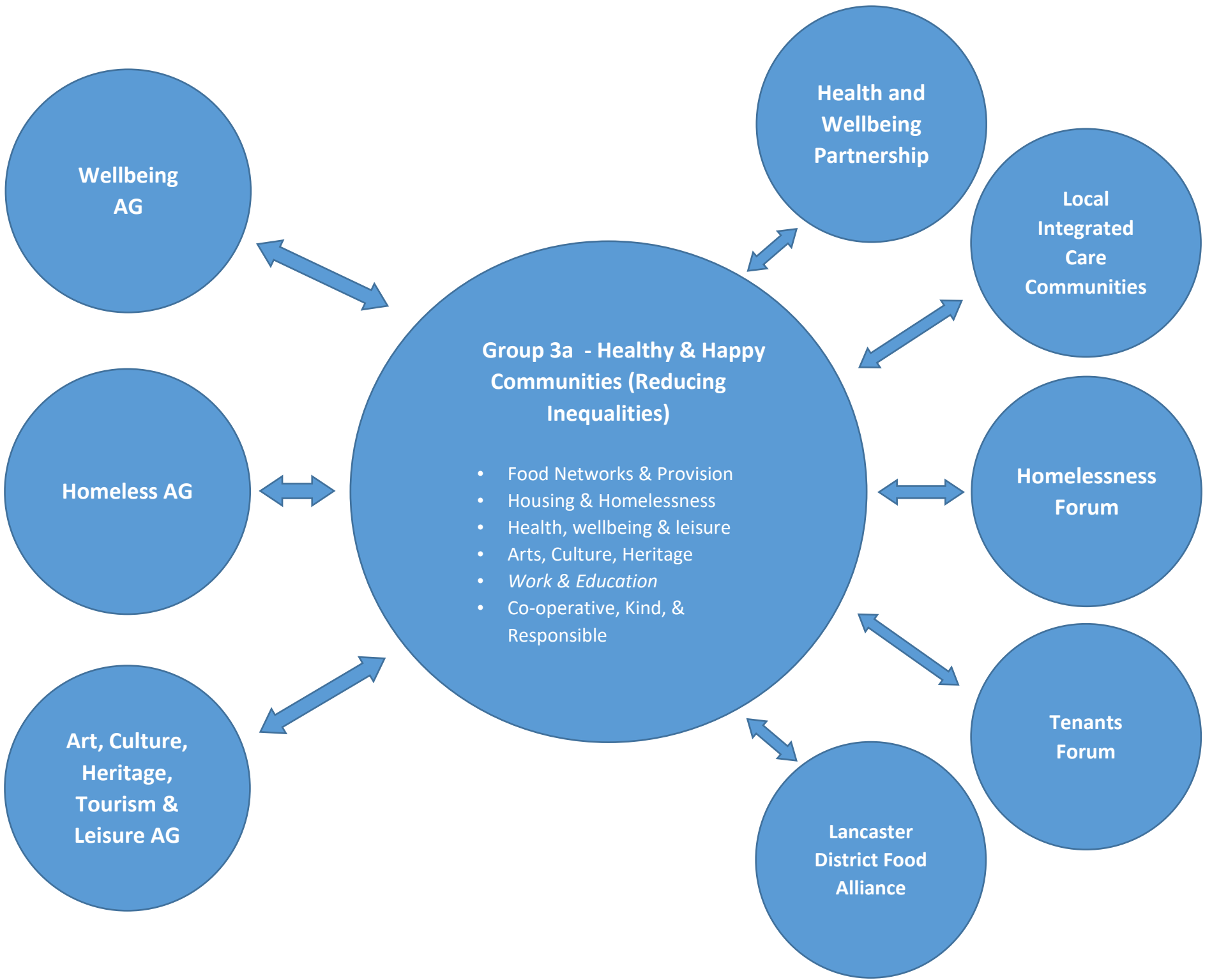
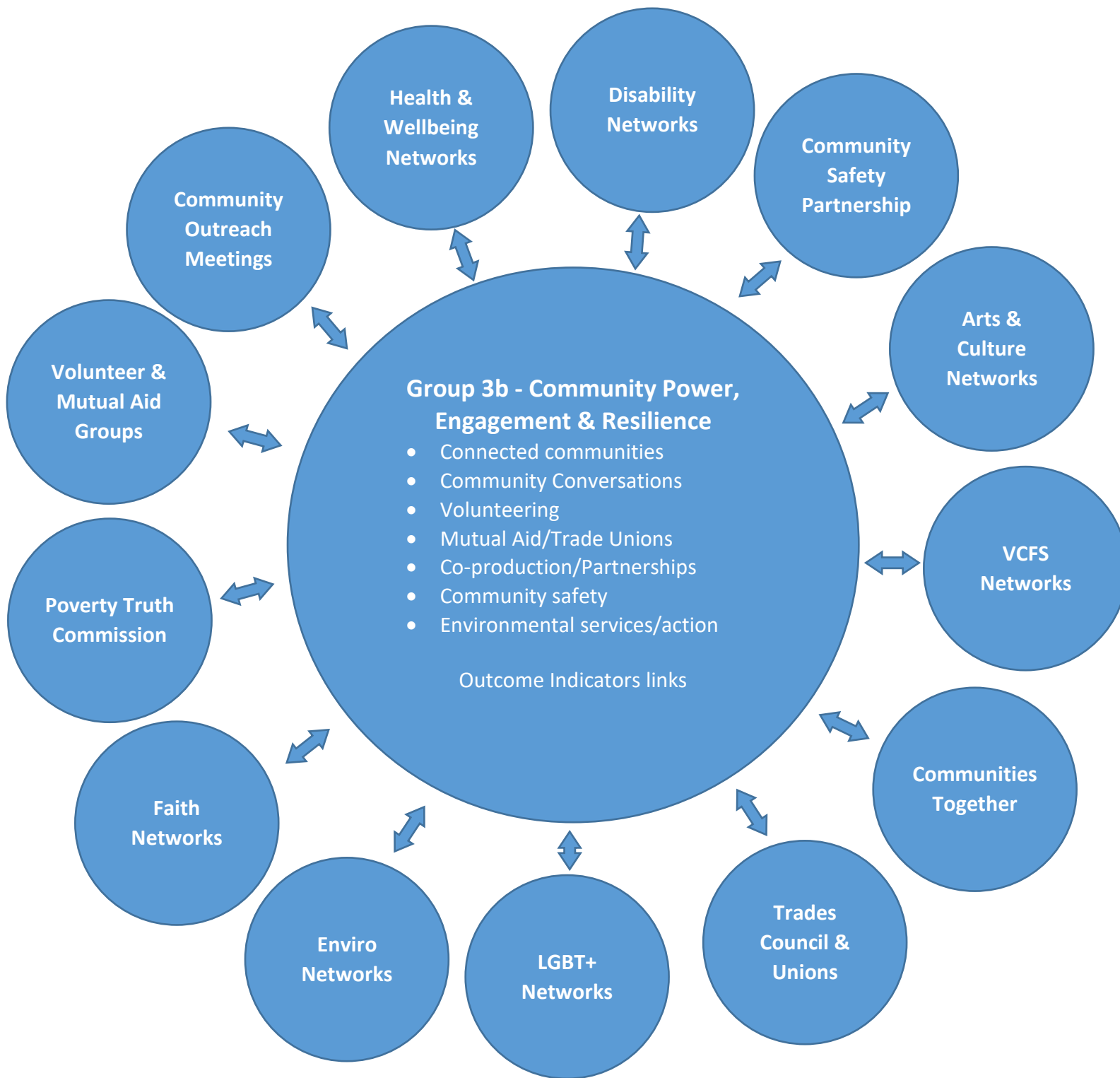


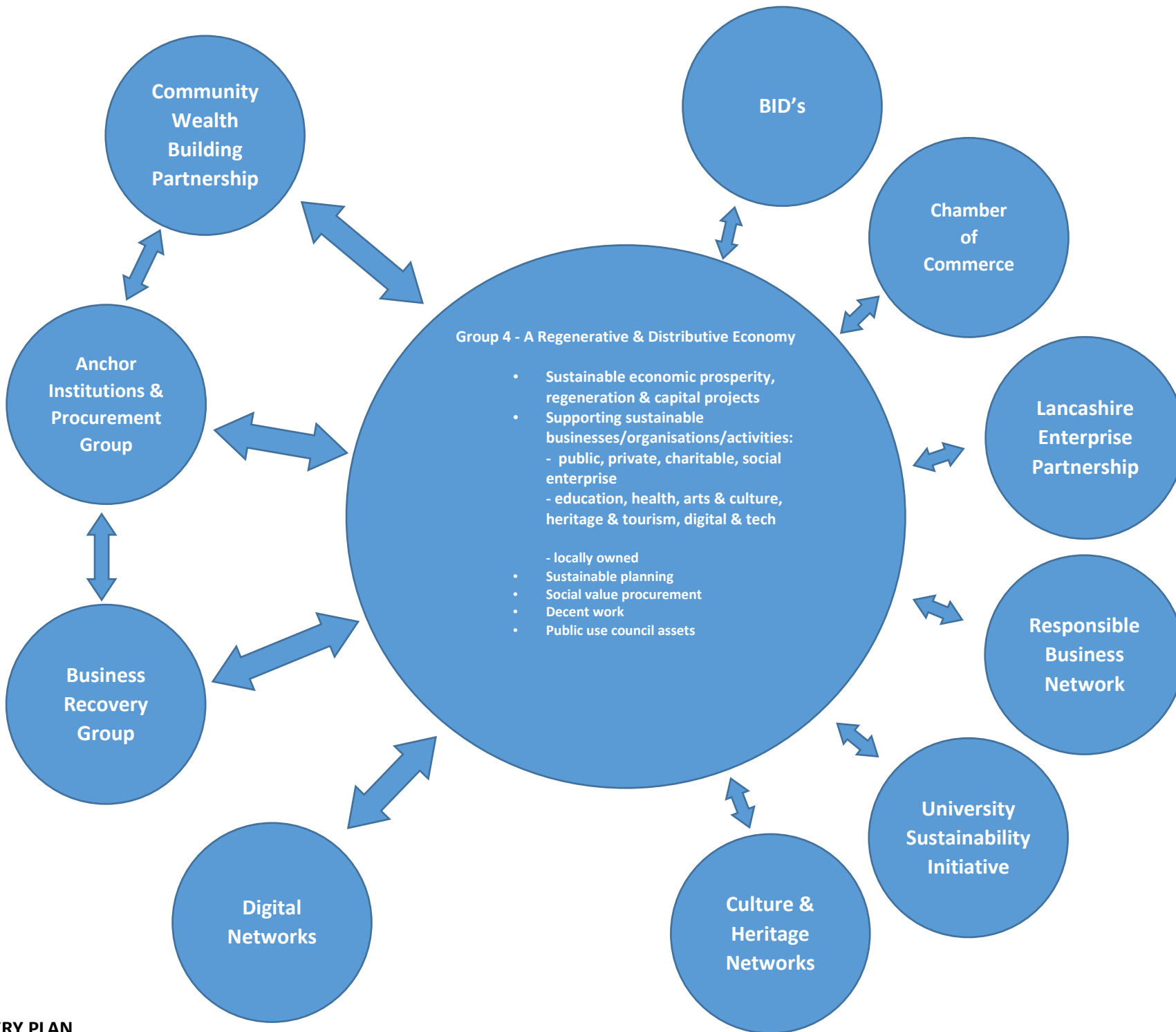


FIG 3-6 EXAMPLE ENGAGEMENT CIRCLES









**FIG 7-EXAMPLE ELECTED MEMBER INVOLVEMENT**

**EXISTING FORMAL COMMITTEES AS APPROPRIATE**  
(eg Cabinet, Scrutiny)



**INFORMAL MEMBER / OFFICER WORKING GROUP**  
Leader (Chair), Elected Members- (Cross Party Membership), Officers- Exec team, senior managers as required



**INFORMAL STRATEGIC OVERSIGHT GROUP**  
Leader (Chair) , Cabinet, Officers- Exec team, senior managers as required



**WORK FROM EACH OF THE 5 CIRCLES**

**Each Circle-**

- 1) Cabinet Member(s) and Exec Team Oversight
- 2) Other Elected Members
- 3) Senior officer Lead
- 4) Allocated officer team
- 5) Reps from community / other organisations

**Key Steps**

- 1) Confirm extent of Cabinet Priorities in context of agreed priorities
- 2) Agree scope of activity of each group and outcomes
- 3) Populate Teams
- 4) Agree timescales , reporting etc

## FIG 8- Example Delivery plan- June-March 2021

### Group 1- Climate Emergency

Cabinet Member(s) lead-

Director lead-

Cross Council officer team-

Non- Council contributors-

WHAT	OFFICER LEAD	RESOURCE
People's Jury <ul style="list-style-type: none"> <li>• Complete (Oct)</li> <li>• Consider recommendations (Dec)</li> <li>• Report to Council (Jan)</li> </ul>	M Davies	In budget
Community engagement activity <ul style="list-style-type: none"> <li>• Climate Outreach work (Sept- Dec)</li> <li>• Cabinet Advisory Group (June- Mar)</li> <li>• Other engagement activity (June-Mar)</li> </ul>	M Davies	In budget
Salt Ayre Solar Farm <ul style="list-style-type: none"> <li>• Undertake work to get to gain planning application (Oct)</li> <li>• Undertake other works eg land transactions (Sept)</li> <li>• Finalise business case (Oct)</li> <li>• Seek final Cabinet approval (Nov)</li> <li>• Commence build (Dec)</li> </ul>	E Grimshaw	In budget
Procurement of Electric RCVs <ul style="list-style-type: none"> <li>• Undertake procurement exercise (June)</li> <li>• Seek final approval / place order (July)</li> </ul>	E Grimshaw	In budget
Electric Pool car scheme <ul style="list-style-type: none"> <li>• Place vehicle orders (done)</li> <li>• Finalise how scheme will work (Sept)</li> </ul>	E Grimshaw	In budget

WHAT	OFFICER LEAD	RESOURCE
Energy Management/ Salt Ayre Replacement boiler <ul style="list-style-type: none"> <li>• Undertake research and seek specialised advice (Aug)</li> <li>• Prepare specification (Sept)</li> <li>• Undertake procurement (Nov)</li> <li>• Order works (Dec)</li> <li>• Oversee delivery (Jan- Mar)</li> </ul>	S Kirby / E Grimshaw	In budget



Priorities	A Sustainable District	An Inclusive and Prosperous Local Economy	Healthy and Happy Communities	A Co-operative, Kind and Responsible Council
Themes				
<b>Climate Emergency</b> <i>Taking action to meet the challenges of the climate emergency</i>	<ul style="list-style-type: none"> <li>➤ net zero carbon by 2030 while supporting other individuals, businesses and organisations across the district to reach the same goal</li> <li>➤ moving towards zero residual waste to landfill and incineration</li> </ul>	<ul style="list-style-type: none"> <li>➤ supporting the development of new skills and improved prospects for our residents within an environmentally sustainable local economy</li> <li>➤ advocating for fair employment and just labour markets that increase prosperity and reduce income inequality</li> </ul>	<ul style="list-style-type: none"> <li>➤ supporting wellbeing and ensuring local communities are engaged, involved and connected</li> <li>➤ addressing health and income inequality, food and fuel poverty, mental health needs, and loneliness</li> </ul>	<ul style="list-style-type: none"> <li>➤ listening to our communities and treating everyone with equal respect, being friendly, honest, and empathetic</li> <li>➤ working in partnership with residents, local organisations and partners recognising the strengths and skills in our community</li> </ul>
<b>Community Wealth-Building</b> <i>Building a sustainable and just local economy that benefits people and organisations</i>	<ul style="list-style-type: none"> <li>➤ increasing the amount of sustainable energy produced in the district and decreasing the district's energy use</li> <li>➤ transitioning to an accessible and inclusive low-carbon and active transport system</li> <li>➤ supporting our communities to be resilient to flooding and adapt to the wider effects of climate change</li> </ul>	<ul style="list-style-type: none"> <li>➤ supporting new and existing enterprises in sustainable innovation and the strengthening of local supply networks</li> <li>➤ using our land, property, finance and procurement to benefit local communities and encouraging residents, businesses, organisations and institutions to do the same</li> </ul>	<ul style="list-style-type: none"> <li>➤ focused on early-intervention approaches and involving our communities in service design and delivery</li> <li>➤ (re)developing housing to ensure people of all incomes are comfortable, warm and able to maintain their independence</li> <li>➤ improving access to the arts, culture, leisure and recreation, supporting our thriving arts and culture sector</li> </ul>	<ul style="list-style-type: none"> <li>➤ investing in developing the strengths and skills of our staff and councillors</li> <li>➤ focused on serving our residents, local organisations and district</li> <li>➤ embracing innovative ways of working to improve service delivery and the operations of the council</li> </ul>
<b>Community Engagement</b> <i>Drawing on the wealth of skills and knowledge in the community and working in partnership</i>	<ul style="list-style-type: none"> <li>➤ increasing the biodiversity of our district</li> </ul>	<ul style="list-style-type: none"> <li>➤ securing investment and regeneration across the Lancaster and South Cumbria Economic Region</li> </ul>	<ul style="list-style-type: none"> <li>➤ keeping our district's neighbourhoods, parks, beaches and open space clean, well-maintained and safe</li> </ul>	<ul style="list-style-type: none"> <li>➤ providing value for money and ensuring that we are financially resilient and sustainable</li> </ul>



**Lancaster City Council | Report Cover Sheet**

<b>Meeting</b>	Cabinet	<b>Date</b>	9 June 2020
<b>Title</b>	Lancaster Canal Quarter: Strategic Regeneration Framework and Delivery Strategy		
<b>Report of</b>	Director for Economic Growth and Regeneration		
<b>Purpose of Report</b>			
To note the outcome of the Draft Lancaster Canal Quarter Strategic Regeneration Framework (SRF) statutory consultation process, and note the amendments accepted by officers and approve a final version for adoption as a Supplementary Planning Document (SPD) to sit within the suite of Local Plan policy, advice and guidance material. The report also outlines the next steps in delivering a viable regeneration development proposal and phasing/delivery strategy, alongside the key approvals required to undertake the next stage of work			
<b>Key Decision (Y/N)</b>	Y	<b>Date of Notice</b>	06/05/20
		<b>Exempt (Y/N)</b>	N

**Report Summary**

The report outlines outcome of the Draft Lancaster Canal Quarter Strategic Regeneration Framework (SRF) statutory consultation process, notes the amendments accepted by officers and approve a final version for adoption as a Supplementary Planning Document (SPD) to sit within the suite of Local Plan policy, advice and guidance material. The report also outlines the next steps in delivering a viable regeneration development proposal and delivery strategy, alongside the key approvals required to undertake the next stage of work.

**Recommendations of Councillors**

- (i) **The final version of the Canal Quarter Strategic Regeneration Framework is agreed as a formal publication version and issued for a further four week statutory consultation period.**
- (ii) **Should there be no substantive amendments arising from the final consultation the document is adopted as a Supplementary Planning Document**
- (iii) **Pre-approval is given for officers to make bids to the Canal Quarter Reserve for use in progressing the elements of the Canal Quarter regeneration project identified in the report.**

**Relationship to Policy Framework**

The Canal Quarter site is a long-standing allocation within the Lancaster Local Plan and is identified via Policies ER4 and ER5 of the Lancaster District Core Strategy (adopted in 2008) and the emerging Policy SG5 of the Strategic Policies & Land

Allocations DPD, which is at an advanced stage and was Submitted to the Government in May 2018.

The Final Version of the CQSRF recognises its potential for:

- A sustainable extension to the current city centre to facilitate growth;
- Accommodating a range of uses, including retail, leisure, residential, cultural and wider commercial uses;
- Retaining Lancaster City Centre’s role and function serving both the district and the North Lancashire / South Cumbria sub-region
- Retention of historic buildings of significance, views and the creating of public open space.

The Local Plan is made up of the entire suite of adopted development plan documents (DPDs). An SPD is not a development plan document and it is not part of the development plan. It cannot introduce new policy, instead its role is to supplement policy in an adopted development plan document. The CQSRF is therefore compliant and does not conflict with the Local Plan and approval by Cabinet is an appropriate course of action.

The development of the CQSRF and its adoption comply with the terms of the city council’s Statement of Community Involvement and direction on public participation.

**Conclusion of Impact Assessment(s) where applicable**

Climate	Wellbeing & Social Value
Digital	Health & Safety
Equality	Community Safety

There are no Health & Safety, Equality and Diversity, Human Rights, Community Safety, HR implications arising from a commitment to move the CQSRF through a further statutory SPD consultation phase.

In terms of the impact on potential future development proposals and outcomes officers are confident that issues have been intensively explored and tested during the preparation of the document itself, adhering to the principles of the council’s Core Strategy and emerging Local Plan.

**Details of Consultation**

The CQSRF has been subject to wide ranging public consultation as outlined in the report. The development of the CQSRF and its adoption comply with the terms of the city council’s Statement of Community Involvement and direction on public participation.

**Legal Implications**

If Members approve the Final Version of the CQSRF as the “publication version” SPD the document will be published and subject to a 4 week statutory consultation period. The statutory consultation and adoption of the SPDs should be carried out in

accordance with the process set out in the **Town and Country Planning (Local Planning) (England) Regulations 2012.**

### **Financial Implications**

The CQSRF is intended to provide guidance on the achievement of Local Plan Policy. There are no additional financial implications arising from its progression through the statutory consultation process.

In terms of approval of resources to implement the delivery strategy it was agreed at Budget Council that all future bids for reserves should be subject to pre-approval process. The pre-approval process is not an approval to spend but rather an approval to bring forward a reserves bid which is subject to the approved process:

- Up to £25k – to be agreed by Portfolio Holder in consultation with relevant Director. Bid should have been pre-approved by Cabinet.
- £25k to £100k – to be agreed by Portfolio Holder in consultation with relevant Director. Individual Cabinet Member Decision to be published. Bid should have been pre-approved by Cabinet.
- Over £100k – to be agreed by Cabinet Meeting.

As noted in the report Individual reserve tranches will likely be in the range of £25K to £100K and be agreed in detail by Portfolio Holder in consultation with relevant Director. Individual Cabinet Member Decision will also be published. Due to the nature of the council's potential engagement as "investment partner" these individual bids will also be shaped via consultation and agreement with the council's Capital Strategy Group.

### **Other Resource or Risk Implications**

#### **Human Resources:**

The main staffing resource on the council side to support progression of CQSRF through the statutory SPD consultation and review/adoption stage will be officers from the Economic Growth and Regeneration service.

#### **Information Services:**

No direct Information Service implications on the basis of the council approving planning guidance.

#### **Property:**

No Property Services implications on the basis of the council approving planning guidance

#### **Open Spaces:**

No Open Space implications on the basis of the council approving planning guidance.

<b>Section 151 Officer's Comments</b>	
The Section 151 Officer has been consulted and comments have been accommodated within the body of the report.	
<b>Monitoring Officer's Comments</b>	
The Monitoring Officer has been consulted and comments have been accommodated within the body of the report.	
<b>Contact Officer</b>	Paul Rogers
<b>Tel</b>	Tel: 01524 582334
<b>Email</b>	progers@lancaster.gov.uk
<b>Links to Background Papers</b>	

## 1.0 Introduction

- 1.1 Members will recall the appointment of consultants to undertake work on a Canal Quarter Strategic Regeneration Framework (CQSRF). It was intended this would form the basis of a document to be adopted as a formal Supplementary Planning Document (SPD), taking its place among the hierarchy and suite of advice and guidance documents that make up the Lancaster District Local Plan.
- 1.2 As an SPD the document would be used to support and guide developers in addressing the council's related strategic policies contained within the adopted Lancaster District Core Strategy (adopted July 2008) and the draft Strategic Policies and Land Allocation Development Plan Document (DPD), which will replace the Core Strategy. SPDs relate to specific sites or specific planning issues. Unlike DPDs, they are not subject to Independent Examination and do not have Development Plan status. However, SPDs are given due consideration within the decision-making process and must relate to a specific Development Plan policy contained within a DPD.
- 1.3 It is important to understand that SPD statements must be both justified and consistent with the adopted Local Plan. SPD policy cannot supersede development plan policy, although it is an important material consideration in assessing planning applications. For example, SPD policy has been quashed in the courts where statements regarding house sizes, affordable housing requirement for unit types (to meet demographic needs) were more stringent than the adopted Core Strategy (*R (Skipton Properties Ltd) v Craven District Council [2017] EWHC 534 (Admin)*).
- 1.4 An SPD's role is to help applicants shape and make successful planning applications, while the overarching planning priorities for an area (infrastructure requirements, housing needs, measures for adapting to climate change and so on) are the preserve of the Local Plan. The SPD does not

prevent any development sponsor “going further” or exceeding the requirements of policy in pursuit of their own development or other objectives. Neither will an SPD comment on matters related to policy or matters outside the remit of the land use planning. An SPD is not a panacea to address all issues pertaining to the ultimate form of a development or define an individual development sponsor’s final masterplan or implementation strategy for their land. Individual actors, including the council, will promote detailed schemes to achieve a wide range of objectives and needs, informed by decisions made in many other policy or business arenas. However, the SPD provides an important strategic foundation for considering detailed development shape and form.

1.5 There is a three-stage process for the preparation of Supplementary Planning Documents as follows:

- Evidence gathering
- The Preparation and Consultation of a Draft Supplementary Planning Document
- The Adoption of the SPD by Lancaster City Council

In effect, officers have completed both the “Evidence Gathering” and main “Preparation and Consultation” stages as outlined in this report. The document now requires approval for it to move through the final statutorily defined planning policy adoption process set out in the Town and Country Planning (Local Development) (England) Regulations 2012, Regulation 12 Public Participation.

1.6 A Draft CQSRF was issued for statutory consultation between 16 December and 10 February 2020. Officers have systematically reviewed all submitted comments and, where appropriate amended the draft version. A Final Version of the CQSRF is attached in Appendix 1.

## **2.0 Background**

2.1 The consultation Draft CQSRF was prepared with respect to the nine principles for Canal Quarter’s regeneration approved by Full Council in April 2018. The principles are:

- Provide significant and wide-ranging economic benefits without exposing the city council to unacceptable levels of financial risk;
- Have less reliance on additional retail floor space, thereby instilling confidence in the future of the existing city centre shopping area;
- Find new uses for historic buildings and capitalise on the site’s proximity to the Lancaster Canal;
- Include more residential accommodation and cater for a variety of different occupiers;
- Facilitate an increase in Lancaster University’s presence in the city centre;
- Provide more business space especially for Lancaster’s thriving digital

sector;

- Deliver an arts hub that achieves the goal of making Lancaster the North West's primary cultural centre outside of the main conurbations;
- Take advantage of the latest in green technology to make the site as self-sustainable as possible: and
- Rationalise car parking and encourage sustainable travel to and through the area especially to the existing city centre.

2.2 It has been a guiding principle that consultation be embedded in developing the council's Canal Quarter approach. The Draft CQSRF was therefore developed by independent consultants through consultation and engagement with a wide body of stakeholders and community representatives in a variety of formats and settings. The result of this deep and collaborative working was a document which stressed the importance of:

- Appreciating the site's many existing assets (such as the heritage and cultural offers),
- Using the existing topography to preserve and enhance existing vistas and scale,
- Exploiting opportunities more fully (such as proximity and integration with the Lancaster Canal and city centre)
- Presenting the ideas in an engaging and legible format.

Officers considered the resulting draft document to be both consistent with the principles previously agreed by the council and in line with the aim of supporting and securing viable regeneration proposals.

2.3 This approach to engagement was maintained through the 8 week statutory consultation period providing further "checks and balances" against which officers could assess whether the Draft CQSRF reflected the current views and ambitions of the wider community. The statutory consultation period was widely publicised with the document and consultation forms made available online. The online consultation material was supported by 6 public drop-in events, which were held to provide an opportunity to discuss the proposals directly with council officers.

### **3.0 Proposal Details**

#### Canal Quarter Strategic Regeneration Framework

3.1 At the close of the statutory consultation period the council had received 94 formal comments on the Draft CQSRF (82 via online form). These included comments from Lancaster Chamber of Commerce, Highways England, Natural England, Coal Authority, Canal and River Trust, Homes England, Historic England, Environment Agency, United Utilities, Lancaster University, various local groups, businesses and individuals as well as key third party landowner / developer interests.

- 3.2 A detailed engagement report of all the consultation undertaken in developing the CQSRF is attached in Appendix 2 and Members are directed specifically to the section titled “3rd Stage: Pre-Regulation 12: Public participation (December 2019 to February 2020)”. This provides a detailed discussion of the main issues raised and how these have been addressed in the final document. Also included is a full systematic summary of comments and the officer response / recommendations for changes in the document. On the basis of this systematic analysis of comments, amendments to the document were considered and changes made if felt to be appropriate.
- 3.3 The CQSRF is a planning policy document which has to sit coherently and consistently within the hierarchy of adopted and emerging Local Plan documents, while presenting a balanced view of the appropriate way forward as informed by the wide range of views presented in the consultation. However, the Canal Quarter area cannot be considered in isolation and many issues raised through the consultation can only be resolved through:
- Additional direction from wider and ongoing strategic policy and study recommendations, particularly from key strategic bodies such as the county council;
  - Clarification on the detailed objectives / priorities / proposals of the major land interests promoting development.
- 3.4 The major issues discussed in Section 6 (“Issues Raised in the Regulation 12 Consultation”) and Section 7 (“How these Issues Were Addressed in the Final SPD version”) can be regarded as the likely points of debate and contention for any party interested in developing and presenting detailed site proposals. The major issues considered in the document are as follows:
- Car parking
  - Traffic management and movement
  - Land uses
  - Retention of buildings and historic value
  - Building design
  - Sustainability credentials
- 3.5 The final version of the document in Appendix 1 has to now be agreed as the council’s formal publication version and issued for a further four week period, with comments invited. Following this period, should there be no substantive reason to return to Cabinet to discuss amendments, the document will be adopted as planning policy

#### Canal Quarter Regeneration Delivery Strategy

- 3.6 Significant challenges exist for considering the Canal Quarter implementation strategy, including (but not limited to): important national and local historic buildings / heritage interest; areas of severe dereliction/contamination; high design quality demands; planning/building envelope constraints; transport, car parking and topography issues; need for extensive new infrastructure and

creative solutions to the site's connectivity with the existing centre; relatively low and depressed commercial/residential property values with rising construction costs; and fragmented site ownership.

3.7 The site can be broken down into three main interests / areas. The situation in each major land parcel is as follows:

- **Stonewell Courtyards and Brewery Complex:** The major assets in this area are owned by an entity called Lanmara Developments Ltd. Originally this company vehicle was under the joint control of directors associated with the Preston based Worthington Property Group and Revcap Ltd, a London based investment firm. Since the demise of the Worthington Property Group in late 2019, directors of Revcap Ltd. are in sole control of the assets. Revcap Ltd have engaged their partner Riverstone Developments to progress their interests. A positive initial meeting between officers and Riverstone took place earlier in the year which focussed on the emerging CQSRF, the company's likely approach to the site and their aspirations. Officers are anticipating the submission of initial proposal options for their discrete land interests and have recommended consideration / consultation through the council's planning pre-application process.
- **Heron Works:** The developer Maple Grove / Eric Wright has a long-standing optioned interest in the site and has made an initial approach with regard to working with the council as an investment partner on a regeneration/development scheme. This could also involve an extended scheme taking in part of the council's neighbouring land interests. While there are no firm proposals, officers have sight of initial sketch ideas which are encouraging in terms of reflecting and responding to the principles of the CQSRF. There is clear potential in terms of both delivering against the council's regeneration objectives and as a potential investment opportunity supporting its Property Investment Strategy.

The council's Capital Strategy Group, with support from the officer Property Transaction Team, will review the proposals, develop the engagement with Maple Grove / Eric Wright and make further reports and recommendations to future Cabinet meetings. It should be noted that Maple Grove / Eric Wright are a long-standing public sector partner, being the Lancashire Regeneration Property Partnership preferred partner for surplus public estate assets in the boroughs of Blackpool, Chorley, Fylde, Preston, South Ribble, Wyre and West Lancashire.

- **Council assets and surface car parking:** The council has yet to fully consider options on the preferred approach to progressing development proposals on its own land / assets. A number of approaches can be considered to best deliver a viable mixed-use development platform with a strong housing component that meets a wide range of council objectives. The council's Capital Strategy Group,



with support from the officer Property Transaction Team, can review options and make further reports and recommendations to future Cabinet meetings. These could range from partnership with third party investor/developers to the council undertaking detailed design master-planning and implementation in its own right.

However, it is clear the way the council's own land is used will provide critical framing and supporting context for all development activity across the Canal Quarter. The council's approach will: set direction on key issues raised in consultation, particularly car parking and traffic movement; provide the 'spine' which knits the major third party land parcels/proposals together; inform (and be informed by) the third party proposals. To ensure this is managed for the benefit of all interests, the council should retain a high degree of control in the future design and development of its own land/assets.

- 3.8 While the way forward is becoming clear, a commercially viable solution to suit all landowner / developer / stakeholder and community demands will be challenging. There is a likely need for public funding and grant support to enable the delivery of an exciting, high quality mixed use development solution - particularly to overcome the "heritage deficit" and other abnormal costs.
- 3.9 Where appropriate the council will need to consider engaging as an investment partner and exercising its potential covenant strength to reduce risk and secure third party investment. Officers are in discussion with strategic funding bodies such as Homes England on the potential to access their major strategic grant streams to help overcome potential development viability issues. Part of the Canal Quarter site has also been included in the Mill Race Heritage Action Zone Bid.
- 3.10 In order to progress further work in relation to progressing the delivery strategy officers will submit bids against the Canal Quarter Reserve (previously agreed under the Outcome-Based Budgeting process of as part of the Regeneration Development Reserve) to be used over the next 2 years for addressing the three main site areas noted in paragraph 3.7. The bids will be focussed around: project management / staffing; exploring the delivery options; ensuring viable detailed masterplans are created; developing the integration of key third-party interests; securing outline planning permission where necessary; taking forward land assembly where appropriate; and continuing the process of stakeholder/community engagement through the next implementation phase.
- 3.11 Under the approval process for accessing these resources, pre-approval is required by Cabinet as corporate strategies, such as the CQSRF, are approved. Authorisation is now requested for pre-approval for officers to bid to the reserve funds for the purposes outlined. Individual reserve tranches will likely be in the range of £25K to £100K and be agreed in detail by Portfolio Holder in consultation with relevant Director. Individual Cabinet Member Decision will also be published. Due to the nature of the council's potential

engagement as “investment partner” these individual bids will also be shaped via consultation and agreement with the council’s Capital Strategy Group.

#### 4.0 Options and Options Analysis (including risk assessment)

<p><b>Option 1: The final version of the Canal Quarter Strategic Regeneration Framework is not agreed as a formal publication version.</b></p>
<p><b>Advantages:</b> No advantages identified unless Members require substantive amendments to the document</p>
<p><b>Disadvantages:</b> Delays the adoption of an SPD as required in emerging Local Plan policy.</p>
<p><b>Risks:</b> Future planning applications for the Canal Quarter area may be submitted outside of an agreed spatial planning framework.</p>
<p><b>Option 2: The final version of the Canal Quarter Strategic Regeneration Framework is agreed as a formal publication version and issued for a further four week statutory consultation period. Should there be no substantive amendments – the document is adopted as planning policy.</b></p>
<p><b>Advantages:</b> Enables the council to progress a cornerstone of its approach to the regeneration of the Canal Quarter site.</p>
<p><b>Disadvantages:</b> Within the flexibility outlined in the document the SRF fixes the council’s overarching spatial approach / preferences for the future development of the area.</p>
<p><b>Risks:</b> Risks of progressing the SPD are mainly around reputational risk to the council of suggesting an approach which does not meet the objectives and/or does not find favour with the wider community.</p> <p>However, the CQRSF document has been the subject of extensive public participation and should reflect the balance of stakeholder and community aspirations.</p>

#### 5. Officer Preferred Option (and comments)

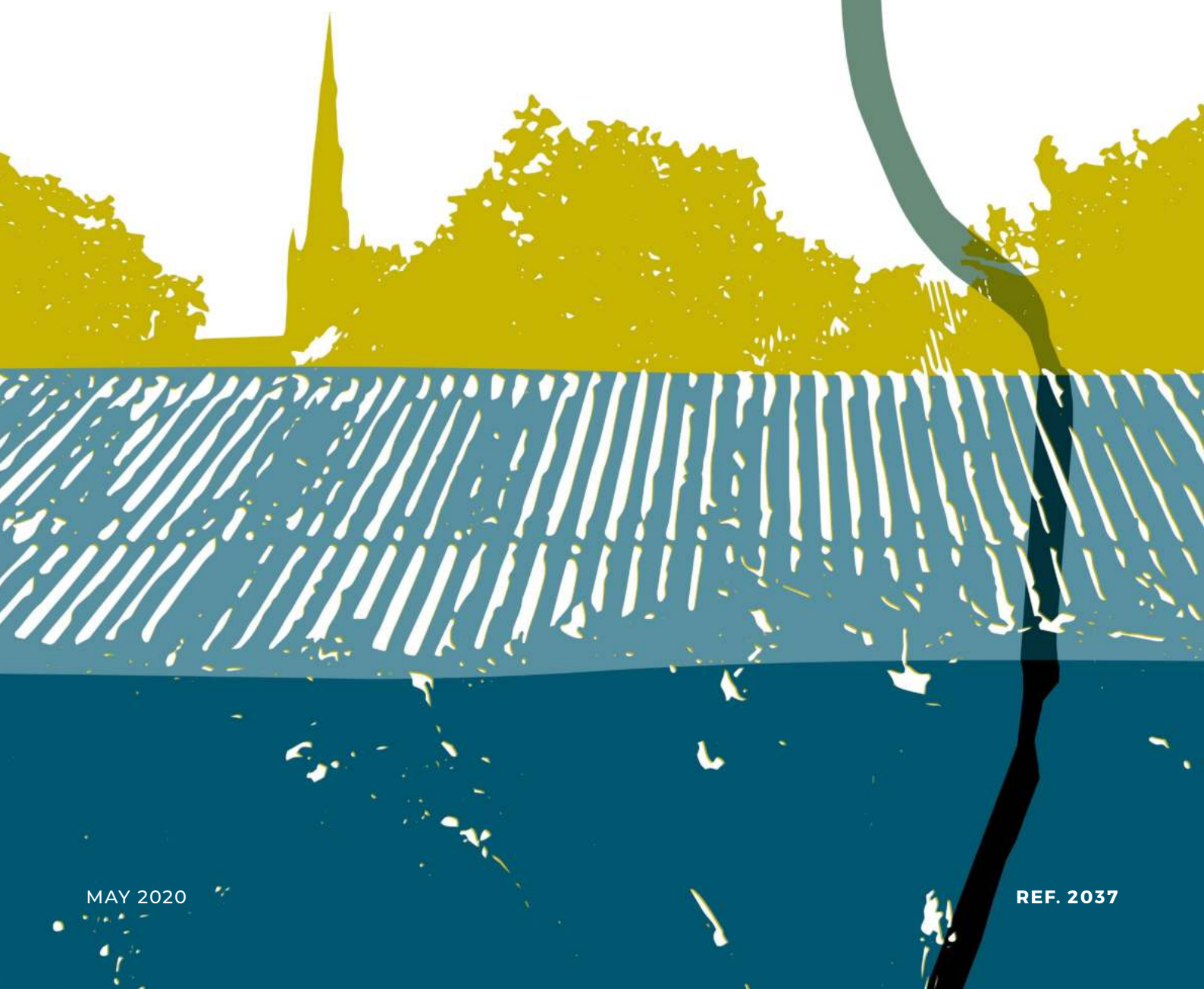
5.1 The Officer preferred Option is Option 2. The final version of the CQRSF presents a clear statement and position on the council’s overarching spatial approach / preferences for the future development of the area. This will guide all future planning applications and development proposals and there can be confidence that the document reflects a balanced and considered view of the council’s aspirations as informed by extensive stakeholder / community consultation.



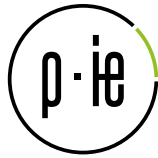
# LANCASTER

CANAL QUARTER

Strategic Regeneration Framework







AVISON  
YOUNG

LANCASTER  
CITY COUNCIL

*Promoting City, Coast & Countryside*

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## PURPOSE AND BACKGROUND

The Canal Quarter Strategic Regeneration Framework ('Canal Quarter SRF' or 'SRF') has been prepared by Lancaster City Council in consultation with major landowners, stakeholders and the local community. In preparing the SRF the Council have been supported by a professional team led by Avison Young and Planit-IE.

The Canal Quarter SRF presents a vision for the area, supported by a set of design and development principles, to guide future investment over the next 15-20 years. It is an important document, capturing the exciting opportunity that exists within this too long underutilised area of Lancaster City Centre.

The Canal Quarter is unique in both its history and its future potential. The production of the SRF represents an important milestone for the area – too dominated in its recent past by undeliverable development propositions. It also represents the first time that the community and stakeholders have had direct input into a vision and framework for the comprehensive regeneration of the area.

The Council, as both a major landowner and a statutory authority, are committed to the regeneration of the Canal Quarter and excited by the opportunity to work with partners, including other landowners, to realise the full potential of the area.

It is ultimately intended that this SRF is adopted as a Supplementary Planning Document (SPD), taking its place among the suite of advice and guidance documents that make up the Lancaster District Local Plan framework. In order to progress as an SPD, the document has to first go through this statutorily defined consultation process where feedback is sought from the local community, stakeholders and landowners. Following this consultation all responses will be reviewed and amendments considered. The revised SRF will then be adopted by Lancaster City Council as an SPD, becoming a material consideration for future planning and development decisions.

It should be noted that this document has been finalised during the COVID-19 pandemic. The full extent of economic and market implications of the pandemic on the UK and Lancaster more specifically is yet to be fully understood. As such, the commentary reflects the market conditions in advance of the pandemic.



## FOREWORD

The Canal Quarter area has witnessed significant change over the centuries as the city of Lancaster expanded north-eastwards to accommodate commercial and residential growth.

However during the mid-20th century, the Housing Act paved the way for the demolition of houses in the Edward Street, Lodge Street and Alfred Street area, and alternative development and transport proposals began to emerge.

Ever since that clearance of land, the Canal Quarter has become under-utilised and increasingly isolated in terms of its connections with the city centre. This is despite the fact that the site accommodates some of the city's most important cultural uses and is located in close proximity to existing residential areas and the commercial centre.

Covering an area of some 6.5 hectares, the Canal Quarter occupies a significant proportion of the western portion of the city centre; and crucially captures the full western frontage of the canal from the northern extent of the centre to White Cross in the south.

But the prospects for positive regeneration of this site, in a manner that is befitting of Lancaster's status as one of England's 13 Historic Cities, are now real and deliverable.

Our ambitious vision is for a vibrant, sustainable and active Canal Quarter, integrated with the Lancaster Canal and served by areas of new public open space. A Quarter where contemporary development and hidden heritage can combine to create a diverse residential, commercial, cultural and recreational neighbourhood.

The purpose of providing a site-specific Strategic Regeneration Framework (SRF) for the Canal Quarter is to articulate this vision, and identify investment opportunities for the public and private sector to take forward high-quality development proposals.

During the SRF process it has been a privilege to witness the enthusiasm amongst the local community and stakeholders at the engagement events that have helped shape this document. We envisage further consultation once more defined building and land use proposals begin to emerge in accordance with the Strategies, Core Principles and Framework Plan that are enshrined in this document.

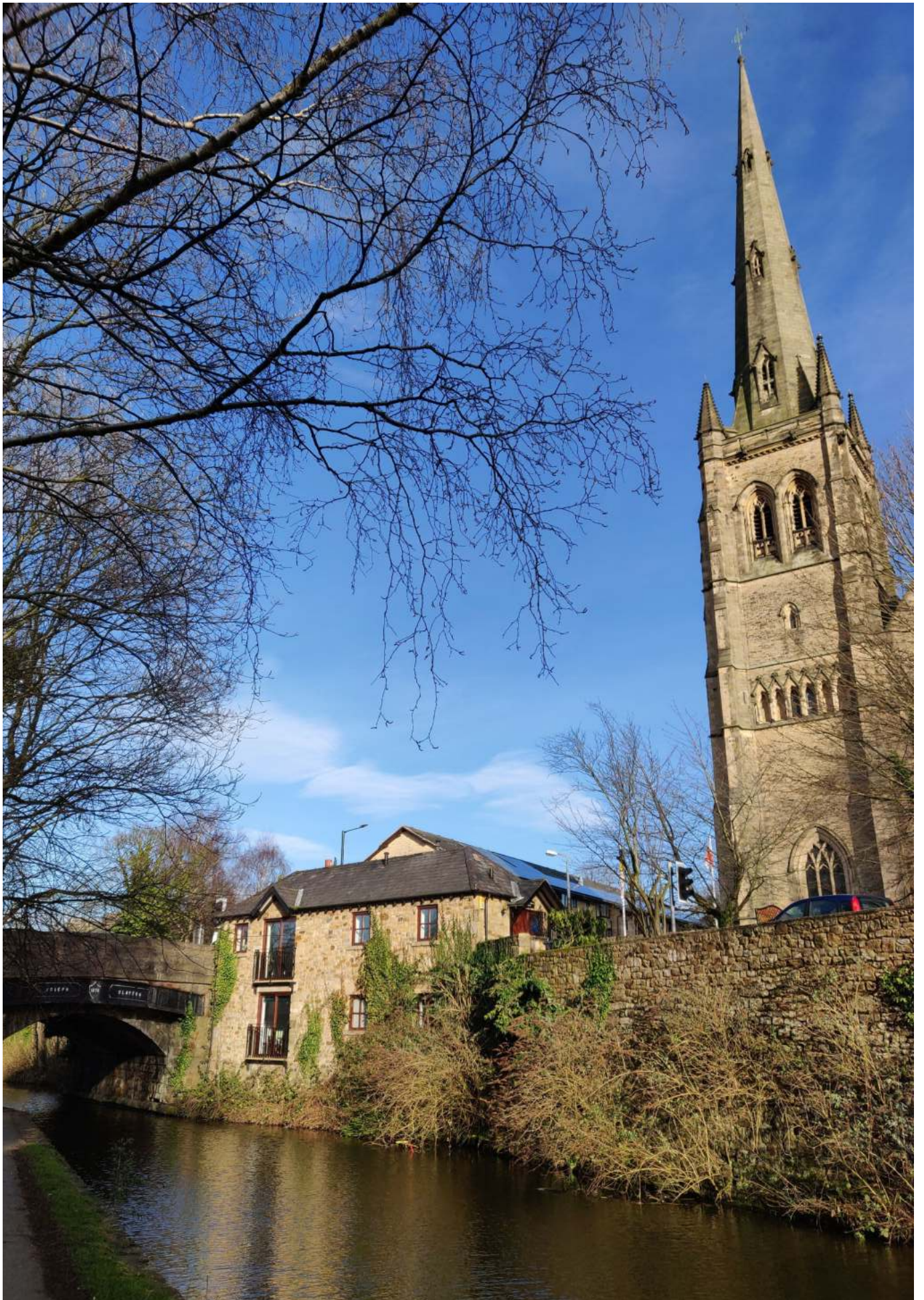
It is the intention that this SRF will become an adopted Supplementary Planning Document that will form part of the Development Plan for the district. Once that happens, it will become a material consideration when determining future planning applications.

In the last 12 months the Council has taken, and will continue to take, a clear leadership role in the regeneration of the site. But it cannot achieve our vision for the Canal Quarter alone. It will require continued energy and realism from landowners, developers, businesses and local residents to create a genuinely desirable and attractive place to live, work and play.

**Councillor John Reynolds**

Cabinet Member with particular responsibility for Planning Policy







## EXECUTIVE SUMMARY

The vision for the Canal Quarter seeks to enhance the site's inherent qualities, retaining and accentuating its unique characteristics.

Creating a sustainable mix of uses will be key to generating a vibrant district which is welcoming and inclusive to a broad spectrum of people and users, at all times of the day, week and year.

An emphasis is placed on the creation of high quality architecture, new build, retained and refurbished, complemented by dynamic streets and spaces which extend life and activity into the public realm.

A sensitive, phased approach to delivery will encourage incremental growth over time, ensuring that the Canal Quarter is embedded into the fabric of the city, the psyche of its people and the Lancaster way of life.

The Canal Quarter Strategic Regeneration Framework (SRF) has been prepared by Lancaster City Council in consultation with major landowners, stakeholders and the local community. It presents a vision and illustrative masterplan, supported by a set of design and development principles, to guide future investment in the area over the next 15-20 years. It is the intention of the Council to adopt the SRF as a Supplementary Planning Document (SPD) following a statutory consultation period.

Extensive context and site analysis was undertaken to inform the proposals within this SRF. The findings are contained within an accompanying report "Canal Quarter Context and Site Analysis".

Development and investment across the Canal Quarter will be expected to respond to the design and development principles established including:

### Sustainability

Contributing to wider social and corporate agendas around the Climate Emergency declared by Lancaster City Council in January 2019, and identifying opportunities to use new sustainable infrastructure to create an identity for the area.

### Land Use

Accommodation of a sustainable and viable mix of uses at all scales (site to neighbourhood).  
Delivery of a vibrant and active neighbourhood.

### Connectivity and Movement

Improving integrated movement and connectivity to and within the Canal Quarter (including green and grey infrastructure), retaining what is distinctive about the existing street pattern, enabling legibility, and influencing strategic connectivity and movement across the city.

### Approach to Public Open Space

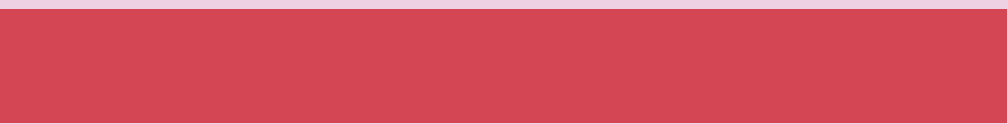
Delivery of an area-wide active, safe and legible public realm and open space hierarchy and network enhancing and maximising the relationship between the city centre and the canal, incorporating blue and green infrastructure and responding to the existing characteristics of the area.

### Embracing Heritage

Respecting the rich built heritage of the Canal Quarter, which reflects its historical evolution and contribute so heavily to its positive identity and appeal.



**ENGAGING THE  
COMMUNITY 1**



## SUMMARY OF ENGAGEMENT

A programme of engagement and consultation was designed to run alongside the development of the SRF. The programme included a series of events, initially two stakeholder workshops, a youth workshop and a two-day community exhibition. The two stakeholder events were so successful with an engaged and knowledgeable group that a third event was arranged to gain as much feedback and input as possible within the programme of the project.

These events were held at key stages of the design development to inform the process and ensure that people had the opportunity to comment at the most meaningful points within the development of the SRF. The findings helped the project team to discount or support the direction of the framework and the key design ideas it embodies.

Full details and comprehensive analysis of the outcomes can be found within the accompanying document "Canal Quarter Engagement Report", however there were a number of clear messages and recurring themes which are summarised overleaf.







## SUMMARY OF ENGAGEMENT

**Arts and Culture** are clearly seen as an integral components of the Canal Quarter's identity, and indeed of the city as a whole. References to arts / culture and creativity were repeatedly mentioned in relation to the site's existing assets and future development. Enhancing the arts and cultural offer of the site is clearly seen as being fundamental to the future success of the Canal Quarter.

The existing **architecture and heritage** of the site is also considered to be one of the defining characteristics of the Canal Quarter. There is a strong desire for this character to be retained, with many people commenting on the need for any new development to be sensitive to the existing fabric of the site and its context.

The need for a **mixed-use development** is also seen as a key driver for a successful Canal Quarter. Lancastrians would like to see a mix of uses with an emphasis on independent businesses and retailers, rather than large chains.

The **opportunity to invest in local businesses and create jobs** is seen as a real opportunity for the Canal Quarter, with a particular emphasis on innovative, creative industries and the digital economy.

**Green space and eco-friendly design** principles are very important to the people of Lancaster. Retaining the existing vegetation along the canal and introducing new green spaces into the site were seen as essential ingredients of a successful development. Sustainable design principles and features such as Sustainable Urban Drainage, permeable paving and green energy were frequently mentioned, along with the importance of encouraging sustainable modes of travel.

**Car parking and traffic were mentioned time and time again as the biggest issues** facing the Canal Quarter. Resolving these issues, particularly around the Stonewell Nose, will be key to integrating the site with the city centre. Linked to this is the need to resolve pedestrian connectivity and permeability issues into and within the site, including better integration of the canal. The stakeholders recognise the importance of **creating a pedestrian-friendly, safe and attractive walking and cycling environment** in order to successfully integrate the Canal Quarter with its context and encourage sustainable modes of travel.

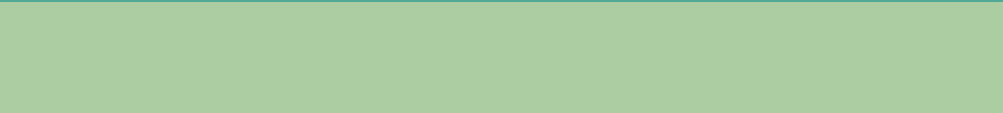
**Young people were concerned that any new development should be accessible and inclusive to all.** They were particularly concerned about safety and ensuring that the area is welcoming for young people. They were also worried about the homeless and the need to cater for them within the new development.

**Viability and sustainability were seen as fundamental to the success of the Canal Quarter.** There was a consensus that these should be top priorities for the project, and should be embedded across all decisions that follow. There was a recognition that viability needs to be considered with the long-term aspirations of the project in mind, as early investments may be needed up-front in order to grow the value and achieve the longer-term objectives of the place.





**THE  
VISION 2**





## THE VISION

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The Canal Quarter is a place like no other in the city of Lancaster. A rich tapestry of historic layers, peppered with simple yet striking features and compositions; the site carves a lasting impression in the mind.

The vision seeks to enhance the site's inherent qualities, integrate the city with the Lancaster canal retaining and accentuating its unique characteristics. The challenge is to balance new development with the site's existing assets in a way that supports existing uses whilst also allowing new ones to flourish.

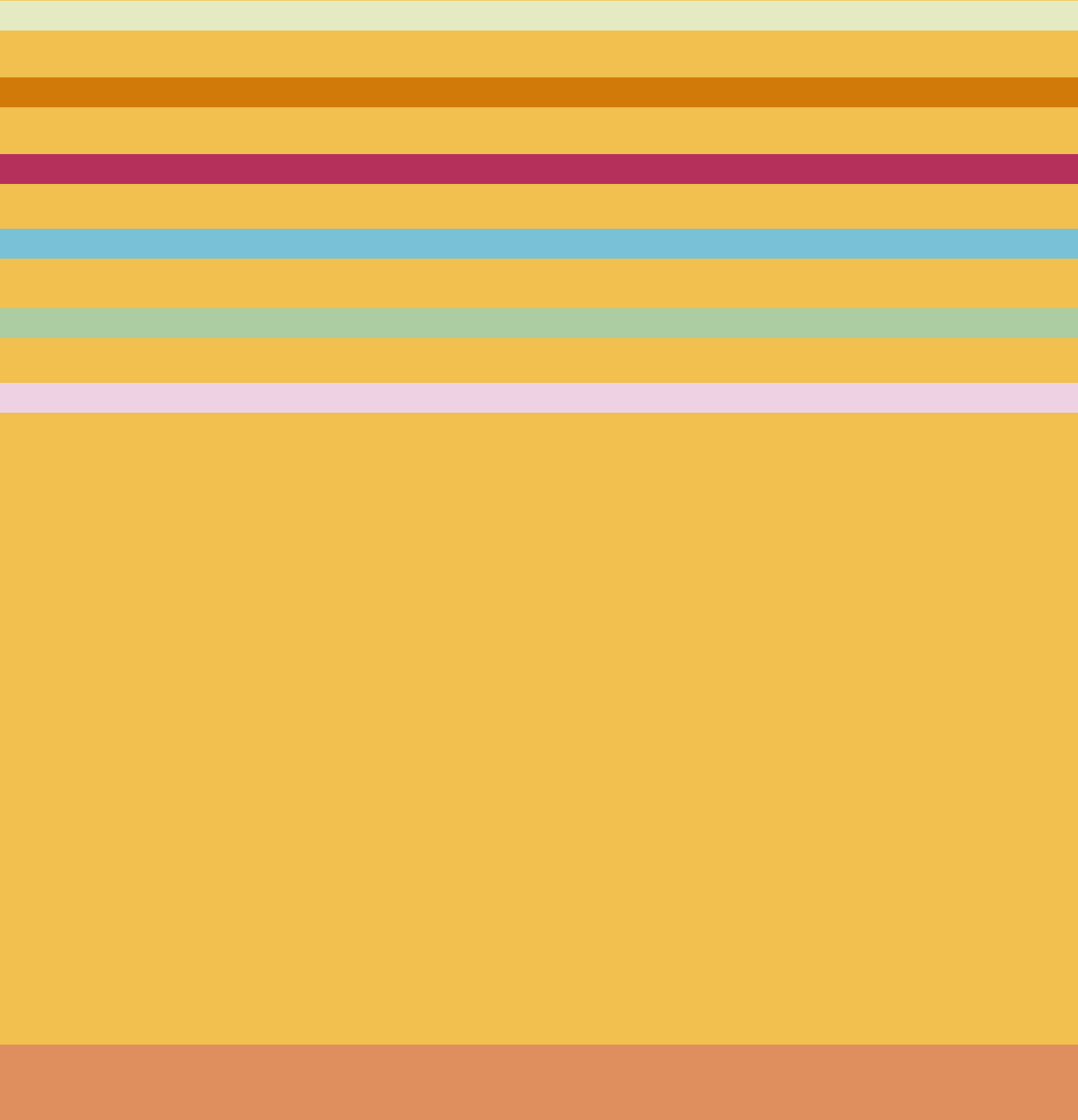
Delivering a sustainable mix of different uses will be key to generating a vibrant district which is welcoming and inclusive to a broad spectrum of people and users, at all times of the day, week and year.

It is vital that through new development we create high quality architecture, new build, retained and refurbished, complemented by dynamic streets and spaces which extend life and activity into the public realm.

A sensitive, phased approach to delivery will encourage incremental growth over time, ensuring that the Canal Quarter is embedded into the fabric of the city, the psyche of its people and the Lancaster way of life.









1

SUSTAINABILITY

2

LAND USE

3

CONNECTIVITY AND MOVEMENT

4

APPROACH TO PUBLIC REALM

5

EMBRACING HERITAGE

6

SCALE AND MASSING

THE STRATEGIES **3**



# SUSTAINABILITY

## INTRODUCTION

In January 2019, Lancaster declared a 'Climate Emergency' after city councillors voted unanimously to work towards making the city council as an organisation carbon neutral by 2030. This includes measures such as:

- To consider systematically the climate change impact of each area of the Council's activities;
- To increase local resilience to climate impacts already in the system;
- To maximise local benefits of these actions in other sectors such as health, agriculture, transport and the economy;
- To support and with all other relevant agencies towards making the Lancaster District Zero Carbon within the same timescale;
- Other actions that could be recommended include (but are not restricted to); increasing the efficiency of buildings; prioritising these measures for council housing and private sector housing to address fuel poverty; building solar and other renewable energy generating and storage plant; requiring all new housing and commercial developments to be low carbon; replacing the vehicle fleet with electric and/or hydrogen powered vehicles; switching to 100% fossil-fuel-free energy; setting up a council run energy company (i.e. Robin Hood Energy) and adapting the council's purchasing policy; commissioning consultations with the district's young citizens, who will be most affected by the effects of climate change;

If this ambition is to be achieved then bold actions are required. As a significant development site for the city, the Canal Quarter has a clear role to play in reaching this goal and in setting a precedent for future development within the city.

## TOTAL PLACE

Sustainability is about more than just solar panels and recycling bins. Achieving a truly sustainable development requires a holistic approach to place, encompassing historic references, landscape and townscape influences, mixing of uses, physical and social connections, sustainability, design quality and innovation. In order to shape the future of the Canal Quarter and ensure it evolves in a sustainable way it is necessary to think of it as a 'total place', where the special circumstances of its current, recent past and historic past all play their part in the evolution of its future.













The strategy outlines the principles and approaches that should be taken to ensure sustainability is embedded within the transformation of the Canal Quarter.

All development proposals will be expected to incorporate sustainable approaches with regard to the following topics:

- Buildings
- Energy
- Transport
- Green and blue infrastructure
- Lifestyle and smart city technologies
- Adaptability and resilience
- Ecology and bio-diversity net gain

Further details on each topic can be found on the following pages.

KEY

-  Primary pedestrian movement
-  Primary pedestrian access
-  Secondary pedestrian movement
-  Secondary pedestrian access
-  Tertiary (external connections)
-  Cycling links and movement
-  Potential Cycle Hub location
-  Expected bus stop (approximate location)
-  Existing trees
-  Improved biodiversity
-  SUDS / sustainable rainwater management
-  Community spaces
-  Green energy production
-  Canal
-  Existing buildings retained within site
-  New Development Plots



SUSTAINABILITY 'TOTAL PLACE' STRATEGY

# SUSTAINABILITY

## BUILDINGS

- Sensitive retrofitting and re-use of heritage assets.
- Proposals should ensure that new buildings are adaptable over time and can be used for multiple purposes.
- Reduce need for energy through design features that provide passive heating, natural lighting and cooling, improved insulation and glazing etc.
- The creation of an efficient envelope; appreciating the solar aspect of façades and window sizes.
- Demonstrate a hierarchy of measures that can exceed the Building Regulations requirement for reduced energy and water consumption (e.g. on-site power generation and water harvesting).
- Embrace new ideas and seek to harness the latest technology. This should be considered throughout the design and construction processes as well as the fit out or occupation stages (e.g. off-site or modular systems could improve the amenity of existing residents during the construction phase).
- Introduce smart technology to control heating and cooling to prevent wasted energy and save on bills.
- Integrate green roofs / green walls to improve biodiversity.
- Creation of a flagship retrofit project to set precedent for future development.



- 1 BedZED mixed use zero-carbon eco-village in London (image credit: Tom Chance)
- 2 Solar panels and green roofs at The Muse residential development in London designed by Justin Bere
- 3 Green roof at Parc de Billancourt, Paris



## ENERGY

- New developments will be required to meet all relevant national standards and mandatory City Council Core Strategy Policies with regard to energy and water consumption.
- Encourage low or zero carbon energy generating technologies.
- To help achieve Lancaster's goal of becoming zero carbon by 2030, development proposals will be required to consider on-site energy production in both the short and long term, with details of how energy production will be operated, maintained and potentially adapted over the life of the development.

## ECOLOGY

- All developments must look to provide opportunities to support ecology and improve the natural environment through biodiversity net-gain. Developments could consider the incorporation of features that are beneficial to wildlife within the development. For example, bat roost or bird boxes. Opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment should be identified



- Energy saving passivehouse in Vauban, Freiburg, Germany

# SUSTAINABILITY

## TRANSPORT

- Proposals must tie into Lancaster District Highways and Transport Masterplan, including the proposals for a new bus rapid transit and cycle superhighway through the city.
- Proposals must acknowledge the canal as a movement route.
- Proposals must integrate cycle routes in accordance with the Lancaster Cycling and Walking Planning Advisory Note (June 2019)
- Development proposals will be expected to take every opportunity to enhance cycle routes as part of the continued upgrade of city centre cycling infrastructure.
- Proposals must support and encourage active and sustainable travel through the provision of well-designed streets and cycle parking.
- Development must embrace the Council's transport policies and help the Council make progress towards its' ambitions to tackle the Climate Emergency.
- This framework sets out the preferred position for multi-storey car parks within the site, to replace the surface car parking currently located across the Canal Quarter. It is expected that the majority of car parking provision will be located to the north of the site, with the potential to locate a second car park to the south accessed off Bulk Street. Specific car parking ratios will be influenced by mix of uses, sustainability targets and car ownership patterns along with the strategic transport and highways city wide planning work which Lancaster City Council are currently undertaking.
- The use of electric cars should be included through the provision of electric charging points.
- Proposals should also consider development solutions which reduce dependency on private car ownership and use, encourage the use of car clubs or car sharing facilities.



- Well designed cycle storage with a green roof at Birmingham Conservatoire
- An attractive bus shelter with green roof in Manchester
- A cycle-friendly street with segregated cycleway and cycle parking in Copenhagen



## GREEN AND BLUE INFRASTRUCTURE

- Development proposals will be expected to protect and enhance the physical and structural integrity of the Lancaster Canal and to seek opportunities to enhance this area as a biodiverse and vibrant leisure and sustainable commuter corridor (by water, by foot and by bike).
- Proposals will be expected to incorporate climate-resilient design solutions. For example, roofs should be orientated to maximise opportunities for energy generation through solar panels and explore and implement other opportunities for local power generation.
- Proposals will be expected to consider innovative ways to manage rainwater, utilising it as a resource that integrates greener urban spaces within the public realm, adding to the aesthetic and environmental value of place. This could include solutions such as swales, ponds, green roofs and permeable surfaces.
- Proposals should seek opportunities to improve biodiversity within the Canal Quarter through the integration of green interventions such as living walls, green roofs, allotments, communal gardens and green public spaces.
- Suitable opportunities for allotments and/or communal growing areas and natural play should be explored.
- Proposals will be expected to retain existing trees wherever possible.
- Proposals must allow for new street trees to be incorporated. Pavements should be wide enough to accommodate trees, whilst retaining movement and access. Where space is limited or underground services restrict or prohibit, alternative urban greening solutions should be considered.
- Specification of trees (both above and below ground) should be informed by an understanding of the local environment and future maintenance requirements. This is particularly the case where street trees are introduced by private developers, in order to allow the benefits to be secured without future maintenance liability.
- Proposals must consider how development connects to and interacts with existing blue and green infrastructure; ensuring that existing networks and features are protected and enhanced whilst at the same time enriching people's lives through healthy neighbourhoods and attractive living environments.



- 4 Swales manage rainwater and improve biodiversity, whilst creating an attractive walking environment at West Bar in Sheffield
- 5 Street trees soften the public realm, improve air quality and promote urban cooling in Altrincham, Cheshire

# SUSTAINABILITY

## LIFESTYLE

- Proposals should aim to enhance the physical and mental health of the community by encouraging health and well-being and active lifestyles through good design. Proposals should adopt the 10 principles of the Active Design document promoted by Sport England and Public Health England. These encourage healthy, sustainable habits, made easy through the internal design of buildings and the pattern of development with easy access to open green space, places for active play and good access to local services and facilities, all of which should be accessible by walking, cycling and public transport.
- Proposals should seek to make sustainable choices the most convenient choices. This will encourage people to develop sustainable habits which will, in time, become the norm.
- Proposals should encourage the creation of healthy living environments for people of all ages. They should be designed to meet the needs of children and young people as they grow and develop, as well as being able to support a growing population of older people. Proposals should seek to encourage social interaction between all members of the community.
- Proposals should explore smart city technologies which enhance the quality of services such as transport, energy and utilities to reduce consumption and waste.



- Jogging and sunbathing in Martin Luther King Park, Paris - access to green space improves health and wellbeing for residents.
- Sports facilities and games encourage social interaction in Berlin.



## ADAPTABILITY AND RESILIENCE

- Development proposals must first consider the retention and reuse of existing buildings. Proposals must adhere to the 'approach to heritage buildings' process as outlined within the Heritage Strategy of this document.
- Proposals must demonstrate that they have longevity and explain how they will contribute to the desirability of the Canal Quarter in decades to come.
- Proposals should consider how they can adapt to meet both anticipated and projected changes in the future. This may relate to shifts in market dynamics, demographics, new ways of living and working, the need to design for an ageing population or those with disabilities or declining health.
- Proposals must also demonstrate that they have considered how best to adapt and respond to a changing and more unpredictable climate.



- 3 Re-purposing a former industrial structure at Zollverein in Germany
- 4 The rise of co-working spaces reflects a change in the way many people work and do business (WeWork co-working space in Vancouver, image credit: Flickr)

# LAND USE

## ANALYSIS OF EXISTING SITUATION

Large areas of the existing site are made up of surface car parking, including indiscriminate car parking on smaller parcels of land attached to buildings.

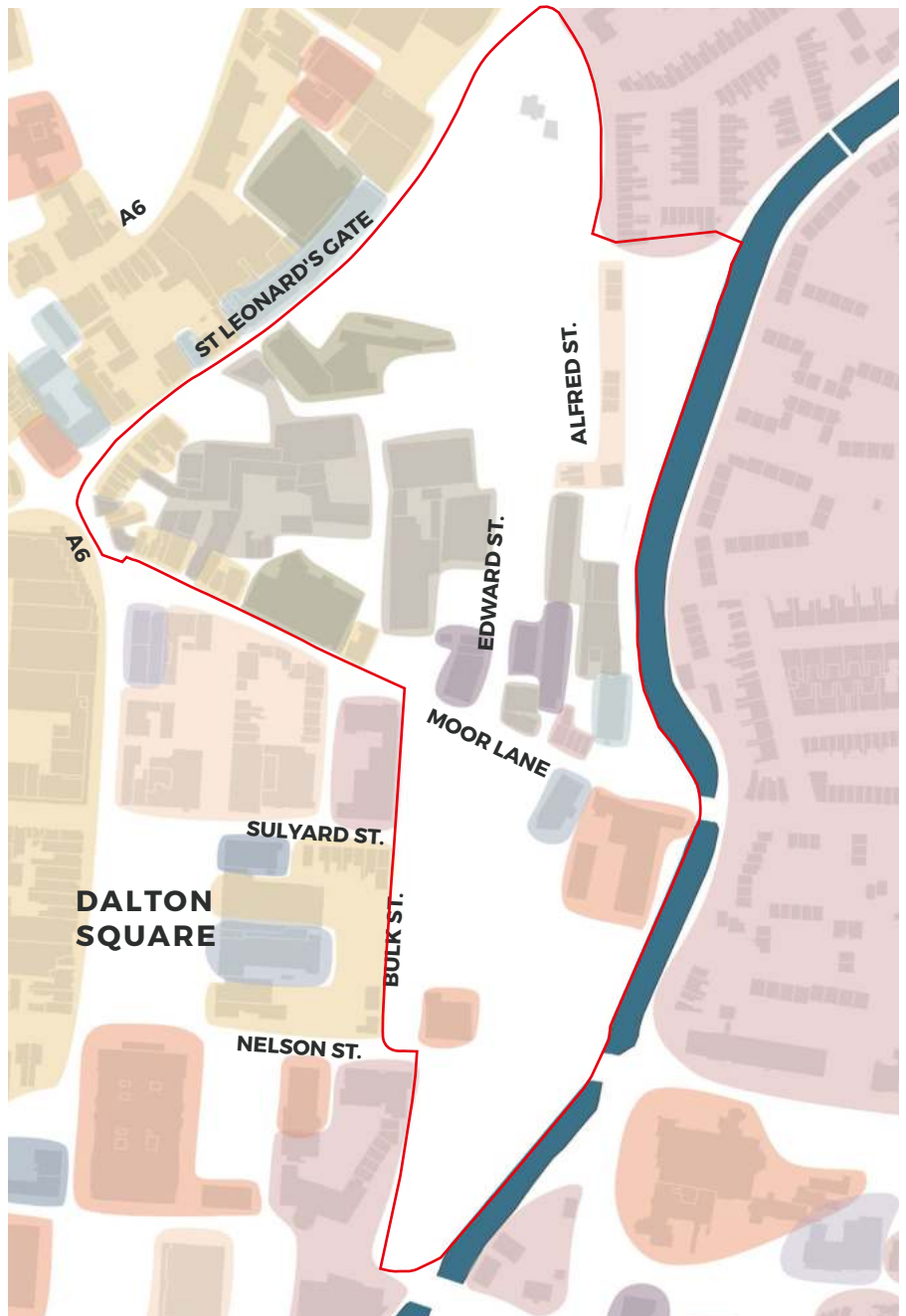
Active uses are concentrated along Moor Lane, St Leonard's Gate, Edward Street and Bulk Street. The existing uses include; arts and cultural uses, a Lancaster District Homeless Action Service, and some small scale retail. There is an abundance of derelict buildings, some of which are of heritage significance.

Surrounding land-uses abutting the site include the periphery of the established retail centre, residential areas to the north and east, an increasing volume of purpose-built and converted student accommodation, and civic uses.

It is vital that proposed uses complement the existing uses on the site, make use of the derelict buildings where possible and don't compete with the existing city centre uses. The site must look to provide new space to accommodate growing commercial and business opportunities in Lancaster.

### KEY

- Site Boundary
- Civic
- Retail and Food / Drink
- Residential
- Cultural
- Healthcare
- Hotel
- Education
- Student housing
- Community
- Derelict / Unused
- Commercial



EXISTING LAND USES

## CORE PRINCIPLES

The Canal Quarter site must accommodate a diverse mix of uses to create the vibrant and active neighbourhood that this part of the city deserves. There are specific land use opportunities identified within the SRF which will achieve this. However there is also a fine balance to be struck in terms of ensuring that existing residential amenity within and surrounding the site is protected and enhanced by development.

### Commercial

The market analysis and stakeholder engagement undertaken during the production of the SRF has identified a shortage of Grade A office floorspace across Lancaster generally and the city centre specifically. In addition the prominence of digital and creative businesses and growth within this sector across Lancaster is recognised to represent a specific market opportunity that could and should be reflected in the ultimate mix of uses brought forward across the SRF area. As such, high-quality office and business uses that create employment opportunities and support the emerging economic growth sectors within the SRF area are an appropriate land use and will be supported in principle. This includes any potential for new commercial/ education facilities for Lancaster University which would help create a new presence for the University within the city, thus fostering improved linkage between the higher education sector and the creative and knowledge-based industries, which in turn will enhance the economic and social sustainability of the city.

### Residential

The Canal Quarter offers a genuine opportunity to provide a sustainable housing market in close proximity to established city centre services and facilities, with a mixed demography. This may include key worker housing and retirement accommodation. There will be a need to sensitively consider tenure and type mix across individual phases of development and the area as a whole. Housing proposals that meet

evidenced housing needs (as identified in the Council's Strategic Housing Market Assessment) will be supported in appropriate locations across the site. The Council's approach to affordable housing provision is set out in Development Management Policy DM3 and proposals will be expected to comply with the policy, unless there are evidenced viability constraints that are independently tested via an open book approach.

### Student Residential

The Council's key land use priority is to ensure that development promotes a complementary mix of active uses, resulting in a vibrancy created by year-round activity at the site. Whilst new student accommodation can help achieve this, it is considered that the quantum of recent new-build (and converted) student accommodation immediately surrounding the Canal Quarter will need to be balanced against the need to provide greater opportunities for non-student residential uses within the site. Therefore, proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.

### Design Standards

There is aspiration and encouragement through this SRF for development to go beyond current building standards towards high standards of building energy efficiency. All proposals must address the direction of the Development Management DPD (Policy DM29) which relates to Sustainable Design. This SRF will fully support development which seeks to achieve the highest possible standards of design and construction.

## LAND USE

### Retail

The SRF supports a more bespoke and individual retail offer within the Canal Quarter to support vibrancy, amenity and to encourage footfall and time-spend within the area, including leisure and food and beverage retailing. The national retail market is currently challenging, and as such the strategy does not anticipate significant high street retailing demand coming forward across the area. The SRF recognises the challenges faced within Lancaster City Centre's primary retail area including a lack of flexibility of building stock and floorplates, and a need to enhance the diversity and quality of the retail offer within the centre. It is for that reason that the SRF seeks to ensure that the integrity of the existing primary retail area is protected and is not weakened by large-scale retail on the Canal Quarter site that would diverge the overall retail offer of the city. Any high street (convenience or comparison) retail component of future development will need to evidence the impact on the primary retail area and justify the approach taken in that context. Where retailing is justified, it is envisaged that this will be first directed to the western half of the Canal Quarter site, in order to ensure that it is closely-positioned to the existing retail core of the city.

### Hotel accommodation

There is a recognised shortage of hotel accommodation across Lancaster City Centre. Increasing the supply and choice of hotels would help support the wider visitor and economic aspirations for the city. The SRF recognises the potential to deliver a mix offers across the City Centre as a whole - ranging from boutique small scale to larger scale (including, where appropriate, budget hotel accommodation). Hotel uses are therefore considered an appropriate land use within the Canal Quarter that will be encouraged.

### Culture, Leisure and the Arts

The Canal Quarter already has a unique concentration of cultural and artistic land uses including some of the most prominent cultural assets across the city. These activities are a special driver of character which typifies the Canal Quarter, and offers potential for further concentration of cultural, artistic and recreational uses that will bring a daytime and evening presence into this part of the city. By clustering these uses, there is an opportunity to create an environment where existing and new cultural assets can collaborate on activities and projects. The SRF seeks to facilitate this greater alignment within the cultural, artistic and recreational sectors, and land uses that accord with this principle will be supported.



### Car parking

The Canal Quarter is currently dominated by surface level car parking. Whilst there is a recognised need to ensure that there remains a sufficient supply of car parking to support retail provision and business activity in this area and the wider city centre, this has to be balanced against the desire to encourage greater use of travel by more sustainable modes of transport. The Council's declaration of a Climate Emergency in 2019 is indicative of the need to change our local transport environment and habits. The County Council, in their role as Highways Authority, are continuing to work to implement the Lancaster District Highways and Transport Masterplan. This will include the delivery of new bus rapid transit and cycle superhighway proposals through the city, as well as reducing the impact that the current ring road one-way traffic network has on the city. Both Councils are working to identify strategic car parking locations to prevent inefficient car trips around Lancaster's road network, including identifying opportunities for the further rollout of electric car charging points. The SRF is not seeking a net gain of car parking through redevelopment. Proximity to Lancaster's sustainable transport options (bus station and other bus stops, railway station, existing cycle and pedestrian network, especially along the canal) means that there is already choice for non-car travel. Development that embraces these transport policies will help the Council make progress towards its future ambitions. Infrastructure to maximise use of canal towpath as a transport route must be provided (signage and wayfinding).

# LAND USE

## THE STRATEGY

Certain areas of the site lend themselves to particular land-uses. This is based on an understanding of market dynamics, the existing qualities and characteristics of each area, including the urban grain, existing building footprints and heritage assets, surrounding land uses and assets (as fixes), including for example the canal, and proximity to the city centre and primary retail area.

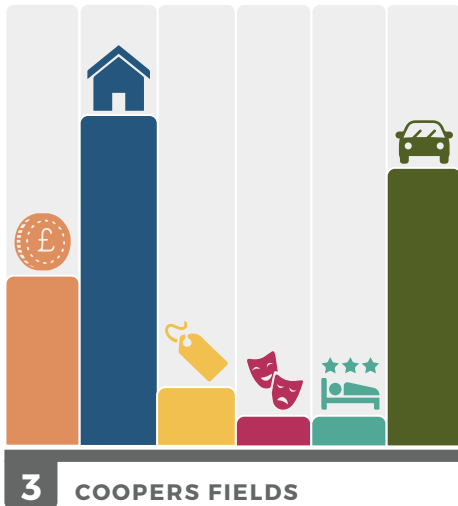
This has been considered through the SRF process on a character area basis, as summarised below.



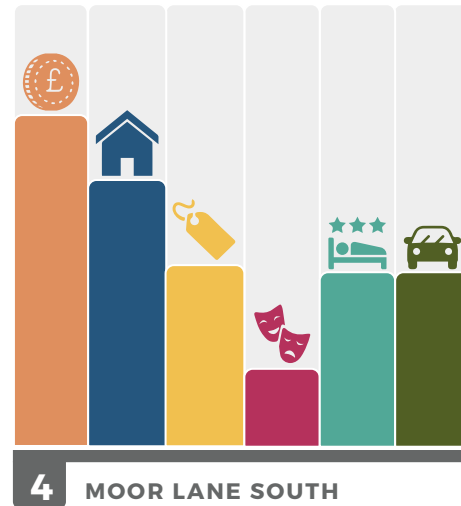
The analysis has specifically identified opportunity for the Stonewell Courtyards to accommodate an incremental mix of uses including primarily retail (including food and drink), cultural uses, and hotel accommodation. Given the nature of this area and an assumption of utilisation of existing buildings opening into courtyard spaces as a network of places to spend time and enjoy, it is assumed that these uses will be relatively small and niche / boutique in nature. There is recognised to be some potential for uses above ground floor to include business and retail, but these uses are not assumed to dominate the mix within the area.



The Ropewalks is a key connecting area of the Canal Quarter, needing to deliver uses that create vitality and energy within the area, but also allows transition from the canal to the more central areas of the city centre. The nature of development plots within the area and the scale of existing buildings assumed to be predominantly retained, allows for a flexible approach to land use in this part of the site - which could feature in particular the prominence of residential, commercial (office), cultural and artistic uses and hotel accommodation.



Coopers Fields is the Council's preferred location for the delivery of a strategic, contemporary multi-storey car park. This is a necessity if the Council is to unlock existing surface level car parking across the bulk of this area and use regeneration of the wider site as a method of reducing car journeys through the gyratory network and residential streets of the city. Given the proximity to existing established residential neighbourhoods, the SRF assumes the dominant land use within this area in the future to be residential with a mix of housing types and tenures.



The SRF assumes that development at Moor Lane South will be delivered as a later phase – largely due to the fact that it currently accommodates a significant quantum of surface-level car parking, which will need to be retained at least whilst redevelopment of the car parks at Coopers' Field is ongoing.

The area is also dominated by the Council owned Moor Lane Mill building which is currently partly-used for office accommodation. Commercial development intertwined with residential uses appear to be the most appropriate land uses, but the area is able to respond flexibly to market conditions, and could offer the potential for a variety of uses, dependent upon how the earlier phases of the redevelopment of the Canal Quarter are delivered. This area is also being considered by the Council as an additional strategic car parking location (should one be needed), although it will be preferable to rationalise the quantum and arrangement of car parking within this part of the site.



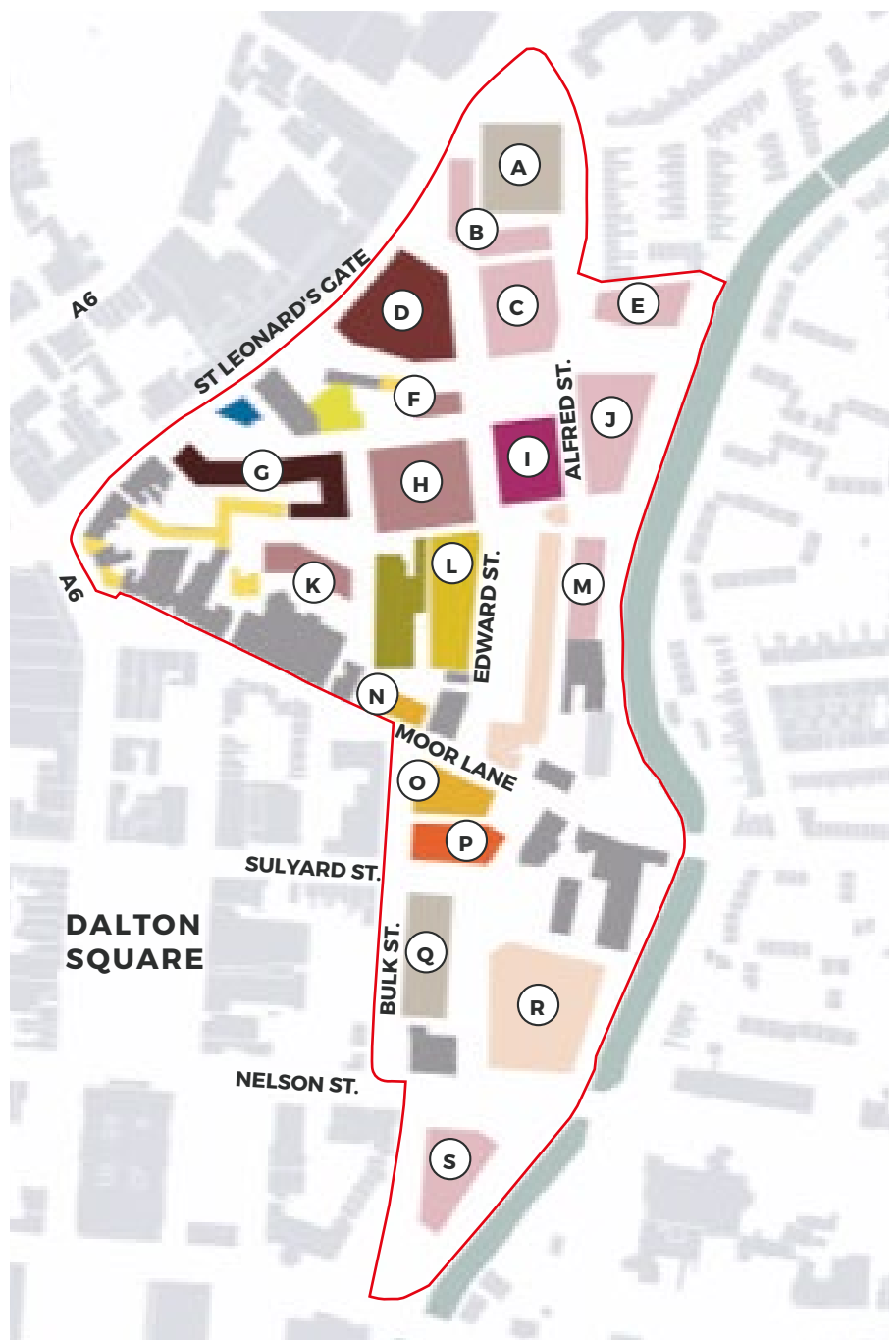
# LAND USE

## THE STRATEGY

The SRF land use strategy is presented as a preferred alternative and is illustrative rather than a fixed requirement of land use distribution and quantum of development by use. This allows for individual developments to consider the market and requirements at the time they are brought forward, and can respond to earlier phases of development as they emerge. However the Principles discussed on the preceding pages are indicative of the Council's position on land use planning matters and they supplement the emerging Local Plan Policy SG5. Canal-side uses should present a positive open frontage to the canal and be active/vibrant.

**KEY**

- Car Parking
- Residential (Inc. Potential for Extra Care)
- Residential, with Retail
- Residential, Community Uses and Retail
- Residential, Commercial, Retail and Hotel
- Retail, Commercial and Education
- Retail (Inc. Food and Beverage)
- Hotel
- Cultural/ Music
- Culture and Commercial
- Retail and Commercial
- Commercial
- Retail, Residential and Commercial
- Residential and Commercial
- Retain existing use



PROPOSED LAND USES

## INDICATIVE DEVELOPMENT SCHEDULE

The following table summarises the development outputs identified in the SRF as the preferred mix of uses for each new development plot across each character area. The SRF recognises that the uses could vary in terms of scale or use based on clearly evidenced market conditions – allowing for flexibility in this context – but notes the preferred use for each development plot identified.

Change of use for refurbished existing buildings, such as the Brewery building, are described on the strategy plan, but are not included within the development schedule below.

Plot	Plot footprint (m2)	Maximum No. of floors	Maximum Plot GEA	Preferred Land Use Description
A	1440	5	7200	Sui Generis: Multi Storey Car Park. Approximately 300 -400 parking spaces.
B	819	4	2634	C3 Residential. Apartments, with potential to include student accommodation.
C	1357	3	2190	C3 Residential. Good location for terraces and townhouses.
D	1747	5	5375	A1/A3/A4 Retail / D1 Community space /C3 Residential. A mixed use plot forming the northern gateway.
E	681	3	1122	C3/ C2 Residential. With the potential to provide extra care.
F	220	3	660	A1/A3/A4 Retail/ C3 Residential. Ground floor retail, with apartments above.
G	1145	3	3097	A1/A3/A4 Retail/ C3 Residential/ C1 Hotel/ B1 Commercial. A small scale, mixed use block.
H	1679	3	2190	A1/A3/A4 Retail/ C3 Residential. A mixed use plot at the heart of the Canal Quarter. Also potential to include student accommodation, cultural or commercial uses.
I	1042	3	2190	A1/A3/A4 Retail/B1 Commercial/ D1 Educational. A mixed use plot at the heart of the Canal Quarter.
J	1369	3	2445	C3/C2 Residential. An apartment development with the potential to provide extra care.
K	794	3	1323	A1/A3/A4 Retail/ C3 Residential. A mixed use apartment block.
L	1214	3	1962	A1/A3/A4 Retail/ B1 Commercial. A plot with the potential to deliver commercial, with some retail.
M	602	3	1350	C3 Residential. An apartment development.
N	292	3	876	A1/A3/A4 Retail/ C3 Residential/ B1 Commercial. A small mixed use block along Moor Lane.
O	622	3	1455	*A1/A3/A4 Retail/ C3 Residential/ B1 Commercial. Plots O, P, Q, R are flexible and can accommodate residential (apartments), commercial, educational buildings, hotel or retail.
P	670	4	1872	*See O
Q	1100	4	4400	Sui Generis: Multi Storey Car Park. This plot can deliver approximately 180 car parking spaces. However if the car park is not needed, then it has the potential for B1 Commercial or C1 Hotel.
R	2411	4	5460	*See O
S	1010	4	2740	C3/C2 Residential. An apartment development with the potential to provide extra care.

## LAND USE

### A MIXED USE NEIGHBOURHOOD

It should be noted that SRF expects a mixed-use approach to the quarter at every scale – including within phases and within individual buildings – responding to viability and place-creating challenges.

Creating a diverse mix of uses is a key component of the success of the future of the Canal Quarter and its contribution to Lancaster city centre. The previous pages set out how this will happen at the strategic level, across the whole site area and on a plot basis.

However 'mixed use' is also a finer grain issue and affects street character and building design. It is expected that the majority of the streets and public spaces across the Canal Quarter will be fronted by a variety of street level uses, guided by the overall Land Use strategy.

In addition to this individual buildings are also expected to come forward accommodating a combination of uses. Ground floors activated by retail, food and beverage or commercial uses, with residential above. Or community and educational facilities mixed with commercial.

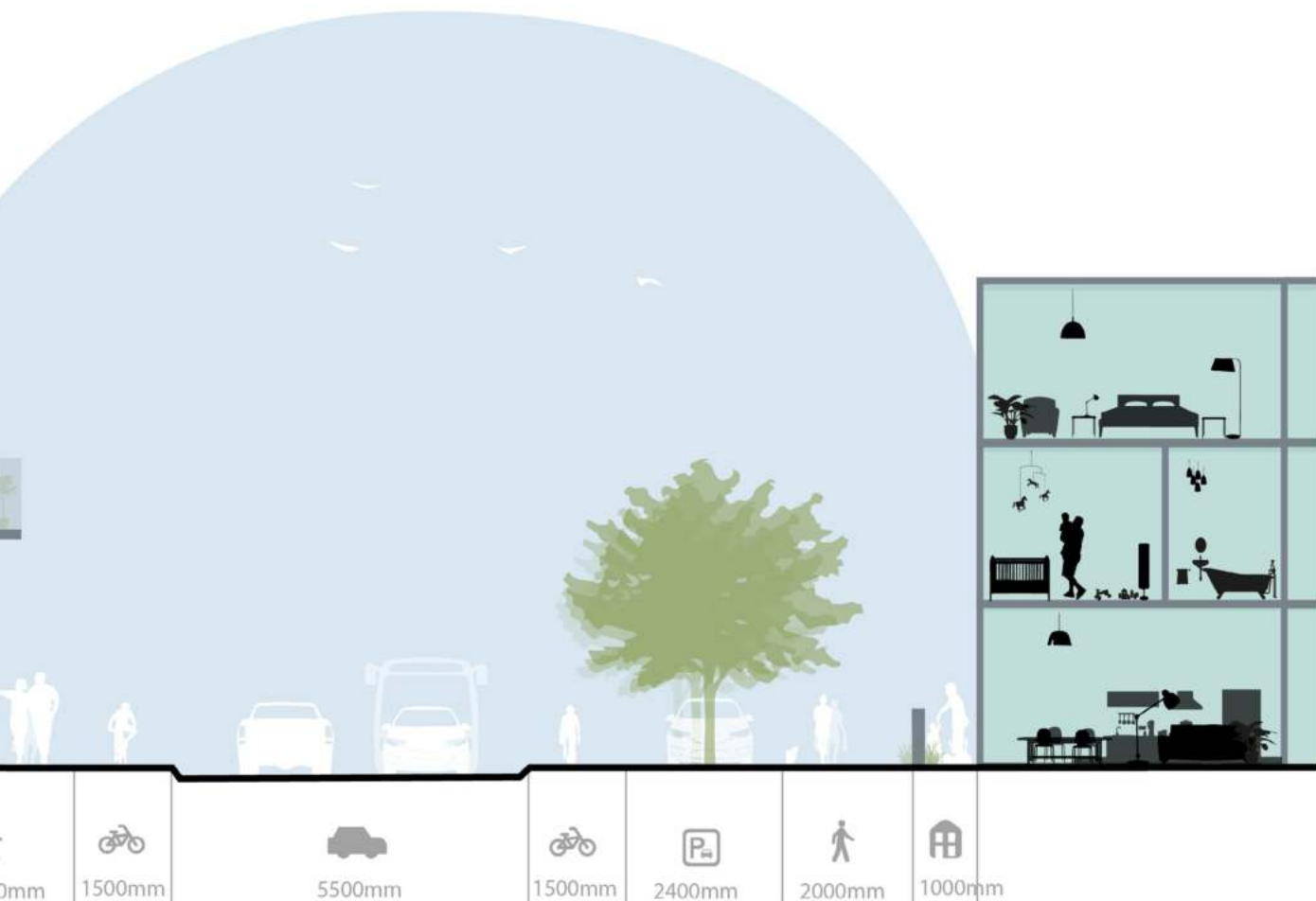
The combinations are numerous. The condition being that they must create active and attractive ground floors and bring animation to streets and space and must be sensitively designed to mitigate any conflict of use.

This finer grain mixing of use will ensure a robust and resilient future for the Canal Quarter.



KIRKSTALL FORGE, LEEDS

A MIXED USE NEIGHBOURHOOD



RESIDENTIAL



GOOSE GREEN, ALTRINCHAM



MARMALADE LANE, CAMBRIDGE



## CONNECTIVITY AND MOVEMENT

### ANALYSIS OF EXISTING SITUATION

The existing street pattern provides a starting point for a connected street network.

Currently there is no direct connectivity between the site and the canal.




At certain times of the day the site is used as rat-run for cars. Vehicle movement along the A6 is also a barrier to pedestrian movement between the site and city centre.

The historic 'Nose' of the site is currently impermeable and presents an opportunity to open up and provide several access points into the site.

Several ginnels can be found across the western parts of the site - although these are narrow they provide interesting opportunities to access and move through the site.

Large areas of the site are currently occupied by car parking and there are significant level changes across the site which affect movement and connectivity.

#### KEY

- Red Line Boundary
- Existing ginnels
-  Narrow streets
- Existing street pattern
-  Views and vignettes
-  Lack of connection to canal
- Contours



CONNECTIVITY AND MOVEMENT CONSTRAINTS



- 1 Existing walled paths
- 2 Rat-running through parts of the site
- 3 Tight corners and sharp bends
- 4 Small narrow entrances into the site, not suitable for vehicle access



# CONNECTIVITY AND MOVEMENT

## CORE PRINCIPLES

### Retention of the distinctive street pattern

Long, straight streets to the east of the study area, with a series of enclosed streets and spaces towards the western part of the area at Stonewell. As opposed to previous comprehensive development proposals that sought to remove the existing street network, there is benefit in the retention of these streets and spaces and their character must form the basis of the framework.

### The provision of safe and varied streets

A variety of street types will be delivered to create a legible pattern of movement through the site for different modes of transport and movement patterns. Active frontages and balanced streets will create a safe pedestrian and cycle environment.

### Accessible streets for all

All streets and access to buildings within the Canal Quarter must consider all accessibility and disability requirements. All developments must be DDA compliant, adhere to Building Regulations Part M, and take into account the latest street design guidance including Manual for Streets.

### Improving connectivity from the Canal Quarter towards the canal

Development proposals adjacent to the canal must take advantage of the opportunity of providing a new access to the canal footpath to ensure integration. Developers will be expected to work with the Council and with Canal & River Trust to explore the changes in levels in detail in order to maintain the structural integrity of the canal to deliver enhanced pedestrian and cycle access and movement across this part of the site. Proposals should acknowledge the emerging Lancaster City and Public Realm Strategy.

### Maximise canal as strategic leisure route / green corridor

Development proposals will be expected to protect and enhance the physical integrity of the Lancaster Canal and to seek opportunities to enhance this area as a biodiverse leisure and sustainable commuter corridor (by foot and by

bike). Whilst maintaining the verdent and tranquil nature of the canal. The potential for remedial works to the canal, to allow possible boat berths/ moorings at this section should be explored as a way of providing a further opportunity for leisure and recreational transportation.

### Improving connectivity through the Nose - creating a 'delta' of openings in and out of the site

The buildings at the Stonewell Nose were identified as being of Medium to High significance in the English Heritage and City Council (2012) Assessment. The rarity of the survival of Swan Court was also identified, and so it would enhance the unique character of this part of the site if the existing ginnels and passages from the A6 through the Nose, are re-purposed by opening them into the pockets of courtyards. The delta, Stonewell, creates an appealing gateway frontage on the approach to the courtyards, where it has potential to diverge into several new outlets. New interventions and installations can provide interest, encouraging pedestrian movement through the Nose. Development proposals may assess the possibility of the introduction of improved pedestrian connectivity through Stonewell, but this will be expected to be commensurate to the existing ginnels and passages that are already a feature of this part of the city. Proposals that result in wholesale building clearance to create wider new connections in this location are unlikely to be permitted.

### Integrating cycle routes (in accordance with the Lancaster Cycling and Walking Planning Advisory Note, June 2019)

The primary City Centre Loop, arterial route, enters the Canal Quarter in the north, running south through the site to meet Nelson Street which provides connection to the city centre and station. Development opportunities will be expected to take every opportunity to enhance cycle routes as part of the continued upgrade of city centre cycling infrastructure. Equal importance needs

to be given to facilities encouraging cycling uptake such as all-weather cycle storage, lockers, shower facilities, and access to free drinking water points. These should be public facilities, but consideration should also be given to how they can be incorporated into residential and commercial premises where appropriate.

### Parking strategy

This framework sets out the preferred position for multi-storey car parks within the site, to replace the surface car parking currently located across the Canal Quarter. It is expected that the majority of car parking provision will be located to the north of the site, with the potential to locate a second car park to the south accessed off Bulk Street. Precise car parking ratios will be influenced by mix of uses, sustainability targets and car ownership patterns along with the strategic transport and highways city wide planning work which Lancaster City Council are currently undertaking. Provision of electric charging points should be provided for residential and commercial premises as well as being publically available.

### Public transport - bus routes

It is expected that the main bus routes to serve the Canal Quarter will run along the A6, and will be accessible at the end of Moor Lane. Exact locations will be defined through the Lancaster District Highways and Transport Masterplan.

### Wayfinding - key views / key nodes / landmark buildings

There are several existing key views across and within the site which aid wayfinding, and the appreciation of the site's heritage and character. It is expected that these views will be maintained and enhanced through new development.

### Recognition that connectivity and movement requires city-wide approach

The Canal Quarter is one slice of the wider Lancaster city centre townscape. Ensuring it is fully integrated into the wider city connectivity network is essential to its success. Any possible reconfiguration of the localised road network must be in accordance with the aims of the Lancaster District Highways and Transport Masterplan.

# CONNECTIVITY AND MOVEMENT

## PROPOSED VEHICLE MOVEMENT STRATEGY










The primary vehicle route through the site follows the existing alignment of Bulk Street and Edward Street. The strategy proposes to extend Edward Street north to meet St Leonard's Gate.

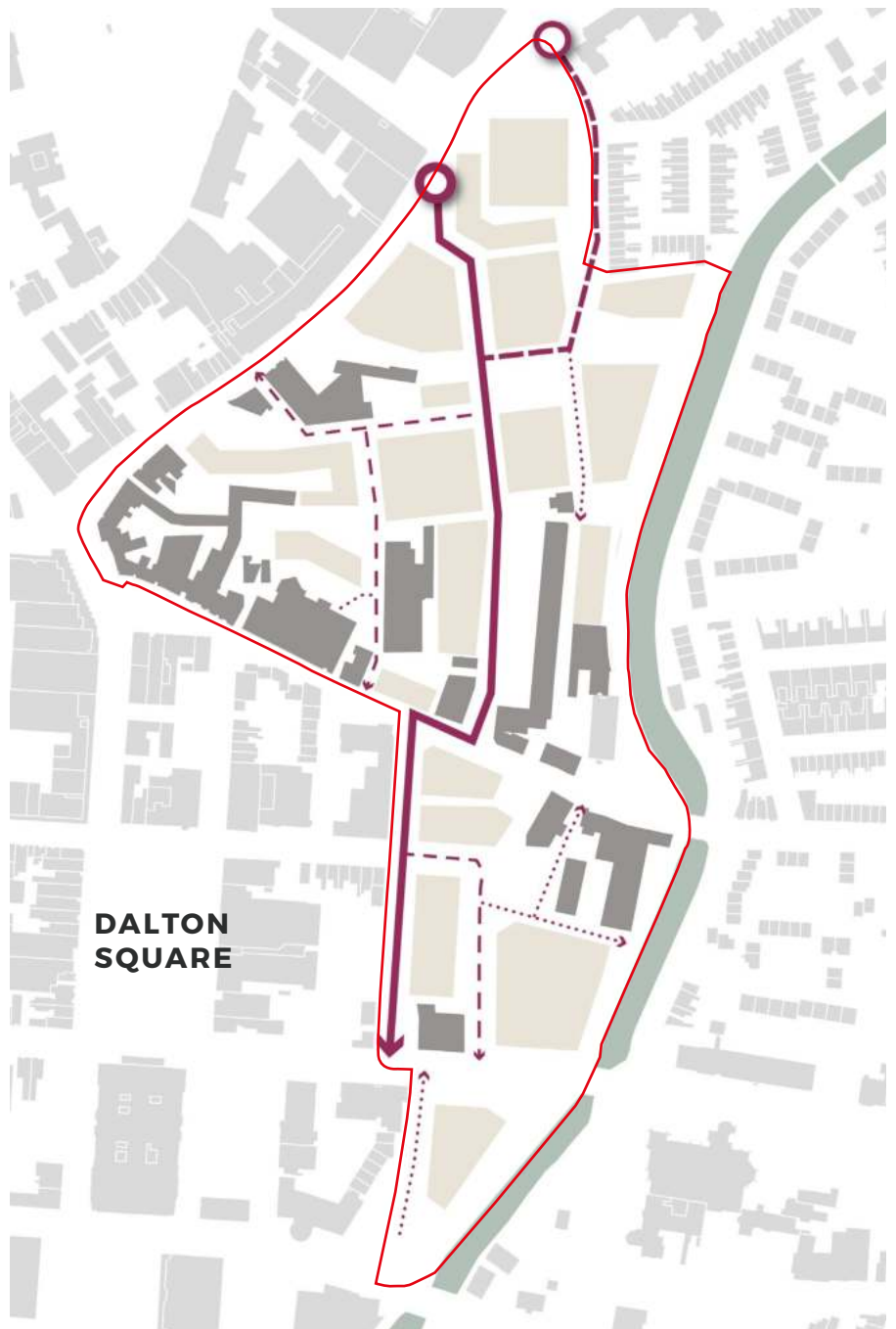
Secondary vehicle routes follow the existing streets of Lodge Street, Seymour and Alfred Street.

The strategy proposes that Brewery Lane and the southern end of Alfred Street only cater for tertiary vehicle movements, and that Brewery Lane is closed to vehicles at the southern end where it meets Moor Lane.

All streets must be designed to meet all accessibility requirements. More detailed street design guidance can be found on the upcoming pages.

**KEY**

-  Primary vehicular movement
-  Primary vehicular access
-  Secondary vehicular movement
-  Secondary vehicular access
-  Tertiary vehicular movement
-  Quaternary movement
-  Canal
-  Existing buildings retained within site
-  New Development Plots

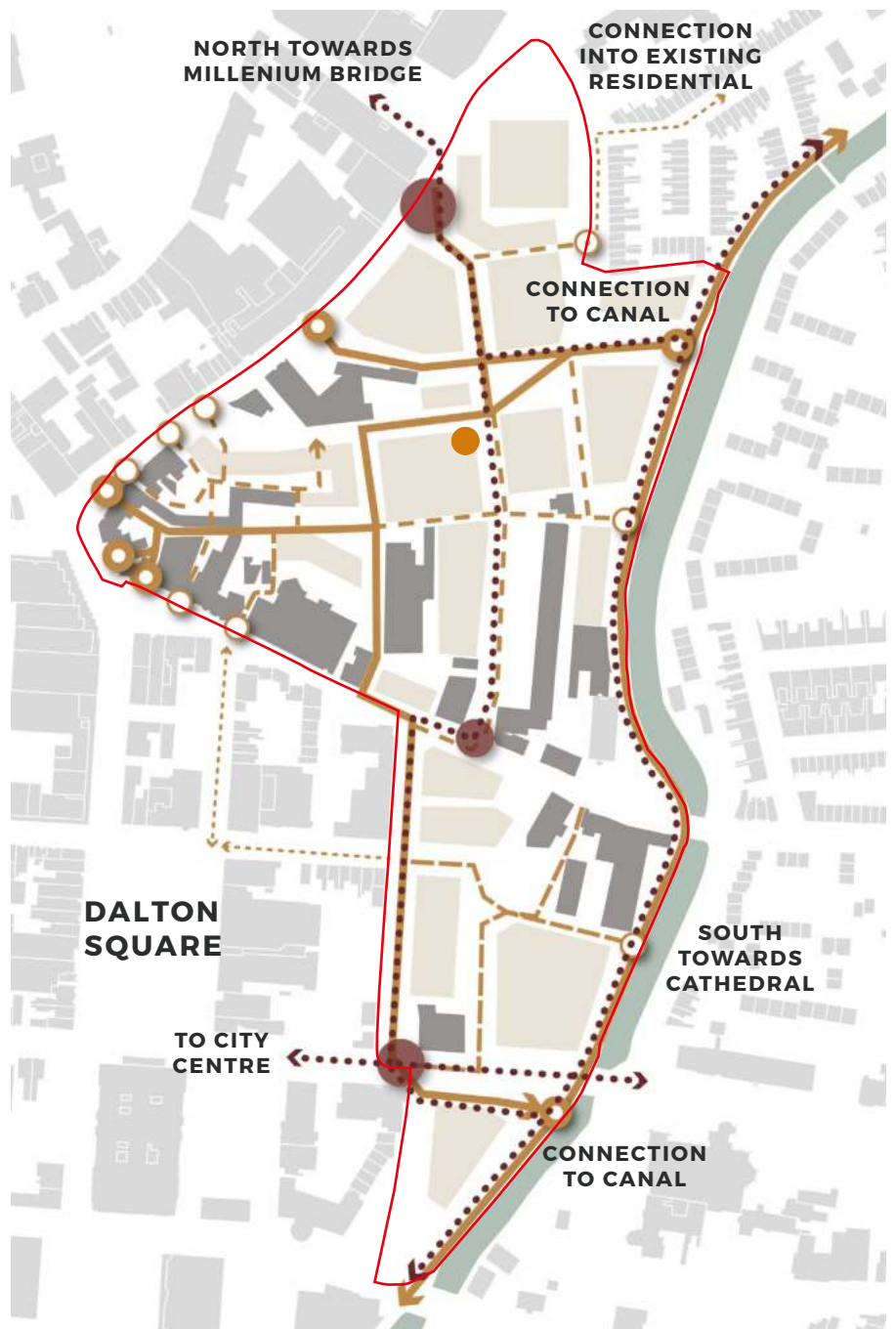


PROPOSED VEHICULAR MOVEMENT

## PROPOSED CYCLE AND PEDESTRIAN MOVEMENT STRATEGY

The strategy proposes an integrated network of primary pedestrian movement routes running north-south and east-west across the site. Importantly connecting the canal to the city centre and opening up unexplored parts of the site. Access points would be subject to agreement with Canal & River Trust.

The primary cycle route runs north to south through the Canal Quarter and connects the site to the wider Lancaster cycle network. This is a key part of the aspiration to improve connectivity between existing and new residential neighbourhoods, areas of employment, the canal and the city centre.



PROPOSED PEDESTRIAN AND CYCLE MOVEMENT



# CONNECTIVITY AND MOVEMENT

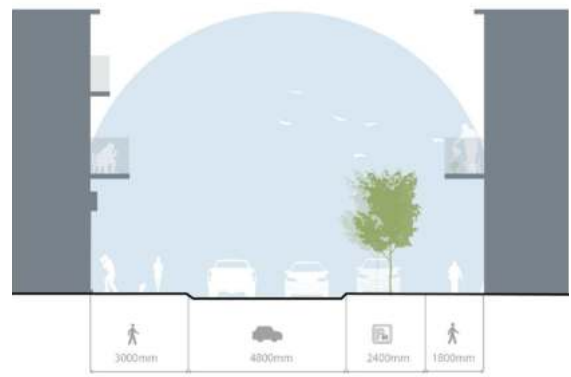
## PROPOSED STREET SECTIONS

### Primary Street (14-16m)



- Primary street approximately 14 - 16m building face to face
- 5.5m carriageway to accommodate vehicle and cycle movement
- Parallel parking and tree planting included
- Generous footpaths, for ease of pedestrian movement and to accommodate 'spill-out' from retail and food and beverage units

### Secondary Street (10-12m)



- Secondary street approximately 10 - 12m building face to face
- 5.5m carriageway to accommodate vehicle and cycle movement
- Parallel parking and tree planting included on one side of the street only
- Generous footpaths, for ease of pedestrian movement and to accommodate 'spill-out' from retail and food and beverage units



1 A Primary Street in Copenhagen which accommodates all forms of movement

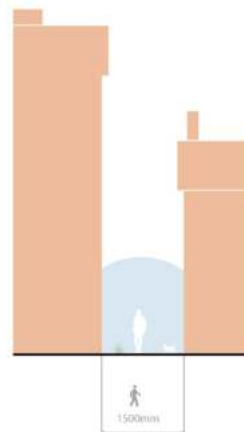
2 A Secondary Street in Altrincham which provides generous pavements for seating and walking

### Tertiary Street (4-6m)



- Tertiary street approximately 4 - 6m building face to face
- Mews like in character
- Can accommodate minimal vehicle access and movements
- A pedestrian and cycle priority environment, with opportunities for seating and planting

### New Ginnels (2-4m)



- Ginnels approximately 2 - 4m building face to face
- A pedestrian only environment
- A strong sense of enclosure
- Potential to be covered, and enclosed above



**COPENHAGEN, DENMARK**



**GOOSE GREEN, ALTRINCHAM**

**3** A pedestrian and cycle priority street in Copenhagen

**4** A pedestrian only ginnel in Altrincham, including tree planting



# APPROACH TO PUBLIC OPEN SPACE

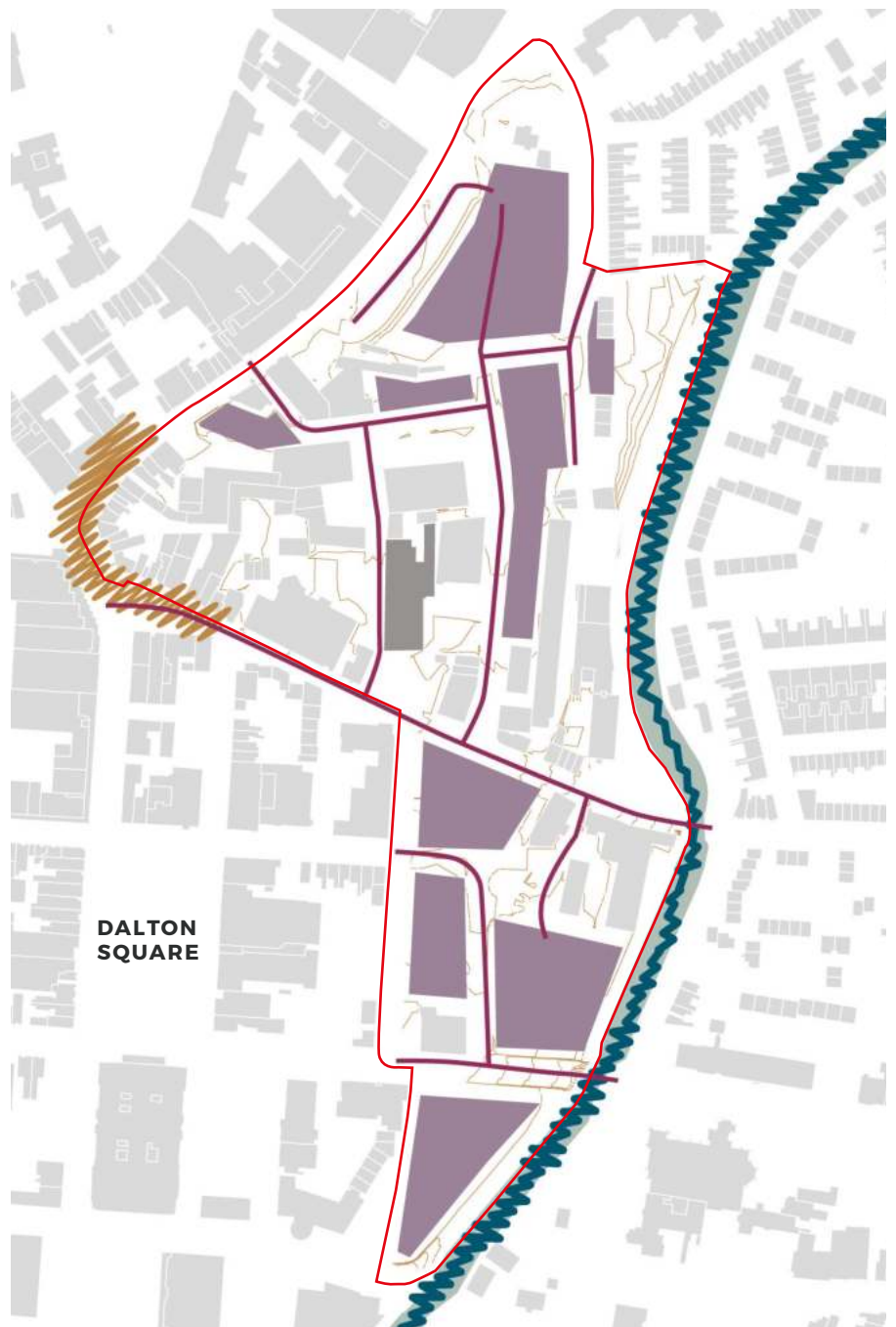
## ANALYSIS OF EXISTING SITUATION

There is currently a lack of public open space within the Canal Quarter, with much of the site dominated by surface car parking. The site is a couple of minute's walk from one of Lancaster's main public spaces; Dalton Square. However, this civic space is currently underutilised and has greater potential for public use.

The Stonewell Nose marks an important gateway into the Canal Quarter, however it is currently dominated by traffic and forms a barrier between the site and the rest of the city centre.

Due to the canal's elevated level and lack of connectivity, there is currently no relationship between the site and the canal.

There is a general feeling of neglect throughout the Canal Quarter, with run down buildings, overgrown vegetation and dominance of the car.



**KEY**

- Red line boundary
- Existing street pattern
- ~ Poor access to canal
- Contours
- ▨ Inaccessible Nose
- ▨ Car parks dominating site

PUBLIC REALM CONSTRAINTS

## CORE PRINCIPLES

### The creation of a public realm hierarchy

Proposals will be expected to include a public realm hierarchy, created by the careful siting, scale and shaping of buildings and by a series of open spaces of differing scales, character and uses. A hierarchy ensures a variety of public open spaces can come forward as a part of the proposals to meet the differing needs of the community, such as small courtyards associated with spill out from retail units, to community spaces with equipped play and spaces which improve the connectivity between the Canal Quarter and the Canal.

### Improve the relationship with the canal and the city centre

Proposals should seek to improve the synergy between the canal, the site and the city centre. Open spaces should be strategically located to create appropriately sited destinations which draw people to the area and embed the Canal Quarter into its context.

### Improve legibility and wayfinding within the area

Proposals will be expected to create legible routes and open spaces, which respond to key views, nodes and landmark buildings. This will create an interesting and legible urban environment reflective of the place.

### Create animated, safe and overlooked spaces

Public spaces should have a positive interaction with surrounding land uses, with edges animated by active frontages. Space should be overlooked to improve safety.

### Work with and enhance the existing characteristics and features of the site

Public open spaces must seek to enhance the relationship with existing elements of Canal Quarter including the existing urban grain, the stone walls, existing trees, buildings, views and the canal itself.

### Incorporate blue / green infrastructure

Consider innovative ways to green the public realm - living walls, green roofs, which also resonate with the existing 'Piranesian' character of the site. Incorporate swales and sustainable urban drainage features as an integral design component.

### Respond to topography

The undulating topography of Lancaster is a defining characteristic of the city and the changes in level across the site should be seen as an asset. Proposals will be expected to respond to the topography of the site in a sensitive and creative manner, retaining and enhancing sensitive views and incorporating level changes as a placemaking feature.

# APPROACH TO PUBLIC OPEN SPACE

## PROPOSED STRATEGY

The public realm strategy seeks to achieve a series of public open spaces across the site, with varying scales, uses and characters. The proposed spaces are strategically placed in response to existing site assets and key strategic manoeuvres.

The proposed strategy encompasses a range of public open space typologies which can be broadly categorised as follows:

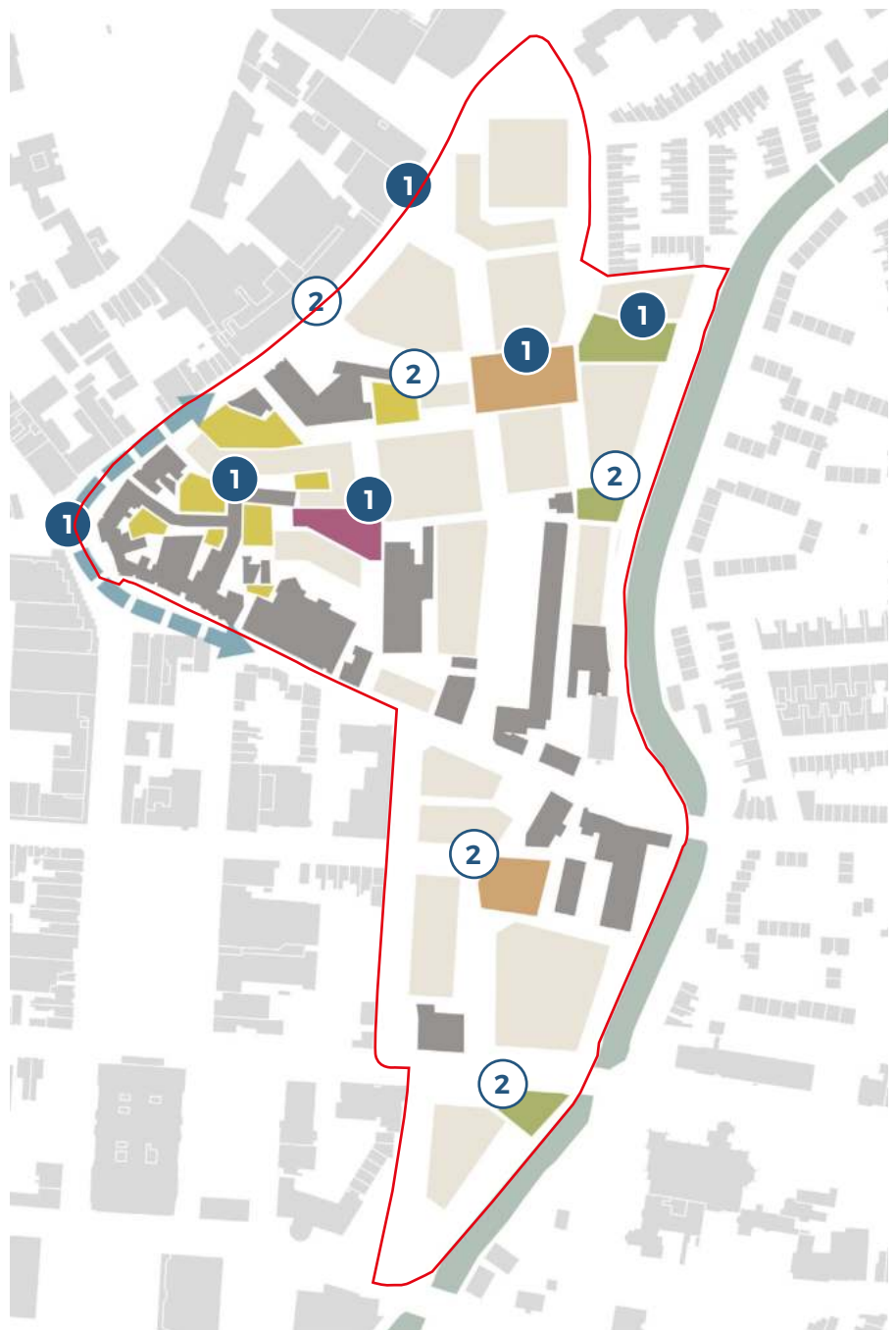
- The Stonewell Nose
- Stonewell Courtyards
- Brewery Square
- Canal-side Spaces
- Community Spaces
- Gateway Spaces

The following pages outline the principles and approach that should be taken in relation to each of these open space typologies, with supporting precedent images and case studies to further illustrate the ambition where necessary.

Whilst the below diagram is indicative, it should be noted that development proposals that fail to provide sufficient public space of the scale and functionality envisaged in this SRF, or which are inappropriately sited and thus curtail the potential for quality, usable public realm across the site, will be resisted.

**KEY**

- ① 'Essential'
- ② 'Nice To Have'
- ➔ The Stonewell Nose
- Stonewell Courtyards
- Canal-Side Spaces
- New Community Space
- Brewery Square
- Gateway Spaces
- Existing Buildings Retained Within Site
- New Development Plot



PROPOSED PUBLIC REALM



## THE STONEWELL NOSE

The Stonewell Nose is an important gateway into the Canal Quarter and forms the primary interface between the site and the rest of the city centre. It is currently a confusing, car-dominated environment which acts as a barrier between the Canal Quarter and the city core. Future proposals must seek to address this disconnect and facilitate the flow of people to and from the site. As described in the Connectivity Strategy, this movement should take the form of a delta utilising the existing ginnels and covered passages which permeate the Nose. Any new connections will be expected to be commensurate to this existing quality.

## PRECEDENTS



The public realm should be designed to reflect the significance of the Nose as an important gateway space and honour the architecture defining it. This includes the collection of buildings that make up the Nose as well as a The Friary church and the dramatic view along Moor Lane up to the Ashton Memorial.

The glimpsed views into the pockets of courtyards behind are a defining characteristic of this area, creating a sense of intrigue and discovery. New proposals should seek to retain and enhance this quality through the use of artistic interventions and installations which can provide interest and encourage movement through the Nose.

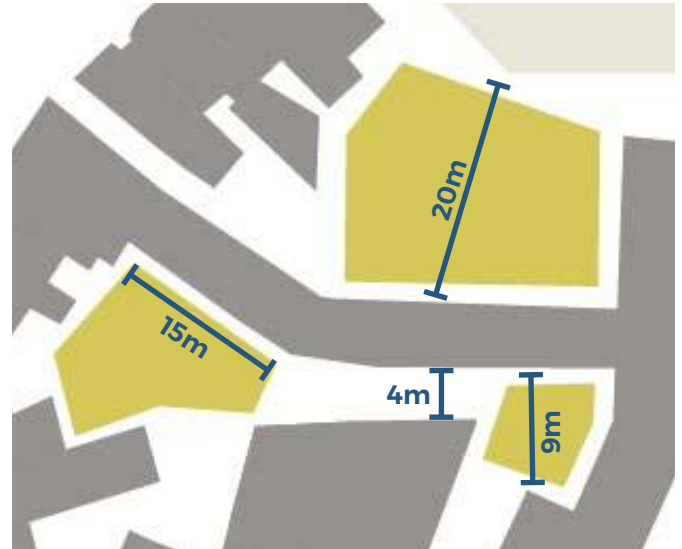


- 1 A change in surface materials creates a pedestrian friendly environment in Brittany, France.
- 2 A giant red ball squished into a ginnel in China draws attention to a narrow route.
- 3 Narrowed carriageway and courtesy crossings create a balanced streetscape in Poynton, Cheshire.

# APPROACH TO PUBLIC OPEN SPACE

## STONEWELL COURTYARDS

The courtyards should build upon the existing warren of courts and ginnels to provide a network of spaces of varying scales. With both new and existing uses animating the edges and spilling into the spaces, the courtyards should seek to create an inviting, human-scale route into the heart of the Canal Quarter whilst encouraging dwell-time in a cosy and sheltered environment. Proposals should seek to integrate green elements - such as trees or green walls - where possible, referencing the existing piranesian quality of the site whilst improving biodiversity.



## PRECEDENTS

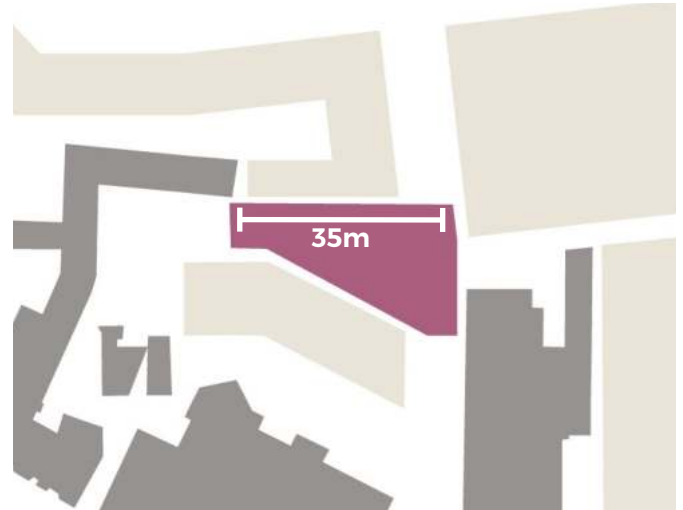


- 1 Greenery and seating in a courtyard in Altrincham (Kings Court).
- 2 Covered passages with artistic interventions draw people through to the courtyard beyond (Hackescher Hoefe, Berlin).
- 3 A small dark yard becomes a cosy place for food and drink at Edinburgh Fringe Festival.



## BREWERY SQUARE

A new main square should be provided at the heart of the Canal Quarter. Situated adjacent to the existing Brewery building, this new plaza reinforces the importance of this historic asset whilst providing enough space for outdoor events and pop-up activities as an extension of the arts and cultural uses within the surrounding area.



## PRECEDENTS



- 1 Pop-up events in Sadler's Yard, Manchester.
- 2 Courtyard with active edges and water feature in Leopold Square, Sheffield.



## APPROACH TO PUBLIC OPEN SPACE

### CANALSIDE SPACES

The interface with the canal provides an opportunity for a new canalside space unlike any other within the city. Taking advantage of the panoramic views, this space has the potential to become a key destination both within the city and along the canal. The level change in this location invites a playful relationship between the canal and the site. Any proposals should seek to utilise this level change as a placemaking feature, whilst also ensuring that the proposals deliver enhanced pedestrian and cycle movement across this part of the site.

Canalside spaces must be designed to ensure that they are safe and overlooked, with careful consideration given to lighting and the interface with adjacent buildings.

Development proposals will be expected to maximise the canal as a strategic leisure route and green corridor. Canalside spaces should therefore be designed to support this ambition. The potential for remedial works to the canal should be explored as this may open up opportunities for boat berths and greater interaction with the water.

### PRECEDENTS

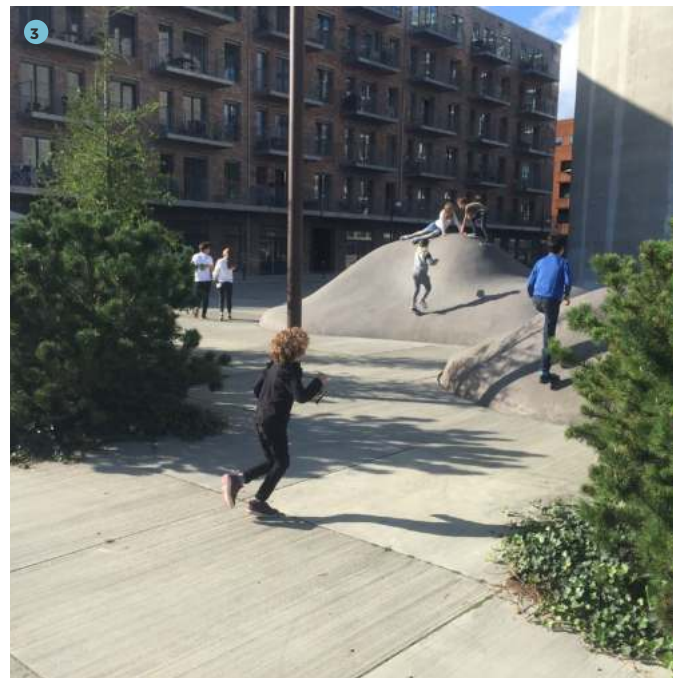


- 1 Terraced landscape adjacent to canal at Granary Square, London.

## COMMUNITY SPACES

Community spaces provide valuable opportunities for both new and existing residents to meet and mingle. Proposals will be expected to provide for the provision of open spaces for community use to encourage interaction and neighbourliness. These spaces should be designed to incorporate and encourage play for all ages, as well as facilitate pop-up community events. They must be safe, overlooked and activated by surrounding land uses. Proposals must also seek to incorporate sustainable urban drainage features as an integral design component. Community Spaces have the potential for community growing (for example community orchards) even the Canal Quarter is limited for space as it is anticipated the majority of development will be high density.

## PRECEDENTS



- 2 SUDS integrated into the landscape design at Circle Square in Manchester.
- 3 Playful landscape design encourages active lifestyles and interaction between people (Copenhagen, Denmark).



## APPROACH TO PUBLIC OPEN SPACE

### GATEWAY SPACES

The proposed movement strategy results in a number of opportunities to create a series of gateway spaces into the Canal Quarter. These spaces should be designed to clearly announce arrival into the area, providing a legible urban environment which facilitates ease of movement between the site and its surrounding context.

Gateway spaces should be strategically located in response to the proposed primary movement routes through the site, both vehicular and pedestrian. They should be designed to sensitively respond to their context with positive interactions with adjacent buildings and consideration of views.

Gateway spaces should be designed to minimise the need for signage. However, where signage is required it should be considered as an integral component of the design and respond to any wider Canal Quarter place branding.

### PRECEDENTS



- 1 Angled buildings frame a glimpsed view into Leopold Square in Sheffield. A plinth accentuates the entrance from the street.
- 2 Totem feature and a change in surface materials announce arrival into Poynton, Cheshire.

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## EMBRACING HERITAGE

### ANALYSIS OF EXISTING SITUATION

The whole of the Canal Quarter falls within the Lancaster Conservation Area. It is an area rich in heritage, composed of many layers which reflect the historic evolution of the area.

The Stonewell Nose is a particularly important historic asset, defining arrival into the area.

There are numerous buildings of varying heritage value, several of which are listed and all of which contribute to the distinctiveness of the locality.

The streets and spaces that make up the Canal Quarter are as much of a defining characteristic as the buildings themselves. Long straight streets contrast with smaller, enclosed streets and spaces and it is this variation that makes the site so special.

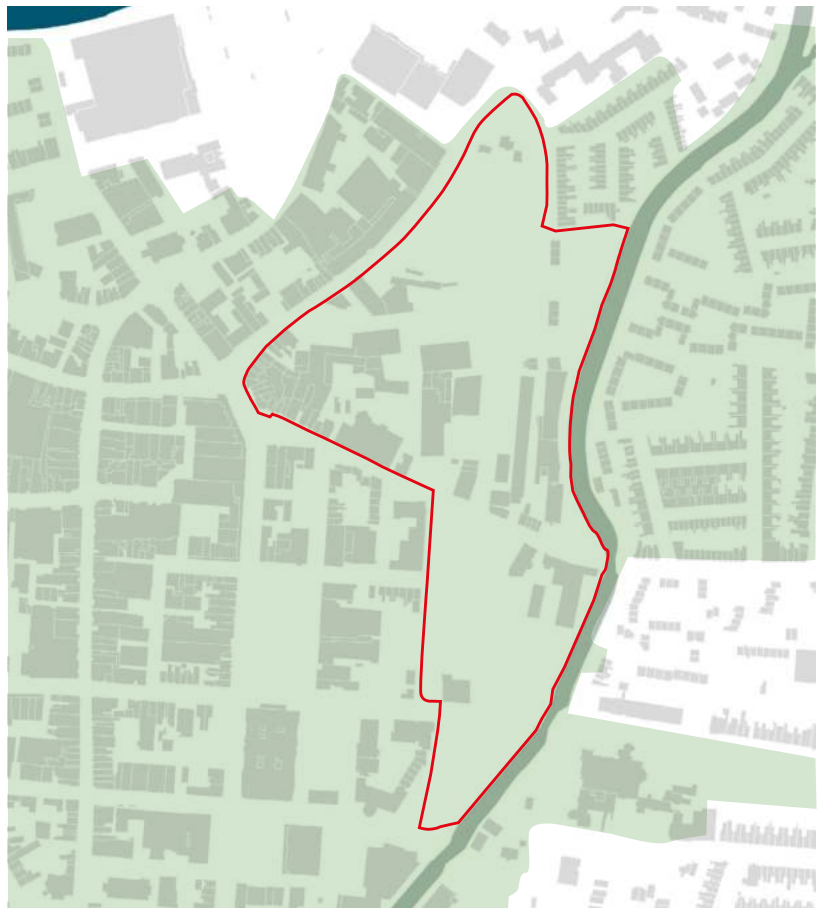
The elevated nature of the canal results in some spectacular views over the city, composed of a distinctive layered roofscape pierced with views of important historic buildings.

Additional particularities that contribute to the heritage and character of the site include large blank stone walls, crooked and canted buildings, hidden spaces, glimpsed views. Features not always immediately appreciated, but with closer inspection form the inherent qualities of this unique place.

Heritage within Canal Quarter is not confined to one area, it is pepper-potted across the site. It is this multifaceted layering of multiple heritage components that gives the Canal Quarter its identity.

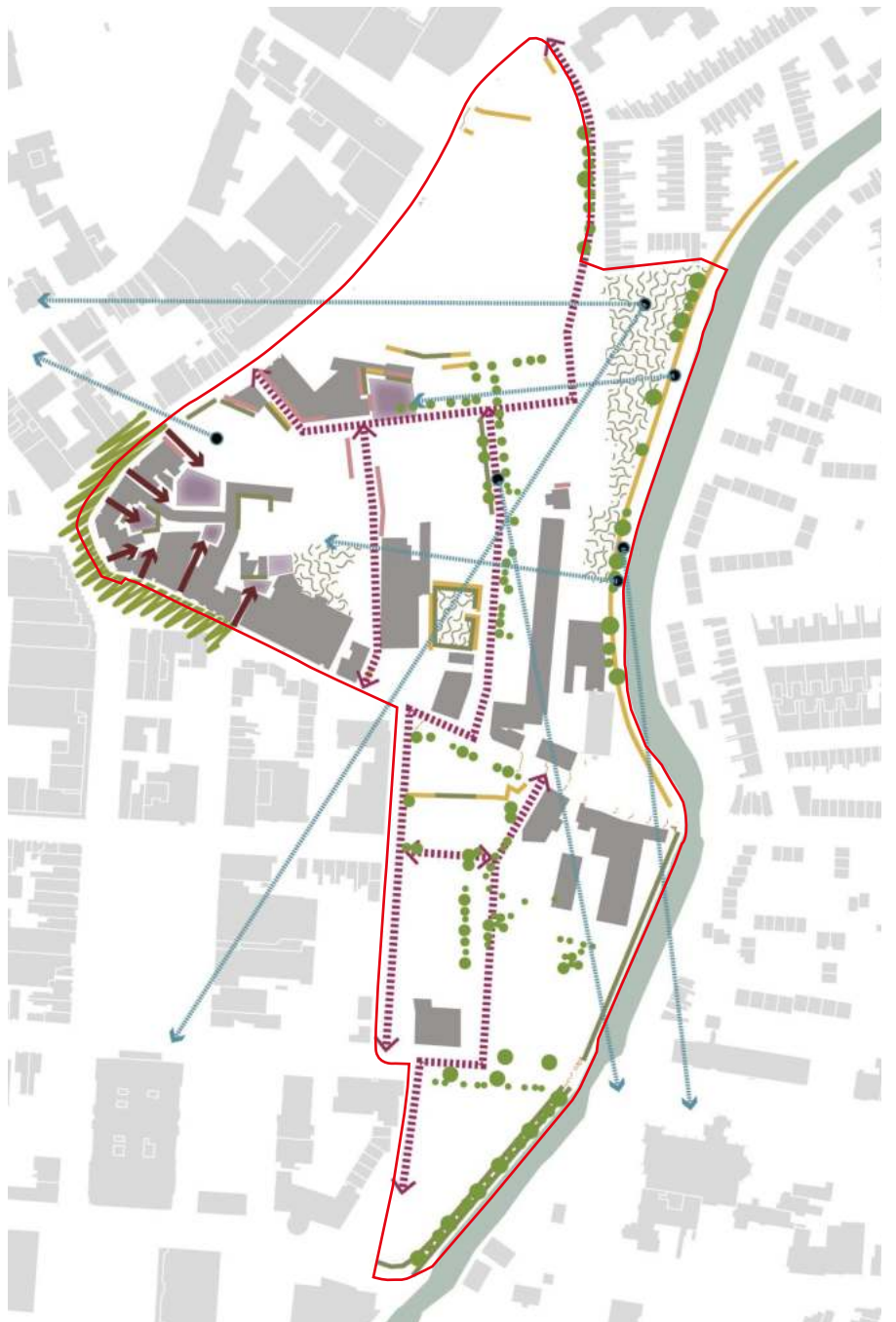
#### KEY

- Site boundary
- Conservation area



CONSERVATION AREA PLAN





KEY

- Site boundary
- Buildings of heritage value
- The Nose - Stonewell
- Stone walls
- - - Historic street pattern
- > Key views
- > Ginnels through the Nose
- Courtyard spaces
- Vertical canvases
- Canal
- Piranesian landscape
- 🕒

EXISTING HERITAGE ASSETS

## EMBRACING HERITAGE

### CORE PRINCIPLES

#### Retention of the distinctive street pattern

Long, broad, straight streets to the east of the study area, parallel with the canal, and which were used as roperies, with the series of smaller, enclosed streets and spaces at angles towards the western part of the area at Stonewell.

#### The provision of different sized areas of open space

To reflect the earlier field systems, Georgian plans for the area, and the voids created by the court spaces. A measured approach to public realm based on clearly identifiable areas of open space, with a series of 'hidden' pocket areas.

#### Landscape to acknowledge the current compelling appearance of the association of buildings with flora

Re-purposing what is currently a condition of redundancy and dereliction to become a positive, would resonate with the history of the study area, and provide a distinctive character which sets it apart from the rest of the city centre.

#### Reuse of buildings, from the different periods represented across the site

This will preserve the evolved townscape and its uses, which is distinctive from the rest of the city centre. Some of the warehouse and industrial buildings provide large areas of enclosed space for multi-functional purposes, which should be 'quick wins' in any regeneration approach. Although retention is based on the conservation area appraisal, it may be that more, rather than fewer, buildings are seen as having significance in heritage terms.

#### Using the change in topography from the canal towpath across the site to preserve views

The canal is currently isolated from the site due to the change in levels, and in order to bring greater synergy between the site and the canal as a resource and key heritage asset, a direct connection should be provided.

#### Retention of the panorama across the area towards the city centre and

#### the Castle to the south and west

The elevated level of the canal results in some spectacular views over the city, composed of a distinctive layered roofscape pierced with views of important historic buildings such as the Cathedral, the castle, the brewery building and numerous church spires. Any future development should consider its impact on the layered roofscape of the city and views of key historic buildings to ensure the retention and enhancement of Lancaster's distinctive panorama.

#### The provision of enclosure through buildings of different scale

There is no single horizontal datum across the site, but a general rising from west to east. Earlier periods saw large buildings in direct visual and physical relationship with small scale residential. There are key landmark buildings of height, such as the Brewery and the two theatres, and whilst their setting should be preserved as crucial for legibility issues, this does not preclude further buildings of height towards the eastern area of the site in particular. However, the protection of key views from the canalside and the protection of existing residential amenity will be critical and will influence the scale and massing of new buildings.

#### Consideration for the distribution of heritage assets across the site - identifying a 'tipping point'

Heritage within Canal Quarter is not confined to one area, it is pepper-potted across the site. Heritage must therefore be considered in its totality across the site, and never solely in isolated developments. Although not all heritage elements within the site will necessarily be retained, consideration should be given to the cumulative impact upon the heritage of the site in its entirety. Any demolition proposals must be supported by an assessment of the significance of the building to be demolished, and a clear and convincing justification for the proposed demolition. This is to allow buildings – the significance of which may currently be obscured – to be better protected.

## PROPOSED STRATEGY

The proposed heritage strategy is the result of a layering up of the various heritage components within the site which come together to give the Canal Quarter its distinctive identity,

These heritage components can be broadly categorised into the following:

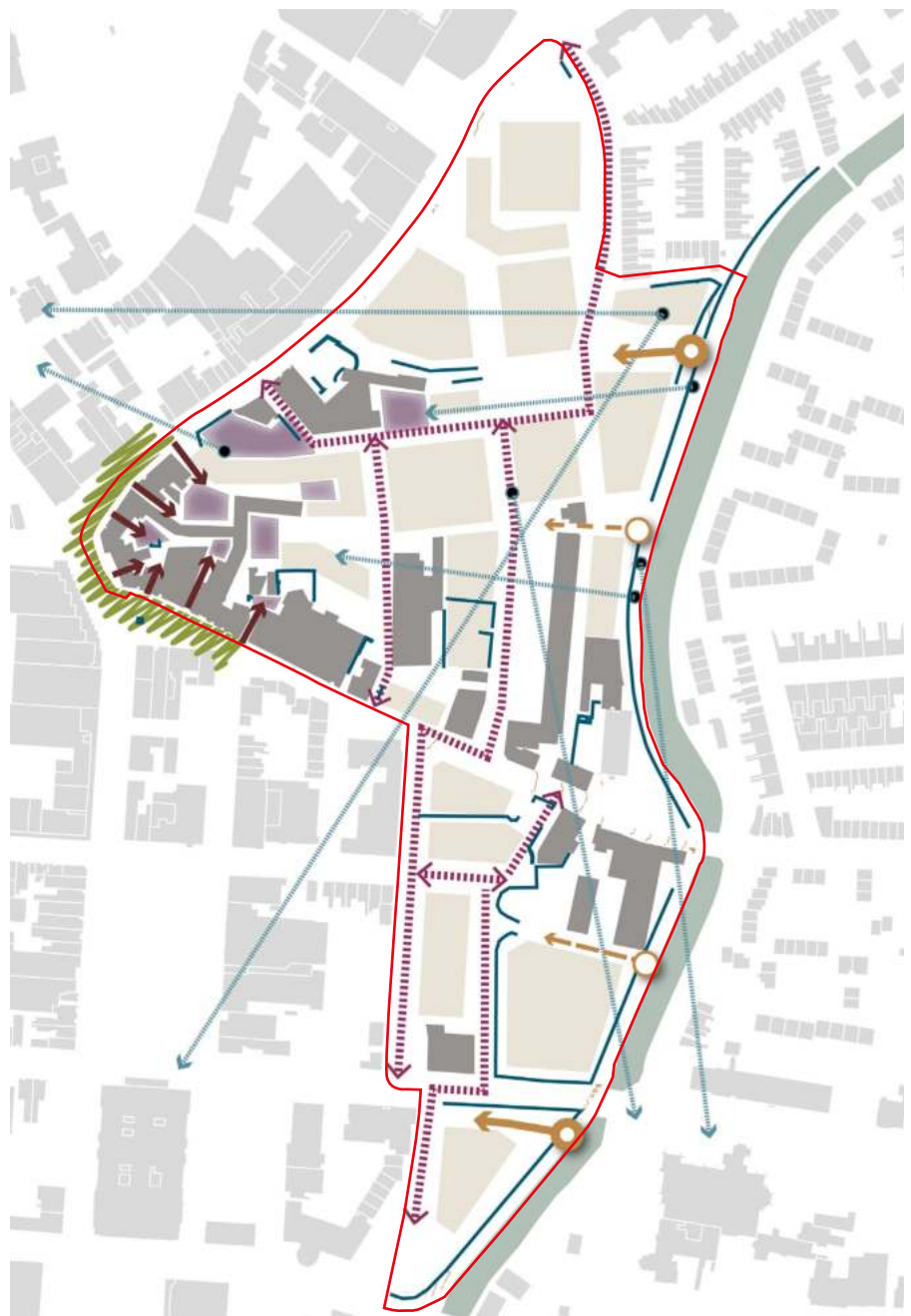
- Heritage buildings
- The Stonewell Nose
- The canal
- Details and materiality

The following pages outline the principles and approach that should be taken when considering each of these components in turn, with supporting precedent images to illustrate the ambition where appropriate.

It should be noted that, whilst each of the heritage components requires a specific response, heritage within the Canal Quarter is not confined to one particular aspect or one

particular area. It is this multifaceted layering of multiple heritage components that gives the Canal Quarter its identity. Heritage must therefore always be considered in its totality across the site.

Rather than being explicit about specific heritage elements that must be retained, the proposed strategy outlines an approach to heritage and describes the process that must be undertaken when dealing with heritage across the site.



PROPOSED HERITAGE STRATEGY

### KEY

■ Heritage buildings retained

■ The Nose - Stonewell

— Existing walls to be retained

— Existing street pattern

● Existing key views

→ Ginnels to be retained / reinstated

■ Courtyards

○ → Canal links for pedestrians and cyclists

○ → Canal links for pedestrians and cyclists



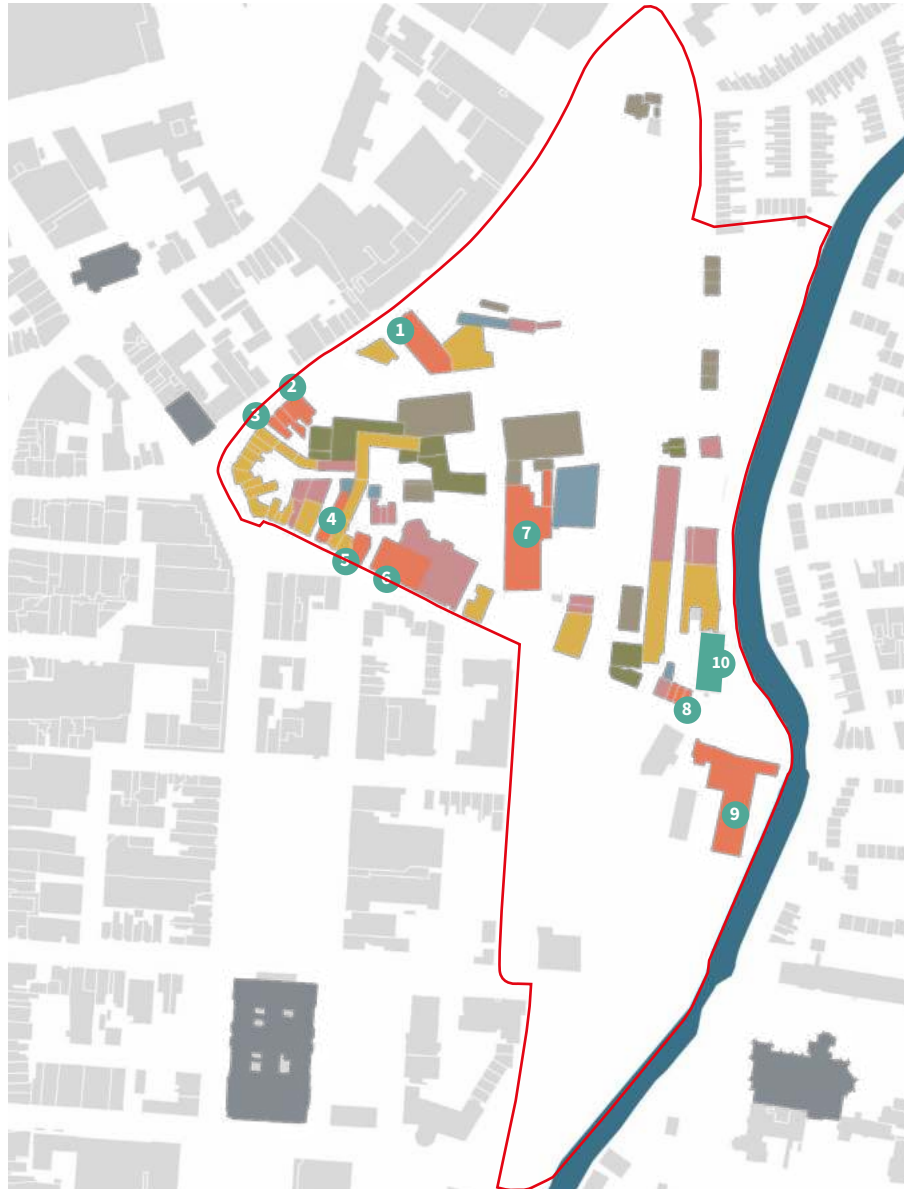
# EMBRACING HERITAGE

## HERITAGE BUILDINGS

There are a variety of heritage buildings within the site, predominantly distributed throughout the Stonewell and Ropewalks areas. These buildings are of varying heritage significance, as indicated in the Conservation Area Appraisal undertaken by the Conservation Studio in July 2011 (shown opposite). This provides a good starting point for an acceptable approach to building retention across the site, however, it is also worth pointing out that some of the buildings of low to medium significance do also contribute to the character and distinctiveness of the area, although they may lack architectural interest.

The Brewery building lies at the heart of the site and is the Canal Quarter's tallest building. Due to the scale, location and historic value of this building, a particular emphasis should be placed on its transformation into a key destination at the heart of the Canal Quarter.

The following pages outline the approach that should be taken when considering the re-development or removal of heritage buildings within the site.



\*Source: Lancaster Corridor North Assessment of Heritage Values and Significance. The Conservation Studio, July 2011.

### KEY

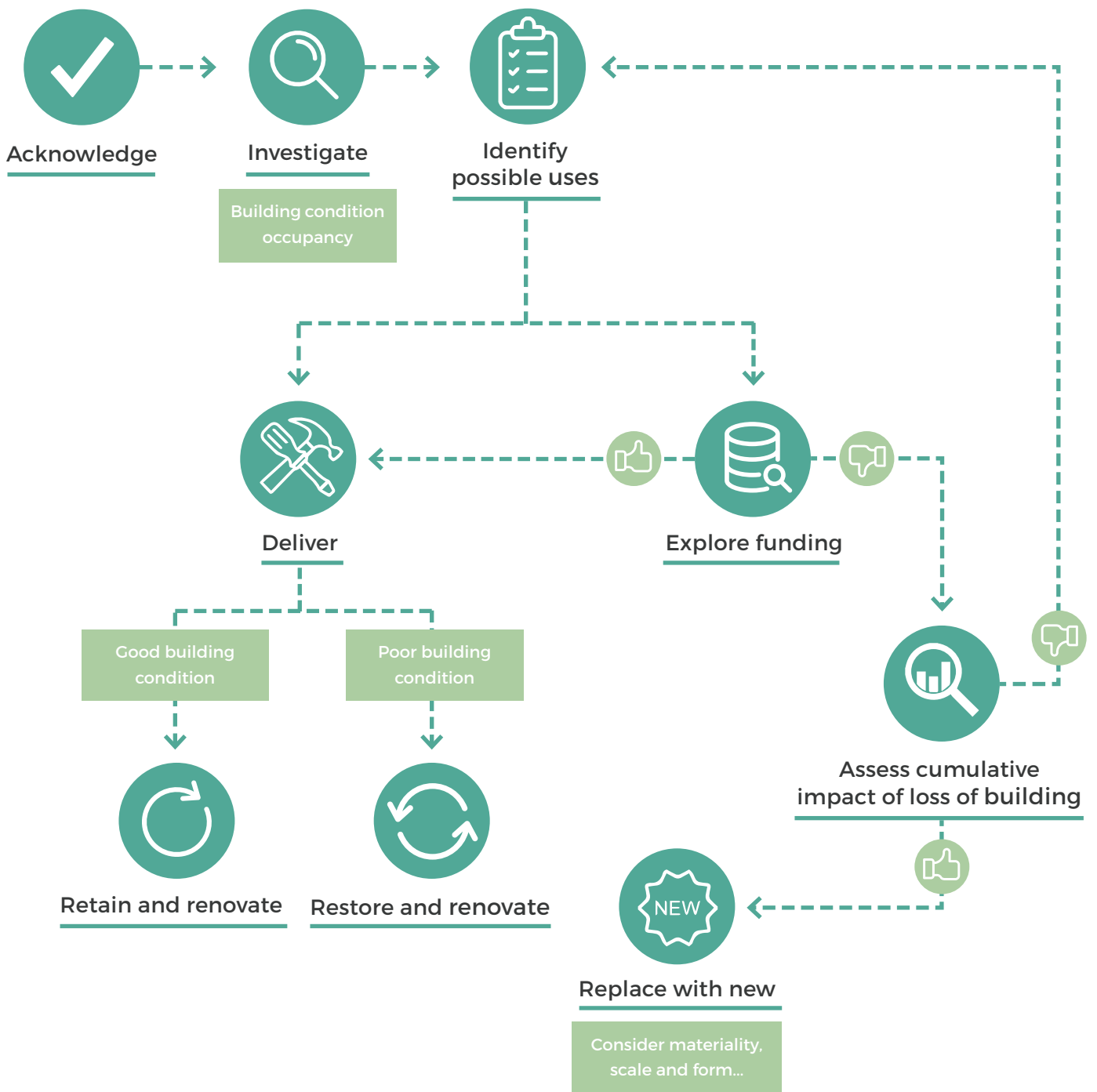
- Study area
- High significance (Grade II listed)
- Medium to high
- Medium
- Low to medium
- Low
- No significance

## LISTED BUILDINGS

- 1 The Grand Theatre
- 2 Tramway Hotel
- 3 129 and 131 St Leonard's Gate
- 4 11 Moor Lane
- 5 17 & 19 Moor Lane
- 6 Dukes Theatre
- 7 Malthouse
- 8 Block 2, Moor Lane Mill North
- 9 Mill 1, Moor Lane Mill South
- 10 Mill Hall, Moor Lane Mill North

### APPROACH TO HERITAGE BUILDINGS

The below diagram explains the process that should be undertaken when dealing with existing buildings of heritage value on site.



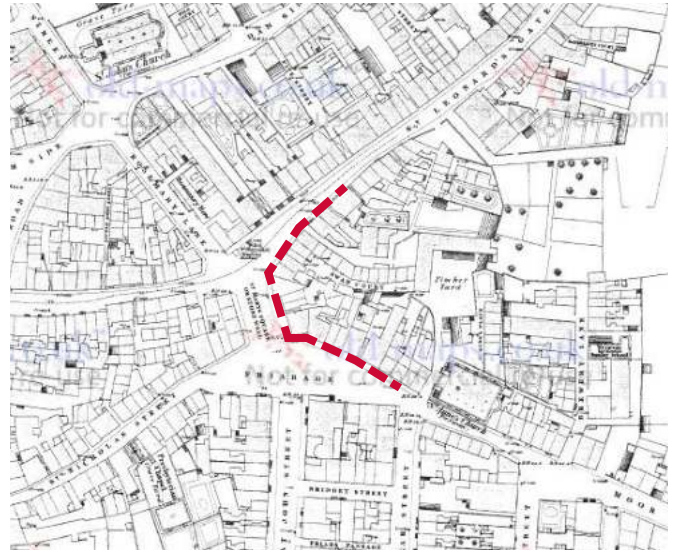


# EMBRACING HERITAGE

## THE NOSE

### What is the Nose?

The Nose is the collection of two and three storey historic buildings hugging the corner of the site at Stonewell. The buildings form a continuous frontage from the Pitt Street intersection with St Leonard's Gate all the way around to the Friar Street intersection with Moor Lane. This continuous frontage defines the view on approach, announcing arrival to the area, and is broken only by glimpsed views through narrow ginnels or covered passages. The southern edge of the Nose also helps to frame a dramatic view along Moor Lane, up to the Ashton Memorial. The canted orientation of the area creates a series of almost hidden spaces behind the Nose, associated with the former court housing. The contrast between the long straight streets of the Ropewalks area and the smaller scale, intricate network of spaces within and around the Nose, is a defining characteristic of the site. Retaining the integrity of this should therefore be considered as an essential component of any future development.



HISTORIC MAP OF THE STONEWELL 'NOSE'

### KEY

- Continuous frontage
- Ginnel
- Covered passage (open)
- Covered passage (closed)
- Courtyard space
- Building of high heritage significance (Grade II Listed)
- Building of medium to high heritage significance
- Other existing buildings
- Views (as shown on adjacent page)







# EMBRACING HERITAGE

## APPROACH TO THE NOSE

In order to retain the character and integrity of the Nose whilst also ensuring that it fulfils its role as a 'delta' of movement between the city centre and the Canal Quarter, any new development must:

- Define the view on approach.
- Maintain a continuous frontage from the Pitt Street intersection with St Leonard's Gate all the way around to the Friar Street intersection with Moor Lane.
- Retain the courtyard typology to the rear of the Nose.
- Improve access and encourage flow of movement between the city centre and the Canal Quarter by opening up existing ginnels and covered passages, or creating new ones.
- Retain the existing scale and proportion of buildings, spaces and connections in between.
- Improve wayfinding through the Nose, considering artistic interventions to draw attention to discreet routes where necessary.

## EXAMPLE OF APPROACH

Note: the below diagram is illustrative. Any potential redevelopment or new build proposals must follow the process outline on page 106. Any infill development (if deemed appropriate) is expected to retain and enhance the existing ginnels and has the potential to create new covered passageways into the Canal Quarter.



## EMBRACING THE CANAL

The canal is one of the city's greatest heritage assets yet it is currently isolated from the site due to the change in level. Any future development within the Canal Quarter should seek to bring greater synergy between the site and the canal. This must include improved connectivity as well as careful consideration of the existing views from the canal. Any development immediately adjacent to the canal should seek to strike a balance between retaining the lush green character of the existing situation and creating an urban frontage which activates the canal, provides safe, overlooked spaces and facilitates ease of movement between the canal and the site.



The elevated level of the canal results in some spectacular views over the city, composed of a distinctive layered roofscape pierced with views of important historic buildings such as the Cathedral, the castle, the brewery building and numerous church spires. Any future development should consider its impact on the layered roofscape of the city and views of key historic buildings to ensure the retention and enhancement of the city's distinctive skyline.

The interface with the canal provides an opportunity for a new canal-side space unlike any other within the city. Taking advantage of the panoramic views, there is the potential to create a key destination both within the city and along the canal. The level change invites a playful relationship between the canal and the site. Any proposals should seek to utilise this level change as a placemaking feature, taking full advantage of Lancaster's unique panorama.

## PRECEDENTS



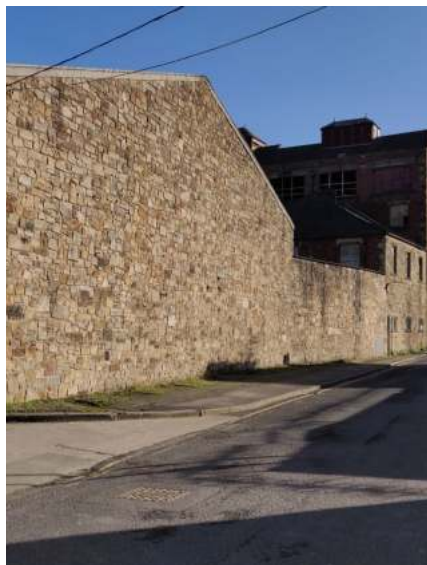
- 1 Terraced landscape adjacent to the Rhone river, Lyon.

## EMBRACING HERITAGE

### DETAILS AND MATERIALITY

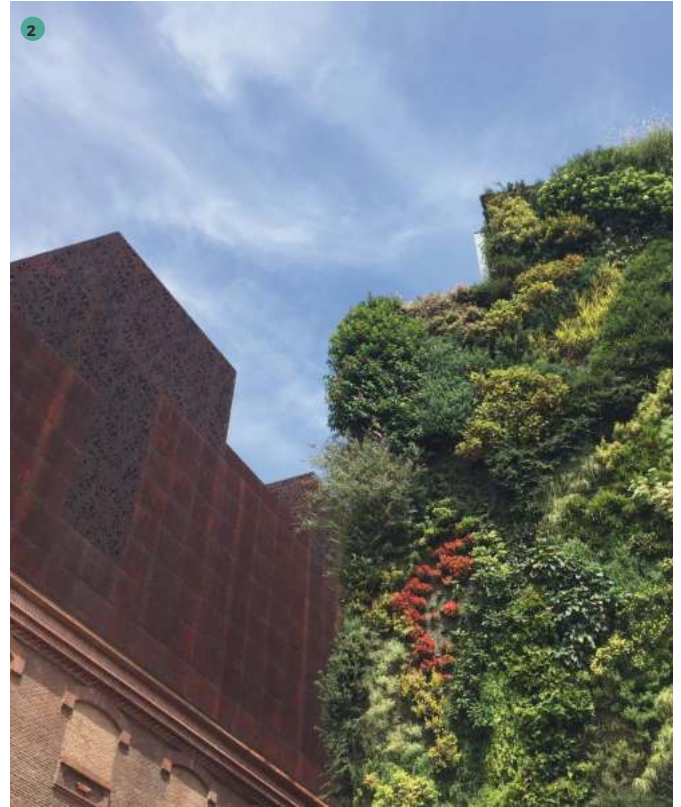
The Canal Quarter has a distinctive tone and texture brought about by the layers of history prevalent within the site. Stone was originally used to provide a coherent materiality, with later additions of brick and metal reflecting the industrial uses. Residual sandstone setts can still be found within the area, and these help to continue the coherence found within the façades of the buildings. Whilst of limited heritage value, the unmanaged, overgrown flora throughout the area creates a distinctive character of abandonment quite unlike any other area within the city centre. Future development proposals should therefore seek to include green interventions, such as green walls or structures, re-purposing the current condition of redundancy into a positive feature and maintaining the site's differentiation from the rest of the city centre.

There are numerous details and oddities buried within the fabric of the Canal Quarter. Whilst not immediately obvious, these particularities play a crucial role in defining the character of the area. From the large blank stone walls to the crooked and canted buildings, the hidden spaces and glimpsed views, these features should be embraced within the future development of the site as a celebration of the uniqueness of the place.





## PRECEDENTS



- 1 Climbing plants clamber up the framework of a former industrial structure in the innovative MFO park, Zurich.
- 2 A giant green wall contrasts with the industrial materiality of the adjacent Caixa Forum in Madrid.
- 3 Old and new merge and contrast in both form and materiality in Nordhavnen, Copenhagen.

## SCALE AND MASSING

### ANALYSIS OF EXISTING SITUATION

The Canal Quarter is currently made up of buildings between 2 and 4 storeys. The tallest building within the heart of the site is the Brewery building, with a height that rises up to an equivalent of 6 storeys at its tallest point.

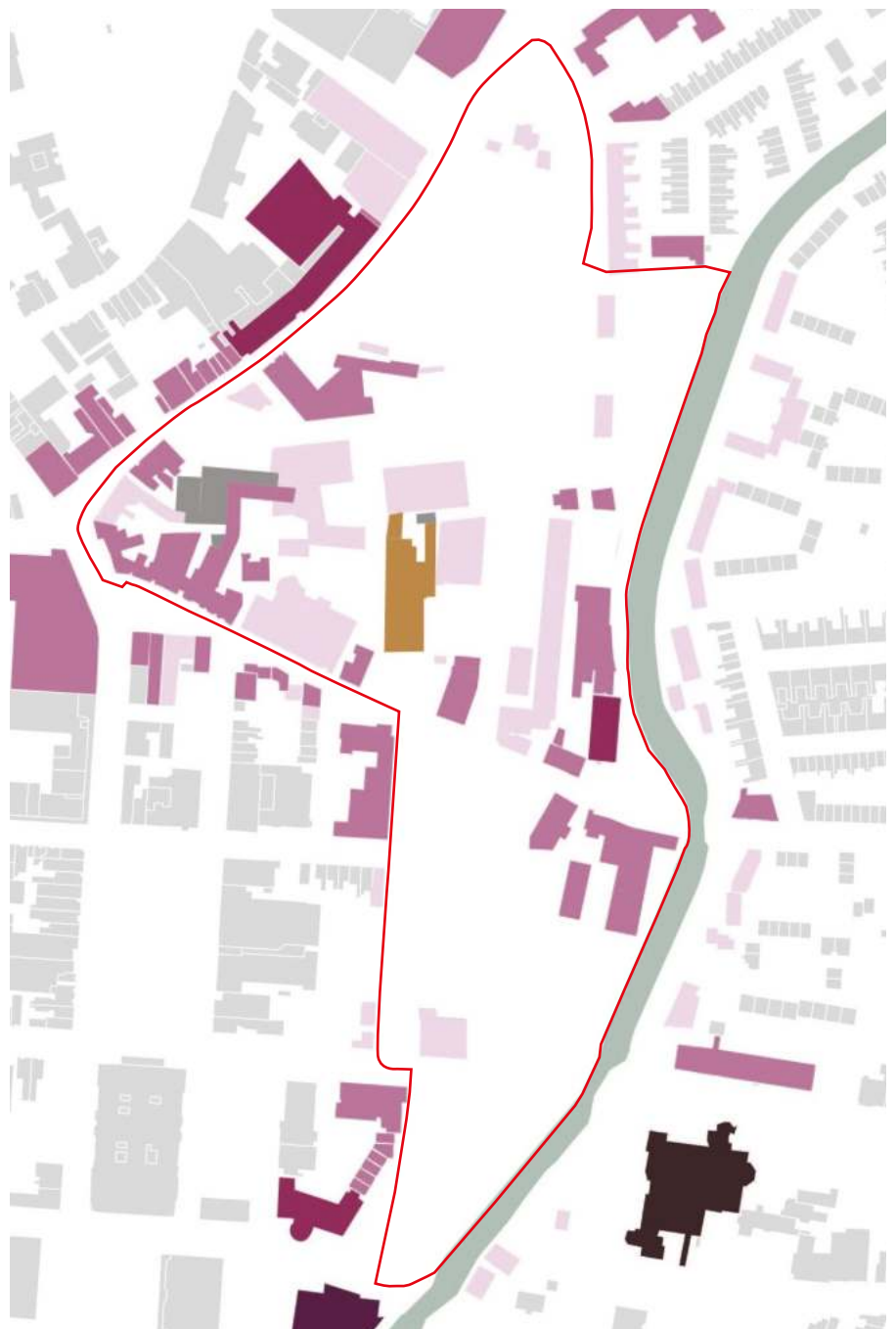
The scale of the Canal Quarter changes from two-storey at Stonewell, through to the height of the former maltings and Brewery building, the tallest point of which is equivalent of some 6 modern storeys high (but as a Malthouse it operated across 3 full storeys, with a roof space and a basement.)

There is no single horizontal datum across the site, but a general rising from west to east, toward the Moor Lane Mill buildings on the eastern boundary of the site.

The elevated level of the canal results in some spectacular views over the site and to the city beyond. This impressive panorama is composed of a distinctive layered roofscape pierced with views of important historic buildings such as the Cathedral, the castle, the brewery building and numerous church spires.

#### KEY

- Red line boundary
- 1 - 2 storeys
- 3 - 4 storeys
- 5 - 6 storeys
- 7 - 8 storeys
- 9 - 10 storeys
- Brewery building (varies between equivalent of 2-6 storeys)
- Unknown height
- Canal



EXISTING SCALE AND MASSING

## CORE PRINCIPLES

### Retention of the panorama across the area towards the city centre and the Castle to the south and west

The elevated level of the canal results in some spectacular views over the city, composed of a distinctive layered roofscape pierced with views of important historic buildings such as the Cathedral, the castle, the brewery building and numerous church spires. Any future development should consider its impact on the layered roofscape of the city and views of key historic buildings to ensure the retention and enhancement of Lancaster's distinctive panorama.

### The provision of enclosure through buildings of different scale

There is no single horizontal datum across the site, but a general rising from west to east. Earlier periods saw large buildings in direct visual and physical relationship with small scale residential. There are key landmark buildings of height, such as the Brewery and the two theatres, and whilst their setting should be preserved as crucial for legibility issues, this does not preclude further buildings of height, however, the protection of key views from the canalside and the protection of existing residential amenity will be critical and will influence the scale and massing of new buildings.

### Positively contribute to improved legibility and wayfinding

Proposals should seek to enhance the legibility of the area through the creation of identifiable landmarks within the built form. Existing landmarks must be retained.

### Respond to immediate adjacencies

As well as considering the impact of new development on the townscape in its totality, proposals will also be expected to respond sensitively to immediate adjacencies, particularly if located next to residential properties.

## SCALE AND MASSING

### PROPOSED STRATEGY

The proposed scale and massing strategy sets maximum height parameters for any new development across the site.

The strategy is designed to ensure that existing sensitive views are protected and that any new development makes a positive contribution to the distinctive roofscape of Lancaster.

As a general rule, proposed buildings within the heart of the Canal Quarter (the Stonewell and Ropewalks areas) should be kept to a maximum of 3 storeys. This ensures that new builds are in keeping with the existing heritage buildings within this area and that the Brewery Building remains the tallest building at the heart of the site. It also retains the distinctive panorama from the canal, protecting the views over the rooftops toward the Castle.

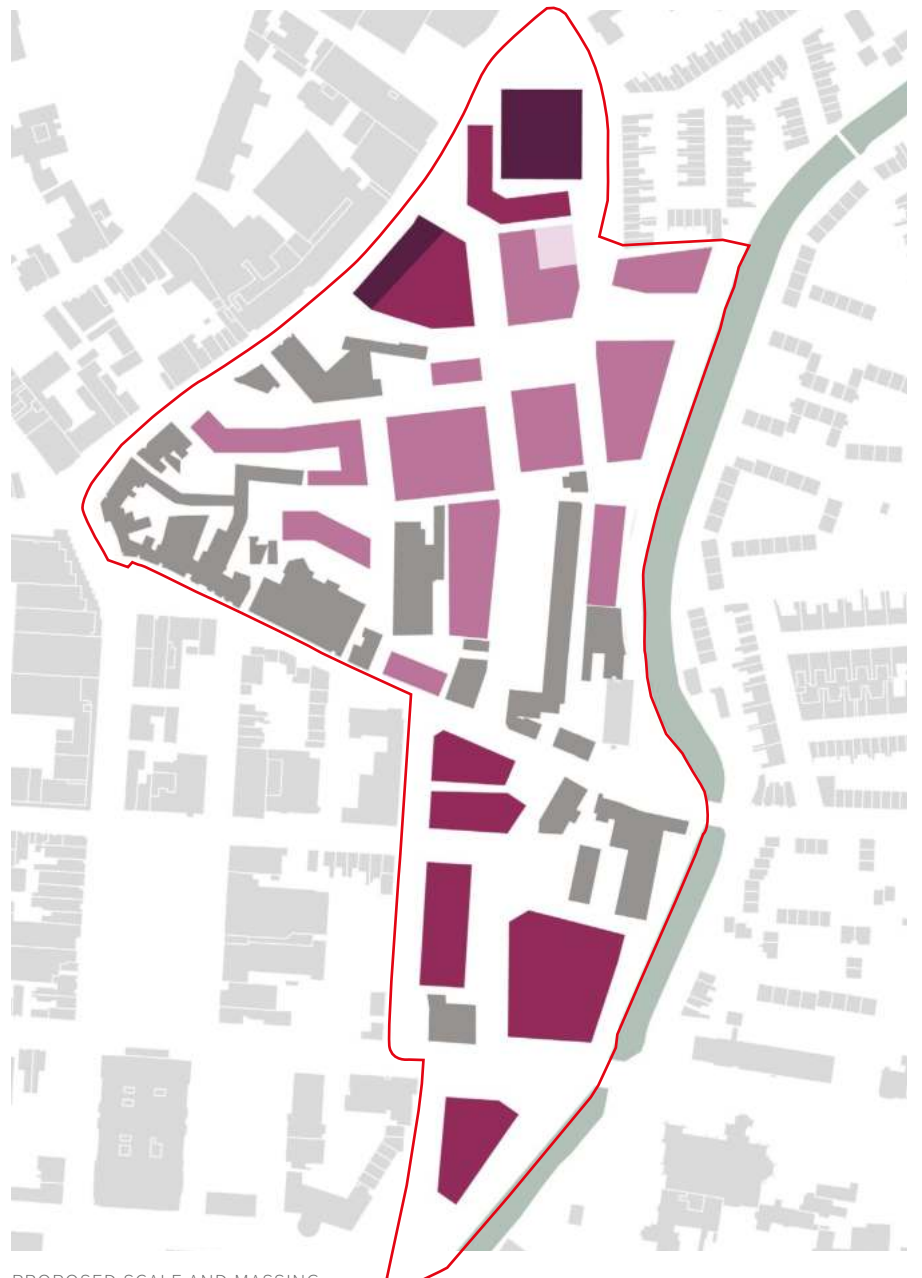
Proposed development to the south of Moor Lane should be guided by the scale and massing of the existing Moor Lane Mills buildings, which are 3-4 storeys in height.

Greater height can be achieved towards the northern end of the Canal Quarter, where a dip in the levels allows for taller buildings (up to 5 storeys) to be 'hidden' by the topography. The existing 5 storey building to the north of St Leonard's Gate also sets a precedent for greater height in this area.

In addition to scale and massing, proposals should also demonstrate consideration of roof form. The roofscape of Lancaster is a defining characteristic of the city and any new development must consider how its roof form contributes to the wider roofscape.

It should be noted that whilst the proposed scale and massing strategy illustrates an overall approach to townscape, all new buildings will require detailed visual analysis for specific site positioning.





**KEY**

- Existing buildings retained within site
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- Canal

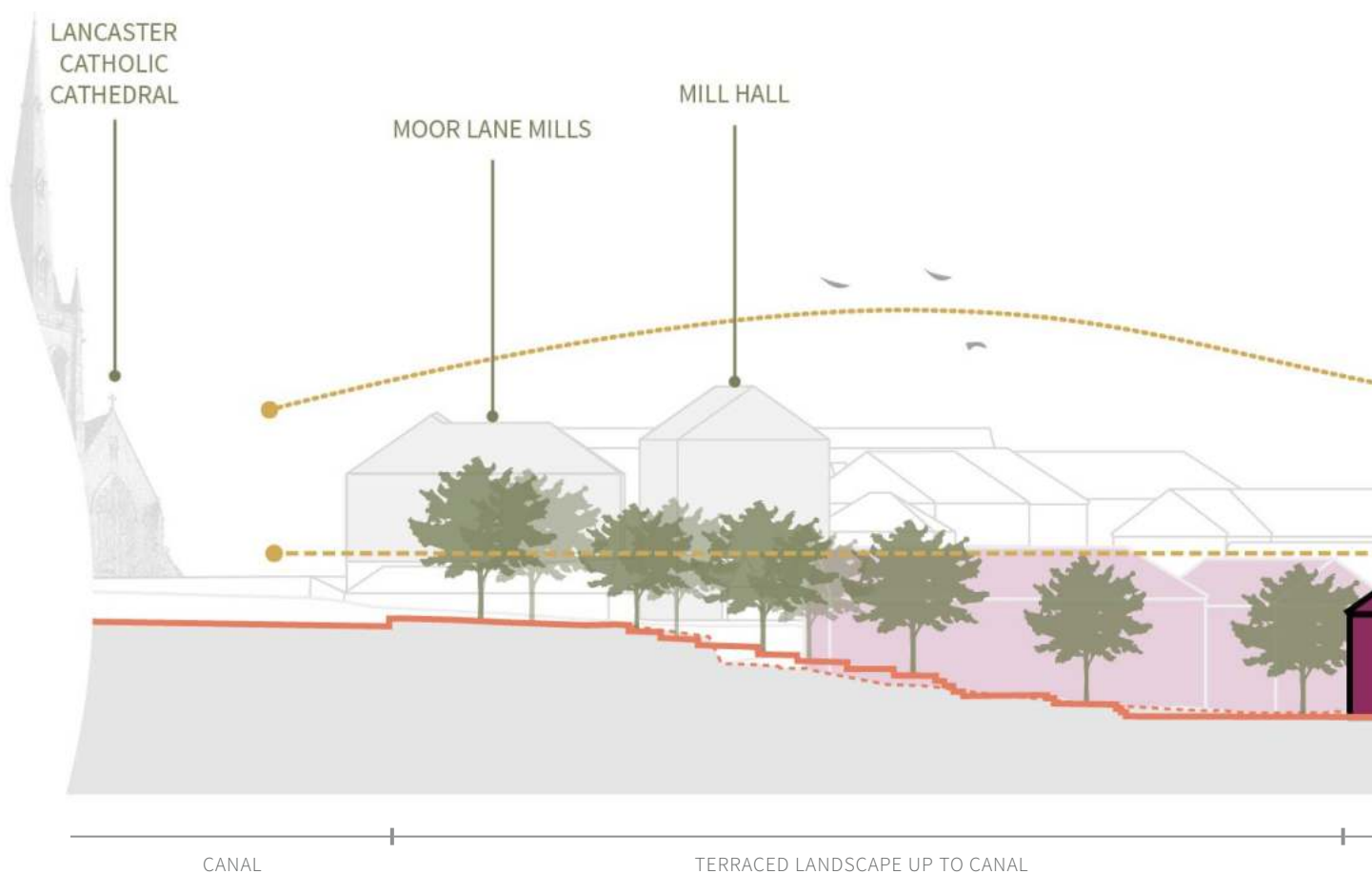
PROPOSED SCALE AND MASSING



## SCALE AND MASSING

### ILLUSTRATIVE TOWNSCAPE

The diagrams on the following pages illustrate the principles of the height and massing strategy. They demonstrate how the proposed strategy would influence the wider townscape. As sectional elevations they show a foreground, middleground and background, creating a multi-layered townscape.

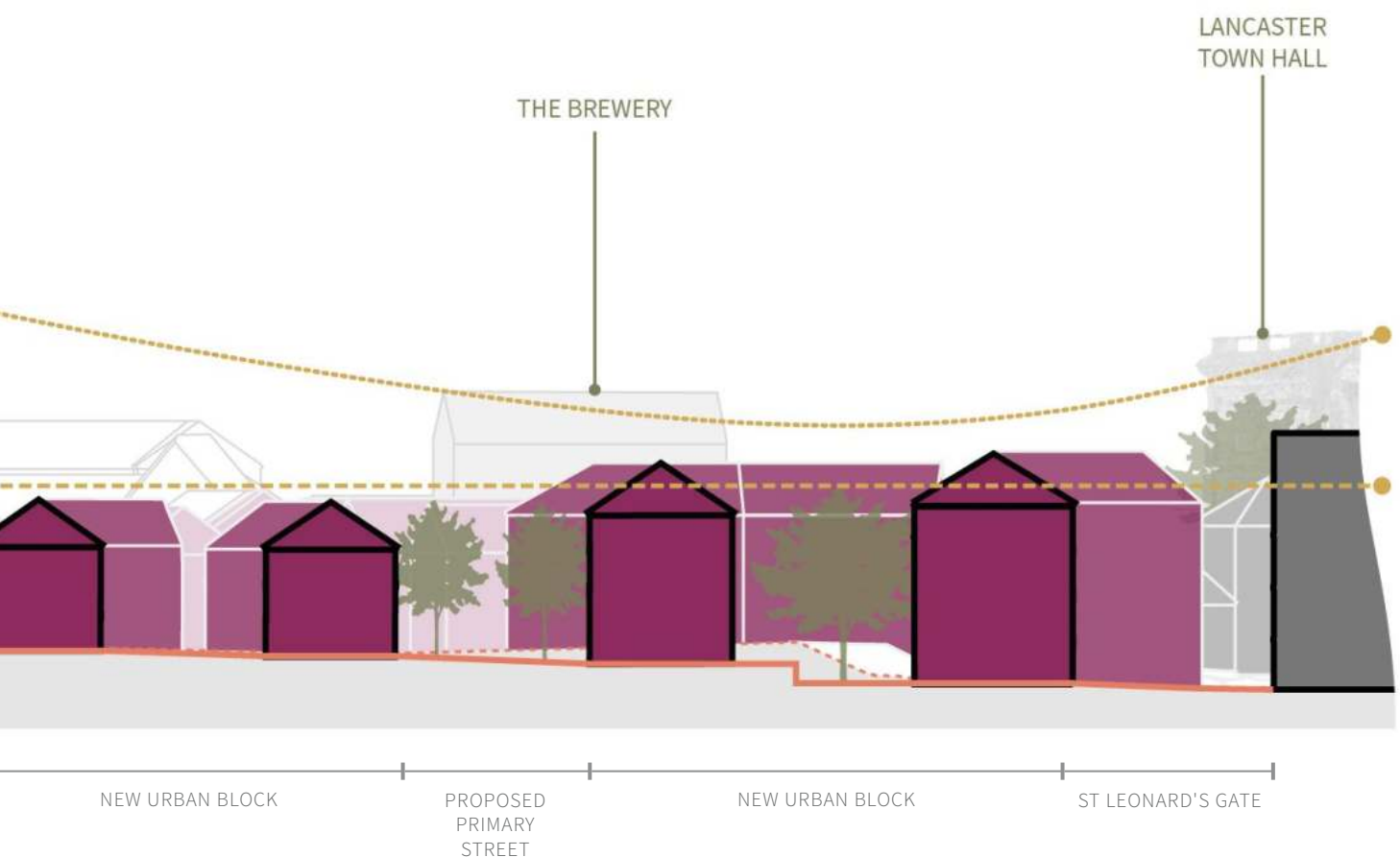


## SECTION ONE

Section one shows the level change across the northern end of the site, looking southwards. The section reveals the terraced landscape up to the canal, providing vital connectivity for pedestrians and cyclists and greatly improving the relationship between the site and the canal. The swell in the townscape can clearly be seen in the left of the section, as the built form rises up to the existing mill buildings. The Brewery Building can also be seen, protruding from the heart of the Canal Quarter and remaining the tallest building within this part of the site. The maximum height parameters of 2-3 storeys within the middle of section and 4-5 towards the right, reveal how views from the canal, over the rooftops towards the Town Hall and the Castle would be protected.



LOCATION PLAN

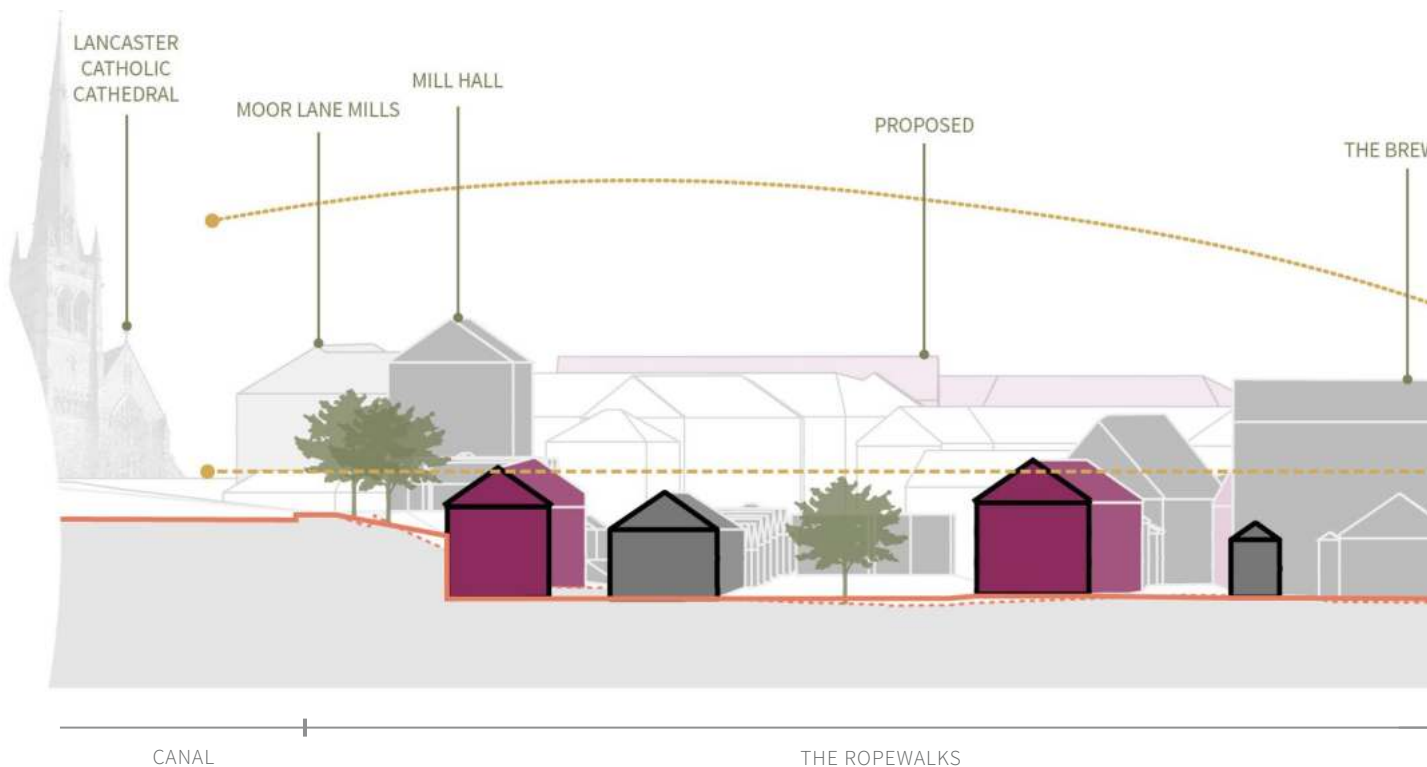


NOTE: SECTIONAL ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY

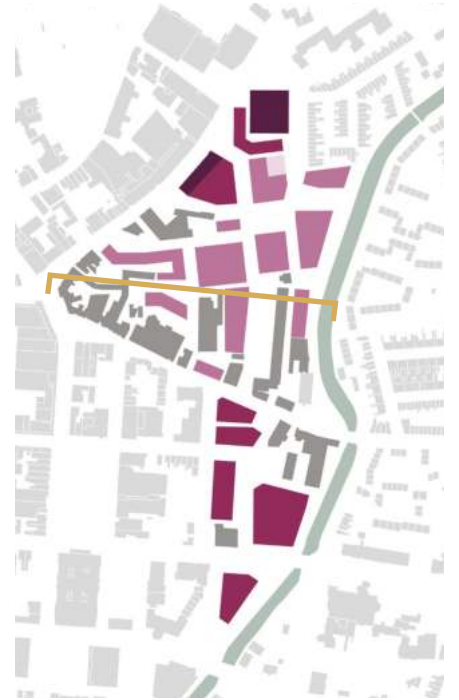
## SCALE AND MASSING

### SECTION TWO

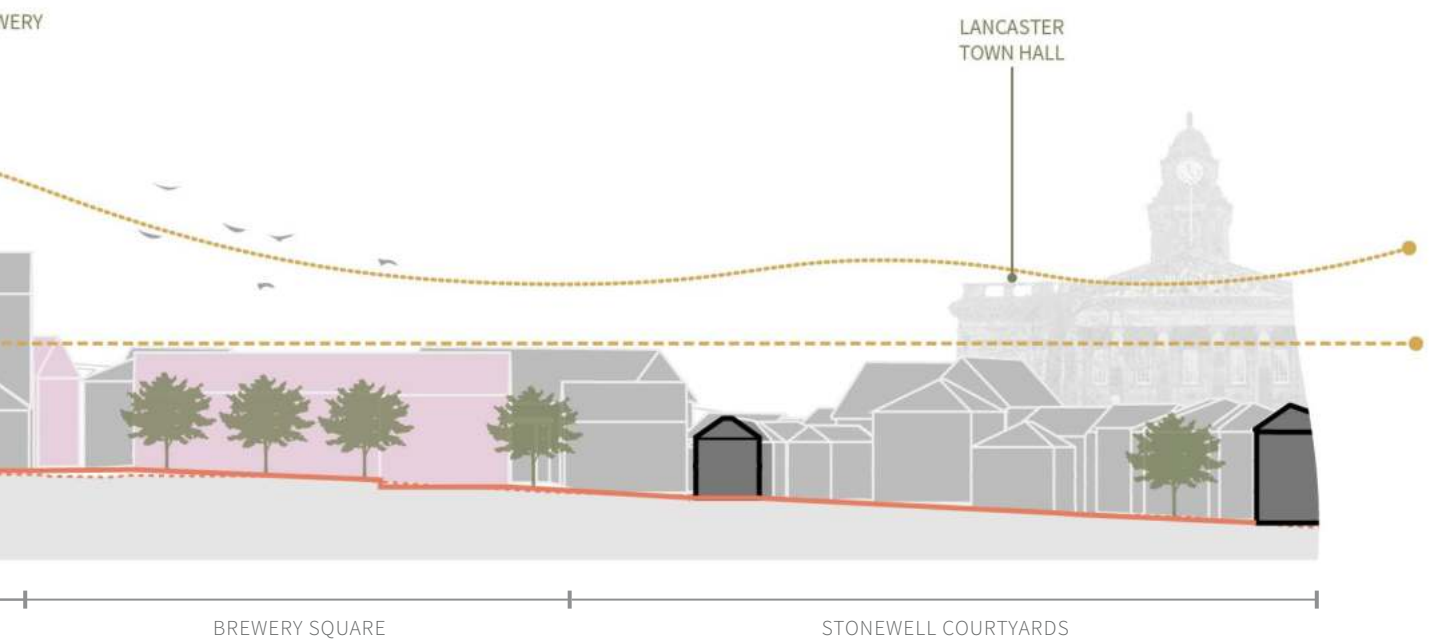
Section two runs through the middle of the site, showing the Stonewell Courtyards, Brewery Square, the Ropewalks and the interface with the canal. Once again the rise in the built form can clearly be seen, from the cluster of 2-3 storey buildings around Stonewell to the 3-6 storey mill buildings at Moor Lane. The Brewery building can be seen at the heart of the site, rising above the 3 storey datum line. The 3 storey buildings adjacent to the canal demonstrate how the panoramic views across the city would be maintained. The taller 4 storey buildings within the Moor Lane South area of the site can also be seen in the background, with the 6 storey Mill Hall remaining the tallest.



### SECTION TWO



LOCATION PLAN



BREWERY SQUARE

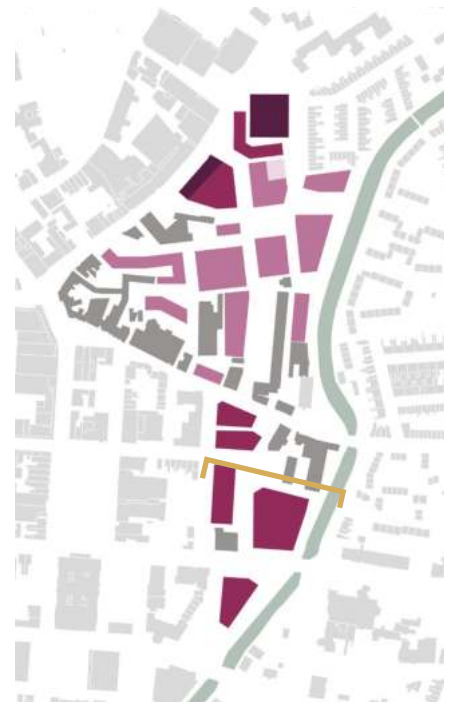
STONEWELL COURTYARDS

NOTE: SECTIONAL ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY

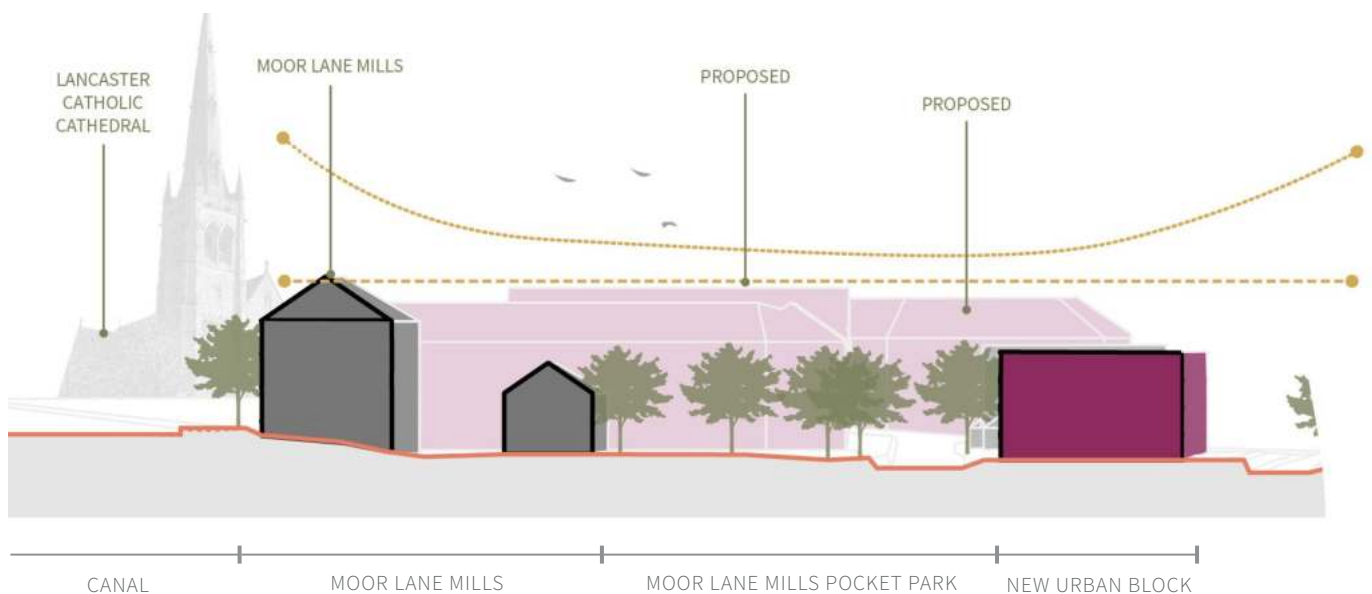
# SCALE AND MASSING

## SECTION THREE

Section 3 shows the southern end of the site, cutting through the existing Moor Lane Mill buildings, the potential Moor Lane Mills Pocket Park and the potential new development blocks. The datum level is set by the existing Moor Lane Mill buildings with a maximum height parameter of 4 storeys. To the very south of the site, proposals must be mindful of the adjacent residential properties.



LOCATION PLAN



## SECTION THREE

NOTE: SECTIONAL ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY



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**THE  
FRAMEWORK PLAN 4**



# THE FRAMEWORK PLAN

## THE FRAMEWORK PLAN

This framework plan sets out the overarching spatial objectives which any development coming forward within the Canal Quarter should contribute to.

The framework plan is designed to pinpoint and fix structural elements of the plan which are fundamental to its success. Within the parameters of the framework, several scenarios are still expected to be explored and brought forward.

Canal Quarter will take several years to be realised, during which the economic, political, social and environmental context many change. It is vital that the framework is robust enough to withstand and respond to change. This is achieved through a combination of 'fixed' and 'flexible' elements.

### Access and Movement

The plan sets out the main vehicle, cycle and pedestrian movement patterns and access points which ensure that people will be able to move through the quarter, whilst ensuring that the site is fully integrated into the wider city. Establishing a connection back to the canal and to the city centre is essential to this framework.

### Heritage, Character and Views

The Stonewell Nose, courtyards, existing street patterns, views and existing buildings all contribute to the area's inherent sense of place. Without these characteristics it would be like anywhere else. As already set out in chapter 6 there is further work to exactly define what is retained and what remains, but the *fix* being that these elements are fundamental to the future success of the Canal Quarter.

### Public Open Space

Delivering a variety of public open space types across the quarter is one of the overarching aspirations. The exact quantity, shape and size is to be defined in more detail as projects come forward. However the framework clearly defines a strategy around distribution and character type which must be adhered to.

### New Development




















Crucially the framework identifies new development plots. These plots are defined and influenced by street patterns, existing buildings, potential land uses and location within the site area. Their exact position is still subject to further testing and detail beyond this SRF/SPD, however the general arrangement is fixed, as are the considerations regarding scale and massing.

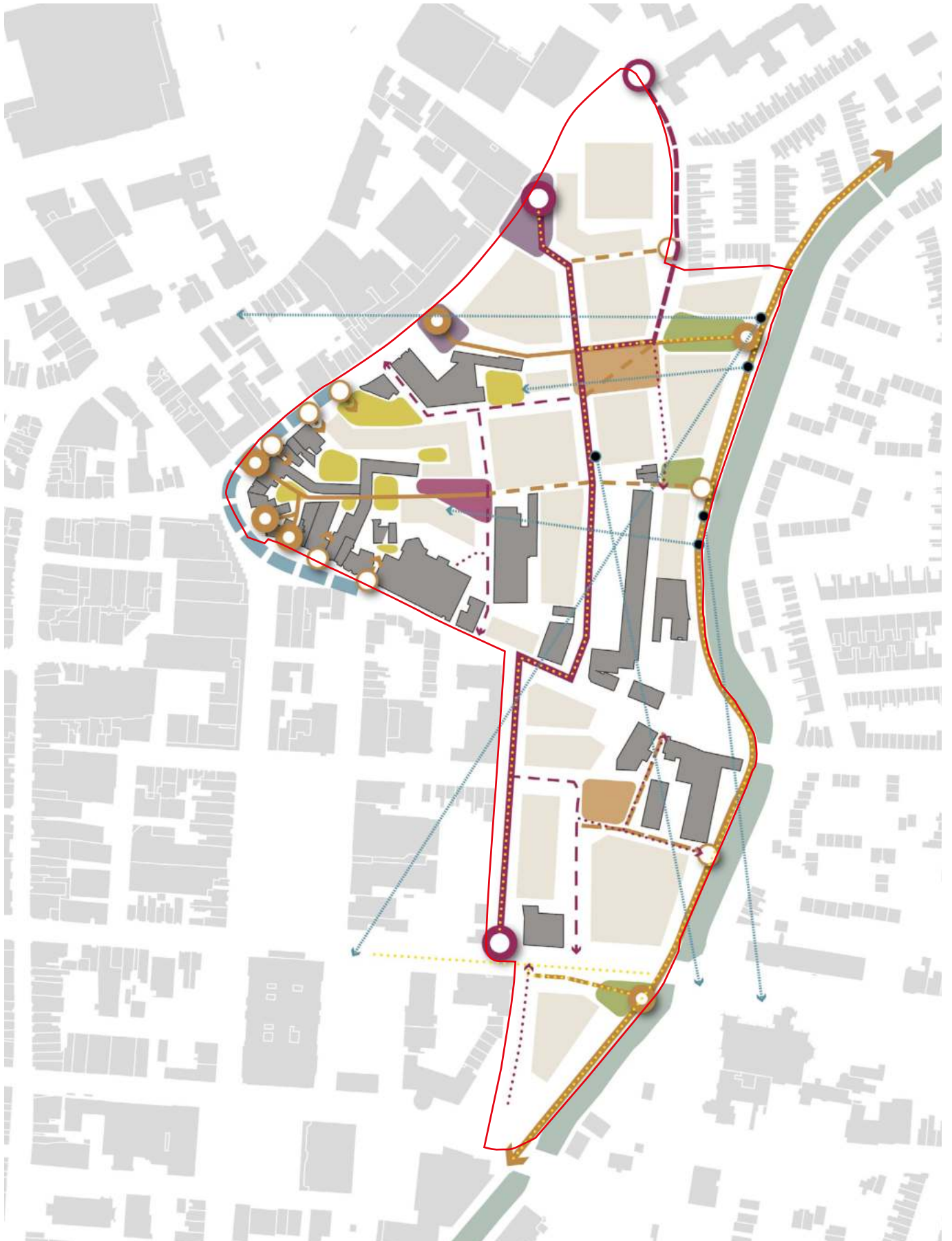
The framework provides the starting point from which to begin to assemble and enable projects to come forward.

### High Quality Design

High quality design is a term often referred to, but difficult to define. In the context of the Canal Quarter and this SRF, high quality will be measured by any developments ability to meet the objectives, tests, principles and aspirations clearly set out within this document.

#### KEY

-  Primary vehicular movement
-  Primary vehicular access
-  Secondary vehicular movement
-  Secondary vehicular access
-  Tertiary vehicular movement
-  Primary pedestrian movement
-  Primary pedestrian access
-  Secondary pedestrian movement
-  Secondary pedestrian access
-  Cycle movement
-  The Stonewell Nose structure to be retained
-  Stonewell Courtyards character and structure to be retained where achievable
-  Canal-Side Spaces
-  New Community Space
-  Brewery Square
-  Gateway Spaces
-  Existing key views
-  Existing Buildings Retained Within Site
-  New Development Plot







**CANAL QUARTER  
- KEY PLACES 5**



## CANAL QUARTER - KEY PLACES

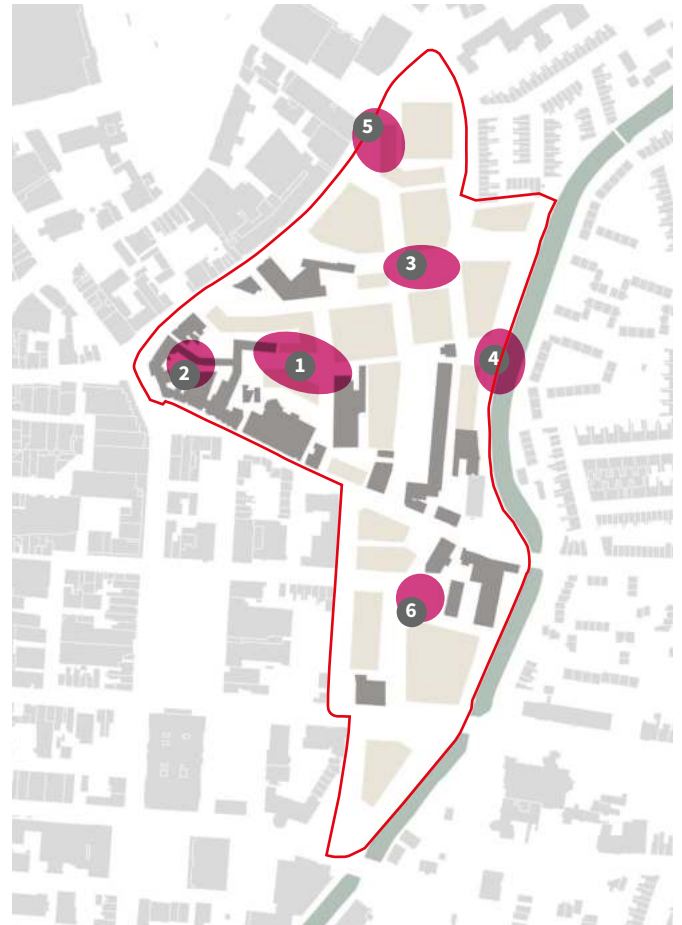
### APPLYING THE PRINCIPLES

The illustrative proposals on the upcoming pages demonstrate how the principles of the spatial framework could manifest themselves within specific areas of the site. Six key places have been selected to best represent the diversity and variation in character across the Canal Quarter. These include; the Brewery Square, the Stonewell Courtyards, the Community Square, the canal, the Northern Gateway and the Moor Lane Mills Pocket Park.

The coloured dots below are used on the following pages to highlight where particular principles relate to the different strategies presented in chapter 3.

### STRATEGIES

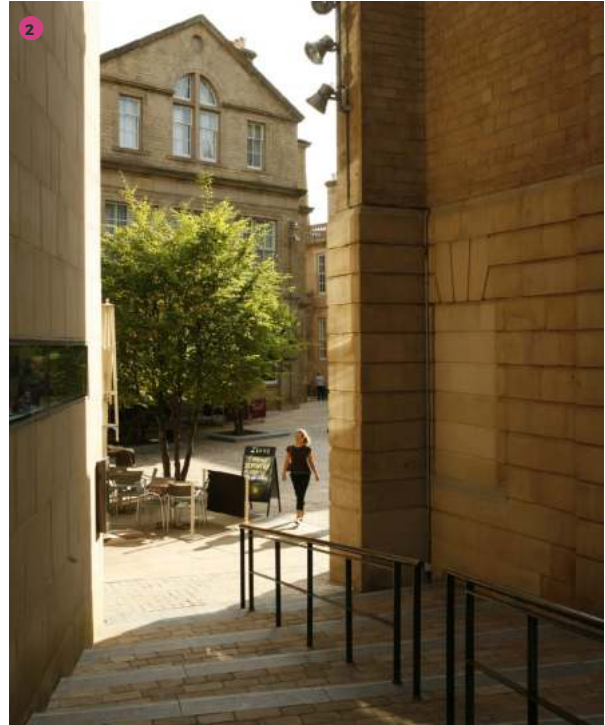
- Sustainability
- Land Use
- Connectivity and Movement
- Public Open Space
- Embracing Heritage
- Scale and Massing



- 1 Brewery Square
- 2 Stonewell Courtyard
- 3 Community Square
- 4 Canal
- 5 Northern Gateway
- 6 Moor Lane Mills Pocket Park



BREWERY SQUARE



STONEWELL COURTYARD



COMMUNITY SQUARE



CANAL



NORTHERN GATEWAY

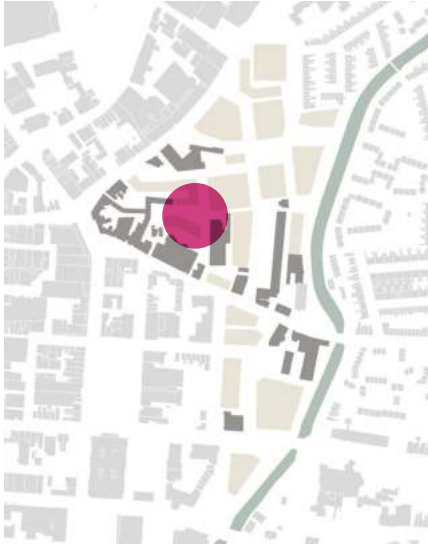


MOOR LANE MILLS POCKET PARK

- 1 Goose Green, Altrincham
- 2 Leopold Square, Manchester
- 3 Lewis Cubitt Square, London
- 4 Auteuil Race Course Park, Paris
- 5 Poynton, Cheshire
- 6 Brunswick Street, Manchester



## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### BREWERY SQUARE

Brewery Square has the potential to be an exciting new public space for the city of Lancaster. Set against the backdrop of the former brewery building, the square celebrates the history of the site and reinforces the importance of this significant heritage asset. Life and activity pours out from the surrounding buildings, both new and old. The square is programmed into the city's wider arts and culture calendar of events, providing a new destination within the heart of the Canal Quarter, for both existing Lancastrians and tourists alike.

### PRINCIPLES AT PLAY

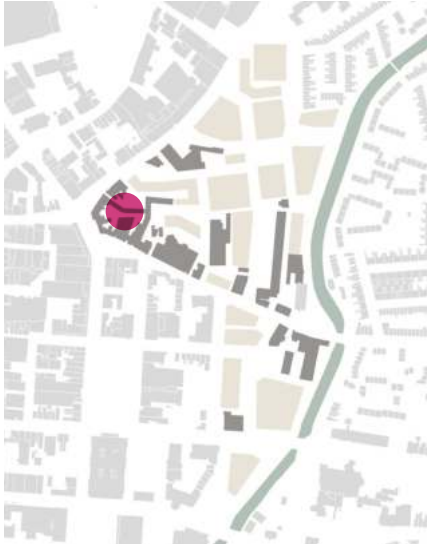
- Reuse of existing heritage buildings.
- Provision of public open space animated by a mix of surrounding uses, creating activity throughout the day and into the evening.
- Facilitation of extension of arts and cultural uses into the public realm.
- Retention of distinctive street pattern.
- Improving wayfinding through retention of landmark buildings and artistic interventions.
- Integration of green infrastructure through vertical greening, green roofs and street trees, referencing existing Piranesian landscape quality and improving biodiversity.
- Improving walkability and connectivity through the creation of interesting, human-scale streets and spaces which invite people to move through and encourage dwell-time.
- Proposed buildings in keeping with height of existing buildings; the former Brewery remains the tallest building within the Canal Quarter.







## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### STONEWELL COURTYARD

As the most historic part of the site, this place holds the key to the successful redevelopment of the entire Canal Quarter.

There is the potential to deliver a series of courtyard spaces within the Stonewell area of the Canal Quarter. A series of small intimate spaces to explore and discover. These courtyards create several gateways into the wider site, forming a link back to the city centre. Life and activity spill out from the surrounding buildings, to create unique and vibrant places.

The character created by the old buildings, stone walls, level changes and greenery is important to preserve and enhance. Through sensitive interventions, the courtyards will become a much loved and visited area of Lancaster.

### PRINCIPLES AT PLAY

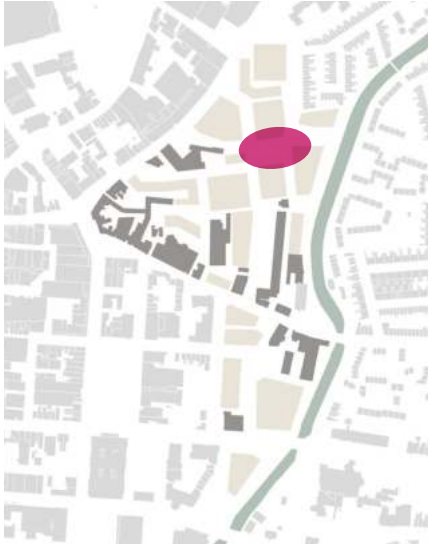
- ● ● ● Reuse of existing heritage buildings.
- ● ● ● Provision of public open space animated by a mix of retail, restaurants and cafés, creating activity throughout the day and into the evening.
- ● Retention of distinctive courtyard form.
- ● Improve connectivity with the city centre, and provide a gateway into the Canal Quarter.
- ● ● Integration of green infrastructure through vertical greening, green roofs and street trees, referencing existing Piranesian landscape quality and improving biodiversity.
- ● Propose buildings in keeping with height of existing buildings; and explore sensitive infill development opportunities which retain and enhance the place's unique character.







## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### COMMUNITY SQUARE

As the heart of the Canal Quarter, this public square lies at the junction between key north-south and east-west routes, and at the junction between new and existing communities. A place for all, young and old, locals or visitors, it's a place which will become embedded within the everyday life of the Canal Quarter.

A new square, surrounded by a diverse mix of uses; residential, commercial, education and local retail. A place to pass through or to stop and spend some time in.

### PRINCIPLES AT PLAY

- Provision of new buildings arranged to create a new public space animated by a mix of land uses
- Play a role in improving north-south and east-west connectivity through the Canal Quarter. A key space on route, between city centre and the canal.
- A balanced space which carefully manages vehicle, cycle and pedestrian movement.
- A square which offers places to spill out, sit and rest and play, meet the neighbours and watch the world go by.
- Integration of green infrastructure through sustainable urban drainage, planting, green roofs and street trees, referencing existing Piranesian landscape quality and improving biodiversity.

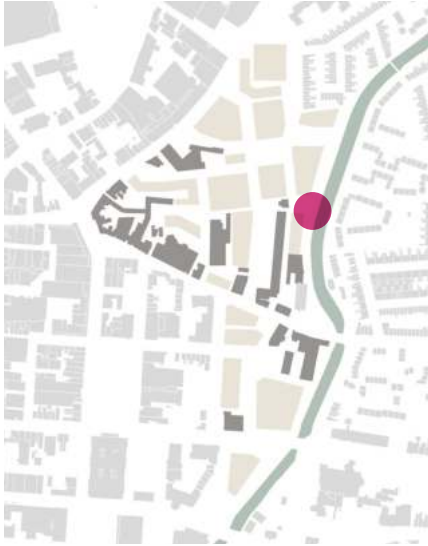








## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### THE CANAL

The canal is one of the city's greatest heritage assets and has the potential to become a thriving green corridor for both residents and tourists alike. Providing recreational opportunities and improved connectivity into the site, the canal becomes an integral part of the city. The lush green character is retained, with framed views towards key landmark buildings and over the rooftops of the city. Interaction with the water is encouraged, with boats and water-based activities bringing life and vibrancy to the area.

### PRINCIPLES AT PLAY

- 

Protect and enhance the physical and structural integrity of Lancaster Canal and seek opportunities to enhance as a biodiverse leisure and sustainable commuter corridor (on both foot and bike).
- 

Enhance physical and mental health and wellbeing of community by encouraging active lifestyles.
- 

Improve connectivity between Canal Quarter and canal - provide new access to canal footpath to ensure greater synergy between site and canal as a resource and key heritage asset.
- 

Retention of existing lush green character of the canal.
- 

Explore remedial works to canal footpath to allow boat berths/moorings and further opportunities for leisure and recreational transportation.
- 

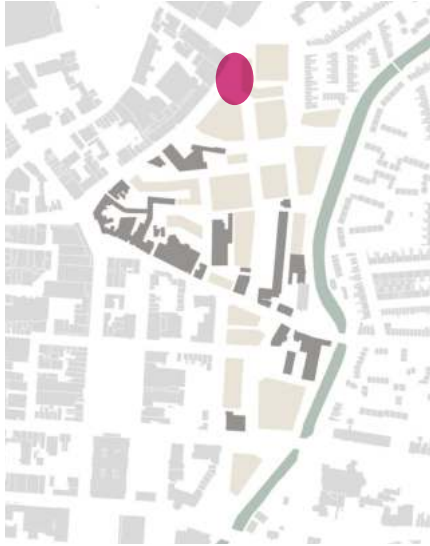
Respond to topography in a sensitive and creative manner - exploit level changes as a place-making feature.
- 

Protect and enhance views towards landmark buildings and the panorama over the city.





## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### THE NORTHERN GATEWAY

The Northern Gateway marks the arrival point into the site at the intersection of Phoenix Street and St Leonard's Gate. As an important node, the space is designed to clearly announce arrival into the Canal Quarter, providing a legible urban environment which is easy to navigate. New buildings are organised to define the arrival point, with active edges to animate the space. The kink in the primary street creates a sense of intrigue, enticing people through into the heart of the site whilst views toward the Cathedral firmly embed the Canal Quarter within its context.

### PRINCIPLES AT PLAY

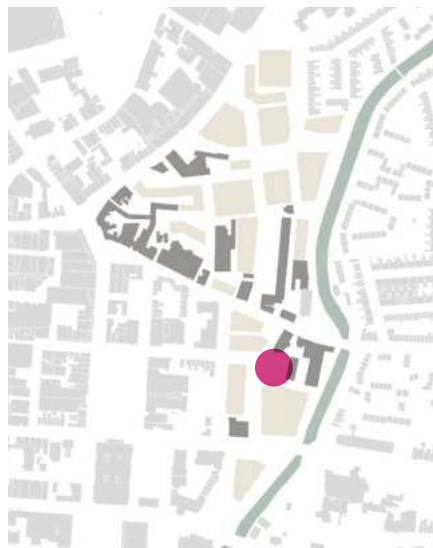
- ● ● Support and encourage active and sustainable modes of travel through the provision of well-designed streets and cycle parking.
- ● Integrate cycle routes in accordance with the Lancaster Cycling and Walking Planning Advisory Note, June 2019
- ● Create a legible pattern of movement for different modes of transport and improve wayfinding through the careful placement and organisation of buildings and spaces.
- ● Integrate street trees to improve biodiversity and air quality.
- ● Create animated, safe and overlooked spaces.
- ● Protect and enhance views to key landmark and heritage buildings.
- ● Proposed buildings in keeping with height of surrounding buildings; maintaining the human scale of the area, retaining the distinctive panorama from the canal and the layered roofscape of the city.







## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### MOOR LANE MILLS POCKET PARK

Nestled amongst the existing trees and stone walls, and set against the backdrop of the existing Moor Lane Mill buildings, this pocket park has the potential to be a valuable resource for the surrounding community. With lots of greenery and integrated play, the park provides a place for people to reconnect with nature, meet and mingle with the neighbours or pause for a moment's respite. A place to discover on route to the canal, the pocket park plays a vital role in making the neighbourhood a more desirable place to live, work and play.

### PRINCIPLES AT PLAY

-  Encourage social interaction between all members of the community.
-  Retention of existing grain of the site.
-  Work with and enhance existing elements of the site including stone walls and existing trees.
-  Encourage healthy lifestyles and interaction with nature through the provision of green open spaces
-  Retention of historic buildings
-  Improve biodiversity through retention of existing trees and integration of new green spaces.
-  Meet the needs of children and young people through the provision of integrated play and safe spaces to hang out.
-  Improving walkability and connectivity through the creation of interesting, human-scale streets and spaces which invite people to move through and encourage dwell-time.

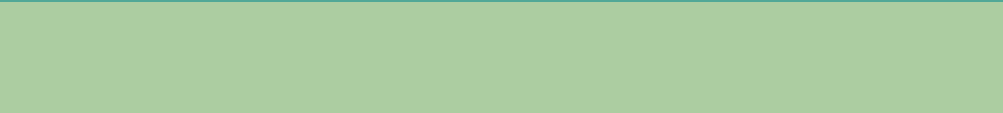








**DELIVERY AND PHASING 6**



## DELIVERY AND PHASING

The SRF seeks to deliver investment and change across the Canal Quarter which fully captures the identified potential for the area as a critical piece of the City Centre – underpinned by a comprehensive and strategic approach to key infrastructure including movement, car parking, public realm and open space.

This is a long term strategy; the SRF seeks to enable a phased approach to delivery and investment. Short term ‘easy wins’ will be harnessed and designed to contribute to the vision for the area, enabling incremental change and improvement whilst longer term more challenging phases are progressed.

It is important that the SRF is monitored over time and where appropriate updated to reflect changing market and economic conditions to ensure a fit for purpose and robust framework for investment and change is in place.



## ESTABLISHING A PLANNING FRAMEWORK

Lancaster City Council is in the process of preparing an updated local plan which will shape the future of the Lancaster District for the next 15 years. At the time of writing this SRF report the Main Modifications to the Local Plan are out to consultation.

The emerging Local Plan for Lancaster requires development in the Canal Quarter to be brought forward in the context of a Development Framework (this SRF) which will be prepared in the form of a Supplementary Planning Document (SPD). This SPD is in accordance with Local Plan Policy T3. The Local Plan further states that the framework will support the phased regeneration of the Canal Quarter area and provide a document which can be applied in a flexible and adaptable manner.

The SRF will be endorsed by the Council for statutory consultation including public engagement, including supporting documents where appropriate. Following statutory consultation, during which formal feedback will be sought from the local community, major landowners and stakeholders, required revisions will be made to the SRF.

The revised SRF will put before the Council's Cabinet for final approval and adoption. Once adopted, the SRF will become an adopted SPD. The SPD will form part of the Development Plan for Lancaster and will be a material consideration for future planning decisions, and will form part of a wider framework to enable delivery across the area including future funding applications.

# DELIVERY AND PHASING

## INTENDED OUTCOMES

In line with the 9 principles established by the City Council for the Canal Quarter the following intended outcomes of the SRF are identified:

- 1 Provide significant and wide-ranging economic benefits without exposing the city council to unacceptable levels of risk**

The SRF has been developed to enable phased delivery recognising the multiple ownerships across the area, and the need to be flexible and responsive to market factors. It is not predicated on any single delivery strategy. Any future decision making taken by the Council and other landowners in relation to partnership delivery will be progressed on its merits, rather than being driven by the place-strategy captured within the SRF.

- 2 Have less reliance on additional retail floor space, thereby instilling confidence in the future of the existing city centre shopping area**

The SRF envisages circa 5,500sqm of retail floorspace across the Canal Quarter area (including potential re-use of existing structures proposed to be retained); intended to be delivered as ground floor uses in wider mixed-use developments, and to accommodate retail uses across A1, A3 and A4 uses. It is the intention of the SRF that the definition of retail across the Canal Quarter include food and drink uses, and leisure activities to support the wider mix and ensure a sustainable culture and visitor offer across the area.

- 3 Find new uses for historic buildings and capitalise on the site's proximity to the Lancaster Canal**

The SRF is not explicit in buildings that it believes must be retained across the area, rather it outlines a principle and approach that should be taken when considering the future of existing buildings across the Canal Quarter. The SRF is explicit in recognising that no one historic building or space within the Canal Quarter defines the heritage appeal and character of the area. Rather it is the multifaceted layering of multiple assets (buildings and spaces) that give the Canal Quarter its identity. It is the position of the SRF that all buildings should be retained unless it is proven that removal is not detrimental in this context and in line with the approach outlined herein. The outcome of development should be to better integrate the canal with the Canal Quarter and the city.

- 4 Include more residential accommodation and cater for a variety of different occupiers**

The SRF includes for residential development across a number of plots, including buildings that could accommodate residential, hotel or office development depending on market opportunity on a phase by phase basis. It is anticipated that circa 500 residential units could be delivered across the SRF.

The strategy requires the delivery of a sustainable housing market across the area. This includes the potential to accommodate key worker and retirement housing (market and specialist), and a need to sensitively consider type and tenure mix across individual phases and across the area as a whole. Proposals for student accommodation will need to be considered in light of the above and evidenced need and pipeline supply in the city centre.

### 5 Facilitate an increase in Lancaster University's presence in the city centre

Lancaster University is a key stakeholder to the Canal Quarter and the prosperity and growth of the city more widely. Supporting the vibrancy and sustainability of the city centre is a key priority for the University; a successful city centre will support students studying at the University and is known to be a key consideration in decision making across that cohort. The SRF supports the potential to bring enhanced university presence into the City Centre, including both Lancaster and Cumbria, with a specific emphasis on teaching and research where possible.

### 6 Provide more business space especially for Lancaster's thriving digital sector

The Canal Quarter includes opportunity for a range of business floorspace that can and should be accommodated in both new build floorspace and existing buildings across the area. It is a key aspiration of the City Council to support business growth and enterprise within the Canal Quarter. The SRF includes for circa 17,500sqm of B1a office floorspace across the area.

### 7 Deliver a significant enhancement in arts-related development, that achieves the goal of making Lancaster the North West's primary cultural centre outside of the main conurbations

The Canal Quarter already has a unique concentration of cultural and artistic land uses. The SRF seeks to support the sustainability of these existing assets and create additional opportunities for clustering of arts, culture and leisure uses including both formal and informal spaces to contribute to the identity and vibrancy of the place. The success of the SRF will be measured against the long term retention and sustainability of the existing assets as well as additional arts-related investment and development that is attracted to the area.

### 8 Take advantage of the latest in green technology to make the site as self-sustainable as possible

The SRF requires a built-environment response to the climate emergency declared in January 2019. This will include infrastructure including car and bus charging points, a drive to increase low or zero carbon on-site energy generation through solar panels and other technologies possible, smart technologies within the buildings, green roofs and walls were possible to support biodiversity, and exceeding associated Building Regulation requirements where possible.

The SRF advocates the delivery of a flagship retrofit project within the Canal Quarter in an early delivery phase to set a precedent for future development.

### 9 Rationalise car parking and encourage sustainable travel to and through the area especially to the existing city centre

The delivery of the SRF will include the rationalisation of existing surface level car parking across much of the Canal Quarter area, and delivery of at least one multi-storey car parking in strategic locations by the City Council as part of a wider city centre movement strategy. This will include continued investment in sustainable infrastructure including park and ride and enhancement of the cycle and pedestrian environment (including along the canal). This is intended to reduce car journeys to the centre, to control car journeys through the centre, and seeks to change behaviours of city centre users as a result.

## DELIVERY AND PHASING

### APPROACH TO PHASING

As required by the emerging Local Plan, and in recognition of the scale and nature of the Canal Quarter, including different character areas identified, the SRF advocates a phased approach to delivery across the area.

The SRF has identified development potential which is flexible to meet market requirements. The SRF identifies some specific phasing considerations to be reflected in the future implementation of aspirations for the Canal Quarter, namely the need to establish the following as agreed and area-wide strategies and implementation plans which cut across land ownerships and phases of development:

- A meanwhile strategy for the Canal Quarter; and
- An infrastructure implementation plan.

## MEANWHILE STRATEGY

It is acknowledged that as a part of the statutory consultation period there is an opportunity to kick start a meanwhile strategy. This would aim to create and engender people's direct relationship with the Canal Quarter through a series of interventions and events. To create memories, moments and paths through the site. It would also help to engage with as many people and different groups of people through the Statutory Consultation Period as possible.

This strategy should focus on the themes which were identified as a part of the stakeholder engagement. They include; Access and Safety, Wayfinding and 'rediscovering' the canal, and a new Brewery Square.

The series of events should in the first instance focus around Brewery Lane, the back of Dukes, Lodge Street and Lodge Street Car Park. The city council should explore ways to support a variety of interventions and events. These enabling works might include closing Brewery Lane to traffic to create a safe pedestrian environment.

Events could include:

- A Spring Festival.
- Engagement with arts partners to establish longer term ambitions for outdoor cinema and music activities across the site.
- Bringing the canal to life – dredging and potential for interim activity along the canal – events on the water?
- Interactive walking tours across the site – wayfinding and QR code tours across the area linked to historic artefacts and local history archives (photographs, stories etc).
- Initiative with local schools to bury a time capsule in the area.
- Activities in partnership with local youth organisations.
- The establishment of a cycle hub and repair shop in partnership with local agencies to promote sustainable modes of transport and up skill local people.

Some of these events may start in conjunction with the statutory consultation period, but in partnership with local stakeholders the council should seek to establish a programme of events which underpin and complement the redevelopment of the Canal Quarter over the life time of the realisation of the framework.



## DELIVERY AND PHASING

### DELIVERY MECHANISMS AND INFRASTRUCTURE IMPLEMENTATION PLAN

There are critical infrastructure requirements across the Canal Quarter and linked to wider strategic aspirations for the City Centre that need to be understood and agreed in a comprehensive strategy to underpin delivery of development and enable planning applications to be determined.

This relates to the need to understand the strategic delivery of infrastructure including (but not limited to):

- A bus rapid transit system linking park and ride facilities to the city centre with implications for the road network including St Leonards Gate, Moor Lane and Great John Street.
- Cycle network ambitions across the site including along the canal and through the future developed area connecting the Canal Quarter to the wider city centre, residential areas and White Lund business area.
- The strategic provision of open space and landscaping across the Canal Quarter – with aspirations to create strategic provision of open space likely to require contributions from other development propositions within the area.
- The delivery of multi-storey car parking within the Canal Quarter to enable the release of land for development, to be located in the preferred location(s) to influence strategic movement across the city centre and critically reduce car trips through the congested heart of the city centre.
- Consideration of public realm enhancements on the periphery of the Canal Quarter boundary to enable improved connectivity into the wider city centre including at the Moor Lane / St Leonards Gate / Great John Street / Church Street intersection and connecting through St Nicholas Arcade to Cheapside and Penny Street, linked to the wider aspirations for reduced vehicular dominance on these roads in the future.

An infrastructure implementation plan must be in place before development propositions are progressed and can be determined by the Local Planning Authority given the influence they will have on the built form and development response.

The infrastructure implementation plan will form a key resource for the Council and developers to understand likely contributions required through Section 106 negotiations on planning applications in the future across the Canal Quarter, including recognition of where individual phases of development are required to deliver strategic infrastructure and any need or potential for equalisation to enable the comprehensive delivery of infrastructure.

There are some developments across the Canal Quarter that are critical to wider development sequencing. In particular the delivery of strategic car parking must precede or be within the first phase of development associated with the wider existing surface level car parking unless demonstrated to be part of a wider strategy around car parking which enables the release of existing car parking land.

The SRF requires that a patient approach be taken to the heritage assets across the Canal Quarter. These assets are considered to be integral to the character of the area, and their potential use should not be defined by a short-term view on market potential. Landowners must consider how the incremental regeneration of the area could and should result in market uplift and alternative use potential when considering the viability of these assets.

## APPROACH TO COUNCIL ASSETS

Lancaster City Council has strategic assets across the Canal Quarter area. As landowner the Council are committed to the utilisation of these assets to contribute to the regeneration of the City Centre. This will include the release of land from its surface level car parking use for alternative forms of development, in accordance with this SRF.

In considering the future development potential on land and property that it owns the Council will have regard to the need to ensure that any decisions do not result in a worsened financial position for the authority. Specifically the Council will ensure that decisions will have at least a net zero impact and ideally a net gain impact on their revenue budget, unless exceptional circumstances are demonstrated and/or where social, environmental or economic gains and value capture outweigh this revenue consideration for the authority.

## THIRD PARTY LANDOWNER CONSIDERATIONS

The SRF recognises that there are multiple-land ownerships across the Canal Quarter. The preparation of the Infrastructure Implementation Plan is identified to be a critical stage in the process of delivery to bring these landowners together to ensure a joined-up approach to delivery is established, in particular where it relates to infrastructure that will enable development, drive value and create a coherent and high quality place.

The Council will consider the acquisitions of third party assets where opportunities arise that will increase the value of Council owned assets through marriage value or where assembly is required to facilitate regeneration of the area.

The Council will use its statutory powers including Compulsory Purchase if required and where demonstrated to be necessary, subject to the associated legal considerations which precede any such decision being satisfied.

## SECURING PUBLIC FUNDING

Key sources of funding that could and should be considered in the future to deliver aspirations for the Canal Quarter include (but are not limited to) the Local Enterprise Partnership, Arts Council England, Heritage National Lottery, Homes England, Canal and Rivers Trust and Lancashire County Council.

The SRF requires landowners to work in partnership to target and secure public sector funding to support the regeneration of the area. It is critical that landowners work in partnership particularly where it relates to the delivery of infrastructure to support each other in securing funding, and ensure that competition does not arise with these critical wider stakeholders.

## HARNESSING STAKEHOLDER ENERGY

The stakeholder engagement undertaken as part of the preparation of the SRF has been profoundly positive. It is the intention of the Council to continue to work with this established group to continue to inform proposals for the area, including wider engagement with landowners relating to development propositions as they emerge.

It is considered critical that the stakeholder group, including the local community, are engaged in the development of the meanwhile exercises, and take ownership of implementation where appropriate.

There are no current proposals to formalise the stakeholder group or establish any fixed governance structure, but the Council have not precluded this occurring in the future should the appetite be in place.

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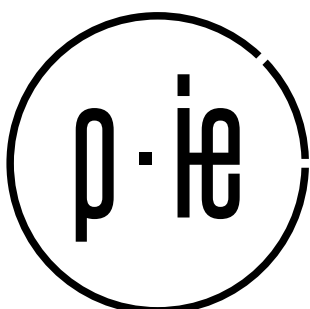
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Canal Quarter Strategic  
Regeneration Framework

**(Supplementary Planning Document)**

**Consultation Statement**

May 2020

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## 1. Introduction

This Consultation Statement has been prepared in accordance with Regulation 12 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2012. The Statement sets out how the council considers it has fulfilled its statutory duty to consult and engage with the public on the preparation of the new Canal Quarter Strategic Regeneration Framework (Supplementary Planning Document) (SPD).

SPDs relate to specific sites or specific planning issues. Unlike Development Plan Documents, they are not subject to Independent Examination and do not have Development Plan status. However, SPDs are given due consideration within the decision-making process and must relate to a specific Development Plan policy contained within a DPD. The council will seek to prepare SPDs where it considers it to be necessary and appropriate and where it complements the overall Development Plan process.

The draft SPD for the Canal Quarter presents a vision and development strategies, supported by a set of design principles, to guide the future development of the area over the next 15 -20 years including for acceptable uses of land and buildings and essential ingredients such as sustainability and incorporation of green space.

## 2. Purpose of this document

This Consultation Statement provides a summary of the stages of engagement and consultation which the council has undertaken in order to inform the preparation of the Canal Quarter SPD In order to address the requirements of national planning legislation. For each stage of consultation, the Consultation Statement outlines:

- Section 3: Who we consulted
- Section 4: What we consulted on
- Section 5: How we have engaged
- Section 6: What issues were raised at Regulation 18 Stage and
- Section 7: How the issues were addressed

## 3. Who we consulted

Through the plan-making process, the council have sought to engage with the widest range of individuals, communities, organisations and stakeholders who may hold an interest in, or may be affected by, the content of the of the DPDs to make sure that those parts where clear that:

- The purpose of the SPD, the process of preparing it and how and when they may be affected;
- How and when they can comment on and get involved in preparing the SPD and what can and cannot be influenced;
- How and when their comments will be taken into account and when they can expect feedback; and
- The remaining stages in preparing the SPD and further opportunities to comment.

The Statement of Community Involvement (SCI) identifies who we engage with and was reviewed and adopted in January 2019 in line with the 2012 Regulations. It sets out the council's approach to engaging in preparing an SPD and in considering planning applications. The table below is not exhaustive and is amended or added to as required. In addition to the organisations set out in the table below, the council also consult with the general public, all council Members, agents, developers, education establishments, 3<sup>rd</sup> sector and local businesses who sign up to the council's Planning Consultation list.

Some specific examples for this project include The Arts Council England and locally Lancaster University, Dukes Theatre, Grand Theatre, Musicians Co-op and Lancaster Residents Association.

Extensive engagement also took place with Winchester City Council to help to inform the council's engagement approach, including lessons learnt (July 2019 report) and a conference call with the Canal Quarter Cabinet Liaison Group (December 2018).

Who we consulted	
Specific Bodies	
The Coal Authority	
The Environment Agency	
Historic England (Historic Buildings and Monuments Commission for England)	
Marine Management Organisation	
Natural England	
Office of Rail and Road (now called Office of Rail Regulation)	
Highways England	
Homes England	
Adjoining Local Planning Authorities	Barrow Council Craven District Council Lake District National Park Authority Ribble Valley Borough Council South Lakeland District Council Wyre Borough Council Yorkshire Dales National Park Authority
Area of Outstanding Beauty	Arnside and Silverdale AONB Forest of Bowland AONB
County Council	Cumbria County Council (+ libraries in the Lancaster district) Lancashire County Council
Parish Councils	
Lancaster City Councillors	
Local policing body	Lancashire Police and Crime Commissioner Lancashire Constabulary
Relevant telecommunications companies	PO Broadband, BT Openreach, Vodaphone, O2, EE
Primary Care Trust or successor body	Clinical Commissioning Group
Relevant electricity and gas companies	National Grid (Electricity) National Grid (Gas) Electricity North West E.on British Gas
Relevant water and sewerage companies	United Utilities
Others	Members of public Developer / Agents Landowners Businesses 3 <sup>rd</sup> Sector Advocate groups Educational establishments Government organisations (NHS)

## 4. What have we consulted on?

### 1<sup>st</sup> Stage: Initial Consultation/Engagement: (May/June 2018)

The council carried out an online survey from the 23 May to 13 June. The aim of this was to gain initial feedback on a set of nine proposed principles for a draft Canal Quarter SPD prior to next steps being considered by council in July 2018. The survey was publicised and distributed via social media.

Overall, most respondents agreed with the proposed principles. However, nearly half of respondents disagreed with the principle to facilitate an increase in Lancaster University's presence in the city centre, specifically in terms of providing more student accommodation.

427 survey responses were received including 1,489 comments on the nine principles. 308 respondents provided their postcode, where possible (270 valid postcodes) this was mapped to show a wide spread of responses from across the district.

Much of the feedback reflected issues already identified by the principles: financial viability; the need to improve, complement and support the existing city centre, businesses and residents; protect and take advantage of historic buildings and the canal; provide a mix of uses and housing including green space; provide student facilities and office space; provide an arts hub and cultural Centre; and encourage sustainable design and transport, linked to the need for improved public transport and the retention of some car parking.

### 2<sup>nd</sup> Stage: Further Consultation/Engagement

#### Stakeholder Workshop (February 2019)

On 28th February 2019 the project team carried out an initial workshop with local stakeholders at Lancaster Town Hall. The aim of the workshop was to gain a greater understanding of the site and identify the key issues and opportunities facing the Canal Quarter. There was 100% representation from the stakeholders invited (proxy attendees sent in place where original invite could not attend), demonstrating the importance of the project to local people and just how engaged the people of Lancaster are.

The stakeholders were split into five different groups, each with a different theme. These included; Access, Movement and Parking; Public Open Space; Land Use; Arts and Culture; and Architecture, Heritage and Buildings. The workshop also involved a memory mapping exercise and a guided site walk.

There were several recurring themes throughout the workshop, revealing very clear messages about what the stakeholders perceive to be the greatest opportunities and challenges for the Canal Quarter.

- Arts and Culture is clearly seen as an integral component of the identity of the Canal Quarter, and indeed of the city. References to arts/ culture and creativity were repeatedly mentioned in relation to the site's existing assets and future development. Enhancing the arts and cultural offer of the site is clearly seen as being fundamental to the future success of the Canal Quarter.
- Collaboration was one of the top three opportunities to grasp, demonstrating that the stakeholders recognise the importance of working in partnership to achieve the best outcomes for the site.

- Green space is also important to the stakeholders, with recurrent references to incorporating green elements into the site and linking these to the canal.
- The need for a mixed-use development is also seen as a key driver for a successful Canal Quarter. Additional emphasis may have been placed on this because of the previous retail-led proposals for the site. Many of the stakeholders were relieved that these proposals never made it to fruition.
- Car parking and traffic were mentioned time and time again as the biggest issues facing the Canal Quarter. Resolving these issues, particularly around the Stonewell nose, will be key to integrating the site with the city centre. Linked to this is the need to resolve pedestrian connectivity and permeability issues into and within the site, including better integration of the canal. Stakeholders recognised the importance of creating a pedestrian-friendly, safe and attractive walking and cycling environment in order to successfully integrate the Canal Quarter with its context and encourage sustainable modes of travel.
- The stakeholders were concerned about the fragmented land ownership of the site and the need for a coherent and holistic approach to the site in its entirety. Managing the expectations of the different landowners was potentially one of the biggest issues facing the site.

### Community Exhibition (March 2019)

A community exhibition was held in two locations on the 19th and 20th March.

This sought to share the initial site analysis and emerging vision with the local community in order to gain public feedback. As well as exhibition boards displaying the project team's initial findings and latest work, the exhibition also included a few interactive activities to make the event more engaging and to engage people's thoughts. Members of the public were asked to:

- Place stars on their favourite precedent imagery;
- Have a go at land-use planning using different coloured stickers;
- Write their own vision for the site; and
- Complete a questionnaire at the end of the exhibition (also provided online)

### Favourite precedent imagery

- The most popular image was the 'green courtyard' with the large tree at its centre.
- The second favourite was the image of the co-working space in the Baltic Triangle in Liverpool, representing the potential creative reuse of old industrial warehouse structures.
- This was closely followed by the image of the 'amphitheatre' showing terraced steps being used as seating, activating a canal side development in London.
- The image of Timekeeper's Square in Manchester was also popular, showing a modern residential development framing a view towards a historic building.

### Planning a mixed-use neighbourhood

- During the activity, some participants suggested an additional colour for green space should be included. Blue stickers were subsequently added.
- The overall distribution of stickers suggests that most people are in-agreement that the heart of the site should have a cultural focus, building upon the existing cultural institutions within this part of the site.
- There also seems to be a consensus that car parking should be kept to the northern and southern extremities of the site, with limited parking within the heart of the Canal Quarter.

- Retail seems to be predominantly focused around the 'nose' of the site, adjacent to the existing retail core. There is limited or no retail suggested within the northern and southern areas of the site.

The key issues raised included:

- Most of the wider community currently perceive the Canal Quarter to be a neglected area of the city and are excited by the prospect of its development. The community recognise the value in the site's location; its proximity to both the city centre and the canal present a unique opportunity to strengthen and build upon the existing identity of the area and the city.
- The arts and cultural offer are the main reason people currently visit the Canal Quarter and there is a consensus that this offer should be expanded and enhanced as an essential driver of the site's future transformation.
- The existing architecture and heritage of the site is also considered to be one of the defining characteristics of the Canal Quarter. There is a strong desire for this character to be retained, with many people commenting on the need for any new development to be sensitive to the existing fabric of the site and its context.
- Respondents would like to see a mixed-use development with an emphasis on independent businesses and retailers, rather than large chain stores. There is a perception of too much student accommodation within the city centre and people would like to see a broader mix of housing types that meet the needs of the diverse local community.
- Green space and eco-friendly design principles are very important to the people of Lancaster. Retaining the existing vegetation along the canal and introducing new green spaces into the site were essential ingredients of a successful development. Sustainable design principles and features such as SUDS, permeable paving and green energy were frequently mentioned, along with the importance of encouraging sustainable modes of travel.
- Traffic issues were highlighted as a major issue for the site, along with concerns around the future provision of car parking. There is a need to take a strategic approach to resolving these issues in order to ensure that they are properly addressed.

### Youth Workshop (July 2019)

The initial engagement work failed to capture the views of anyone under the age of 18. A specific youth workshop was therefore arranged to engage with some local young people.

The workshop was run in collaboration with Escape2Make (E2M), a local charitable organisation that aims to help 11-18 year olds in the Lancaster and Morecambe area to escape from boredom, social media, loneliness and pressure by providing workshops and short courses.

The workshop was ran in a similar way to the first stakeholder workshop including a guided site walk. A few other interactive activities were used from the wider community exhibition, these included sticking stars on their favourite imagery and writing their own vision for the site. Attendees were also asked to fill out a questionnaire.

In conclusion, the key issues raised include:

- Young people currently view the Canal Quarter as a run-down, derelict and unsafe area of the city. However, they can also see the potential of the site and are excited by the prospect of its development.



- The heritage of the site is very important to young people, who referenced this as the most distinctive feature of the Canal Quarter and one of the most important things for our work to capture.
- Arts and Culture is also very important to young people. Many of them had been to the theatres on the site and value the creative spirit that they bring to the area. This was identified as being the most important aspect for the development to capture.
- When asked what their favourite thing about Lancaster is, the most popular answer was the public parks and open spaces that the city offers. It is therefore not a surprise that young people also recognise and value the canal/greenery within the Canal Quarter.
- Young people were concerned that any new development should be accessible and inclusive to all. They were particularly concerned about safety and ensuring that the area is welcoming for young people. They were also worried about the homeless and the need to cater for them within the new development.
- The group had lots of ideas around events and interventions that they would like to see within the site. However, they also referenced the need for simple spaces within which they can hang out with friends, for free, and feel safe; a refuge to escape to.

### 2nd Stakeholder Workshop (July 2019)

On 3rd July 2019 the project team carried out a second workshop with stakeholders at Lancaster Town Hall. This focused on prioritisation and collectively defining a vision for the project. A 'Prioritisation Game' was used for this and concluded with pledges on what individuals/organisations would do to contribute to the positive development of Canal Quarter. Participants were also asked for their ideas for a Canal Quarter Summer Festival.

As a result, many of the key actions identified were linked to opportunities around arts and culture and public space/community space. These included:

- The potential to link into existing events was commonly suggested.
- Connectivity was also identified as a quick win, with suggested improvements to signage and wayfinding and the early implementation of a route connecting the site to the canal.
- The need to protect the heritage of the site was also highlighted as an important goal requiring early action. Investing in local business (both existing and new) was suggested as one of the first steps for the project. This was perceived as a real opportunity to bring life to the Canal Quarter, with an emphasis on innovative, creative industries and job creation.

Viability and sustainability were seen by all the groups as fundamental to the success of the Canal Quarter. There was a consensus that these should be top priorities for the project and should be embedded across all decisions that follow. There was a recognition that viability needs to be considered with the long-term aspirations of the project in mind, as early investments may be needed up-front in order to grow the value and achieve the longer-term objectives of the place.

It was suggested that the creation of a pilot project could help to set the direction of travel for the Canal Quarter and act as a precedent for future development. Whether it be the restoration of an historic building, or a new build with outstanding green credentials, the first project on site could play a key role in setting the tone for the rest of the development.

There was also a recognition among the stakeholders that, whilst car parking and traffic solutions are very important, they should not be something that drives the direction of the project.

A Canal Quarter Summer Festival was proposed with recognition that early activation or some uses could be made of the buildings/sites prior to main proposals and implementation which would take a number of years to realise. There were ideas around the types of event that could be included, with theatre/dance performances, music and food/drink events being the most popular.

Finally, stakeholders were asked if there was anything that they, or their organisation, could contribute to the project going forwards. There was a broad and enthusiastic response, highlighting how stakeholders wanted to remain engaged.

### 3rd Stakeholder Workshop (July 2019)

The third and final stakeholder workshop was held on 30<sup>th</sup> July and focussed on sharing the emerging framework proposals for feedback and gathering ideas for the Canal Quarter Festival. The emerging proposals were generally very well received. There were many positive comments, particularly in relation to:

- Provision of open space, the creation of community spaces and 'Brewery Square' emphasising the importance of the brewery building;
- The approach to the 'nose' of the site - the creation of courtyard spaces and a sensitive approach to access through this area, retaining the characterful ginnels and creating a 'sense of discovery';
- Improved connectivity through the site and to the canal;
- Locations for strategic parking - general agreement that the northern tip of the site is the best place for a strategic car park, with some provision towards the south.
- There were no negative comments per se, but the stakeholders raised a few concerns, predominantly regarding viability, maintenance, safety and car parking. These included:
- The viability of retaining and transforming some of the heritage buildings;
- Quantity of retail development and whether this will compete with existing (land-uses were not discussed as a part of the emerging proposals, but this comment is something that needs to be taken on-board);
- Quantity of public open space and how this will be funded and maintained in the long-term;
- Amount of car parking (not too much, not too little) and phasing of the approach in-line with longer term aspirations to reduce car dependency;
- General comments around the need for streets and spaces (particularly the canal) to be safe and overlooked.

There was a recognition that certain aspects, such as connectivity and car parking, need to be considered on a city-wide scale and cannot be solved within the boundary of the Canal Quarter.

With regards to early activity in the area prior to development it was agreed that "meantime uses" could bring life and interest to the area, and to raise the profile of the project. There was discussion around a potential Canal Quarter festival and to plan, engage with partners and secure funding for activity. Given more time (and funding) the stakeholders had an array of ideas that could be implemented to draw people into the site for example: outdoor theatre performances; film screenings; street dance and a paint rave.

The stakeholders were keen to link any proposed activities to the city's existing offer and events programme, in order to ensure that any activities complement - rather than compete - with existing events. It was suggested that, where possible, events should be linked to the long-term ambitions for the Canal Quarter - arts and culture focus, raising environmental awareness (recycled materials, encouraging cycling etc), inclusivity - something for everyone (including young people).

The stakeholders highlighted the importance of reaching out to as many people as possible during the statutory consultation period. Many of the stakeholders mentioned the success of the initial site walk-around during the first stakeholder session and it was suggested that this could be replicated for the statutory consultation. This could take the form of a self-guided walk or orienteering exercise with key landmarks or pointers relating to the proposed framework plans.

## 1<sup>st</sup> and 2<sup>nd</sup> Stage Feedback Summary

The Canal Quarter is perceived as a neglected area of the city and consultees are excited by the prospect of its development. The community recognise the value in the site's location; its proximity to both the city centre and the canal present a unique opportunity to strengthen and build upon the existing identity of the area and the city.

The structured engagement highlighted the high level of interest, enthusiasm and positive energy that local people and organisations have about the site and this project. The council recognises that this is a great asset and aims to continue to engage and direct this effectively into the future development of the site.

Arts and culture have been identified as important aspects of the project, seen as the main reason that people currently visit the Canal Quarter and integral to the city's identity. Feedback suggested that this should be the heart of the site and should be retained and enhanced as fundamental to the success of the Canal Quarter.

It was suggested that the existing architecture and heritage was recognised as the most distinctive feature of the site, which must be retained and sensitively developed. This was particularly important to the younger people that had been engaged. However, there was some concern about the viability of retaining and transforming the existing buildings.

The need to retain and introduce open and green community spaces, linking to the canal was also identified as being particularly important. Along with sustainability, in terms of design and modes of transport. The need for this to be an inclusive, accessible, safe place for all was highlighted, particularly by the young people who had been engaged. However, there was some concern from stakeholders about the quality of this space, how it would be funded and maintained in the longer term.

Feedback suggested that a quality mixed-use development would be preferred with an emphasis on independent, innovative and creative businesses and retailers, rather than chain stores. The focus for this should be linked to the existing retail core, around the nose of the site, and aim to retain the character creating a 'sense of discovery'. In terms of housing, feedback suggested that mixed provision was the preference and that many people objected to more student accommodation in the city centre.

Connectivity has been identified as a key quick win via signage, linking pedestrian areas to the canal. Connectivity needs to be considered on a city-wide scale.

Car parking and traffic movement were identified as the biggest challenge facing the canal quarter site. The consensus was that car parking should be limited in the heart of the site, with the majority in the northern part of the site and some in the southern area. Stakeholders highlighted that, although this was very important, it shouldn't drive the direction of the project and supported a phased approach, linking to reducing car dependency. These issues also need to be considered on a city-wide scale.

Another challenge is the fragmented land ownership and the need to manage land-owner expectations. Stakeholders recognised the need to work in partnership and having a coherent approach to the whole site.

Stakeholders had many ideas for events and activities to maintain the engagement element of this project, although they suggested that to maximise the impact, the council would need to take time to plan, engage with partners and secure funding. The need to link to existing events and the canal quarter long term ambitions were also raised for example around arts and culture, environmental awareness and inclusivity.

It was suggested that the first project on site would play a key role in setting the tone for the rest of the development. There was strong support for the SPD and the proposed incremental approach. It is important to note that the SPD supports the Local Plan, it does not replace it. More detail on the SPD feedback can be found in Section 6.

A detailed Lancaster Canal Quarter Stakeholder and Community Engagement Report is included in Appendix A. All information fed into the development of the draft SPD. Stakeholder and community feedback was used to inform the draft Supporting Planning Document (SPD), which was consulted on in December to February 2020.

## 5. How we have engaged (Pre-Regulation 12 element only)

The council consulted on a draft Canal Quarter Supplementary Planning Document (Strategic Regeneration Framework) for 8 weeks from 16 December to 10 February 2020. This document presented a vision and development strategies, supported by a set of design questions, to guide the future development area over the next 15 to 20 years.

Section 5 of this statement outlines how the council has engaged in this round of consultation, section 6 outlines what issues were raised and section 7 outlines how these issues have been addressed in the final document.

### 3rd Stage: Pre-Regulation 12: Public participation (December 2019 to February 2020)

This was an opportunity for members of the public and interested parties to comment on the finer detail of the draft SPD. An online form asked for views on the proposals including whether they supported, objected to the proposals or if they would like to suggest a new proposal. This was supported by 6 well attended public drop-in events, held to provide an opportunity for the community to discuss the proposals.

Overall, the council received 94 comments on the draft SPD (82 via online form). These included comments from Lancaster Chamber of Commerce, Highways England, Natural England, Coal Authority, Canal and River Trust, Homes England, Historic England, Environment Agency, United Utilities, Lancaster University, various local groups, businesses and individuals.

The below table outlines the consultation methods that were used for the Pre-Regulation 12: Public Participation Stage (in order to satisfy the requirements of regulation consultation and to ensure that the requirements of the council’s Statement of Community Involvement have been met).

Requirements of Regulation	How the council satisfied the requirement
Which bodies and persons the local planning authority invited to make representations	Planning and Housing Policy Consultation List <a href="http://www.lancaster.gov.uk/ppcl">www.lancaster.gov.uk/ppcl</a> ) consultees were notified on the opportunities to participate in preparation the draft SPD.

Requirements of Regulation	How the council satisfied the requirement																					
	<p>The list included residents and organisations who had been consulted on previous policy matters, those that had requested inclusion and statutory bodies to meet the council’s duty to co-operate requirements.</p>																					
<p>How those bodies and persons were invited to make representations.</p>	<p>The draft SPD consultation ran for 8 weeks from 16 December 2019 to 10 February 2020.</p> <p>This included a period of publicity across the Lancaster district, with a Consultation Flyer and a public notice placed in Lancaster Guardian (a local newspaper) on Thursday 19 December 2020. Several press releases were also issued. Further details on the publicity methods are set out in in <a href="#">Appendix B</a></p> <p>Emails sent to 2,244 consultees on the consultation list.</p> <p>150 posters were distributed to council buildings, care homes, restaurants, libraries, schools, and many other venues across the district.</p> <p>6 public drop in events took place as follows:</p> <div data-bbox="762 1048 1353 1818" data-label="Image"> <table border="1" data-bbox="794 1505 1327 1635"> <thead> <tr> <th>Date</th> <th>Location</th> <th>Time</th> </tr> </thead> <tbody> <tr> <td>Thursday 9 January</td> <td>St Nicholas Arcade</td> <td>12noon – 4pm</td> </tr> <tr> <td>Saturday 11 January</td> <td>St Nicholas Arcade</td> <td>10.30am – 1.30pm</td> </tr> <tr> <td>Wednesday 15 January</td> <td>The Gregson Centre</td> <td>1pm – 4pm</td> </tr> <tr> <td>Saturday 18 January</td> <td>Marketgate Shopping Centre</td> <td>1pm – 4pm</td> </tr> <tr> <td>Tuesday 21 January</td> <td>The Storey</td> <td>3pm – 7pm</td> </tr> <tr> <td>Thursday 30 January</td> <td>Lancaster City Museum</td> <td>12noon – 4pm</td> </tr> </tbody> </table> </div> <p>Information on the consultation was published on the council’s webpages and copies of the consultation documents were made available at the ‘Principal Offices’.</p>	Date	Location	Time	Thursday 9 January	St Nicholas Arcade	12noon – 4pm	Saturday 11 January	St Nicholas Arcade	10.30am – 1.30pm	Wednesday 15 January	The Gregson Centre	1pm – 4pm	Saturday 18 January	Marketgate Shopping Centre	1pm – 4pm	Tuesday 21 January	The Storey	3pm – 7pm	Thursday 30 January	Lancaster City Museum	12noon – 4pm
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<p>A summary of the main issues raised by the representations made</p>	<p>The main issues raised in the representations are summarised in <a href="#">Section 6</a> of the document.</p>																					



Requirements of Regulation	How the council satisfied the requirement
	Full details on the main issues raised and an officer response are set out in Appendix B: Summary of Consultation Responses
How any representations made pursuant to regulation 18 have been considered.	<p>Council officers have responded systematically to each comment submitted following the period of consultation. Replies also outlined how the comments have informed the final draft SPD.</p> <p><a href="#">Section 5</a> of this statement outlines how the council engaged in this round of consultation;</p> <p><a href="#">Section 6</a> outlines what issues were raised and;</p> <p><a href="#">Section 7</a> outlines how these issues have been addressed.</p>

## 6. What issues were raised at Pre-Regulation 12: Public participation?

The responses to the consultation provided strong support for preparation of SPD and the need to guide development in the area. Many understood the failings of previous proposed development approaches and the attempts to deliver a “one off” site wide solution. The incremental approach taken in the draft document seems have to general support from the public as the most pragmatic and realistic way to deliver regeneration. The message from many attendees, particularly at open events, was simply to “get on with it”.

It must be remembered also that the SPD process is supplementary to the strategic Local Plan process. It is important to recognise that an SPD cannot simply re-allocate land in a different way to the Local Plan nor can it introduce new Development Management Policy which is not consistent with the approach taken in the overarching Local Plan. While the SPD does not currently seek to do this care must be taken that the document does not exceed the parameters of what the SPD process is statutorily allowed to consider.

A detailed and systematic summary of the written comments made is included in Appendix C, noting which comments support or object to the document proposal or which have made general comments. All the original submitted responses to the consultation can be viewed on the council website.

### Car Parking

There was no common position able to be defined on this matter and responses vary in extremes – some saying there should be no car-parking (in support of the council’s approach to the declared Climate Emergency to suggestions the council increase the number of spaces provided in the city.

Some of the common themes raised on car parking included:

- *The role and location of the multi storey car park:* several responses disagreed with the idea of a large building which could visually dominate the locality, the number of spaces it who the spaces should accommodate (commuters/residents/general town centre users).
- *Role of Park and Ride:* a number of responders note this should be improved and used as an alternative while constraining city car parking.

- *Overspill issues:* Local residents had concerns that a reduction in city centre parking, particularly without easy or available alternatives, would increase levels of on-street car parking on neighbouring residential streets, particularly Freehold.

## Traffic Management and Movement

Related to car parking is the issue of traffic movement into and around the city centre as well as within the Canal Quarter itself, and subsequent impacts on site access were consistent topics raised. The issues related to both current problems of traffic movement (and could be exacerbated by Canal Quarter proposals) and impacts on site access and connectivity. In particular, the concept of retaining a “through traffic route” through the site given much of the current movement of traffic through the Canal Quarter area is associated with gaining access to car parks and “short-cuts” to other parts of the city.

For neighbouring residents it was of clear importance that access to the city centre and beyond should not be impaired by the proposals at the Canal Quarter to avoid increased “rat-running” through neighbouring areas from those seeking access to and from the M6 and other more local journeys. However, other respondents noted that allowing traffic to penetrate the Canal Quarter could be seen as against the Climate Emergency declaration and damage any sustainable credentials of any development. Further, promotion of cycling and walking to access the Canal Quarter area needed to be enhanced and this seemed for many respondents to be at odds with the concept of retaining a main through access spine.

The role of the canal was regularly mentioned both in terms of its connectivity to the wider Lancaster area and how it connected into the Canal Quarter itself. There was a mixed response to the role of the canal as a cycling / walking corridor with a few people considering this to be a positive and sustainable alternative to the use of the private car. Others highlighted the importance of the Canal for wildlife and habitat which could be damaged with over-use.

A consistent message was the need for improved connectivity between the town centre, canal and the Canal Quarter site. It was recognised that the topography of the site was challenging but notwithstanding this that the SPD should better address how connectivity could be achieved. However, the challenge of developing access arrangements across the current gyratory system needed to be addressed.

## Land-uses

A wide range of suggestions were made for the types of uses which would be appropriate (or inappropriate) for the Canal Quarter site. There was broad support for the wide range of residential development in the Canal Quarter which was felt would bring more life and vibrancy back into the city centre, there was consistent support for affordable housing and specialist need housing, particularly over-55's and elderly accommodation. There was little support for further student accommodation to be provided in the Canal Quarter with many residents stating that the city was at saturation point with this type of use.

Responses from individual major private land interests in the Canal Quarter supported the opportunity to deliver student accommodation as a necessary component in ensuring scheme viability.

There was widespread support from the community for a wide range of cultural and creative uses within the Canal Quarter, this ranged from the creation of art galleries, makers markets, flexible event spaces and entertainment venues. There was recognition that there was a need for the Canal Quarter to include opportunities and business uses, whether this being through the development of small, flexible, business spaces for small businesses (such as digital businesses) through to work spaces for creative industries.

There was little support for major retail provision, recognising the significant challenges that retailers face and the importance of making sure that Lancaster's independent character was retained. There was support for further food and drink opportunities and recognition that Lancaster could support further hotel accommodation.

### Retention of Buildings and Historic Value

Responses from private landowners on the Canal Quarter site focussed on the need for retention of historic buildings on the site, particularly the buildings under their control. There were concerns that the retention of all historic assets would render development unviable and stall any hopes of regeneration. This particularly referred to the Heron Works and the buildings in the vicinity of the "Stonewell Nose". Reference was made to the validity of the findings from the council's 2012 Heritage of Significance assessment and that the buildings were not significant enough to retain. The expectations of key third party landowners is that significant demolition would be required to several buildings on the site, particularly those which were in their ownership.

The responses from local residents were in contrast, to highlight the importance of the buildings in the Canal Quarter to not only the history of the area but also the wider history of the city itself. There was strong support for the retention of as many buildings as possible within the Canal Quarter in order to retain a distinct character.

### Building Design – Sustainability Credentials

There was a strong emphasis of sustainable design within the new development at the Canal Quarter, this included the incorporation of green roofs, edible gardens and spaces for nature and biodiversity. The role of new development for the natural environment and providing a habitat for a range of bird, insect and animal species was repeated through the responses to the draft SPD.

The importance of a network of open spaces and public realm through the site was recognised and should be made a key feature, there were queries raised in relation to the future management of such spaces and what their role and function could be (i.e. could they be used for events). The importance of how these spaces relate to the surrounding buildings and uses was also raised.

The issue of scale and massing was raised by one private landowner who objected to the prescriptive nature of the scale and massing of new development in the Canal Quarter, with the SPD setting an expectation of being no more than three-storeys in height. The response suggested that there should be greater flexibility to this approach.

## 7. How these issues were addressed in the final SPD version

Appendix C also contains the systematic written officer response to the issues raised by each respondent and an explanation of the changes and review to the draft document generated in the preparation of the final version of the SPD. The Canal Quarter site does not sit in an isolated vacuum - many detailed matters raised were either not appropriate to be considered as part of a statutory planning document or can only be resolved through:

- Additional direction from ongoing or required strategic policy and study recommendations, particularly from key strategic bodies such as the county council in regard to strategic highway matters and proposed changes to the gyratory system;

- Clarification on the detailed objectives / priorities / proposals of the major land interests and their development / implementation strategies

Significant challenges exist for the implementation strategy including (but not limited to): important national and local historic buildings / heritage interest; areas of severe dereliction/contamination; high design quality demands; planning/building envelope constraints; transport, car parking and topography issues; need for extensive new infrastructure and creative solutions to the site's connectivity with the existing centre; relatively low and depressed commercial/residential property values with rising construction costs; fragmented site ownership.

Within this context a commercially viable solution to suit all landowner/developer/community demands is difficult. Public grant funding in enabling strategic and site specific infrastructure, particularly to overcome the "heritage deficit" and other abnormal costs of resolving site issues will help enable the delivery of an exciting, high quality and appropriate mixed use development solution. The council is in discussion with strategic funding bodies such as Homes England on applying their potential major grant streams to help overcome issues.

Ultimately the Canal Quarter SPD is a planning policy document which has to sit coherently and consistently within the hierarchy of adopted and emerging Local Plan documents while presenting a balanced view of the appropriate way forward for the area as informed by wide consultation. The major issues raised can also be regarded as likely practical points of challenge and contention in future consultation on detailed site proposals. How key consultation topics are dealt have been addressed in the final document are as follows:

### Car Parking

Officers agree the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre; (ii) provision for new uses developed in site.

The Canal Quarter area currently provides over 600 surface level public parking spaces to serve the city which generates significant income for the council. Wider strategic planning policy does not currently "fix" a number of spaces suitable for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking can be regarded a key generator/attractor of car movements).

The city-wide approach to public car parking in Lancaster is being reviewed through a separate council sponsored study. In the absence of detailed policy direction the approach outlined in the draft SPD - to reduce, rationalise and manage public car parking availability at strategic locations - has been carried into the final document.

In effect, the planning strategy proposed delivers a marginal reduction on current public parking space numbers while providing no additional public car parking spaces to service any new site development. The private parking included in any new development proposal would be a matter for the individual site/development promoter with respect to the wider policy position. Ordinarily it would be expected new developments would also be provided with a certain amount of parking, although again, strategic policy leans towards reducing car provision in this context.

A role and location for a proposed multi-storey car park is retained as a strategic "interceptor" due to the concerns that a severe constraint on car parking supply would increase car commuter parking encroachment into neighbouring residential areas in the absence of viable alternatives.

While there is potential of Park and Ride (P&R) to assist in managing city centre car penetration and parking demand – as the Canal Quarter SPD does imply parking supply restrictions - the SPD itself can make no further direction on this strategic matter.

Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions. The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be influenced strongly by the city council as owner of the key public surface car parks in the city centre.

## Traffic Management and Movement

Officers recognise that it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts and accessibility for all modes of travel. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys.

It is agreed that further work should be undertaken on car parking in the Canal Quarter and the specific issue of connectivity through the site and with the wider town centre. The latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020. The pedestrian connectivity with the site and the wider town centre, particularly at the Stonewell Nose will also be and inform the development approach at key nodes. The approach to having (or not having) a “through route” for vehicles in the Canal Quarter will be heavily directed by this work.

Constraining through traffic in the Canal Quarter area may have significant implications for residents in East Lancaster and other parts of the city. This would have to be considered and justified in some depth should the SPD be amended to reflect a significantly restricted (or the absence of a) through route in the Canal Quarter. However, on this issue the Canal Quarter cannot be considered in isolation – but should proceed on the assumption that final direction will be influenced by the county council’s Movement Strategy in time to inform detailed design and implementation of development proposals.

The consultee points raised on the need for the SPD to show a more significantly “calmed” and pedestrian / cycle friendly environment, and the issue of the sufficiency of carriageway width/carriageway parking, have been reviewed. The document has been amended to show better modal separation and an improved environment for cyclists/pedestrians than in the original draft.

Many respondents, including Canal & River Trust, sought more explicit recognition of the Lancaster Canal as a key element of the proposal and better integration with the Canal Quarter itself as a recreation and transport route. This has been accommodated and the canal has been explicitly included in the “red line” of the Canal Quarter site.

## Land-uses

Many respondents sought to promote specific potential uses or users/user groups for the Canal Quarter proposals. The SPD provides the flexibility for many uses to be achieved providing an illustrative view of what can be considered a balanced “mixed use” development. It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific space or land offered for different use classes. It is also important to note that an SPD cannot allocate land or contain development management policies – which is a function of the Local Plan (i.e. the Strategic Policies & Land Allocations DPD and the Development



Management DPD). Neither is it within the remit of the document to provide detail on the provision of space for individual users which will be a matter for implementation.

Given the public sector landholdings in the area the regeneration of the Canal Quarter provides the opportunity to deliver wider public benefits to the wider area. As a significant landowner it will be for the city council to determine the types of development which are located on its land. It also has the remit to appropriately manage development proposals on third party land via the planning process.

A number of specific points can be made on potential future uses which are clarified in the document:

- *Student accommodation:* it is not within the remit of an SPD to initiate or promote a “moratorium” on the consideration of specific use classes. However, it is stressed in the final SPD document that purpose built student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced mixed residential community and mixed development.
- *Retail:* Opportunities for appropriate retail development must be complementary to the role and function of the existing centre. Furthermore from a market perspective and proposed development must be financially viable in what is a volatile and uncertain retail market.
- *Housing:* The Canal Quarter provides an opportunity to contribute significantly to the area’s housing targets and objectives and the proposed housing numbers proposed are considered an achievable and desirable target. The SPD is sufficiently flexible to deliver a range of housing types and tenure based on local needs at any time in the future. The document provides sufficient flexibility to deliver a wide range of housing in terms of scale, type or tenure. As a policy document intended for consumption by third parties, as well as informing the city council’s approach to its own landholdings, proposals have to be informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals.

The final approach to housing in implementation will be heavily influenced by the city council’s own housing objectives as owner of a large proportion of land, balancing specific tenures/typologies against the practical concerns of development viability and deliverability. Further consideration will need to be given to tenure and type of housing able to be delivered and the SPD will assist in informing these discussions.

- *Employment / Business:* The council recognises a number of demands from the wider business community around the provision of quality office space and other employment space in the city centre. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre and Citylab). It will be down to the decisions of the individual landowners in implementation (which includes the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide space for a variety of business types particularly digital/creative sectors.
- *Cultural Uses:* while not within the remit of an SPD it can be stated that the city council is currently working closely with the Music Co-op on a strategy for building improvements (funded by the council) and building management on the understanding that the building is retained in its existing use as rehearsal/recording space. Similarly it is considered the document has been amended to reflect the emerging needs and ambitions of the Dukes and Grand Theatres.

## Retention of Buildings and Historic Value

Officers consider the city council's 2012 Heritage Assessment to be a thorough and robust starting point for understanding the heritage value of the buildings in the Canal Quarter. The approach taken and its findings have been fully supported by Historic England who are the statutory body in heritage matters. While the city council would agree that pragmatic decisions will have to be made over the retention of historic buildings in the Canal Quarter it is important that the buildings of historical significance, not just to the Canal Quarter but Lancaster as a whole, are retained. This will ensure that the Canal Quarter reflects the wider character of the city centre.

Aspects of the process or assessment of any building to be demolished have been strengthened noting the requirement for a clear and convincing justification for demolition.

The scale and massing of buildings will be important. It is agreed that there may be opportunities within the Canal Quarter for buildings to be taller however it should be remembered that any development proposals in this area will be within the setting of both Lancaster Castle and Ashton Memorial which are both Grade I Listed Structures

## Building Design – Sustainability Credentials

The wider Local Plan Review will be considering the city council's demand for the highest reasonable possible levels of energy efficiency within new buildings, whether they be residential or commercial.

The Canal Quarter SPD is clearly running ahead of this Local Plan Review. In the Local Plan currently submitted for consideration by the Planning Inspectorate, policy is to 'encourage' and 'promote' residential energy efficiency. As this SPD is supplementary to the Local Plan it cannot go beyond the wider agreed policy position in its "ask" of prospective development proposals, particularly when the document is to be used to inform third party landowners/developers. The Government consulted last year on 'Future Homes Standard' which will provide a national standard over energy efficiency in new residential development. This is due to come into effect in 2025 and will restrict the ability of local authorities to establish their own local standards.

However, as the city council is a significant land-holder in the area, it could choose to promote the highest energy efficiency standards, with respect to considerations of viability and the achievement of other council objectives.

Officers agreed that the SPD could be refined to provide a greater promotion of energy efficiency and renewable energy, noting that this must be balanced with the importance of maintaining the intrinsic value of the local heritage. Proposals will be expected to incorporate climate-resilient design solutions. For example, roofs should be orientated to maximise opportunities for energy generation through solar panels and explore and implement other opportunities for local power generation. The SPD has also been strengthened so that all developments must look to provide opportunities to support ecology and improve the natural environment through biodiversity net-gain.

2<sup>nd</sup> Stage Stakeholder and Engagement Report  
Refer to Separate Document

## Publicity Methods

Methods	Main consideration
<b>Documents made available for inspection</b>	This is a minimum requirement as set out in the Regulations. Relevant documents will be made available for inspection during consultation period at the council's offices in the Lancaster and Morecambe Town Hall and libraries in the Lancaster district. Public access to these documents is available via PCs in the reception areas
<b>Website</b>	Each consultation stage will feature prominently on the homepage of the council's consultation <sup>1</sup> and planning policy webpages. This will link directly to information on document production, providing access to the consultation material and advice on how and when comments can be made. Articles providing updates on plan production, which may include consultation and engagement opportunities, may be published in the council's online news section periodically but it will not be solely relied upon as a means of communication.
<b>Adverts/public notices</b>	Notices will be placed in a local newspaper advertising consultation and engagement opportunities, where appropriate. Statutory requirements to publish notices advertising certain planning applications
<b>Mailing List – Email / Letter</b>	The council operates a database of individuals and organisations that have expressed an interest in the plan-making process, have previously been actively involved in policy development or are statutory consultees. Those who wish to be involved will be directly notified at each stage either through email or letter of opportunities to comment. Those who are interested in planning policy development and wish to be notified can be included on the council's mailing list at any time <sup>2</sup>
<b>Press release</b>	To be undertaken in accordance with the council's media team, Media briefings/press releases will be issued to local media. Although items may only be reported if they are considered newsworthy by the newspaper editors, therefore publication is not guaranteed.
<b>Parish and Town Council and Community Group publications</b>	These types of publications are distributed to residents at least quarterly. The council will work with relevant organisations to utilise these publications to notify residents of consultation and engagement opportunities, where possible. Consideration will need to be given to the timing of the consultation, and the timing and circulation of any publications outside the council's control.
<b>Posters</b>	Posters may be sent to relevant Parish and Town Councils and libraries to be displayed on notice boards to raise awareness of any public consultation and engagement opportunities. Posters may also be displayed in other appropriate locations across the District.
<b>Leaflets</b>	Leaflets may be used to gain wider public awareness of a consultation or engagement opportunity, for example leaflets may be distributed at key attractors/destinations such as train stations and local schools.
<b>Social Media</b>	Media such as Twitter and Facebook will be used to highlight public consultations on planning policy documents with direct links to the council's website and

<sup>1</sup> [www.lancaster.gov.uk/consultation](http://www.lancaster.gov.uk/consultation)

<sup>2</sup> [www.lancaster.gov.uk/ppc](http://www.lancaster.gov.uk/ppc)

Methods	Main consideration
	information on how to comment, and any engagement events. Such messages may be retweeted periodically throughout the consultation period <sup>3</sup> . However, comments will not be accepted via social media.
<b>Events</b>	Such events may include drop-in sessions, public exhibitions and/or targeted workshops. Parish and Town Council meetings will be utilised where possible. The type of event undertaken will be dependent on a several factors, including the consultation stage, and time and resource constraints. Careful consideration will be given to the timing, venue and format of events to ensure accessibility and inclusivity.
<b>Key stakeholder Groups</b>	We will liaise with key stakeholder groups at key stages in the plan making process, to discuss issues and keep them informed of progress.
<b>Questionnaires / surveys</b>	Questionnaires / surveys may be used to focus comments and to help ensure that feedback relates to issues that are within the scope of the document being consulted upon.

## Key Consultation Dates

Consultation events	Dates
Online Principles Questionnaire	23 May to 13 June 2018
1 <sup>st</sup> Stakeholder Workshop	28 February 2019
Community Exhibition	19 and 20 March 2019
Youth Workshop	3 July 2019
2 <sup>nd</sup> Stakeholder Workshop	3 July 2019
3 <sup>rd</sup> Stakeholder workshop	30 July 2019
Pre-regulation 12 - drop in events: <ul style="list-style-type: none"> <li>• St Nicolas Arcade 12 to 4pm</li> <li>• St Nicolas Arcade 10.30 to 1.30pm</li> <li>• The Gregson Centre 1 to 4pm</li> <li>• Marketgate Shopping Centre 1 to 4pm</li> <li>• The Storey 3 to 7pm</li> <li>• Lancaster City Museum 12 to 4pm</li> </ul>	16 December to 10 February 2020 (8 weeks): <ul style="list-style-type: none"> <li>• Thursday 9 January</li> <li>• Saturday 11 January</li> <li>• Wednesday 15 January</li> <li>• Saturday 18 January</li> <li>• Tuesday 21 January</li> <li>• Thursday 30 January</li> </ul>

<sup>3</sup> twitter@lancastercc



Appendix C

Summary of Consultation Responses and Changes to Draft SPD

**CANAL QUARTER STRATEGIC REGENERATION FRAMEWORK (Supplementary Planning Document - SPD) – CONSULTATION REPORT (APRIL 2020)**

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
001	LINDSAY ROBERTSON	N/A	OBJECTION	The plans for the Canal Quarter area involve too much demolition of buildings. There are a number of potentially nice buildings, including the building behind the Dukes, the Bottle Shop (Youth Club) and the Music Co-op. Try not to knock down the vernacular buildings.	Comment Noted. A key aim of the SPD is to protect the historical vernacular of the Canal Quarter area through the protection of buildings of significant heritage merit. It is considered sufficiently clear that this is a priority.	NO CHANGE
002	DAVID HESTER	N/A	GENERAL COMMENT	The City Council has lost enough money over the last 30 years through risky and poor investments. Whatever is built here must not place financial or development risk on the Council or its taxpayers.	Comment Noted. The city council's approach is to ensure significant and wide-ranging economic benefits without exposing it to an unacceptable level of financial risk.	NOTED
003	DIANE THATCHER	N/A	GENERAL COMMENT	Support for the plan in principle, however any development must carefully consider the parking for the area to ensure there is sufficient and appropriate parking for both visitors to the City Centre and local residents.	Comment Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context. The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.	NO CHANGE
004	GEOFF HISCOX	N/A	GENERAL COMMENT	The City Council's approach has been to allow the area to deteriorate to the point where residents will be grateful for pretty much anything to be built (except for student accommodation).	Comment Noted. Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment and having taken into account the desire to create a balanced residential community.	NOTED
005	BARBARA GLASS	N/A	GENERAL COMMENT	<p>Raises a number of comments with the draft SRF including:</p> <ul style="list-style-type: none"> <li>• Materials should use sandstone not plywood and gloss.</li> <li>• New development should include covered spaces as well as open spaces.</li> <li>• Avoid layouts that would result in a wind tunnel affect.</li> <li>• Keep buildings to a low level to prevent new development blocking views</li> <li>• Any music venues should be sound proofed.</li> <li>• Make sure there is sufficient budgets in place for tree maintenance.</li> <li>• Keep access for waste and refuse removal.</li> </ul> <p>Questions raised over how the Council will fund public events in this area and how will noise be kept down to reduce impacts on residential amenity? How does the Council propose to encourage walking around the town? Why do you think that new business will want to buy or rent in the new scheme? What incentives will the Council provide to achieve this?</p>	<p>Comments Noted. The SPD should not be read in isolation and should be considered against all other relevant policies in the Local Plan, in particular the Development Management DPD which provides policies in relation to design, layout, residential amenity and the protection of trees. The draft SPF is considered to provide sufficient detail on these matters and can be supplemented by the wider Local Plan.</p> <p>The city council will work jointly on a Movement Strategy with Lancashire County Council which will look at how people move around the city centre, for example pedestrian movement, this will be subject to consultation later in 2020.</p> <p>The Council will investigate how it can, as landowner within the Canal Quarter, incentivise regeneration. However, as a planning document it is not the intention of the SPD to explore this matter and is more matter for future implementation strategy</p>	NO CHANGE
006	ROBERT MCKITTRICK	N/A	GENERAL COMMENT	In principle, the proposals seem good but more detail is required (including about the role of affordable housing). Proposals should be within the bounds of commercial sensitivity (including providing any details over the role of public funding) and full and open accounting of expenditure of all public money.	Support and Comment Noted. As a policy document intended for third parties, as well as informing the city council's approach to its own landholdings the SPD is informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals. The final approach to housing in implementation will be heavily influenced by the city council's own housing objectives as owner of a large proportion of the land highlighted in the SPD for housing, balanced against the practical concerns of development viability. Further consideration will need to be given to tenure and type of	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
					housing able to be delivered and the SPD will assist in informing these discussions.	
007	ROGER WOMERSLEY	N/A	GENERAL COMMENT	As a canal user, I feel there could be better integration of the canal into the scheme. As a small step, there could be investment in mooring rings to allow boat users into the proposed development. The canal is an important part of the landscape, not another boundary to the site.	Comments Noted. It is agreed that further consideration is to be given to the relationship between the Canal Quarter site and the Canal itself in terms of how development relates to it and also connectivity. Opportunities for moorings on the Canal will be investigated.	<b>CHANGE</b> Page 97: "Explore remedial works to canal footpath to allow boat berths and further ..." change to "Explore remedial works to canal footpath to allow boat berths/moorings and further ..."
008	LEE ELLIOT	N/A	GENERAL COMMENT	Concerns over the implications on parking, especially for surrounding streets (it is hard for residents to park at the moment). The City needs a nightclub for everyone (not just the students). The skate park needs improvement, the existing one is very poor and in need of modernisation. The City needs an independent record shop.	Comment Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context. The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions. If, on implementation of proposals, the impacts of non-resident parking on surrounding streets becomes a more problematic issue action may be initiated by the county council as Highway Authority. Other matters raised are beyond the scope of the SPD document as an SPD.	<b>NO CHANGE</b>
009	JONATHAN EASTON	N/A	GENERAL COMMENT	Fully support the effective regeneration of the Canal Quarter area.  Currently reference is made on page 105 to the SPD being part of the development plan. That is incorrect and needs to be amended. It is also important to note that an SPD cannot allocate land or contain development management policies that is the function of the Local Plan (i.e. the Strategic Policies & Land Allocations DPD and the Development Management DPD).	Support Noted: It is agreed that the status of the SPD is very important and must not extend from its remit. The strategic policy for this area is set through Policy SG5 of the Strategic Policies & Land Allocations DPD and the direction of the SPD must only supplement the strategic positions found in both the Strategic Policies & Land Allocations DPD and the Development Management DPD.	<b>NO CHANGE</b>
010	GEMMA COLLINS	LANCASTER CHAMVBER OF COMMERCE	GENERAL COMMENT	Car parking must be carefully considered in future regeneration proposals, it appears that car parking will be lost to development that would exacerbate the current supply of parking spaces which is stretched at times.	Comment Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context. The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions	<b>NO CHANGE</b>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
011	WARREN HILTON	HIGHWAYS ENGLAND	GENERAL COMMENT	<p>Highways England have no specific comments to make, however welcome the consideration of commercial office space within the Canal Quarter area.</p> <p>In the view of Highways England, the development plans for Lancaster district appear inclined towards residential expansion rather than employment growth. This is of relevant to Highways England as it may lead to an imbalance of local job opportunities, resulting on increasing levels of community from the district using the strategic road network. As a result, the vision for Canal Quarter may allow for greater levels of economic growth and job creation that would assist in rectifying that potential imbalance.</p>	Comment and Support Noted.	NOTED
012	ELIZABETH KNOWLES	NATURAL ENGLAND	GENERAL COMMENT	<p>Natural England have no specific comments to make, however advise on the following issues:</p> <ul style="list-style-type: none"> <li>• The SPD should encourage all developments to look for opportunities to support ecology and improve the natural environment through biodiversity net gain.</li> <li>• The SPD should consider the incorporation of features that are beneficial to wildlife within the development. For example, bat roost or bird boxes.</li> <li>• We support the provision of green Infrastructure and proposals for SUDS and swales.</li> <li>• The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment, use natural resources more sustainably and bring benefits to the local community.</li> </ul> <p>The SPD should consider whether Strategic Environmental Assessment (SEA) is required. The circumstances for whether an SEA is necessary is set out in the National Planning Practice Guidance.</p>	Comments Noted. The council will consider through the refinement of the SPD how these features can be greater encouraged.	<p><b>CHANGE</b></p> <p>Page 24: New bullet point following “Adaptability and resilience”:</p> <ul style="list-style-type: none"> <li>• Ecology and biodiversity net gain</li> </ul> <p>Page 26: Introduce new section on “Ecology”. Statement along the lines of the comment: “All developments must look to provide opportunities to support ecology and improve the natural environment through biodiversity net-gain. Developments could consider the incorporation of features that are beneficial to wildlife within the development. For example, bat roost or bird boxes. Opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment should be identified.”</p>
013	CHRISTOPHER TELFORD	COAL AUTHORITY	GENERAL COMMENT	The Coal Authority have no specific comments to make.	Comments Noted.	NOTED
014	JAMES EDHOLM	N/A	SUPPORTING	I support the proposals, however I would like more emphasis on improving cycling and walking and public transport, instead of retaining car parking places. This is particularly given the Climate Emergency and the impacts on air quality arising from private vehicle use.	Support Noted. The council will work jointly on a Movement Strategy with Lancashire County Council which will look at how people move around the city centre, for example pedestrian and cycling movement, this will be subject to consultation later in 2020. The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance in current strategic planning policy terms. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions	NO CHANGE
015	BRENDAN HUGHES	N/A	GENERAL COMMENT	<p>I think the plans look good, I like the green aspects of the plan and this is a positive way forward. Any future development should take into account of the future needs of the homeless shelter and its continued use.</p> <p>I note the plans consider it important that there is no net gain of parking spaces, this may be an issue, although the Council has green targets it must be recognised that most people will travel to Lancaster by car.</p>	<p>Comment Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not “fix” a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor).</p> <p>Ordinarily it would be expected new developments would also be provided with sufficient private parking, although again strategic policy leans towards reducing car provision in this context. The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). It is not the role of the SPD to comment on</p>	NO CHANGE

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
					the retention in situ of specific users which is matter for implementation strategy of the individual land holding interest.	
016	RODDY GAULD	N/A	SUPPORTING	<p>Support for the scheme, I would like to see more detail about the arts and cultural offer, particularly any opportunity for the renewal of the Dukes.</p> <p>My biggest concern is residents parking, I live in the locality of the Canal Quarter and people frequently use my neighbourhood as a free car park for weekday and weekend use. Whilst I agree with the intention to promote sustainable modes of transport and the no net increase in parking spaces, I am concerns that residents close to the Canal Quarter will suffer. Please consider a resident parking scheme as part of the transport strategy.</p>	<p>Support Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not “fix” a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context. The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance.</p> <p>The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions. If, on implementation of proposals, the impacts of non-resident parking on surrounding streets becomes a more problematic issue action may be initiated by the county council as Highway Authority.</p> <p>It is not the remit of the SPD to provide detail on the arts and cultural offer which will be a matter for implementation</p>	NOTED
017	MR / MRS GREG	N/A	GENERAL COMMENT	<p>The proposal looks like it has too much retail that over time will detract from the wider town centre. Flexible spaces with flexible planning will be required to avoid low take up of units (an ability to swap between uses without planning permission will be valuable).</p> <p>The area should have more green space and arts / heritage and less residential flats. Offices are unlikely to be taken up, as there is no demand due to the congestion of the City Centre. Parking is difficult in the City Centre and promoting sustainable forms of transport will not be successful, the majority of people want the convenience of their own car. The areas needs to be self-sufficient in terms of parking spaces. The canal needs to be more open and obvious.</p>	<p>Comments Noted. The SPD does provide flexibility for a wide range of use for the site which is considered suitable in this central location. This does include opportunities for appropriate retail however any retail must be complementary to the role and function of the existing centre. Furthermore from a market perspective and proposed development must be financially viable in what is a volatile and uncertain retail market.</p> <p>The Canal Quarter provides an opportunity to contribute significantly to the area’s housing targets and objectives and the proposed housing numbers proposed are an achievable and desirable target. The council is in receipt of a number of demands from the wider business community around the provision of quality office space in the city centre.</p> <p>It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not “fix” a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.</p> <p>The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions</p>	NOTED



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
018	ANTHONY GRAHAM	N/A	GENERAL COMMENT	<p>The housing market in Lancaster is becoming saturated with student accommodation that has the effect of under-occupied terraced houses in the city. There is no benefit in constructing more student flats in the Canal Quarter. The area would be an ideal setting for leisure and some retail alongside the canal, particularly cafes and bars. Further away from the canal would be ideal for new business along with basement parking.</p> <p>The traffic system around Bulk Road / Caton Road needs a complete overhaul to support this [details provided by the responder on how this could be achieved].</p>	<p>Comments Noted in terms of the potential uses for the Canal Quarter. The SPD is sufficiently flexible to deliver a range of housing which is based on local needs at that time. Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment and having taken into account the desire to create a balanced residential community.</p> <p>The city council will work jointly on a Movement Strategy with Lancashire County Council which will look at how people move around the city centre, for example pedestrian and cycling movement, this will be subject to consultation later in 2020.</p>	NO CHANGE
019	MARION MCCLINTOCK	N/A	SUPPORTING	<p>I applaud the compete re-think of the Canal Quarter area with the emphasis on existing street design, re-use of heritage assets, smaller scale of buildings, focus on arts and culture and the inclusion of the homeless, young and old and the allowance for open green spaces.</p> <p>Multi storey car parks should be sympathetic to its neighbours and not be too tall.</p>	Support and Comment Noted.	NOTED
020	DAN GOLLAND	N/A	SUPPORTING	<p>The development of the Canal Quarter may need to be supported by a retail impact assessment and highway survey. There should be robust justification for the amount of parking proposed. The SPD addresses connectivity which is vital if sustainable modes of transport are to be encouraged.</p> <p>The proposed residential units should ensure a viable mix of dwellings sizes should be delivered to meet the needs of residents. It provides an opportunity to promote car free development but to the close proximity of public transport and services. It will be important to ensure that if student accommodation is provided that there is evidenced demand that it is needed in the City Centre.</p> <p>Whilst I support the SPD, further information would be provided to demonstrate how development can support the Government and Council's aims for combatting Climate Change.</p>	<p>Support Noted. Any retail development within the Canal Quarter will have to be accompanied by appropriate evidence depending on the scale and nature of the proposal, this may include a Retail Impact Assessment and Highway Survey.</p> <p>It is agreed that further work should be undertaken on car parking in the Canal Quarter and the connectivity through the site and the wider town centre, the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020.</p> <p>The city council is to begin work on the Review of its Local Plan in the context of Climate Change, development in the Canal Quarter will be expected to comply with the direction of the Local Plan.</p>	NO CHANGE
021	PHILLIP WITHNALL	N/A	SUPPORTING	<p>Overall this is a positive and exciting project and should be fantastic if it all comes to fruition. A few comments provided on the content of the document:</p> <ul style="list-style-type: none"> <li>• Page 41 – the cross section provided is not realistic and would require a wider road to allow two cars and two bikes to comfortably pass each other.</li> <li>• Page 41 – it is not clear why these streets need space for two cars.</li> <li>• Page 47 – it would be useful for maps to show more clearly the existing bridges over the canal (this applies to all maps in the document).</li> <li>• Page 48 – The same concerns over street width (as per page 41) apply to cross sections here.</li> <li>• Page 48 – It is unclear why parallel parking needs to be included along the length of the street given the proposals for multi-story car parking. Parallel parking will detract from the character of the area.</li> <li>• Page 48 – It is important that safe and attractive cycle paths area physically separated from cars. Painted cycle lanes are not protection.</li> <li>• Page 107 – Fully support the intentions of reducing car journeys to the City Centre, however there is no statement that you will examine existing traffic patterns or how you want them to change. How are cars expected to get to the multi storey car park?</li> </ul>	<p>Comments and Support Noted. The matters of detail relating to the cross sections and maps set out in the SPD will be given due consideration in the final iteration of the document.</p> <p>It is also agreed that further work should be undertaken on car parking in the Canal Quarter and the connectivity through the site and the wider town centre, the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020.</p>	<p>CHANGE</p> <p>Page 41 – Review cross section provided to allow two cars and two bikes to comfortably pass each other perhaps indicate clear modal separation  Page 47 – show more clearly the existing bridges over the canal (applies to all maps in the document).  Page 48 – as in page 41 apply to cross sections here.  Page 48 – agreed that It is unclear why parallel parking needs to be included on primary or secondary routes. Show clearer modal separation for cars/bikes/pedestrians  Page 48 – agreed that “paint” is not “infrastructure”. Show clear physical modal separation of main routes. .</p>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
022	SIMON GERSHON	N/A	GENERAL COMMENT	<p>The City Centre has very few green spaces compared with most cities. With the redevelopment, you have a unique opportunity to create new green space at the heart of the city. They do not need to be large to be effective. Further comment includes:</p> <ul style="list-style-type: none"> <li>• The creation of rooftop gardens, particularly along development adjacent to the canal. This could add to the commercial viability of the scheme and assist with the SUDS requirements.</li> <li>• Roofs should be orientated to maximise opportunities for energy generation through solar panels. Where solar panels cannot be created, investigate the opportunities for green roofs.</li> <li>• It makes sense to incorporate rainwater harvesting into the design to improve the water efficiency of buildings and contribute to SUDS requirements.</li> </ul>	<p>Comments Noted. The council will consider through the refinement of the SPD how these features can be further encouraged in the Canal Quarter and embedded/strengthened through wider policy documents such as the Lancaster City Surface Water Management Plan.</p>	<p><b>CHANGE</b> Page 29: Change “Proposals will be expected to incorporate climate-resilient design solutions” to “Proposals will be expected to incorporate climate-resilient design solutions. For example, roofs should be orientated to maximise opportunities for energy generation through solar panels and explore and implement other opportunities for local power generation.”</p>
023	CAROLYN BROOKS	N/A	GENERAL COMMENT	<p>Generally looks good, however I am particularly concerns with a multi storey car park. If we do not have space for 400 cars, then these spaces must be underground.</p>	<p>Comments noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not “fix” a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.</p> <p>The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.</p> <p>With regard to the role of underground car parking, to achieve this would be likely to come at a significant cost and will have significant viability implications of the wider delivery of the Canal Quarter and the many demands already anticipated.</p>	<p><b>NOTED</b></p>
024	REBECCA STEVENS	N/A	GENERAL COMMENT	<p>The buildings seem highly likely to be utilised by nesting birds and roosting bats. Although there is mention of green spaces and biodiversity, this would seem to refer to sustainable transport, green walls / roofs, community gardens and green spaces. There is potential to retain and enhance the value of this site for nesting birds, developers should be required to provide enhanced nesting opportunities and this should be written into the document.</p>	<p>Comments Noted. The council will consider through the refinement of the SPD how these features can be further encouraged in the Canal Quarter and embedded/strengthened through wider policy documents.</p>	<p><b>CHANGE</b> Page 24: New bullet point following “Adaptability and resilience”:</p> <ul style="list-style-type: none"> <li>• Ecology and biodiversity net gain</li> </ul> <p>Page 26: Introduce new section on “Ecology”. Statement along the lines of the comment: “All developments must look to provide opportunities to support ecology and improve the natural environment through biodiversity net-gain. Developments could consider the incorporation of features that are beneficial to wildlife within the development. For example, bat roost or bird boxes. Opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment should be identified.”</p>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
025	KIKI CALLIHAN	N/A	GENERAL COMMENT	I wonder why there is a focus on going to and paying for entertainment, I think it is imperative for the local economy to also focus on providing space for local artists and makers to be able to work and sell, building up an economy focused on talent and skill. Please consider something along the lines of a 'Makers Quarter' or studio spaces.	Comments noted: in terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre). It will be down to the decisions of the individual landowners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide space for the creative industries and this is likely to feature in detailed proposals.	NO CHANGE
026	PATRICK MCMURRAY	N/A	GENERAL COMMENT	I very much support the comment that there is a shortage of decent office space across Lancaster, especially in the city centre. More office space in the Canal Quarter would provide more employment opportunities.	Comment and Support Noted.	NOTED
027	ANDREW WAUGH	N/A	SUPPORTING	Overall, the scheme looks balanced, mixed-use development especially with mixed-use buildings. Ongoing it needs to ensure a commitment to architectural importance and design, ensuring that development is in-keeping with the proposed look and feel to create an overall scheme. Consideration needs to be given to changes to the corner of St Nicholas Arcade in terms of connecting to the wider City Centre.	Comment Noted. It is agreed that new development needs to be of a high quality to reflect the character and intrinsic historic value of the wider city centre.  Connecting to the wider city centre via the Stonewell crossings is an important consideration. It is agreed that further work should be undertaken on this specific connectivity issue - this will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020	NOTED
028	DAVID MOTTRAM	N/A	GENERAL COMMENT	The principle of the Canal Quarter should be to complement the existing role and function of the City Centre.  I am critical of the calculated ambiguity about the possible retention of the south of the zone for car parking as a final stage of development. I would like to see some assurance that, when the rest of the Canal Quarter has been implemented, there will be a full public debate about the development of this zone.	Comments noted. It is agreed that the development of the Canal Quarter Site should complement the role and function of the wider city centre.  The SPD provides flexibility over the types of development which can occur in the Canal Quarter which allows adaptation over time to changing needs and demands. The lack of flexibility was a critical flaw of previous masterplans for the area. There will be the opportunity for further public scrutiny when specific development proposals are advanced via planning application.	NO CHANGE
029	DANIEL BRERETON	N/A	GENERAL COMMENT	No comment made	Noted.	NOTED
030	JONATHAN BEAN	N/A	SUPPORTING	Fully support the idea of regenerating the area. I would fully expect the project to be fully linked with the Climate Emergency Plan so the use of sustainable modes of transport are maximised and prioritised, proposals should include tree planting and the creation of green spaces and promote wider biodiversity.  The area would benefit from more arts and culture offer.	Comments and Support Noted.	NOTED
031	PAUL SYMOUR	N/A	SUPPORTING	Notes that more parking is required as if there is to be more residential development then there needs to be more parking.	Comments noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.  The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
032	CHARLOTTE DONE	N/A	SUPPORTING	Supports improving and keeping old buildings and seeks a quality refurbishment (such as the recent Lancaster castle improvements). Creative spaces for artists should be delivered, green space and trees. Beautiful outside places to sit without feeling strange or isolated. Community projects and activities going on, markets, busking, info stalls & singing	Comments noted: in terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre). It will be down to the decisions of the individual landowners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide space for the creative industries and this is likely to feature in detailed proposals.	NOTED
033	JENNY NATUSCH	ESCAPE2MAKE	SUPPORTING	Supports the idea of having more spaces for young people in the Canal Quarter - especially 11-18s who have so few places to go after school where they can relax and socialise whilst feeling in a safe welcoming organised environment.  We currently have a diverse, enthusiastic group of young people aged 11-19 who are working with HPA Architects on the E2M Architecture Group to design of a ground-breaking space for young people.  We would like to ensure that Lancaster City Council and all necessary parties are fully committed to the project and helping us secure land as the young group continue to research, develop their plans and others within the charity begin the quest to look for funding.	In terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific space or land offered for different uses.  However, the city council has welcomed the role of ESCAPE2MAKE in involving young people in the development of the proposals. The city council is open to receipt of emerging business plans and worked suggestions from third parties as to potential projects / showcases that could be accommodated within the Canal Quarter.	NOTED
034	STEVE WEARDEN	N/A	OBJECTING	Objecting to requirement for a multi-storey car park:  <ul style="list-style-type: none"> <li>As city council has declared a climate emergency opportunity to discourage visitors from driving into the city centre.</li> <li>Current car parks are rarely full therefore the money and land allocated to the car park could be better used for new social housing.</li> <li>Comments that the Grand and Dukes require parking for evening performances can be solved by opening St Nicholas car park until 11:00 pm.</li> </ul> Suggests a full survey of the various car parks in the city centre and the new park and ride to determine the future requirements before committing to a multi-storey car park. Could better use be made of existing facilities?  Through route shown along Edward St and Alfred St - opportunity of limiting a current "rat run" here. Suggest that both Edward St and Alfred Street are made cul de sac with CQ emphasis being on walking and cycling. St Leonard's Gate should be made one way leading out of the city with a bus lane coming into the city which could also be used by emergency vehicles.  The city needs a new modern hotel in the city centre for visitors (tourists and business people).  Need to be bold and ensure that the development is fit for purpose in 50, 100 years' time and not just rehash the current layout.	Objections Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient private parking, although again strategic policy leans towards reducing car provision in this context.  The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.  While not a matter for the SPD it should be noted that the existing Canal Quarter car parks generate a significant income for the council and, at peak times (particularly weekends and during cultural events) can be full.  It is agreed that further work should be undertaken on car parking in the Canal Quarter and the specific issue of connectivity through the site and the wider town centre, the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020. The approach to having (or not having) a "through route" for vehicles in the Canal Quarter will likely be heavily influenced by this work.	NO CHANGE
035	MARK (SURNAME NOT PROVIDED)	N/A	SUPPORTING	Seeks incorporation of a good proportion of tree planting within the canal quarter development noting species and varieties do not need to be huge specimens. Notes many new cultivars suitable for urban areas i.e. Malus Aros, which is 3mx1m.	Comments Noted. The purpose of the SPD is promote high quality design through the new development in the Canal Quarter. Proposals will be considered in this context. With regard to Climate Change the council will be	NOTED



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				Urgent need for more trees to decarbonise our society. Seeks consideration of solar panels, heat pumps and other renewable energy forms to power/heat the development.	commencing a Local Plan Review which will focus on the Climate Change agenda.	
036	RUKAYA (SURNAME NOT PROVIDED)	N/A	OBJECTING	Notes lack of fairness to existing property owners and the council is only going to make a decision based on profit not the people. Contends that this is a private project solely about making money.  Concerns that existing property owners will not be offered a fair deal. Property developers are synonymous for their lack of empathy and lack fairness towards smaller property owners.  Notes that the project does not consult the property owners directly and none of the owners are consulted in advance and is critical of larger property developers.	Objections Noted. The consultation on the SPD is to provide all stakeholders, including local landowners and business owner the opportunity to positively engage with future proposals for the site. The SPD provides flexibility to achieve a wide variety of aspirations for the site provided this is reflective of the sensitive location and seeks to be of high standard. Given the public sector landholdings in the area the regeneration of the Canal Quarter provides the opportunity to deliver wider public benefits to the wider area.	NO CHANGE
037	BEN BOOTH	N/A	GENERAL COMMENT	Critical of Lancaster's custodianship of past heritage / regeneration projects and is critical of the loss of what would be regarded today as civic assets – particularly: redevelopment of Victorian Market; St. Nicholas Arcades; Marketgate. Particularly critical of cinema environs and Anchor Lane. Urges the council to avoid past mistakes.  City Council sees carparks as a revenue stream, deriving hundreds of thousands of pounds a year from the fees. But this is damaging:  <ul style="list-style-type: none"> <li>By permitting cars to park in the very centre of the city, it brings the associated pollution and traffic risk to where it should most obviously be avoided.</li> <li>By charging so much for parking it actively discourages people from shopping in the city, thereby damaging business and taking away what should be a much more progressive revenue stream: business rates.</li> </ul> The SRF suggests that because existing surface car parking will be used for development the car parking / access needs to be replaced. Why? There is an opportunity to push cars out of the city using this as the impetus to remove cars and carparks from the city centre. Building P&R that would ring lasting change to Lancaster.  The city has declared a 'climate emergency', and cars and car parking should not be at the heart of this proposal. There are many sites out-with the city centre, north, east, and south, that could serve as out of town parking.(respondent notes examples from other cities on actions to restrict car use to access town centres) Urges the city council to think more creatively about how the Canal Quarter project can spur reforms across the whole city	Comments Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.  The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.  It should be noted that there are a number of concerns raised over any proposals to simply push cars out of the city and the implications that this may have on parking on residential streets and the impacts of businesses on the City centre. It is agreed that Park and Ride may provide solutions however their role will have to be carefully balanced. It is also a severe challenge to identify sites which could be feasibly and viably used for such purposes These matters will be further explored through the emerging Movement Strategy which is being prepared by Lancashire County Council and will be published later in 2020.	NO CHANGE
038	D SHOOTER	LANCASTER JAZZ FESTIVAL	GENERAL COMMENT	Notes it would be good to see the following existing businesses included in any new development as an important part of the flavour and facilities in this area and as part of Lancaster: Gillespies Garage; Musicians Co-op; Kanteena. Supports outside performance spaces - Lancaster Jazz Festival would be interested in investigating if these were right for our events. Include outside power as the plinth in Market Square. Also be interested in any other culture spaces available in the new development.  It would be good to see how this plan links in with the rest of the centre of town - as I would hate to see traffic and business further removed from the traditional centre as I think it probably needs all the help it can get.	Comments Noted. The SPD provides sufficient flexibility to facilitate the uses as described.  It is agreed that further work should be undertaken in relation to the Canal Quarter and the connectivity through the site and the wider town centre, the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020.	NOTED
039	STEPHEN DEALLER	GREEN DOOR (LANCASTER LTD.)	GENERAL COMMENT	SRF mentions BedZed and respondent gives other energy efficient examples from Norwich and good design from elsewhere. All housing should be done to standards, which include electric car points somewhere, PV cells on roofs, mechanical heat recovery systems inserted to houses and commercial buildings.  <ul style="list-style-type: none"> <li>Green/Blue surrounds: Swales design of green surrounds must be excellent. Consider Copenhagen areas. Also areas of Cardiff centre. Local expertise in (Halton Coop housing) show how to go about dramatically reducing energy use, and maintenance of green aspects.</li> </ul>	Comments Noted. A key aim of the SPD is to provide clarity on the importance of high quality design particularly given the historic context of the area. The council are currently beginning the process of reviewing its Local Plan in the context of Climate Change which will seek to support the aspects of building design described in the response.  Significant challenges exist for the implementation strategy including (but not limited to): important national and local historic buildings / heritage interest; areas of severe dereliction/contamination; high design quality	NOTED



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<ul style="list-style-type: none"> <li>Car parks: Notes importance of income to council and points to Chesterfield's organisation of multi-storey car parking near to the town centre. Should include bike parking, electric bikes provision</li> <li>Lifestyle: Can't justify specific exercise places without making connections to the canal path, up towards Williamson Park, and under the complex road system to the area next to the river where the former station had been.</li> <li>Adaptability and Resilience: refers to See Halton Coop having areas used by local community and old factory that can be used for arts/commercial. Points to examples in Zollverein in Germany</li> </ul> <p>Government should be asked directly for funding.</p> <ul style="list-style-type: none"> <li>Retail / Cultural Arts: Notes importance of arts in Lancaster and high number of empty shops (but no rent reduction). Respondent makes suggestions for small retail; art shows; outside places to sit with musicians; a 'mans shed' (i.e. one of these that can fix just about everything); a 'what's on' board (as there was in the town square, book club meetings etc.) and use older buildings for commercial purposes as Halton Co-op. The Council should own the shop property and charge low rents for usage of a specific kind.</li> <li>Areas ABCEIJ: What I have suggested are for areas that are more likely to be useful for domestic housing, minor retail, sustainability, and arts validity for the old factories (along with some commercial aspects).</li> </ul>	<p>demands; planning/building envelope constraints; transport, car parking and topography issues; need for extensive new infrastructure and creative solutions to the site's connectivity with the existing centre; relatively low and depressed commercial/residential property values with rising construction costs; fragmented site ownership.</p> <p>Within this context a commercially viable solution to suit all landowner/developer/community demands is difficult. Public grant funding in enabling strategic and site specific infrastructure, particularly to overcome the "heritage deficit" and other abnormal costs of resolving site issues will help enable the delivery of an exciting, high quality and appropriate mixed use development solution. The council is in discussion with strategic funding bodies such as Homes England on applying their potential major grant streams to help overcome issues</p>	
040	PATRICIA CLARKE	DYNAMO CYCLE CAMPAIGN	<b>SUPPORTING / OBJECTING / GENERAL COMMENT</b>	<p>Chapter 1: Sustainability: Supports the integration and enhancement of cycle routes throughout the city centre (and hopefully beyond).</p> <p>Chapter 3: Connectivity and Movement:</p> <ul style="list-style-type: none"> <li>Page 42 - strongly objects to the proposal to keep the Canal Quarter as a through-route for cars at all times. Page 42 states clearly "At certain times of the day the site is used as rat-run for cars" – so the solution is to make it a no-through route. The roads should be access-only. Making the quarter access-only furthers other aims outlined in the Sustainability chapter – namely:</li> <li>Page 30: "Proposals should seek to make sustainable choices the most convenient choices. This will encourage people to develop sustainable habits which will, in time, become the norm" and</li> <li>Page 35: "Changing car ownership levels and the proximity to Lancaster's sustainable transport options (bus station and other bus stops, railway station, existing cycle and pedestrian network, especially along the canal) means that there is already choice for non-car travel. Development that embraces these transport policies will help the Council make progress towards its future ambitions" and</li> <li>Page 107: "This is intended to reduce car journeys to the centre, to control car journeys through the centre, and seeks to change behaviours of city centre users as a result".</li> </ul> <p>With recent news of other cities reducing the number of cars permitted to enter the centre, this is no longer unthinkable. We realise that it will be necessary to keep open the possibility of using the road for through traffic as an occasional diversion route, so would propose the barrier to be something moveable along the lines of smart bollards.</p> <p>Concerned that Lancashire County Council have not yet produced clear plans for their vision for traffic movement in Lancaster city centre. At consultation events we listened to forward-looking officers floating ideas for Stonewell and Rosemary Lane, but it is important to note that any plans for that part of the one-way system may have a knock-on effect on the Canal Quarter. By designating it in advance as a no-through-route, you are going some way to changing transport behaviours.</p> <p>Page 46: Keep Brewery Lane open for cyclists as well as pedestrians. Page 48: Objects to the street width if you continue to permit through-traffic (i.e. rat running) in the Canal Quarter. The 5.5m carriageway width for cars and cycles is not</p>	<p>Support Noted. With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys.</p> <p>It is agreed that further work should be undertaken on car parking in the Canal Quarter and the specific issue of connectivity through the site and the wider town centre, the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020. The approach to having (or not having) a "through route" for vehicles in the Canal Quarter will be heavily directed by this work.</p> <p>Clearly the loss of through traffic through the Canal Quarter site will have significant implications for residents in East Lancaster. This would have to be considered in some depth should SPD be immediately amended to reflect a significantly restricted (or the absence of a) through route in the Canal Quarter. However, on this issue the Canal Quarter cannot be considered in isolation – but should proceed on the assumption that final direction will be given by the strategic Movement Strategy in time to inform detailed design and implementation of a development scheme.</p> <p>However, at this stage the points raised on the need for the SPD to show a more significantly "calmed" through route, and the issue of the sufficiency of carriageway width/carriageway parking, will be reviewed.</p>	<p><b>CHANGE</b></p> <p>Page 46: Review presentation of through route on Brewery Lane to show retained access for Dukes deliveries / business needs and cyclists as well as pedestrians and cyclists.</p> <p>And as previously noted:</p> <p>Page 41 – Review cross section provided to allow two cars and two bikes to comfortably pass each other perhaps indicate clear modal separation</p> <p>Page 47 – show more clearly the existing bridges over the canal (applies to all maps in the document).</p> <p>Page 48 – as in page 41 apply to cross sections here.</p> <p>Page 48 – agreed that It is unclear why parallel parking needs to be included on primary or secondary routes. Show clearer modal separation for cars/bikes/pedestrians</p> <p>Page 48 – agreed that "painted lines" are not "infrastructure". Show clear physical modal separation of main routes.</p>

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				<p>sufficient, particularly since cars will be permitted to park beside the carriageway and cyclists will not ride close to them for fear of car doors opening unexpectedly. Moreover, the primary road passes through some areas designated as residential in your outline map (p.38), so it needs to be quiet and calm.</p> <p>Chapter 6: Delivery and Phasing: Page 107 - Supports the aim to reduce car use in the city centre (at point 9).</p>		
041	CLAIR ENGL	N/A	<b>SUPPORTING / GENERAL COMMENT</b>	<p>Need to ensure scheme works in practice by attracting and supporting small business - i.e. subsidised rents/rates to support local retail and leisure as well as ultra-low cost co-working spaces and artists studios. These spaces, which made Lancaster special, have largely been lost over the last 20 years.</p>	<p>Comments noted: in terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre). It will be down to the decisions of the individual landowners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide space for the creative industries and this is likely to feature in detailed proposals.</p>	<b>NOTED</b>
042	SANDRA THORNBERRY	N/A	<b>SUPPORTING</b>	<p>Likes commitment to retain what is interesting, unique and historic. The street layout is intriguing but the narrow alleyways need to be opened/overlooked sufficiently to make them feel safe to use, especially at night. Linking up to the canal and designing ways to use the different levels creatively will make the area much more interesting.</p>	<p>Support Noted.</p>	<b>NOTED</b>
043	JANETTE KOOTER	N/A	<b>SUPPORTING</b>	<p>In support of the overall plan. There is enough accommodation and places for students and the city is now quite a transient place. We hosted overseas students for years and airbnb and 90% are phd students and new lecturers on short contracts. Not investing in the local structure and actual community.</p> <ul style="list-style-type: none"> <li>Housing - Should be: some for over 55s Accommodation; Restrictions on all accommodation for local persons only (young local people struggling to get decent affordable as prices have been driven up by students). Don't over-look the grey pound and integration of young and old. (I'm from Netherlands and several new primary schools are now being build NEXT TO nursing homes. Studies show everyone benefits socially) Older people have a lot more time and experience to give to local. Community. Also plan illustrations show young people only.</li> <li>Business - Affordable business units needed (Current £45 +per week on some current council units is too much for start-ups )</li> </ul>	<p>Support Noted. The SPD provides a sufficiently flexible framework to permit the uses described. With regard to student accommodation the council hope to undertake further assessment work on this matter in due course with the assistance of the local universities in relating to student numbers and future projections. Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.</p> <p>In terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre). It will be down to the decisions of the individual landowners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide space for the creative industries and this is likely to feature in detailed proposals.</p>	<b>NOTED</b>
044	RUTH HAIGH	N/A	<b>SUPPORTING</b>	<p>Respondent is relieved at the nature of the proposals given objections to previous "Centros" development proposal. Current plan takes account of the heritage of the area, environmental issues and the needs of people of all ages and backgrounds; including homeless people and to concentrate on a housing and a cultural quarter as opposed to a retail one.</p> <p>Pleased to see: a mix of social and elder housing (good location for sheltered or semi sheltered units). Social housing should accommodate people with mobility impairments. It will be mainly pedestrian/cycle access, but this needs to be designed carefully / segregated. Multiple bike racks will be needed in different areas as I understand it there is only 1 planned.</p> <p>All areas should be designed to ensure there are no barriers or trip hazards for those with impaired sight and access for those using wheelchairs, p 49, ginnels could be covered as this is such a wet and windy city. Walking surfaces should be non-slip (unlike the paving in the centre of town)</p> <p>Understands the need to keep this area traffic free but am concerned that even a small, electric bus, may not be able to access the centre of the development, only drop people at the edge; this could be a problem for older people, those with mobility issues, those with small children, heavy bags etc, especially those living in or visiting the elder</p>	<p>Support and Comment Noted. The SPD provides a sufficiently flexible framework to allow for the suggested uses to be delivered.</p> <p>With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts.</p> <p>It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.</p>	<b>NOTED</b>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>housing. Consideration should be given to a route in and turning circle for a small electric bus near to the accommodation.</p> <p>There will also need to be access for eg delivery vehicles for the houses, hotel/s, businesses, rubbish collection; these could use the bus route and be kept away from the pedestrian/cycle routes.</p> <p>Car parking is still essential as, though good walking, cycling and public transport should reduce the need to drive to this area some people due to age, limited walking, children, complicated journey needs, using the hotel/s will have to park close to the housing and attractions.</p> <p>At present there is inappropriate and dangerous parking in areas such as Westbourne Road, Aldcliffe Road and many others; this is because there are insufficient or too expensive places to park in town. Charges shouldn't be prohibitive, possibly with incentives to use facilities, and the fees should go to Lancaster City Council to care for the area.</p> <p>Pleased to see mention of green roofs, green walls, trees and planting, surfaces to enable rain to soak away, rainwater storage and use as well as electricity/energy production.</p> <p>No mention of public toilets – these are essential – maybe rainwater could be used for the toilets.</p> <p>Pleased emphasis on it being a cultural quarter - theatre and music. Outdoor performances suggests that there could be an undercover area - a permanent 'big top' or marquee type cover or temporary.</p> <p>Need the opportunity for people of all ages to DO things as opposed to pass through, watch, listen, shop, eat. Many people now are looking for activities to DO and memories to make, as evidenced by the success of the ice rink the last two Christmases.</p> <p>After visiting the Castle, Maritime Museum, Judges Lodgings in Lancaster or soon the Eden Project in Morecambe, what could people DO to prolong their stay or encourage them to visit? What about all the visitors to Cumbria who are looking for an activity when they are rained off there? What about the residents of Lancaster; what could they do on a wet weekend or school holiday, after school, after work? Barton Grange near Garstang has addressed this, as has Selby Summit centre  <a href="http://www.summitindooradventure.co.uk/">http://www.summitindooradventure.co.uk/</a>; many other examples in other towns and cities could no doubt be found.</p> <p>Within Canal Quarter there must be space for an attractive building that could house activities; perhaps the people of Lancaster could suggest and vote on the most appealing of them? Examples could be: roller blades, bowling, climbing, indoor pitch &amp; put/crazy golf, pedal carts, ping pong, obstacle courses, archery. The venue should be tasteful and activities affordable.</p> <p>Arts and crafts have not been provided for; maybe there could be a venue where the universities, colleges, schools, clubs could showcase their work but also where residents and visitors could have a go; painting, felt making, glass blowing, pottery etc. Such a venue would have to tie in with the Storey so as not to reduce their visitor numbers but to raise its profile. Thinking of the arts no mention is made anywhere in Lancaster, as far as I am aware, of the heritage of the wall paper/ linoleum industries of the Storey family  <a href="https://www.lancaster.ac.uk/unihistory/origins/table-baize.html">https://www.lancaster.ac.uk/unihistory/origins/table-baize.html</a> and Williamson's/Lord Ashton/The Lino King.</p> <p>It would be very fitting if the Canal Quarter could inform residents and visitors about the manufacturing that helped to develop Lancaster and fits in with the sail cloth, rope works/Rope Walk, brewery areas as well as the near by White Cross business park, Williamson Park and the Ashton Memorial. There could be opportunities for eg informative paving slabs, information boards, QR codes. The canal could also tie in with this; information about the trade, boats, horses, etc. There could be a theme for planters, play equipment, murals. The possibilities are endless.</p>		
045	AMY STANNING	N/A	SUPPORTING	Broadly welcomes the proposed SRF which seeks to develop the potential of the Canal Quarter whilst retaining important heritage and leisure assets. The proposal seeks to create a visually appealing and functional environment and I welcome the mixed use nature of the proposals.	Support and Comment Noted. Agreed the council being a significant landowner can provide the opportunity for development which has wider community benefits, such as affordable housing, potentially over and above that required through Local Plan policy on affordable housing provision.	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>Feels strongly that as the major landowner in the Quarter LCC can ensure that a significant proportion of housing development is affordable for the benefit of local residents.</p> <p>The proposals for transport and access within the Quarter seem appropriate but the plans do not address the key strategic issue of the southbound A6 which severs the quarter from City Centre. I was advised that a full partnership will be needed with Lancashire as the strategic planning authority to formulate a transport plan in order to deliver the strategy. However given the A6 is a significant obstacle, I would have wished to see early stage proposals and ideas within the proposed SRF.</p>	<p>With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.</p>	
046	STUART CLAYTON	GALLOWAY'S SOCIETY FOR THE BLIND	GENERAL COMMENT	<p>Welcome the opportunity to help make sure this exciting development is accessible to people with reduced vision. Therefore, I urge you to ensure than when finalising the design of the scheme you are confident that you have done all that you can to make this scheme accessible to all including people with reduced vision. Galloway's will be more than happy to provide advice and guidance.</p>	Support Noted.	NOTED
047	MICHAEL GIBSON	N/A	SUPPORTING	<p>Congratulates the consultant team on a comprehensive and excellently produced strategic framework document. Declares interest as a member of the Place Marketing Board for Lancaster with officers from the City Council; a Director of Digital Lancashire; and the owner of a business, which could benefit from the development of the site.</p> <p>Comments relate to office space - notes involvement in leading Nowhere to Grow report highlighting a lack of quality office space in the city, the frustrations of companies and the opportunities open to developers.</p> <p>Office accommodation needs to be developed with its potential users in mind. Quality office space for larger SMEs is typically open plan, ultra-high speed fibre (1GB) to the office and many standard elements. However, for smaller innovative companies the ability to be in co-working space with other like-minded companies gives them the opportunity to collaborate and develop at a pace they wouldn't otherwise.</p> <p>For the latter the model created by Baltic Creative in Liverpool has enabled what started out as a creative and digital organisation to become a highly effective property company that begins and ends with reflecting the needs of a user base that it knows incredibly well. In the private sector at scale only Bruntwood Sci-Tech seems to fully understand development of accommodation with innovative companies in mind.</p> <p>Cites Baltic Creative as what is needed to make the Canal Quarter a success. Rather than simply being monotone blocks of office space - like on Caton Road in Lancaster - Baltic understands the cultural aspects too with good coffee shops, street food, after work venues and meeting space. This needs to be curated rather than simply hoping it happens with these elements a feature of any masterplan.</p> <p>Baltic Creative reflects the importance of social enterprises and public sector funding in the development of the Canal Quarter. Office rental values in Lancaster are typically no higher than £15 per sq foot, and often much less, which is uneconomical for most commercial developers. This is why there has been no commercially-funded office space built in the city centre for well over 30 years.</p> <p>Contends that public sector workspace has suppressed rental values and ended speculative investment. Yet there is a willingness to pay more for the right space and the fact that all of the above are at an effective 100% occupancy shows the level of demand.</p> <p>When CityLab opened in Dalton Square the principle was that companies growing at the InfoLab co-working space at Lancaster University would migrate there as they outgrew the space. However, both became full and now there are companies like Yordas, Relative Insight, LiNa Energy, Copify and many more keen to move into the city centre (better connections for clients, travel and staff) but can't.</p>	<p>Comments and support noted: In terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre and Citylab). It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide employment space suitable for a variety of priority sectors at competitive market rates.</p> <p>Given that publicly funded office spaces in Lancaster are full it is unlikely that this provision has "crowded out" investment in new office space in the city centre particularly if there is latent demand. In fact there are companies currently located within these developments that are eager to move out. There is a pipeline of demand pointed to in the "Nowhere to Grow" report so it is more the case that private property owners and developers are not investing speculatively in offices or providing directly for the stated demand because:</p> <ul style="list-style-type: none"> <li>• Even at the relatively high (for Lancaster) charges for public sector workspace development (either through refurbishment of existing property or new build) officers remain unviable in commercial terms. (It should be noted that the public workspace developments were all only achieved through the application of significant grant aid to overcome particular building/viability issues)</li> <li>• There are higher and more certain financial returns to be gained from alternative uses and asset classes (for example student accommodation).</li> <li>• The opportunities to provide new offices are simply not readily available or owners/developers are unaware occupiers are willing to pay the level of rent/covenant length required.</li> </ul> <p>However, there are many reasons to encourage and promote office provision in a sustainable town centre location, not least for the positive economic effect and vibrancy employment uses can bring. It is however likely that significant provision will have to be underpinned by a degree of public subsidy or other support mechanism.</p> <p>The council's Digital Strategy acknowledges the need for broadband provision to be at the heart of all new developments.</p> <p>It is agreed that further work should be undertaken in relation to the Canal Quarter and the connectivity through the site and the wider town centre,</p>	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>Getting Lancaster University involved, who can also benefit from cheap borrowing through the Public Works Loan Board, will give them an opportunity to profit from University spin-outs. It seems short-sighted that they've been unable to do so previously but it isn't too late to get them to be a part of it, especially if they can see a financial return. Other comments as follows:</p> <ul style="list-style-type: none"> <li>• Ensure site has full fibre from the start - Bring together the Dukes, Grand, Music Co-Op and other cultural organisations to enable them to become sustainable and support their and the cities cultural objectives perhaps with an Arts Council capital bid</li> <li>• Consider making the site an ULEV (ultra low emission vehicles) zone. This will ensure it supports an environmental agenda from day one.</li> <li>• Needs a plan for connectivity at the Stonewell nose that somehow allows quicker access to the 'courtyards' and does something to mitigate the impact of the one-way system (a wider traffic plan is outside your remit but is essential).</li> </ul>	the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020.	
048	NATHAN T BURLEY	PRECIOUS PLASTIC LANCASTER	SUPPORTING / OBJECTING	<p>Very much in support of the general principles of re-use of the existing buildings where possible and the proposed mixed use within the quarter. I also strongly support the opening of ginnels, regeneration of the small spaces and direction of flow through the proposed quarter regen too. For me there's a lots to like here.</p> <p>The one thing I think is currently missing is provision for a small / light industrial space focused on making (design, manufacturing and artistry) within the plan. I think this is a massive missed opportunity and I hope I can convince you to find a way to include it. Right now, Lancaster has a poor student retention record which, for a top ten university, should be a concern for the whole city. I personally see few reasons that we are not high on the list of places students want to stay and make a life after University: we are just off the M6; on the West Coast Main Line; on the broadband backbone; just over an hour from Manchester Airport one side; just over an hour from the Lake District on the other. As people tire of bigger cities and look for better life balance, Lancaster should be an ideal location. The big reason not to stay, is a lack of good jobs. I believe the university, student alumni and local public will start those businesses but only if we give them a safe and encouraging space to do so.</p> <p>As such, I strongly encourage the city consider including space for micro-entities and small businesses in this plan, but not for purely digital startups. The University has a two major departments aimed at digital startups (InfoLab + LICA, possible LUMS). By contrast the university has five world-class departments (Engineering, Physics, Chemistry, LICA + LEC) which all have practical dimensions. The large cities of London, Manchester and Bristol already court small tech start-ups and have a recognised track record of delivering them. Instead of competing directly with those cities on an uneven footing, I'd like Lancaster to be bold and seize a new opportunity: An incubator for digitally-enhanced manufacturing and artistry. Manufacturing, driven by tech innovation, is undergoing a dramatic change. This is allowing small-scale manufacturers (with 3D printers and laser cutters and all manner of new IOT devices) to identify niches in the global market, hyper-customise product and compete with much bigger companies. Add to this the pressure that climate change is placing on the global economy and established supply chains and you have a recipe for disruption and opportunity. If we give those businesses a place to start, surround them with other companies doing the same, give them access to the expertise at the university and they will provide a new generation of businesses in Lancaster that will fix the student retention problem, create a new attraction for the city and provide economic growth. Our small not-for-profit, Precious Plastic Lancaster, is now taking local waste plastic and recycling it into new products right here in the city. But, the workshop we use is small, damp and isolated. Most of the business we receive (which has spiked since December) comes from other small businesses. Imagine what we could do if we were surrounded by those businesses every day, working with and for each other. We are not alone in Lancaster, but we are not close enough to realise the network effects well. Since we spoke, I have discussed this with other members of the Lancaster design and making community and there is a need for a central place for this.</p>	<p>Comment and Support noted: In terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre and Citylab). It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide employment space suitable for a variety of priority sectors at competitive market rates.</p> <p>There is a pipeline of demand pointed to in the "Nowhere to Grow" report and it is the case that private property owners and developers are not investing speculatively in offices or providing directly for the stated demand because:</p> <ul style="list-style-type: none"> <li>• Even at the relatively high (for Lancaster) charges for public sector workspace development (either through refurbishment of existing property or new build) is not viable in commercial terms. It should be noted that the public workspace developments were all only achieved through the application of significant grant aid to overcome particular building/viability issues.</li> <li>• There are higher and more certain financial returns to be gained from alternative uses and asset classes (for example student accommodation).</li> <li>• The opportunities to provide new offices are simply not readily available or owners/developers are unaware occupiers are willing to pay the level of rent/covenant length required.</li> </ul> <p>However, there are many reasons to encourage and promote workspace provision in a sustainable town centre location, not least for the positive economic effect and vibrancy employment uses can bring. It is however likely that significant provision will have to be underpinned by a degree of public subsidy or other support mechanism.</p>	NOTED



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>The key components for us are a set of mixed use workshops with very low rents and very short leases. They would need to be designed for businesses which make noise, make smells and generally cause landlords unnecessary concern. We would share some work space and have dedicated rentable storage. We would like this to be in Canal Quarter because of its proximity to the city and to the public. Because, if you add to this recipe a plush cafe (perhaps with a view of some of these workshops for the spectacle, and linked to the food-futures network) and a shop through which artisans could sell products and services and you would have in Lancaster an attraction which: nurture and showcases talent; engages the public; inspires them to get involved / start a business here; creates and supports new business, delivering growth. Add to this the opportunities for apprenticeships and skills transfer, the fact that this hub would re-use and recycle materials and that its proximity to the city would mean people walking / cycling to and from and work and I think this links in with the environmental agenda too.</p> <p>From a developer perspective, the hook might be in having them provide a ramp for companies starting in this space. Over time the idea would be to grow these businesses moving them into progressively larger spaces which would be serviced by the private sector</p> <p>Canal Quarter Supplementary Planning Document idea would be to grow these businesses, moving them into progressively larger spaces which would be serviced by the private sector. Thus, there would be more clients in the future.</p> <p>I would be happy to discuss this opportunity in person and welcome any feedback on this proposal.</p>		
049	TIM BETTANY-SIMMONS	CANAL & RIVER TRUST	SUPPORT / GENERAL COMMENT	<p>Page 96 – requests the following edits (in <b>bold</b>)</p> <p>“Development proposals will be expected to protect and enhance the physical <b>and structural</b> integrity of the Lancaster Canal and to seek opportunities .....”</p> <p>“Enhance physical and mental health <b>and wellbeing</b> of community by encouraging active lifestyles”</p> <p>Third principle. The word ‘level’ should be removed.</p> <p>Page 105: Reference emerging policy T3, Part 1 SPLA DPD that development should embody and address those principles. Use an overarching “Design Code”</p> <p>Page 106: ambition to better integrate the city with the canal corridor to be made explicit as an “intended outcome”</p> <p>Page 109: C&amp;RT happy to be involved in Meantime strategy.</p> <p>Page 110: Agree canal towpath has a role to play in encouraging active lifestyles but increased usage should mean infrastructure improvements should be provided. Include “remedial works in the canal” – canal should be included in red line boundary for purposes of integration (should not be seen as a “backdrop”. Could allow for floating businesses and mooring dependent on level of remedial works (e.g, dredging) and inclusion of boating facilities such as electrics/water/sewage.</p> <p>Page 20: Include direct ref to canal in the Vision e.g. “The vision seeks to enhance the site’s inherent qualities, <b>integrate the city with the Lancaster Canal</b> retaining and accentuating its unique characteristics.</p> <p>Page 28: Canal to be referenced as a transport route.</p> <p>Page 29: Land stability should be referenced as follows: “Development proposals will be expected to protect and enhance the physical <b>and structural integrity</b> of Lancaster Canal....” Notes Canal is a Biological Heritage Site but little mention of biodiversity improvements (provides suggestions)</p> <p>Page 30: Access to lifestyle / well-being benefits should be stressed.</p> <p>Page 32: Land Use: Canal to be included in a red line.</p> <p>Page 35: Infrastructure to maximise use of canal towpath as a transport route must be provided (signage and wayfinding). Scale of any MSCP in relation to canal would need consideration.</p>	Comments Noted. It is agreed that the minor changes proposed in this response will be incorporated in the finalised version of the SPD.	<p><b>CHANGE</b></p> <p>Page 96: Accept changes and edits (in <b>bold</b>) noted as follows:</p> <p>“Development proposals will be expected to protect and enhance the physical <b>and structural</b> integrity of the Lancaster Canal and to seek opportunities .....”</p> <p>“Enhance physical and mental health <b>and wellbeing</b> of community by encouraging active lifestyles”</p> <p>Third principle. The word ‘level’ should be removed.</p> <p>Page 106: Under “3” include “The outcome of development should be to better integrate the canal with the Canal Quarter and the city.”</p> <p>Page 110: Include canal within “red-line” of all maps throughout. Red line to also include Mill Hall area. Better define the parameters at the start of the document and making clear why the canal (or the element of the canal path adjacent to the CQ area) has been included.</p> <p>Page 20: Accept change ““The vision seeks to enhance the site’s inherent qualities, <b>integrate the city with the Lancaster Canal</b> retaining and accentuating its unique characteristics.”</p> <p>Page 28: Canal to be referenced as a transport route.</p> <p>Page 29: Land stability to be referenced as follows: “Development proposals will be expected to protect and enhance the physical <b>and structural integrity</b> of Lancaster Canal....” Reference to Ecology improved in document through earlier comments.</p> <p>Page 30: Access to lifestyle / well-being benefits is sufficiently referenced</p>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>Page 38: Canalside uses should present a positive open frontage to the canal and be active/vibrant – particularly (page 40) ground floors.</p> <p>Page 44: Ensure named as Canal &amp; River Trust is correct. "Development proposals will be expected to protect and enhance the physical <b>and structural integrity</b> of Lancaster Canal...."</p> <p>Question how 'strategic leisure route/green corridor' can work together to best effect.</p> <p>"Remedial works to allow boat berths" – dependent on dredging and survey. Notes detail dependent on survey results.</p> <p>Page 47 - notes access points would be subject to agreement with C&amp;RT Estate Management Team.</p> <p>Page 56 - Welcome canal side spaces subject to more detail.</p> <p>Page 69 - Welcome canal being identified as a heritage asset</p> <p>Page 73 - support retention of views across the city.</p> <p>Page 84 – establishing access connection back to canal needs more detail.</p>		<p>Page 32: Agreed as previous that Canal to be included in a red line.</p> <p>Page 35: Include reference that "Infrastructure to maximise use of canal towpath as a transport route must be provided (signage and wayfinding)".</p> <p>Page 38: As part of "Strategy" include that "Canal-side uses should present a positive open frontage to the canal and be active/vibrant"</p> <p>Page 44: Ensure named as Canal &amp; River Trust is correct. And also reference: "Development proposals will be expected to protect and enhance the physical and structural integrity of Lancaster Canal...."</p> <p>Page 47: note access points would be subject to agreement with Canal &amp; River Trust.</p> <p>Remaining issues to be resolved on detailed masterplanning phase.</p>
50	GEORGE AND BRIDGET HALSTEAD	N/A	GENERAL COMMENT	<p>Generally support the approach and enjoy and support the current arts offer. Note lack of small artisan type bistro / restaurant offer for pre-theatre. Stress the need for a quality offer such as the new provision at the Castle.</p> <p>Comments stress the need for an "independent" and unique feel to the eventual offer with contemporary landscaping. Points to well regarded "Goldsmith Street" development in Norwich and urge progressive approach</p>	Comment and Support Noted. The SPD provides the flexibility for the uses suggested to come forward.	NOTED
51	HOWARD ROGERSON	N/A	SUPPORTING	<p>Generally supports provision. Wants provision of some parking (as access required for all). Query about LDHAS and need for better disabled access and resident street parking. Need for accommodation for single people and social housing provision.</p>	<p>Comments noted: It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.</p> <p>The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.</p> <p>As a policy document intended for third parties, as well as informing the city council's approach to its own landholdings the SPD is informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals. The final approach to housing in implementation will be heavily influenced by the city council's own housing objectives as owner of a large proportion of the land highlighted in the SPD for housing, balanced against the practical concerns of development viability. Further consideration will need to be given to tenure and type of housing able to be delivered and the SPD will assist in informing these discussions.</p> <p>It is not the remit of the SPD as an SPD to provide detail on the provision of space for individual users which will be a matter for implementation.</p>	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
52	IAIN REYNOLDS	N/A	SUPPORTING	Glad to see stronger residential component – would like social housing provision (not just “affordable”. Unsure of the need for more student housing. Hopes that design ideas are put into practice and would be good to see car free / pedestrianised areas.	Support Noted. As a policy document intended for third parties, as well as informing the city council’s approach to its own landholdings the SPD is informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals. The final approach to housing in implementation will be heavily influenced by the city council’s own housing objectives as owner of a large proportion of the land highlighted in the SPD for housing, balanced against the practical concerns of development viability. Further consideration will need to be given to tenure and type of housing able to be delivered and the SPD will assist in informing these discussions.  Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.	NOTED
53	STUART HOUGHTON	N/A	GENERAL COMMENT	Public conveniences needed throughout the city especially in a central public space.	Comment Noted. The SPD identifies the need for key areas of public space (such as the Brewery Square), the content and design of such public spaces are a matter of detail for future discussion, this will include the value and viability of including public conveniences.	NO CHANGE
54	CAROL OSTERMEYER	N/A	GENERAL COMMENT	Page 16: Uneasy about the “early investments” and seeks more information on long term plans. Page 20: Seeks more clarification over timescale. No detail on connection to town centre – will it draw more footfall from the town centre. Page 28: Emphasise use of Park and Ride. Noted problems with neighbouring areas and people parking for free to use town centre. Page 29: queries level of input of Canal and Rivers Trust	Comment Noted. The SPD seeks to promote a phased and incremental approach to regeneration in the area, set against the need to plan for the area in a strategic matter. A single phase masterplan, similar to those proposed in the past are less flexible and less adaptable to change. The delivery of regeneration across the site will take time and will require investment from both the public and private sector. The city council will need to make key decisions around car parking and move forward with a plan for the scale and location of car parking in the city centre, the role of the Park & Ride will be a key element of any decisions. The Canal and River Trust have been engaged in this process and have responded to this consultation exercise.	NO CHANGE
55	PAULA WILLIAMS	LANCASTER JAZZ FESTIVAL	SUPPORTING	Page 90: Keen to explore potential for venue (references Kanteena) – need for a covered pace of some scale. Flexible space which can accommodate weather variability. Ensure public spaces are provided with adequate power.  Page 47: Keen to see tidying of vehicle access with greater emphasis on pedestrian and cycle routes. Reducing surface parking will be a benefit. Connection to existing centre is unclear – how will this be encouraged. Keen to see arts venues accommodated.	Support Noted. The SPD provides a sufficiently flexible framework to provide for the uses described in this response.  With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.	NOTED
56	GAYNOR LOVELL	N/A	GENERAL COMMENT	Page 14-17: Unclear how feedback will be incorporated.  Page 20: Much depends on quality of materials – should be part of a future consultation. Page 24-27: consideration given to co-operative housing available to local people? Town has a large number of student developments. Page 114: Closing off of “rat runs” will increase traffic on other routes. . General: document does not address how it fits with wider developments and infrastructure	Comment Noted. The city council will consider all feedback provided at this stage of consultation as it seeks to refine the final version of the SPD into a Supplementary Planning Document (SPD). The finalised version of the SPD is likely to be realised later in 2020.  The SPD provides a sufficiently flexible framework to deliver a wide range of housing in terms of scale, type and tenure.  It is agreed that further work should be undertaken on car parking in the Canal Quarter and the specific issue of connectivity through the site and the wider town centre, the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020. The approach to having (or not having) a “through route” for vehicles in the Canal Quarter will be heavily directed by this work.	NO CHANGE

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
57	NICOLA ELSWORTH	HOMES ENGLAND	GENERAL COMMENT	Homes England is the government's housing accelerator. We have the appetite, influence, expertise and resources to drive positive market change. By releasing more land to developers who want to make a difference, we're making possible the new homes England needs, helping to improve neighbourhoods and grow communities. Homes England does not have any land holdings affected by the consultation and therefore we do not propose to make at representations at this point. We will however continue to engage with you as appropriate	Comment Noted.	NOTED
58	JAMES WILKIE	LANCASTER VISION	GENERAL COMMENT	<p>The future success of the Canal Quarter is largely dependent on connectivity with the city centre. At present the A6 inhibits pedestrian flows between the two areas. We are surprised by the lack of firm proposals to resolve this issue in the SRF.</p> <p>Pleased to see that although student housing is identified as a potential future use for parts of the area it would be a precondition that any such applications must be supported by an evidenced need and pipeline supply assessment.</p> <p>Disappointed that the SRF makes no mention of any plans to provide social housing within the area. References are made to affordable housing, key worker, and retirement housing but not to social housing. Following the local elections in 2019 Lancaster City Council announced proposals to establish a Community Wealth Building Partnership. One of the principles underpinning this partnership is the "Socially just use of land and property" In line with this principle we believe that the City Council should commit to a substantial programme of social housing building across Lancaster District. In 2018 the Government removed the restriction on Local Authorities borrowing to build social housing. Lancaster is in the fortunate position of still having a Housing Revenue Account and is able to take advantage of this opportunity. It is generally recognised that one of the major barriers to the provision of social housing is the high cost of housing land that is privately owned. Lancaster has a particular opportunity in that the authority owns a number of sites in the Canal Quarter that would be suitable for the provision of social housing. Lancaster Vision believe that the SRF should identify and reserve some of the Council owned land within the Canal Quarter for social housing. A local social housing building programme also has the potential to make a significant contribution to moving towards the achievement of net zero carbon targets by embracing the highest possible sustainable building standards.</p> <p>Welcome the focus on cultural industries. We believe that consideration should be given to the provision of an outdoor performance space.</p>	<p>Comment and Support Noted. The SPD is a regeneration framework which will be used for planning purposes for new development proposals in the Canal Quarter. It should not be simply considered in isolation.</p> <p>With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.</p> <p>The SPD provides sufficient flexibility to deliver a wide range of housing in terms of scale, type or tenure. The SPD provides no barrier for the city council to utilise its land in the way described. It is important to note the status of the SPD in that it is supplementary to the Local Plan and cannot make prescriptive allocations of land for specific types of development.</p> <p>As a policy document intended for third parties, as well as informing the city council's approach to its own landholdings the SPD is informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals. The final approach to housing in implementation will be heavily influenced by the city council's own housing objectives as owner of a large proportion of the land highlighted in the SPD for housing, balanced against the practical concerns of development viability. Further consideration will need to be given to tenure and type of housing able to be delivered and the SPD will assist in informing these discussions.</p>	NO CHANGE
59	MARCUS HUDSON	LANCASHIRE COUNTY COUNCIL	GENERAL COMMENT	<p>Highways Pleased proposals in the Lancaster District Highways and Transport Masterplan are referenced and the need for these aspects to tie into all components of the SRF. Aspects relating to the city centre are now being progressed through an emerging Lancaster City Centre and Public Realm Strategy. This joint strategy between County and City Councils is exploring movement across all modes and will form the basis for a series of interventions that will support the aspirations set out in the Transport Masterplan. Would welcome a reference to the Lancaster City Centre and Public Realm Strategy within the draft SRF especially in relation to aspects concerning transport (page 29) and connectivity and movement (p46).</p> <p>Support emphasis placed upon the 'Stonewell Nose' - will be instrumental in allowing permeability between the Canal Quarter and the core retail area. A key aspect of the emerging Lancaster City Centre and Public Realm Strategy is to reduce severance across the city centre and provide an environment that is safe for pedestrians and cyclists. It is essential that aspects within the Lancaster City Centre and Public Realm Strategy and the draft Lancaster Canal Quarter Strategic Regeneration Framework are aligned so that the opportunity to link the Canal Quarter to the core retail area are fully realised.</p> <p>Public Health Recommend consideration to how proposals promote the 10 Active Design Principles outlined by Sport England and Public Health England. These can be viewed in the</p>	<p>Comment and Support Noted. The city council will welcome and support a role in preparing the Lancaster city centre Movement Strategy which is seen as critical to establishing future vehicular movements around Lancaster city centre. It is hoped that the strategy came be positively moved forward through the course of 2020 to supply the delivery of the SPD / SPD.</p> <p>It is agreed that references to public health matters and the dominance of uses will be reflected in the final version of the SPD. There will also be further reference to how disabilities will access the site and any proposed uses.</p>	<p>CHANGE</p> <p>Page 44: Review Connectivity and Movement section to strengthen link to emerging Lancaster City Centre and Public Realm Strategy.</p> <p>Page 30: Review and include for promotion of 10 Active Design Principles outlined by Sport England and Public Health England.</p> <p>Page 45: Equal importance needs to be given to facilities encouraging cycling uptake such as all-weather cycle storage, lockers, shower facilities, and access to free drinking water points. These should be public facilities, but consideration should also be given to how they can be incorporated into residential and commercial premises where appropriate.</p> <p>Provision of electric charging points should be provided for residential and commercial premises as well as being available to the public.</p> <p>Page 48: include reference on design to respect and accommodate needs of individuals with disabilities.</p>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>'Active Design and Spatial Planning' Public Health Advisory Note at <a href="https://www.lancashire.gov.uk/council/strategies-policies-plans/public-health/publichealth-and-spatial-planning/">https://www.lancashire.gov.uk/council/strategies-policies-plans/public-health/publichealth-and-spatial-planning/</a></p> <p>Development of cycling infrastructure throughout the document is welcomed but most relates to cycle 'routes'. Equal importance needs to be given to facilities encouraging cycling uptake such as all-weather cycle storage, lockers, shower facilities, and access to free drinking water points. These should be public facilities, but consideration should also be given to how they can be incorporated into residential and commercial premises where appropriate.</p> <p>The document states 'The use of electric cars should be encouraged through the provision of electric charging points'. This infrastructure should be provided for residential and commercial premises as well as being publically available.</p> <p>Recognition in the 'lifestyle' section on page 30 of the importance of urban design in relation to mental health as well as physical health. Incorporating opportunities for people to play, be active and meet throughout the development is important from a health and wellbeing perspective, as is the importance of considering how green infrastructure can feature throughout the development.</p> <p>The 'retail' section on page 34 could be strengthened by incorporating a commitment to exploring opportunities to manage what type and mix of business/retail premises feature in the area of regeneration. The aim of this should be to promote business uses that have a positive impact on health whilst avoiding a dominance of business uses that can have a negative impact on health.</p> <p>The section on 'connectivity and movement' starting on page 48 should include more detail about how the needs of individuals with disabilities will be accommodated. This is especially important in areas with undulating topographies such as Lancaster.</p> <p>The needs of individuals with disabilities should also go beyond the theme of 'connectivity and movement' and give consideration things such as adequate accessible toilet facilities and accessible buildings.</p> <p>Education Section 14 of the Education Act 1996 dictates that Lancashire County Council's statutory obligation is to ensure that every child living in Lancashire is able to access a mainstream school place in Lancashire. The Strategy for the provision of school places and school's capital investment 17/18 to 19/20 provides the context and policy for school place provision and schools capital strategy in Lancashire. Over the coming years, Lancashire County Council and local authority partners will need to address a range of issues around school organisation in order to maintain a coherent system that is fit for purpose, stable, and delivering the best possible outcomes for children and young people.</p> <p>Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the demand of a new development there is the potential to have an adverse impact on the infrastructure of its local community, with children having to travel greater distances to access a school place.</p> <p>The SPT produces an Education Contribution Methodology document which outlines the Lancashire County Council methodology for assessing the likely impact of new housing developments on school places, where necessary mitigating the impact, by securing education contributions from developers.</p> <p>The Department of Education has produced new guidance updated November 2019. Non-statutory guidance for local authorities planning for education to support housing growth and seeking associated developer contributions, November 2019.</p> <p>New housing across the district has the potential to yield pupils requiring education places within local schools, therefore, would be included in the education authorities forecasting process.</p>		<p>Education impacts/needs of potential housing development are noted</p>



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				At this stage of the consultation process, the information does not contain specific housing numbers or type and is not accounted for in the current forecast. Once again thank you for inviting comments and I look forward to continuing our close working relationship as the draft Lancaster Canal Quarter Strategic Regeneration Framework progresses to a Supplementary Planning Document.		
60	JONATHON ROWLATT	UNION4PLANNING	GENERAL COMMENT	<p><b>Sustainability</b> – The sustainability credentials of new development is clearly important and the measures identified in the draft SRF are supported. A balanced approach is required to each circumstance which is sensitive to matters such as the historic fabric of buildings.</p> <p><b>Land Use</b> – A diverse mix of uses on the site are supported, commercial uses must be demonstrated to be viable. Residential development will be key to supporting the vibrancy and vitality of the area and provide a resident population, subject to demand student accommodation will provide a key component to the regeneration. In light of previous schemes it is clear that retailing of any significant scale is not viable for the site. Hotel development will be important, however any expansion of the cultural offer should focus on the expansion of existing facilities. Allowance must also be made for a reasonable level of demolition to achieve the aspirations of the SRF. Any retention of non-listed buildings should only be on the basis they are genuinely of heritage merit and are capable of being incorporated into the wider scheme.</p> <p><b>Connectivity</b> - The vehicle movement strategy which seeks to direct traffic away from the Stonewell Nose is supported. The closure of Brewery Lane to vehicles is also supported.</p> <p><b>Public Open Space</b> - The general need to provide POS within the regeneration scheme is supported, however it is considered that the main Brewery Square should be moved south from where it is currently proposed. We would object to the identification of land on the junction of Lodge Street and St Leonardsgate as part of the Stonewell Courtyards, these are clearly remote from any courtyards.</p> <p><b>Embracing Heritage</b> – Whilst it is clearly important to retain all listed structures, given the decades of inactivity on the site there needs to be a trade-off between the retention of buildings and a viable redevelopment scheme that will bring life and activity back to this run-down area. We are keen to achieve heritage-led regeneration, as promoted by the draft SRF, however if all the buildings of significance are to be rendered (as identified in the 2012 Heritage Assessment) this has the potential to restrict development and render proposals unviable.</p> <p><b>Scale and Massing</b> – Whilst it is not suggested that the site is appropriate for ‘tall’ buildings, neither should it be simply restricted to buildings which are three storeys in height. Allowing some buildings with additional height, correctly positioned, can help identify and frame public squares and areas of open space. We therefore do not support the maximum building heights indicated in the SRF, confining all development in the Stonewell Nose area and Ropewalks to simply three storeys in height. [Further detail is provided in the responders full response]</p>	<p>Support and Comment Noted. The SPD provides a sufficiently flexible approach towards the range and type of uses which can be achieved in the Canal Quarter area. This will provide adaptability to future changes and proposals.</p> <p>The council’s 2012 Heritage Assessment is considered to be a thorough and robust starting point for understanding the heritage value of the buildings in the Canal Quarter. The approach taken and its findings have been fully supported by Historic England who are the statutory body in heritage matters. While the city council would agree that pragmatic decisions will have to be made over the retention of historic buildings in the Canal Quarter it is important that the buildings of historical significance, not just to the Canal Quarter but Lancaster as a whole, are retained. This will ensure that the Canal Quarter reflects the wider character of the city centre.</p> <p>The scale and massing of buildings will be important. It is agreed that there may be opportunities within the Canal Quarter for buildings to be taller however it should be remembered that any development proposals in this area will be within the setting of both Lancaster Castle and Ashton Memorial which are both Grade I Listed Structures.</p>	<p><b>CHANGE</b> Page 62: include reference to a commitment for any demolition proposals to be supported by an assessment of the significance of the building to be demolished, and a clear and convincing justification for the proposed demolition. This is to allow buildings – the significance of which may currently be obscured – to be better protected.</p> <p>Brewery Lane accessibility reviewed and amended.</p> <p>Page38-39: Review design of block “K” and associated description in order that it is not shown to interfere with Duke’s loading and incorporating business use suggestion made by the Dukes. Follow this through on all “proposals” maps showing the proposed building footprint. This also impacts on the representation of Brewery Square – could be moved south or made larger to coincide with the revised “K” footprint. Then follow through on all schematic plans.</p>
61	AUDREY SMITH	LANCASTER CANAL REGENERATION PARTNERSHIP	GENERAL COMMENT	<p>The Partnership applauds the City Council for undertaking this initiative. The Partnership has been represented at all the consultation meetings by the Canal &amp; River Trust, the Inland Waterways Association Lancashire &amp; Cumbria Branch and the Lancaster Canal Trust.</p> <p>We have discussed the SDP with the partners listed above and have concluded that we warmly support the detailed response provided by Tim Bettany-Simmons BA on behalf of Canal &amp; River Trust.</p> <p>We look forward to working closely with the City Council as it takes this work forward.</p>	Comment and Support Noted	<b>NOTED</b>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
062	JILL BARTRAM	N/A	SUPPORTING	<p>Page 35/36 - resident of the Freehold area and concerned about how the proposals might impact on neighbouring residential area which is in close proximity. Already seen a growing tendency for people visiting the city centre to park on the residential streets off both Moor Lane and Ullswater Road. If there was no land allocated to car parking in the Canal Quarter, this problem would be severely exacerbated. Pleased to see a multi-storey car park is planned, together with the possibility of an additional car park if necessary. While supporting the council's long term aim to reduce people's use and reliance on their cars, in the meantime reasonable car parking provision has to be made to avoid an unacceptable knock-on effect for residents living in areas neighbouring the city centre.</p> <p>Page 45/46 - welcomes the provision of adequate car parking on the proposed locations to the north of the site and off Bulk Street, which would seem to minimise undue driving round the site to find a parking spot. Concerns regarding traffic movement across the site relate to the impact that the development of the Canal Quarter might have on the neighbouring residential area of Freehold. Currently a considerable volume of traffic using Edward Street and Alfred Street to move through the city from south to north (and vice versa) avoiding the main gyratory system in the city centre. If these roads were closed, then traffic would find alternative routes through the neighbouring residential areas. The narrow residential streets in the Freehold area (Ullswater Road and Derwent Road in particular) are already experiencing an increasing level of rat-running throughout the day, creating not only danger to the many school children and residents who walk along them, but also considerable noise and air pollution.</p> <p>Support the plan to retain Bulk Street and Edward Street as a primary route for traffic through the site, with the added improvement of extending Edward Street north to St. Leonard's Gate to avoid the current zigzagging via Alfred Street.</p> <p>Support the Council's overall strategy to reduce car journeys through residential streets and to "encourage the creation of healthy living environments for people of all ages" (page 30). This should include all residential neighbourhoods in the city, and not just the city centre.</p>	<p>Comments Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.</p> <p>The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.</p> <p>It should be noted that there are a number of concerns raised over any proposals to simply push cars out of the city and the implications that this may have on parking on residential streets and the impacts of businesses on the city centre. It is agreed that Park and Ride may provide solutions however their role will have to be carefully balanced. It is agreed that further work should be undertaken on car parking in the Canal Quarter and the specific issue of connectivity through the site and the wider town centre, the latter will be a core consideration of the Movement Strategy, which is being prepared by Lancashire County Council and will be published for consultation later in 2020. The approach to having (or not having) a "through route" for vehicles in the Canal Quarter will be heavily directed by this work, as well as considering mitigation of any negative externalities/impacts on neighbouring residential areas should they result from specific approaches taken on the Canal Quarter. .</p>	NO CHANGE
063	NICK MOULE	N/A	GENERAL COMMENT	<p>Notes SRF provides a good basis for guiding future development and transformation which could help Lancaster be one of the most creative and forward looking localities in the NW.</p> <p>Could be one of the most imaginative regeneration projects in the NW but needs careful management and close cooperation with appropriate investors, landowners and partners. Key principles are welcome alongside the emphasis on promoting arts and cultural activities. The arts and cultural industries are fundamental to a thriving and prosperous city and district.</p> <p>Welcome the aim of providing a mixture of developments -commercial, office, arts and residential and the necessity of placing strict conditions around any new retail being required to protect the integrity of the primary city centre shopping area.</p> <p>Acknowledges the case for rationalising carpark, but ensuring there is sufficient car-parking provision which meets the needs of the city centre, residents and businesses.</p> <p>Support the aims behind delivering a sustainable transport network within the development conditional on this effectively servicing the CQ and avoiding any further worsening of traffic overload or inconvenience to traffic movement within the wider locality.</p> <p>Agree the phasing of the regeneration plans should initially focus primarily on the core of the CQ -the Stonewall Nose, the Ropewalk and Coopers Fields areas.</p>	<p>Support and Comment Noted. The specific requirements set out in the response are supported and considered to be key parts of the emerging SPD / SPD. It is important that document is positive toward regeneration in this area and seeks high quality. It is also important that it provides sufficient flexibility and adaptability towards future change.</p> <p>The council will not be seeking to undertaken a specific SPD on Urban Design or Climate Change. However, it is important to note that the council is commencing a review of the new Local Plan which will concentrate specifically on matters of Climate Change. Work will commence on this review later in 2020.</p>	NO CHANGE

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>Attention should be placed on protecting and enhancing the heritage and character of the existing buildings and placing strong emphasis on the quality of urban design, the public realm, environmental sustainability and how new build complements the scale and heritage of Lancaster.</p> <p>Specific requirements noted as follows:</p> <ul style="list-style-type: none"> <li>Needs clear leadership from the City Council and key stakeholders.</li> <li>Early priority to firm proposals on connectivity of CQ and existing shopping area.</li> <li>Embrace best design practice from elsewhere promoting highest design standards.</li> <li>Vision must ensure the proposals create a 'sense of belonging'.</li> <li>Developments should be visually stimulating and sustainable.</li> <li>City Council should produce an SPD on urban design and climate change.</li> <li>Lancaster residents should be at the centre of the proposals including employment opportunities, promoting arts and culture, serving local businesses, designing attractive buildings, improving the environment.</li> <li>Housing has to make provision for much needed social housing.</li> <li>Consideration is needed over how much new student housing is permitted and on the quality and competencies of providers. Lancaster needs to carry out a detailed assessment on the future provision of student housing to ensure what is needed.</li> <li>Encourage community and stakeholder engagement</li> </ul>		
064	NO NAME SUPPLIED	NORTH LANCASHIRE FOOD FUTURES	GENERAL COMMENT	<p>Welcome many of the key principles set out in the SRF - see many areas of resonance with own work: sustainability, community development, greenspace, health &amp; wellbeing</p> <ul style="list-style-type: none"> <li>Greenspace is afforded high importance but a lack of certainty about where these greenspaces would be located (could be squeezed out in the final development)</li> <li>Lack of certainty about what form these greenspaces will take leaves community growing spaces vulnerable to exclusion in the final development.</li> <li>Growing food and cooking/healthy lifestyles. While growing food in urban spaces is an important part of creating a healthy and sustainable food culture within a city, it is only one piece of the jigsaw. Our work as a food partnership</li> <li>Lack of spaces for communal cooking and eating in Lancaster not currently provided within the SRF.</li> <li>Outdoor and indoor spaces for community food growing, cooking and eating are allocated a protected status within the final plans for the development of the area.</li> </ul> <p>Notes that the partnership is happy to work with the council to ensure that these spaces deliver to the rest of your strategy for the area [details provided by the responder on how this could be achieved].</p>	Comment and Support Noted. It is agreed that further detail is provided in the SPD in relation to the opportunities for food growing within the city centre.	<p><b>CHANGE</b></p> <p>Page 57: Community Spaces section to add words on the potential for community growing (example of community orchard) while recognising that the Canal Quarter site is "tight" for space and the general thrust of the SPD is for high density development.</p>
065	LEN HOWARD	LANCASTER CANAL TRUST	GENERAL COMMENT	<p>Page 44: The Trust supports the core principles in relation to the opportunities for developing the canal corridor as a safe and welcoming space for pedestrians and cyclists, and exploring the possibilities and benefits of securing a safer environment 24/7 through establishing moorings for canal boat tourists. CCTV coverage will be an essential component of such facilities in this urban setting.</p> <p>Page 56 /69 /96: Increasing the interactions between the canal and the Canal Quarter will be key. There is scope for creating interesting spaces along the pedestrian and cycle routes which link with the canal to take advantage of the changes in level between the towpath and the rest of the site. To achieve this will require sensitive input to the briefs for individual site development as part of the development management process. There are opportunities for heritage-based artworks and suitable robust interpretation for residents and tourists.</p>	Comment Noted. It is agreed that the interactions between the Canal Quarter and the Canal itself is key and consideration will be given to how this can be further drawn out in the finalised document.	<p><b>CHANGE</b></p> <p>Page 44: Change to boat berths/moorings</p>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				Page 106: Outcome 3 references to “capitalise on the site’s proximity to the canal” but does not develop this to specify how this could be achieved. Could be extended to consider how good design and security features can ensure that the canal side environment is developed as a high quality and safe public space.		
066	TIM DANT	N/A	GENERAL COMMENT	<p>Page 16: The consultation refers to ‘stakeholders’. It would be helpful to know what the criteria for being a stakeholder were and who was actually consulted. E.g. how were ‘young people’ consulted? Referring to ‘the people of Lancaster’ is tendentious; they do not speak with a single voice on anything!</p> <p>Page 20: The opening paragraph is twaddle. It is a run-down mix of buildings in disrepair and scruffy car parks that has been an eyesore for many years. The area does have great potential and there are key heritage buildings within it. I can’t imagine anything less than ‘high quality architecture’ being worth promoting</p> <p>Page 25: Good to see: sustainability and zero carbon up front; pedestrian and cycle movements planned in from the beginning; a mix of buildings, both old and new, and Increasing biodiversity and introducing and extending the currently very limited green space is important to.</p> <p>Page 28: The scheme has to integrate with existing transport plans but can initiate new approaches. Good quality cycle storage is important and a ‘cycle hub’ with bike hire, charging for e-bikes and repair services should be a key aim</p> <p>Page 33: Student housing should resisted as there is already purpose-built over supply of – this area should focus on Lancaster’s citizens as a whole. There is a good opportunity for housing suitable for people with disabilities, some of whom are elderly, who can have easy access to local facilities and not be isolated on housing estates out of the centre.</p> <p>Lancaster university has shown interest in being involved in the Canal Quarter and should declare what sort of involvement that might be (respondent provides examples)</p> <p>Page 36/38: Supports the proposed zoning and mix of uses throughout the site.</p> <p>Page 46: Disagrees with N-S vehicle through route – needs to be managed for deliveries and emergencies. There is a proposal to close the current southbound route of the A6 through Dalton Square to pedestrianise it and allow a bus rapid transport system access. To have a motor vehicle route through the Quarter as shown would move the traffic eastwards and divide the Quarter and its uses. On street parking should be more limited, allowing for disabled parking and delivery parking at certain hours</p> <p>Page 51: Unclear what the public realm hierarchy is or what it might mean.</p> <p>Page 53: Opening up the Stonewell ‘nose’ in itself will significantly improve the area and its attractiveness for Lancaster citizens. The idea of opening ginnels through it is excellent.</p> <p>Page 54: Public spaces and ‘brewery square’ are good – they will help to open up the area Canal side spaces are also an excellent idea; at the moment the canal is largely shut off from the city. Breaching ancient walls is worth doing to achieve the access to the airspace over the canal and the different views it will offer.</p> <p>Page 77: It is good to see that there are no plans for high buildings in the Quarter. Lancaster is already being spoilt by student developments that are above the height of surrounding buildings.</p> <p>Page 84: Get the vehicle movement right from the start – allowing a continuation of the rat run will discourage pedestrians and cyclists from using this area. The ‘meanwhile’ approach is good – but stopping the rat running down Edward and Alfred Streets won’t be helped by closing Brewery Lane to traffic.</p> <p>Location of the Homeless Action Centre on Edward Street - agency needs to be accessible and would be good to see it remain within the CQ. Day centre for elderly and / or disable people need to be located in this Quarter. As retail dies as the life force of city centres, imaginatively presented community facilities can take a key role in encouraging people into these spaces. Sports centres and gyms, advice centres, contact points for local authority services and libraries are good. In Lancaster we have an excellent (though underfunded) library in a great location and the Town Hall provides a good access point for local authority services. But there will be other community services that do need to be integrated.</p>	<p>Comment and Support Noted. The preparation of the SPD has involved a range of consultation which is well described in the consultation statement which accompanies the document. This will be updated and refined to reflect the responses provided as part of this consultation process. The preparation process involved a number of stakeholder sessions which included young people from the locality.</p> <p>Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.</p> <p>The SPD provides sufficient flexibility to achieve a wide range of development on the site, a significant proportion of which is under the control of the city council. It will be for the city council to determine the types of development which are located on their land and appropriately manage, through the planning process, development which takes place on third party land.</p> <p>It should be noted that there are a number of concerns raised over any proposals to simply push cars out of the city and the implications that this may have on parking on residential streets and the impacts of businesses on the city centre. It is agreed that Park and Ride may provide solutions however there role will have to be carefully balanced. These matters will be further explored through the emerging Movement Strategy which is being prepared by Lancashire County Council and will be published later in 2020.</p> <p>The approach to having (or not having) a “through route” for vehicles in the Canal Quarter will be heavily directed by this work, as well as considering mitigation of any negative externalities/impacts on neighbouring residential areas should they result from specific approaches taken on the Canal Quarter.</p> <p>It is agreed to provide clarification on what is meant by ‘Public Realm Hierarchy’.</p> <p>It is not the remit of the SPD as an SPD to provide detail on the provision of space for individual users which will be a matter for implementation.</p>	<p><b>CHANGE</b></p> <p>Page 51: Expand on the “public realm hierarchy” and the reasons for suggesting this approach.</p>



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
067	KAREN O'NEIL	THE DUKES PLAYHOUSE TRUST	SUPPORTING / OBJECTING / GENERAL COMMENT	<p>Page 38-39: plot K listed in the High Level Development Schedule (p39) as an area of land that could be for a mixed use apartment block. This is currently part of the Dukes lease and provides the entrance point to our load in/dock area which is the only access point for productions to the two main performances spaces at the Dukes. This area is accessed from Brewery Lane by a range of vehicles dependent on the size of the production and it is accessed 24 hours. This is an essential vital part of any theatre building structure and removing access or building on this land would prevent the Dukes from bringing set, costumes, equipment, lights, sound, props, etc. into the building. The building on or removal of this land from the Dukes would effectively close the organisation as the building would no longer be able to operate as a theatre or public performance space of any kind. Proposes alternative use for creating a ground floor costume and prop hire business and the two floors of creative making space that can be used by the Dukes to retain production in Lancaster and support other creative makers and professionals to have thriving careers in Lancaster (respondent supplies more details). The building's commercial opportunities would support the Dukes long term financial resilience and create jobs locally. It would enhance the surrounding offer of apartments, public space by having artists and creatives living and working in the space</p> <p>Page 37: Movement Strategy identifies Brewery Lane as a primary pedestrian movement area. Raises a number of issues with regards to access to the rear of the building on Brewery Lane that forms our load in/dock area. At present Dukes is focused on maintaining this area for its own usage but requires road access for the vehicles we are welcoming to the theatre on a daily basis.</p>	<p>Comment noted. The SPD is not a detailed Masterplan document and should be viewed as a guide to future development aspirations. The strategic approach to all CQ "through routes" for vehicles (as well as access) in the Canal Quarter will be heavily influenced by the emerging Movement Strategy which is being prepared by Lancashire County Council and will be published later in 2020.</p> <p>The Dukes were represented at the detailed Stakeholder events and the aspirations for the new venture were not mentioned. While not a matter for the SPD the council is happy to support the Dukes in achieving its ambitions as a key local Arts Partner. There are no schematics provided so the SPD cannot take this into account with any certainty. However, the document will be amended to reflect the need for current Dukes footprint to be accessible as required in comments.</p>	<p><b>CHANGE</b></p> <p>Page38-39: Review design of block "K" and associated description in order that it is not shown to interfere with Duke's loading and incorporating business use suggestion made by the Dukes. Follow this through on all "proposals" maps showing the proposed building footprint.</p> <p>Page 46/47: Change Quaternary Movement along Brewery Lane to Tertiary Movement to account for Dukes accessibility and follow through on other plans such as the "Framework Plan"</p>
068	NO NAME SUPPLIED	SEWING CAFÉ LANCASTER AND ENTANGLE	GENERAL COMMENT	<p>Respondent notes textiles have relevance in the industrial heritage of the site - a missed opportunity to neglect textiles' historical importance in the Canal Quarter. Development of a 'craft cluster' would satisfy multiple goals of the SRF. Sustainable crafts, mending, fixing, repurposing, sharing and more all sit on a spectrum of practices of working with matter and caring for the material world which are flourishing in flagship locations such as Brighton and Bristol. Lancaster is fortunate to already have a burgeoning community of such practitioners.</p> <p>SRF should expand the understanding of what green technology is to include hackspaces, makerspaces, and code clubs, alongside repair / reinventing and reconfiguring as key skills for innovators of sustainability.</p> <p>Propose that a Textile Corner which accommodates textiles, sustainability and local communities should be a protected element of the CQ. Respondent describes this as an Adaptation and Resilience Hub. Notes the organisation depends on having a dedicated physical space in which to operate and the council can make this happen and can work within minimal budgets and within "meanwhile" space. Respondent proposes a mix of uses and seeks to work with the council to develop textile-based community wealth building in dynamic, inclusive and exemplary ways.</p>	<p>Comments Noted. The SPD seeks to complement the intrinsic heritage values within the Canal Quarter. In terms of the types of uses for the Canal Quarter the SPD provides the flexibility for such uses to be achieved. The city council itself has provided creative business / artist employment space in the past (for example at the Storey Creative Industries Centre). It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide employment space suitable for a variety of priority sectors at competitive market rates particularly creative industries.</p>	<p><b>NOTED</b></p>
069	GRAHAM LOVE	SMITH & LOVE PLANNING CONSULTANTS on behalf of MAPLE GROVE DEVELOPMENTS	OBJECTION	<p>We are pleased that the Council recognises the scale and nature of the Canal Quarter means that redevelopment must be delivered in phases and that it cannot be predicated on a single delivery strategy. Maple Grove support this approach and fully agrees it is vital that phasing is flexible and responsive to market factors, and takes into account individual land ownership boundaries.</p> <p>However, this is not the intended approach where individual redevelopment sites within the Canal Quarter contain heritage buildings, such as the Heron Works, which the SRF presently identifies for retention and re-use. In these situations, the SRF requires a patient approach to be taken to the heritage assets whereby the re-use should not be defined by a short term view of the market potential and landowners must consider how incremental regeneration can result in market uplift and alternative use potential when considering viability of heritage assets. Maple Grove consider this approach ambiguous, unnecessary and in direct conflict with the flexible and responsive approach to phasing that is required to successfully deliver the Canal Quarter regeneration.</p>	<p>Support and Comment Noted. The SPD provides a sufficiently flexible approach towards the range and type of uses which can be achieved in the Canal Quarter area. This will provide adaptability to future changes.</p> <p>The aim of the SPD is to ensure that regeneration of the site is to a high standard, avoiding short term decisions which may provide significant financial uplift for landowners but lead to poor planning decisions which are to the detriment not merely to the Canal Quarter but the city centre and Lancaster as a whole. It is critical therefore that all stakeholders work towards the best possible planning outcomes for the area and consider a strategic approach, not merely considering their site in isolation but considering the contribution of their site into the wider strategic vision for the City.</p> <p>The 2012 Heritage Assessment is considered to be a thorough and robust starting point for understanding the heritage value of the buildings in the Canal Quarter. The approach taken and its findings have been fully supported by Historic England who are the statutory body in heritage matters. While the city council would agree that pragmatic decisions will</p>	<p><b>NO CHANGE</b></p>



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>On the basis of the above overview we have two major concerns with the draft SRF concerning its approach to heritage buildings and especially those at Heron Works. These are:</p> <ol style="list-style-type: none"> <li>1. The overall approach to the assessment of heritage buildings and consistency with relevant policy in the emerging Local Plan for Lancaster and the NPPF; and</li> <li>2. The assessment of the heritage significance of the buildings at the Heron Works and the indicative development strategy and framework proposals for the site.</li> </ol> <p>[Further detail is provided in the responder's full response].</p>	<p>have to be made over the retention of historic buildings in the Canal Quarter it is important that the buildings of historical significance, not just to the Canal Quarter but Lancaster as a whole, are retained. This will ensure that the Canal Quarter reflects the wider character of the city centre.</p> <p>The Heron Works is one of those buildings which both the city council and Historic England consider to be one of those buildings of significant and locally important to the historic context of the area and the City.</p>	
070	RICHARD BROADHEAD	HISTORIC ENGLAND	GENERAL COMMENT	<p>Reaffirms previous correspondence noting that the CQ is a critically important re-development opportunity for the future enhancement of Lancaster's historic environment. The area has great potential for more positive and productive re-use, with the surviving historic streets, spaces, buildings and features providing the catalyst for sensitive place-making and urban design improvements.</p> <p>HE continue to support the positive enhancement of Lancaster's historic environment which the strategy seeks to achieve.</p> <p>Notes current condition has resulted from insensitive development and clearance during the 20<sup>th</sup> C and its regeneration impeded by unrealistic propositions.</p> <p>HE welcomes a clear, holistic and plausible masterplan established on the basis of solid evidence and strong community involvement. Welcomes the protection, regeneration and enhancement of the historic environment as an integral and prominent element. Welcomes the sequential approach with no inherent concerns in relation to the core principles. Further clarification required in the following:</p> <ul style="list-style-type: none"> <li>• Former Maltings Building (known as the Brewery): Given the importance of this building/site to the success of the regeneration it would be beneficial to consider exact details early within the timetable.</li> <li>• Page 62: CQ has potential to include unidentified buildings and spaces of heritage significance. Should include a commitment that any proposal for demolition should be supported by an assessment of the significance of the building to be demolished, and a clear and convincing justification for the proposed demolition (to allow buildings – the significance of which may currently be obscured – to be better protected.</li> <li>• "High quality" is open to interpretation. Beneficial to define what is meant (include high level principles) including responding to its context, and to the character of its surrounding environment. Notes particular pertinence to the multi-storey car park (while accepting creation could bring heritage benefit through removal of surface parking.</li> <li>• Notes that the SRF is in accordance with the policies set out in section 16 of the NPPF (which are underpinned by sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.</li> </ul>	<p>Comment and Support Noted. The city council agrees that the SPD should have consideration of the intrinsic value of the local heritage at its core.</p> <p>It is agreed that consideration will be given to the recommendations made in the response in terms of refining the SPD. It should be noted that significant requirements will be necessary (in the form of assessment) as part of any planning applications made which involve buildings of recognised heritage value.</p>	<p><b>CHANGE</b></p> <p>Page 62: include reference to a commitment for any demolition proposals to be supported by an assessment of the significance of the building to be demolished, and a clear and convincing justification for the proposed demolition. This is to allow buildings – the significance of which may currently be obscured – to be better protected.</p> <p>General point: SPD to clarify "high quality" – the objective (or generally agreed) measure which marks something out as "high quality".</p>
071	GEMMA GASKELL	UNITED UTILITIES	GENERAL COMMENT	<p>Encourage the Council and / or interested parties to have early discussions with United Utilities' Developer Services regarding our existing infrastructure and any phasing that may be necessary to allow for any upgrading works (Respondent highlights pre-application service for wastewater and water). Respondent makes specific comments as follows:</p> <p><b>Asset Protection:</b></p> <p>Highlights a significant number of UU assets within the allocation that may need to be protected or diverted should sites be redeveloped. It is therefore important that applicants produce a constraints plan to inform any development layouts.</p> <p><b>Surface Water Management and Green Infrastructure:</b></p> <p>Supports the core principle on 'Incorporating blue and green infrastructure' areas of paved hardstanding are kept to a minimum, and wherever possible options for SuDs, soft landscaping and permeable surfaces be included to reduce the risk of flooding to both the public sewerage network and any local watercourse system.</p>	<p>Comment Noted. The city council recognises the need for UU to be involved in any specific development proposals which are located in the Canal Quarter area and, as statutory stakeholders, will be involved in the consultation on planning applications.</p>	<p><b>NOTED</b></p>

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>Surface water associated with any new development at the site should be managed in accordance with the Surface Water Hierarchy and discharged in the following order of priority: 1. An adequate soakaway or some other form of infiltration system. 2. An attenuated discharge to watercourse. 3. An attenuated discharge to public surface water sewer. 4. An attenuated discharge to public combined sewer.</p> <p>Emphasises the need to encourage new development to explore all methods for mitigating surface water run-off. Wherever possible, developers should look at ways to incorporate an element of betterment within their proposals as a means to reduce further the risk of flooding within the area. The preference will be for new development to include genuine above ground sustainable drainage systems (as opposed to underground tanked storage) for surface water supplemented by appropriate maintenance and management.</p> <p>Preference will be to maximize opportunities for soft landscaping and any hard landscaping should maximise the use of permeable materials. Any drainage proposal will be expected to be part of a site wider strategy to avoid piecemeal development and demonstrate how the site delivers sustainable drainage as part of interconnecting phases.</p> <p><b>Multiple Ownership:</b> Highlight's a challenge of fragmented ownership – a challenge to coordinated and holistic development. Encourages the Council's preparation of the Infrastructure Implementation Plan but would encourage the Council to make early contact with all landowners and challenge those landowners on how they intend to work together, preferably as part of a legal binding framework.</p> <p><b>Water Efficiency</b> Encourages the use of systems like rainwater harvesting and grey water recycling that help to reduce pressure on public water supply and the public sewerage system. Recommend the below paragraph is added:</p> <p>"The design of new development should consider the inclusion of water efficiency measures in the development of new buildings. New development can become more resilient to climate change by encouraging water efficiency measures including water saving and recycling measures to minimise water usage. Such a proactive approach is designed to mitigate and adapt to climate change, taking into account the long-term implications for water supply in the National Park."</p>		
072	PAUL MORRIS	LANCASTER UNIVERSITY	GENERAL COMMENT	<p>Page 24: Notes cost of sustainable design must be provided at the outset or there is a risk of sustainable elements /technologies being taken out through "value engineering".</p> <p>Page 32: Welcomes mix of uses, office infrastructure/connectivity, and the request for demand and supply analysis for student accommodation.</p> <p>Page 42: Limited information around how the site will be integrated into the city connectivity and movement network. Notes issues raised by The Canal Trust and ensuring budget is provided for the work.</p> <p>Page 50: Notes importance of open spaces but will the budget allow the quality shown in the precedent images. Where do costs of maintaining public spaces sit in future?</p> <p>Page 59: Notes Lancaster has been chosen as High Streets Heritage Action Zone (HSHAZ) Can this funding be accessed for the CQ?</p>	<p>Comments Noted. It is agreed that the SPD should promote a high standard of design which reflects the historic importance of the area. The SPD is sufficiently flexible to allow for a wide range of uses as described.</p> <p>With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.</p> <p>The management of open spaces within the Canal Quarter will have to be given due consideration as part of detailed development proposals over whether these are spaces to be managed privately or by the city council.</p> <p>Funding from the Heritage Action Zone can be focused on certain discrete areas and buildings within the Canal Quarter site. More details will be available as the HSAZ funding application and implementation strategy is progressed.</p>	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
073	JOHN HOVELL	N/A	GENERAL COMMENT	<p>Old buildings should be preserved/repurposed including the brewery and the ropeworks and of course the ex-mill buildings. By doing this you prevent an area becoming faceless and give delight to the eye.</p> <p>Trees are now maturing and should be preserved and used to soften whatever is built. In this way the 'blight years' will not have been totally in vain.</p> <p>New building should be three storeys maximum to preserve views. You show a proposed view from the Moor Lane canal bridge and in this several high blocks with flat roofs have been added. These blocks would ruin all views of, and from, the CQ. They would spoil the rich townscape from the canal. Pitched roofs are more in keeping in this area. The brewery building is attractive and the roof features, painted in terra cotta matching the water tower of the NHS mill, would make a skyline colour scheme to pull this project together. Street furniture could match too.</p> <p>There is no need to sanitise the towpath. It is pleasantly wild and consequently full of wildlife and the reeds give cover to birdlife on the canal. Please take care with it and stone access steps like those just restored up at the top of Derwent Road (giving access onto the field) would be quite adequate. We appreciate this sensitive use of materials.</p> <p>The buildings of Stonewell and lower St Leonardsgate and the derelict Crown pub all add architectural richness to the area. Please take care with them.</p>	<p>Comment Noted. The SPD seeks to preserve the historic character of the Canal Quarter as a key asset in new development. The SPD considers not only the character of the locality but the wider impacts of taller buildings on the historic townscape of the wider City and seeks to ensure that there are no buildings which are of a height which could be of detriment to the wider setting of the City and the Grade I heritage assets of Lancaster Castle and Ashton Memorial.</p> <p>The SPD wishes to see a positive relationship between the Canal Quarter and the Canal itself which maintaining the character of the Canal and recognising that the Canal is a designated Biological Heritage Site (BHS). There must be a balance between providing a positive relationship between new development and the canal and maintaining its overall character and environmental value. This will be a key consideration of detailed planning proposals for the area.</p>	NO CHANGE
075	SIAN JOHNSON	N/A	SUPPORTING/OBJECTING/GENERAL COMMENT	<p>Page 14-17: Different schemes presented over the years were formulaic and prone to gigantism - all missed the point about building on the incumbent arts and culture assets and the audiences who are already there. Welcomes the "bottom up" approach. Respondent cites concerns over demographic representation of the consultation sample.</p> <p>Page 42-49: Concerns about the 2019 thinking around the provision of car parking on the site, although this may be somewhat reduced from the current capacity. Concerned at the lack of emphasis on access by bus which is limited to one bus stop near the corner of Moor Lane. In Lancaster the use of huge double decker buses which are often almost empty seems inappropriate in our townscape. There ought to be a service that runs through the Canal Quarter site from Caton Road, Bulk Road, Alfred Street to Edward Street and Moor Lane but this would only make sense if it were serviced by the smaller buses in the Stagecoach fleet such as ones which run through Bare and Brookhouse. With the right type and frequency of buses and the cycle highway in the Canal Quarter this project can support the Council's Climate Emergency goals rather than working against them. Strengthen the plan so that there is to increased bus access to the site and reduce the capacity of the car parking provision. I am aware that the Council needs the revenues from car parking but this is not a sustainable position in the future, surely? The Connectivity and Movement section of the document needs some more work on future-proofing the plans.</p> <p>Page 46: Proposal to close Brewer Lane to vehicles – creates potential issue for the Dukes in terms of access.</p>	<p>Comment and Support Noted. The SPD seeks to provide a more incremental approach towards regeneration which should provide more flexibility and adaptability to changes in the future and make the project more resilient.</p> <p>It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context. The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.</p> <p>With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.</p> <p>Issue around Dukes Access as shown in the SPD will be reviewed.</p>	<p>CHANGE</p> <p>Page 46/47: Change Quaternary Movement along Brewery Lane to Tertiary Movement to account for Dukes accessibility</p>
076	JUDITH WATSON	N/A	GENERAL COMMENT	<p>Council needs to be more helpful in the improvement proposals for Grand Theatre.</p>	<p>While not to be considered within the remit of the SPD as an SPD it can be stated that the city council is fully in support of the Grand Theatre's</p>	NO CHANGE

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>A small area of the car park owned by the council is preventing the new foyer going ahead. The latest objection from the council is against the necessary removal of one (self-seeded) tree, the roots of which are going under the nearby building. The tree needs to be removed in order that the proposed new foyer be built.</p> <p>I would point out that the council has allowed the destruction of hundreds of established trees in the area but for some reason an objection is made regarding this one. The theatre brings in many visitors to Lancaster, some of which will stay overnight and visit local restaurants, and bars either before or after a performance. These people use the car parks and therefore bring revenue to the council, a rough estimate is that 200 cars use council car parks when the theatre has a Full House, this brings in considerable amounts as the theatre has many Full House shows.</p> <p>The council should encourage the theatre to continue, which may be a struggle without the new foyer. If the Footlights were to abandon the Grand Theatre it would be the responsibility of the City Council to run it as a business and to maintain the Listed Building, this would be an expense for the council.</p> <p>The centre of Lancaster lacks a venue for small organisations - the Ashton Hall is rather large, expensive and access is not easy. A large number of organisations could benefit from using a venue in the city centre instead of having to hire a church hall or village hall away from the visitors to the city. An example of such a venue can be seen in Carlisle, a building known as the Tithe Barn near the city centre was renovated in the 1970s, this is used almost continually by various groups which benefit from coffee mornings, charity fairs and other functions, wedding receptions, charity dinners, and sometimes musical evenings are held in the delightful surroundings overlooking a well-tended green space.</p>	<p>ambitions and is working through the specific issues mentioned in close consultation with the Grand Theatre's management.</p> <p>In terms of the types of uses for the Canal Quarter the SPD provides the flexibility for such uses to be achieved. The city council itself has provided venues available for private hire in the past (for example at the Storey Creative Industries Centre). It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific space offered.</p>	
077	LIZ LOCKE	ENVIRONMENT AGENCY	GENERAL COMMENTS	We have reviewed the draft DPD in so far as it relates to our remit and have no comments to make regarding these proposals.	Comments Noted.	NOTED
078	LUKASZ GRABOWSKI	N/A	GENERAL COMMENT	Page 30, photograph 2, I think it would be fantastic to have urban sport facilities placed in the quarter, e.g. a basketball court. This works extremely well in many places around the world, for example in Vienna along Danube canal. It has a unique vibe with a mixture of bars etc., and plenty of open spaces which are attractive for youth in a "positive way".	Comments Noted. The SPD seeks to promote public realm within the Canal Quarter, further detailed proposals will have to consider the role and function of such spaces.	NOTED
079	DIANA JONES	N/A	SUPPORTING/OBJECTING/GENERAL COMMENT	<p>1. Car-parking provision is a necessary evil in today's society, so I accept the need for it. However I would welcome some priority to be given to disabled drivers/passengers and to the over-75s - perhaps an allocated area on the ground floor of the proposed multi-storey car-park. Another provision could be a lift in the car-park. Would you aim for the car-park to be softened by greenery (which would help to remove some of the carbon dioxide from the cars' exhausts)?</p> <p>2. To encourage use of public transport, please consider having more than one access point for buses.</p> <p>3. Considering your wish to facilitate more walking, and considering Lancaster has a small centre and most people could easily walk from one end to the other, what about more park-and-rides?</p>	<p>Comment Noted. In terms of car parking It is agreed that the issue of car parking is a key element of the future strategy for the site and needs to be led by the city council, as owners of the key car parks in the city centre. Further consideration will need to be given to a future strategy for car parking and the SPD will assist in informing these discussions.</p> <p>With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.</p>	NOTED
080	MANDY BANNON	N/A	GENERAL COMMENT	<p>1) Car parking - as part of Lancaster City Council's plan to be carbon neutral by 2030 we need to discourage cars and therefore car parking from the city centre. Car parking on the CQ should be kept to a minimum, allowing for disabled parking and access vehicles of course. The idea of having a huge multi-storey car park on the existing St Leonardsgate car park is an outdated, inappropriate use of space. Any car parks should be designed to be underground or semi- sunken and have electrical charging points. Should also be all-weather provision for cycles including electric bikes.</p> <p>2) Housing - i think the focus of this space should be affordable housing for permanent residents of all ages (with the exception of students who already have an abundance of city residences and HMOs to live in).</p>	Comment Noted. Comments noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				<p>3) Retail - with high street shops on the decline, there needs to be a focus on smaller affordable units for independent shops/ cafes restaurants/boutique hotels art and cultural offerings, as in Altrincham and other towns offering a unique visitor experience.</p> <p>4) Renovating existing buildings - e.g Grand Theatre and Musician's Co-op should be refurbished sympathetically, using materials and design in keeping with historic architecture.</p> <p>5) New build design - should reflect the historic context and use a colour pallet and materials in keeping with the sandstone of historic buildings.</p>	<p>The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.</p> <p>With regard to the role of underground car parking, to achieve this would be likely to come at a significant cost and will have significant viability implications of the wider delivery of the Canal Quarter and the many demands already anticipated. However, there is opportunity to integrate electrical charging points, bike parking and or car pool provision.</p> <p>The SPD provides a sufficiently flexible framework to deliver a wide range of uses across the Canal Quarter site which should seek to compliment the role and function of the existing centre. This includes housing and small-scale independent retailing as described.</p> <p>As a policy document intended for third parties, as well as informing the city council's approach to its own landholdings the SPD is informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals. The final approach to housing in implementation will be heavily influenced by the city council's own housing objectives as owner of a large proportion of the land highlighted in the SPD for housing, balanced against the practical concerns of development viability. Further consideration will need to be given to tenure and type of housing able to be delivered and the SPD will assist in informing these discussions.</p> <p>The SPD seeks to promote high quality development which compliments and supports the intrinsic historic value of the Canal Quarter site.</p>	



REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
081	ALAN CHAPMAN	N/A	SUPPORTING	<p>1. I welcome the time spent engaging different stakeholders.</p> <p>2. The SRF outlines 4 areas and a series of principles - which overall seem a good framework. Within this context I would like the following issues to be addressed:</p> <p>a. It is right to respect heritage assets - however, I am concerned that other assets and part of the area's USP, like the work of groups like LDHAS, are not overlooked - they need fit for purpose premises and this is an opportunity to help this to happen.</p> <p>b. In a similar vein, whilst the SRF emphasises the importance of a cultural dimension, this needs to remain high on the agenda for this development. ie Dukes, Grand, Kanteena and Music Co-op.</p> <p>c. Social housing is not referenced in the plans and this is a major omission in plans for housing - it potentially undermines the values and principles that the SRF espouses.</p> <p>d. The canal walk is already an invaluable environment that I use frequently, Any development of the area needs to be informed by a proper environmental impact assessment including possible loss of trees. The Canal in this area is already a wildlife haven for birds, insects, otters and flora,</p> <p>e. Lancaster has a good name for its developing digital and creative industries - including Lancaster University - and this should be a strand in any office or business development space.</p> <p>f. It is not evident from the SRF how connectivity to the City Centre will be improved - previous plans included an obtrusive overhead walkway- but this issue remains an important element in revitalising the area as does how the Canal Quarter fits an overall strategy for the City Centre - assuming there is one? Ditto public transport.</p>	<p>Support and Comment Noted. It is important that the Canal Quarter seeks to achieve a positive relationship with the adjacent Canal to improve connectivity but also through positive design and layout. New development will have to balance a positive relationship with the Canal along with recognising the fact that the Canal is a designated Biological Heritage Site (BHS).</p> <p>It is not the remit of the SPD as an SPD to provide detail on the provision of space for individual users which will be a matter for implementation.</p> <p>As a policy document intended for third parties, as well as informing the city council's approach to its own landholdings the SPD is informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals. The final approach to housing in implementation will be heavily influenced by the city council's own housing objectives as owner of a large proportion of the land highlighted in the SPD for housing, balanced against the practical concerns of development viability. Further consideration will need to be given to tenure and type of housing able to be delivered and the SPD will assist in informing these discussions.</p> <p>In terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre and Citylab). It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide employment space suitable for a variety of priority sectors at competitive market rates including the digital and creative sectors.</p> <p>The strategic approach to all CQ "through routes" for vehicles (as well as access) in the Canal Quarter will be heavily influenced by the emerging Movement Strategy which is being prepared by Lancashire County Council and will be published later in 2020.</p>	NOTED
082	JO GUIVER	N/A	SUPPORTING	<p>Respondent supports: reuse of existing buildings; reducing car parking; encouraging cycling and walking; providing community space; mixed use; having regard to impact of any retail on city centre; incorporating trees and greenery; considering mixed ownership housing; including high standards of eco-efficiency</p> <p>Urges consideration of potential for local power generation, possibly for income generation, these buildings should last beyond the point where we are at zero-carbon. Provide for more than one power source. One lesson from the floods of 2015 was that 100% electric homes and businesses suffered most. Always include manual over-rides in mechanisms such as lifts, doors, etc, stoves or fireplaces for heating and cooking, possibly battery walls for storing generated electricity.</p> <p>Try to include gardens for residents, there is every indication that we will need more home-grown produce. Garden need sheltered, but not shaded spaces.</p> <p>Incorporate bicycle storage in building design, preferably inside.</p> <p>Remember it rains in Lancaster and think about space use when it is raining</p> <p>Make this space a showcase of community, sustainability and heritage.</p>	<p>Support and Comment Noted. It is agreed that the SPD will provide greater support to the role that local power generation can play in development on the site, however this will have to be considered against the heritage value in the locality.</p> <p>The SPD seeks to promote open space and public realm in the Canal Quarter and will seek to promote modal shift with support from the Lancaster District Highways and Transport Masterplan.</p>	<p><b>CHANGE</b></p> <p>Page 29: Change "Proposals will be expected to incorporate climate-resilient design solutions" to "Proposals will be expected to incorporate climate-resilient design solutions. For example, roofs should be orientated to maximise opportunities for energy generation through solar panels and explore and implement other opportunities for local power generation."</p>
083	ANDREW KAY	N/A	GENERAL COMMENT	<p>Consultation process: generally very positive engagement as views expressed in consultation events appear to be incorporated in SPD plan. Noted residents nearby in Alfred St area commented they had no written invites to consultation/stakeholders events and not all access city council website /social media.</p> <p>Page 108: Proposes including an Eco -Hub adjacent to Cycle hub. An Eco-hub would showcase design for low-carbon living and renewable energy sources. It would offer</p>	<p>Comment and Support Noted. In terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre and Citylab). It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and</p>	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				resources and advice to residents and business on how to transform living and work space. The centre would offer commercial lets for small scale production and retailing of sustainable products such as up-cycling materials .It could provide a hub for a number of social enterprise groups already established across Lancaster district re-fashioning up-cycled materials. Location could be at Community Square (Page 94)	priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide employment space suitable for a variety of priority sectors at competitive market rates. The city council is open to receipt of emerging business plans and worked suggestions from third parties as to potential projects / showcases.	
084	LOURA CONERNEY	DACA STUDIO	GENERAL COMMENT	Interested in what work has been done to understand the impact that this development will have on the traffic on Ullswater Road. There is already a significant problem with traffic on the road.	Comment Noted. With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.	NOTED
085	VAL WILLETT	N/A	OBJECTING	<p>The city does not need any more student accommodation. Mixing student and non-student housing is an extremely bad idea.</p> <p>Both The Grand Theatre and The Dukes require adequate, nearby car parking. The plan seeks to reduce the facility from 600 to 400. On busy nights 600 is inadequate. The plan cannot seriously consider that people will want to visit from afar using the Caton Road P&amp;R facility especially those with children. We do not want people to visit the theatres and then go straight home, we must attract their customers to visit other attractions including restaurants both before and after the shows.</p> <p>The general feeling is that the internal combustion engine is not going to be welcome in the canal quarter - electric cars need somewhere to park too.</p> <p>Both venues require vehicle access for visiting acts and stage props. The plan appears to restrict The Dukes' egress and restricts The Grand's access.</p> <p>I do not think the area's major attributes have been properly consulted</p>	<p>Objection Noted. The SPD provides a sufficiently flexible framework for a range of uses which includes residential development (including student accommodation) to meet identified needs. Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.</p> <p>It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.</p> <p>The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.</p> <p>The points made on the representation in the schematic plans of Dukes and Grand Theatres will be reviewed.</p>	<p><b>CHANGE</b></p> <p>Page 46/47: Change Quaternary Movement along Brewery Lane to Tertiary Movement to account for Dukes accessibility and follow through on other "proposals" plans such as the "Framework Plan" Review representation of Grand Theatre access in schematic plans to ensure the access in clear.</p>
086	ALEX GORDON	N/A	GENERAL COMMENT	<p>There should be more focus on office space, and slightly less focus on residential. Lancaster is a great place to live, but there are not enough office style buildings to accommodate growing companies, not when the business parks and industrial estates are not very attractive. Some city centre office buildings which don't max out at 40, i.e. something modular, would be great. I currently work for a local company desperate to grow in Lancaster but we're stuck because anywhere nice (i.e. city centre) has nothing to offer. I've also read and heard from other businesses in a similar situation. The CQ would be perfect for business expansion, and I think the current offering does not go far enough to factor in the opportunity of business.</p> <p>I would also request that the planning requirements for any developments are more in line with the heritage nature of the city, some of the things that have been passed recently are making me wonder why have the "heritage city" sign on the motorway. We could be the Bath of the north, but we're slowly losing our identity due to the lack of strictness regarding building materials. Yes approve new builds, but planners need to be</p>	<p>Comment Noted. In terms of the types of uses for the Canal Quarter. The SPD provides the flexibility for such uses to be achieved. The city council itself has provided such employment space in the past (for example at the Storey Creative Industries Centre and Citylab). It will be down to the decisions of the individual land and property owners in implementation (which include the city council), with respect to viability and priority objectives, as to the specific employment space offered. However, the city council has a strong policy imperative to provide and promote employment space suitable for a variety of priority sectors at competitive market rates.</p> <p>It is agreed that new development needs to reflect and be sympathetic to the intrinsic historic value of the Canal Quarter area.</p>	NOTED

REF NUMBER	NAME	ORGANISATION (IF APPLICABLE)	SUPPORT OR OBJECT	SUMMARY OF COMMENTS	OFFICER RESPONSE	ACTION
				more strict with materials. Please ensure developments in the quarter are more appropriate to the city's heritage.		
087	CHARLES AINGER	LUNE VALLEY COMMUNITY LAND TRUST LIMITED	SUPPORTING	<p>Page 20: Supports the Vision and the key principles. To show the necessary leadership, LCC's SPD should set high and deliberately aspirational goals and standards; not condition these by the 'realism', which is sometimes used to minimise the rate of change. This has the opportunity to be a flagship quarter, demonstrating the way the city will need to be to accommodate the huge changes in energy, climate, transport and lifestyles which it must nurture over the next 50 years. It must also have in mind the needs of the poorest and most disadvantaged in society, to empower them too to thrive in that changed future. A good example is in Bristol: <a href="https://www.bristoltemplequarter.com/">https://www.bristoltemplequarter.com/</a></p> <p>Page 26: 'Creation of a flagship retrofit project to set precedent for future development' must aim for the highest energy standards. Retrofitting existing and heritage buildings will be a large challenge, and a flagship project, designed and built very early on, can set a standard that all who follow will feel the need to emulate.</p> <p>Page 27: Energy standards. It is vital that LCC's vision demands high energy standards - if not, even new building will again require retrofitting with their lifetime. Consider setting Passivhaus standards for all new buildings as a default.</p> <p>Page 28: Car clubs and sharing - strongly supported. The scale of the neighbourhoods in the CQ, and the planned pedestrian and cycling networks, linked to peripheral car parks, make it ideal for this.</p> <p>Page 29: Green and Blue infrastructure: strongly supported.</p> <p>Page 33 Residential - affordable housing. This provides a brilliant opportunity for LCC to add to its affordable housing stock, in the heart of the city, which it must take up. Policy DM 3 should be adhered to. The further opportunity is to design these homes to Passivhaus energy standards, to keep these households out of fuel poverty by having very low energy bills - in addition to meeting LCC's Climate Emergency goals. The Lune Valley Community Land Trust's affordable housing scheme in Halton will provide a demonstration of how to do this, built to Passivhaus standards. LCC Housing Strategy is strongly supporting the scheme, being conscious of its 'demonstrator' value.</p>	<p>Comment and Support Noted. It is important that the content and direction of the SPD is both aspirational but also realistic (i.e. achievable). It is important that SPD does not set aspirations which simply cannot be achieved to the detriment of the wider community.</p> <p>It is agreed that the SPD can be refined further to provide a greater promotion of energy efficiency and renewable energy within the regeneration of the Canal Quarter, however this must be balanced with the importance of maintaining the intrinsic value of the local heritage.</p> <p>As a policy document intended for third parties, as well as informing the city council's approach to its own landholdings the SPD is informed by all other relevant policies in the Local Plan, particularly those concerning the minimum % of affordable accommodation in housing proposals. The final approach to housing in implementation will be heavily influenced by the city council's own housing objectives as owner of a large proportion of the land highlighted in the SPD for housing, balanced against the practical concerns of development viability. Further consideration will need to be given to tenure and type of housing able to be delivered and the SPD will assist in informing these discussions.</p> <p>The wider Local Plan Review will be looking at demanding the highest reasonable possible levels of energy efficiency within new buildings, whether they be residential or commercial. The Government consulted last year on 'Future Homes Standard' which will provide a national standard over energy efficiency in new residential development. This is due to come into effect in 2025 and will restrict the ability of local authorities to establish their own local standards.</p> <p>The Government are due to make a change to the Building Regulations during the course of this year moving towards improving energy efficiency standards.</p> <p>The Canal Quarter SPD is running ahead of the Local Plan Review. In the current emerging Local Plan, policy is to 'encourage' and 'promote' residential energy efficiency. As this SPD is supplementary to the Local Plan it cannot go beyond the wider agreed policy position in its "ask" of prospective development proposals in this regard, particularly when the document is to be used to inform third party landowners/developers.</p> <p>However, given the council are significant land-holders in the area, in implementation the council could choose to promote the highest "zero carbon" standards with respect to all considerations of viability and the achievement of other council objectives.</p>	<p><b>CHANGE</b></p> <p>Page 29: Change "Proposals will be expected to incorporate climate-resilient design solutions" to "Proposals will be expected to incorporate climate-resilient design solutions. For example, roofs should be orientated to maximise opportunities for energy generation through solar panels and explore and implement other opportunities for local power generation."</p> <p>Page 33: Aspiration and encouragement by the SPD to go beyond current building standards towards high standard of building energy efficiency. The SPD needs to reflect the direction of the Development Management DPD (Policy DM29) which relates to Sustainable Design. The SPD can say that it would fully support development which seeks to achieve the highest possible standards of design and construction.</p>
088	JEAN O'NEILL	LANCASTER GREEN SPACES	SUPPORTING	An imaginative vision, which puts people at the heart, instead of retail. Will need a lot of support from stakeholders, particularly those owning land, or leasing it for businesses (eg the garage busyness off Edward St)	Comment Noted.	<b>NOTED</b>
089	CATHERINE MACADAM	N/A	SUPPORTING	Support the development of the area with reservations about too much more student accommodation	Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.	<b>NOTED</b>
090	JOANNE SPENCER	N/A	GENERAL COMMENT	Concerns are that it should not be given over to student accommodation or indeed facilities or entertainment based solely around the student population.....I strongly believe that this development should embrace and benefit the whole of the Lancaster/Morecambe community, whether they be Lancastrian/Morecambian born and bred, current or former uni students or just new inhabitants of the city, it really shouldn't matter one bit.....we ALL need to be INCLUDED AND CATERED FOR!!	<p>Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.</p> <p>In terms of car parking It is agreed that the issue of car parking is a key element of the future strategy for the site and needs to be led by the city</p>	<b>NO CHANGE</b>

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				City Council employee who pays for a parking permit (valid on long stay car parks only) so currently uses upper St Leonard's Gate and surrounding area parking appropriately....I am a little concerned as to where I will be able to park during the Canal Quarter changes/developments. ie are some of the short stay car parks near the town hall going to have a change of status to long stay? Supports the overall direction and thrust of the proposals such as heritage, culture, multi-use accommodation and relevant entertainment, repurpose of significant buildings already on the site, actual access to the canal from the "Canal Quarter".	council, as owners of the key car parks in the city centre. Further consideration will need to be given to a future strategy for car parking and the SPD will assist in informing these discussions.  The SPD seeks to promote a high standard of new development which reflects the intrinsic historic value of the Canal Quarter area.	
091	JULIE COURTNEY	N/A	SUPPORTING	Just do it.	Comment Noted.	NOTED
092	STEPHEN PIE	N/A	GENERAL COMMENT	Multi-Storey Car Park: Queries height, access/egress and whether the area around it will be split-level. Alfred street Leading to St. Leonardsgate: what does "secondary road" mean? Could this be access only to property? Standing traffic is a problem in this area next to property. St. Leonardsgate: Exit from retail park is accident blackspot. Will traffic flow be 2-way or will system change to one-way. Can be challenging for pedestrians to cross. Student Accommodation: What are the Universities long term strategies for student population? Town Houses: Prioritise local people and affordable housing. Small Retail: Notes lack of retail options and loss of large DIY offer (need to travel out of town for DIY) Canal Recreation: Cautious on use of bikes on canal (notes vulnerabilities of users). Could have a segregation line (although notes that the towpath is narrow). Respondent makes further suggestions on recreational offer alongside the canal.	Comment Noted. In terms of car parking It is agreed that the issue of car parking is a key element of the future strategy for the site and needs to be led by the city council, as owners of the key car parks in the city centre. Further consideration will need to be given to a future strategy for car parking and the SPD will assist in informing these discussions.  The strategic approach to all CQ "through routes" for vehicles (as well as access) in the Canal Quarter will be heavily influenced by the emerging Movement Strategy which is being prepared by Lancashire County Council and will be published later in 2020.  The SPD provides a flexible framework in relation to proposed uses on the Canal Quarter including those described by the responder. It is important that new development provides a positive relationship with the Lancaster Canal whilst also recognising that it is a Biological Heritage Site (BHS).	NO CHANGE
093	WENDY BROCK	N/A	OBJECTING	The proposal is not green, it simply seeks to ban cars. There is no support for greening infrastructure in new development. The proposals for the ginnels are uninventing (the Fairfield Association is an example of what can be achieved). The proposals will stifle the growth of both the cultural facilities at the Grand and the Dukes. The proposals for building heights appear excessive and out of keeping. The City is now at saturation point with student accommodation. The development of apartments and / or retail is now unviable and therefore should not be supported in the SRF. The Council should abandon this project and focus its efforts on the delivery of the Eden Project North. Lancaster is not London or Manchester, there is neither the cultural offer, finance of space to experiment in such a way. The exclusion of car parking facilities, as indicated in the SRF, will lead to the exclusion of vulnerable groups.	Objection Noted. The SPD provides a positive and realistic framework to delivery high quality development in the Canal Quarter area in terms of design and layout which can be positive the historic character of the area. It also sets out a flexible framework for potential future uses which can complement the wider role and function of the city centre. The proposals seek to support the roles of Grand and Dukes Theatres and they have been involved in the preparation of the SPD to date will continue to be involved moving forward to ensure regeneration complements their ongoing activities and aspirations.  It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not "fix" a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.  The SPD, in proposing a reduction in parking numbers and "intercepting" car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.  Proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.	NO CHANGE

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					Throughout the consultation and development of the SPD this is among the only comments to suggest a “do nothing” approach. The council will continue to prioritise the regeneration of the Canal Quarter alongside its other regeneration ambitions (including Eden). The proposals are well within the parameters of what would be considered viable and realistic (notwithstanding the challenges) rather than experimental	
094		LANCASTER CITY CENTRE RESIDENTS ASSOCIATION (LCCRA)	<b>SUPPORT / GENERAL COMMENT</b>	<p>The SRF sets out a positive and imaginative vision for the Canal Quarter for guiding future development in the area. We believe the proposals if managed effectively can contribute to Lancaster and the wider district being one of the most creative and attractive places the country to live and visit. Support is given to the protection of heritage assets, particularly those at risk, the emphasis on promoting arts and cultural activities are welcomed.</p> <p>The Canal Quarter must compliment the primary shopping area and effectively integrate with adjoining residential areas, an early priority should addressing connectivity. We support the Canal Quarter providing for a mix of uses including commercial and residential and also highlight the importance of planning strict planning controls on any future retail uses on the site. Delivering a sustainable transport network that serves the uses on the Canal Quarter will be important, but this should ensure traffic movement harmonises with movements across the wider city. We support the arguments for the management and rationalisation of car parking but it is important that sufficient parking provision is made for users of the City Centre.</p> <p>The phasing of the Canal Quarter should focus on the core (i.e. Stonewell Nose, Ropewalks and Coopers Fields areas). Encouraging high quality development is welcome as is the promotion of a mix of housing to encourage people to live closer to the City Centre. There is a place for further student accommodation but only where there is a proven need (via evidence) for it.</p> <p>A fundamental expectation is that any developer on the Canal Quarter should have the long term interests of Lancaster in mind and the local economy at the centre of their thoughts. This framework must quickly resolve the future uses of the key buildings in the Canal Quarter, the LCCRA are very concerned over the future of the Music Co-op, this is not detailed in the SRF but must be included in the heart of the regeneration strategy as this is a crucial resource. It is clearly important that the Council needs to show strong leadership and work with all key stakeholders and have effective communication with the community.</p>	<p>Comment and Support Noted. It is agreed that the issue of car parking within the Canal Quarter boundary is a key consideration on the future strategy for the site in terms of the role of the area in providing car parking for (i) wider users of the town centre (ii) provision for new uses developed in site. Wider strategic planning policy does not “fix” a number of spaces for Lancaster city centre as a whole. Rather, the direction of strategic policy is to significantly reduce car penetration into the city (of which car parking is a key generator/attractor). Ordinarily it would be expected new developments would also be provided with sufficient parking, although again strategic policy leans towards reducing car provision in this context.</p> <p>The SPD, in proposing a reduction in parking numbers and “intercepting” car journeys into the city via a proposed Multi-Storey car park, strikes a balance. The final approach to car parking in implementation will be led by the city council (as owner of the key car parks in the city centre). Further consideration will need to be given to a future strategy/decisions on the role of the public car parking by the city council, and the SPD will assist in informing these discussions.</p> <p>With regard to connectivity and movement, it is important that careful consideration is given to how traffic moves around Lancaster city centre in the future to address not only congestion issues but also air quality impacts. It is the intention of both city and county councils to seek to promote modal shift towards sustainable forms of transport such as cycling, walking and public transport, particularly for local journeys. The county council are current preparing a Movement Strategy for Lancaster city centre which will set out a series of options for future traffic movements through and around the city centre. This will be subject to public consultation later in 2020.</p> <p>It is agreed proposals for student accommodation will only be considered in the context of evidenced need and pipeline supply assessment, and having taken into account the desire to create a balanced residential community.</p> <p>It is not the remit of the SPD as an SPD to itself provide detail on the provision of space for individual users which will be a matter for implementation. However, it can be stated that the city council is currently working closely with the Music Co-op on a strategy for building improvements (funded by the council) and building management on the understanding that the building is retained in its existing use as rehearsal/recording space.</p>	<b>NOTED</b>



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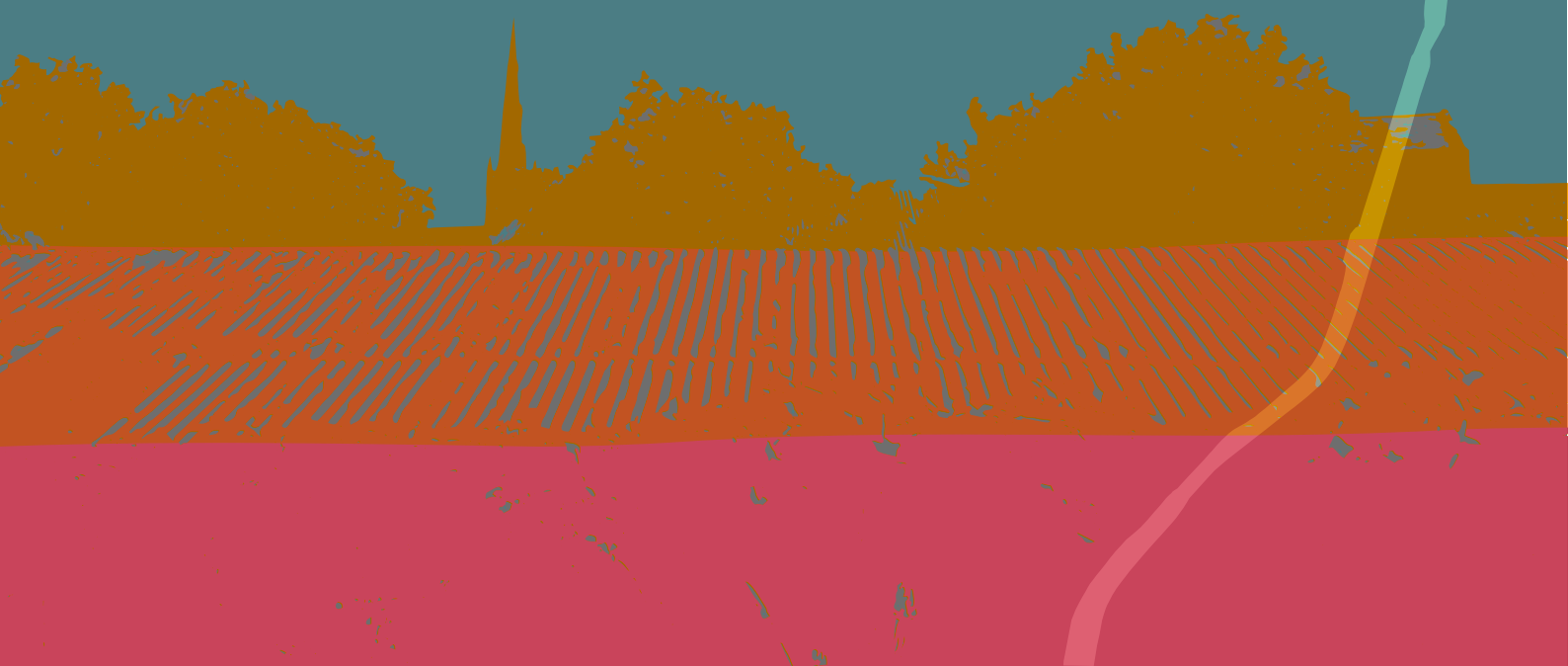
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PROJECT

# LANCASTER CANAL QUARTER

DOCUMENT

## STAKEHOLDER AND COMMUNITY ENGAGEMENT REPORT



**DOCUMENT CONTROL**

FILE NAME

**LANCASTER CANAL QUARTER  
STAKEHOLDER AND COMMUNI-  
TY ENGAGEMENT REPORT**

PREPARED BY (INITIALS)

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CHECKED BY (INITIALS)

**ALC**



PLANNING

**AVISON  
YOUNG**

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## INTRODUCTION

This report has been produced in support of the development of the Strategic Regeneration Framework (SRF) for the Canal Quarter in Lancaster.

A programme of engagement and consultation was designed to run alongside the spatial, technical and commercial design elements of the SRF. The programme included a series of workshops and exhibitions which were held at key stages within the development of the SRF to assess how emerging issues and ideas were being received by stakeholders and the wider community.

This document presents the findings of three stakeholder workshops, a youth workshop and a two day community consultation event. These findings have helped the project team to discount or support the direction of the framework and the key design ideas it embodies.

The document concludes with recommendations for the next steps of the SRF consultation (the statutory consultation period) and suggestions on future community involvement in the development of the Canal Quarter.

The document concludes with suggestions for the statutory consultation on the SRF and recommendations on future community involvement in the development of the Canal Quarter.



**STAKEHOLDER  
WORKSHOP 1**



# INTRODUCTION

**What:** Stakeholder Workshop 1

**When:** 28th February 2019

**Where:** Lancaster Town Hall

**No. of Attendees:** 42

**Duration:** 4 hours

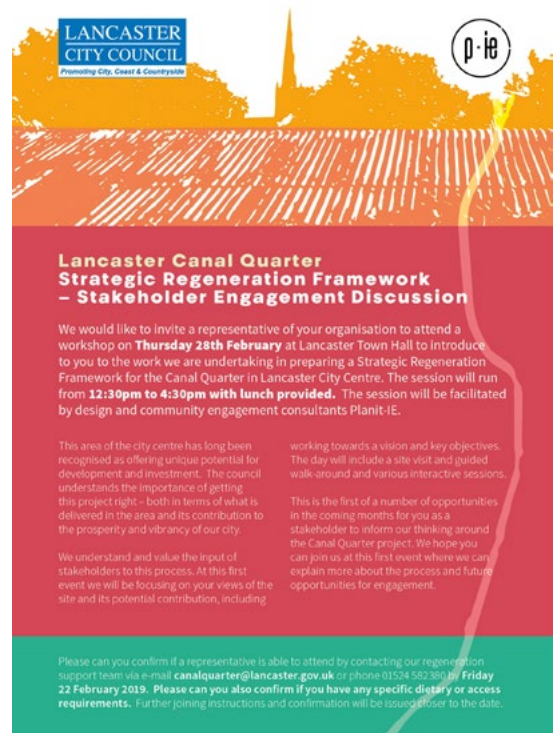
On 28th February 2019 the project team carried out an initial workshop with local stakeholders at Lancaster Town Hall. The aim of the workshop was to gain a greater understanding of the site and to identify the key issues and opportunities facing the Canal Quarter. There was 100% representation from the stakeholders invited (proxy attendees sent in place where original invite could not attend), demonstrating the importance of the project to local people and just how engaged the people of Lancaster are.

In order to ensure that the workshop covered all key areas, the stakeholders were split into five different groups, each with a different theme. These included; Access, Movement and Parking; Public Open Space; Land Use; Arts and Culture; and Architecture, Heritage and Buildings.

The workshop began with an ice-breaker and a 'memory mapping' task, in which the stakeholders were asked to draw the site from memory. This was followed by a guided walk around the site, stopping at specific points of interest for discussion. Once back at the Town Hall, the groups were asked to reflect on the walk and summarise the key opportunities and challenges in relation to their topic area. Each group then fed back to the wider room.

At the end of the workshop, participants were asked to reflect on the day and respond to three key questions (this time on an individual basis); one key opportunity to grasp; one key issue to resolve and finally; what does a successful Canal Quarter look like in ten years?

The following pages summarise the key outcomes and findings from the workshop.



## Desired Outcomes

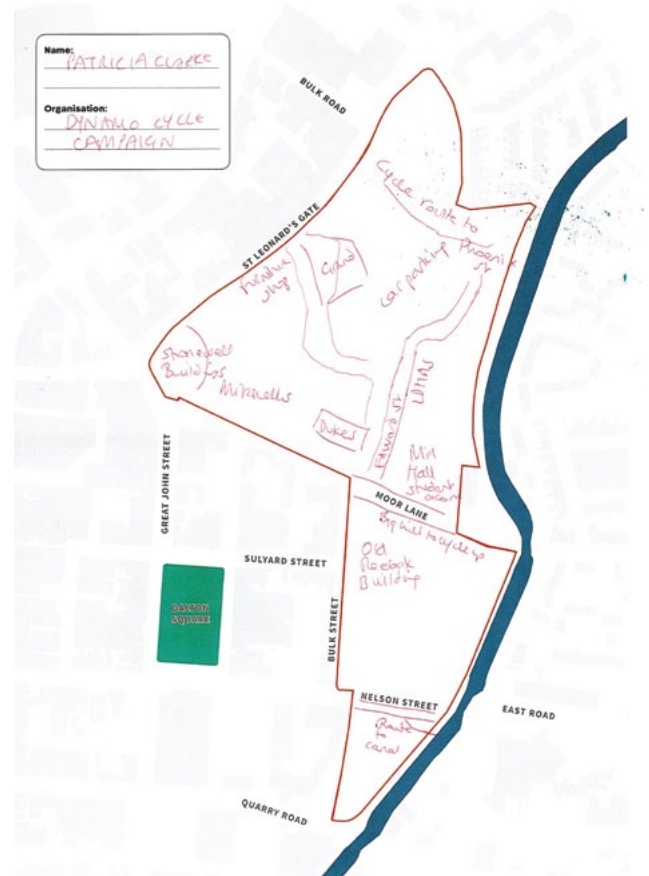
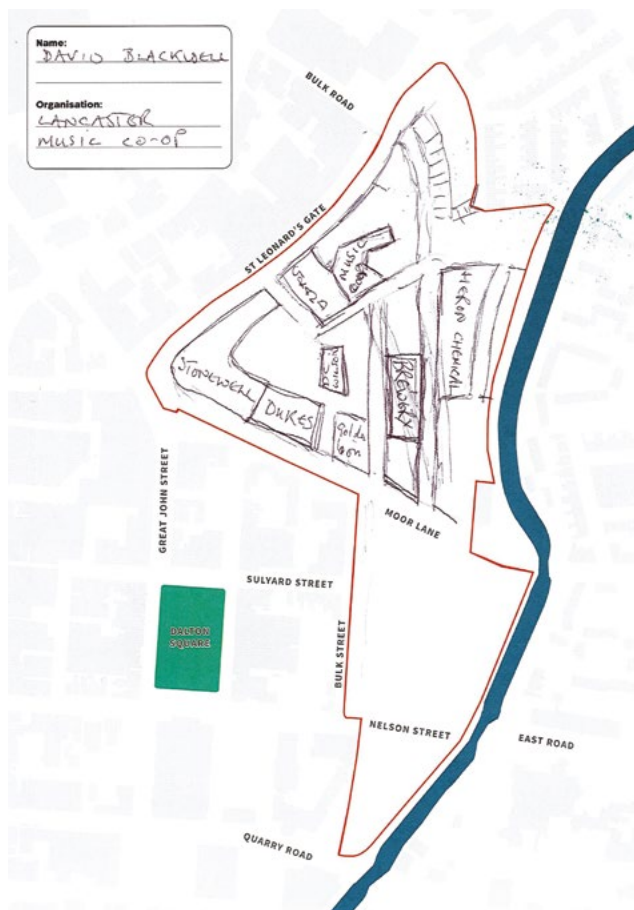
- Gain local knowledge
- Discover points of interest
- Highlight existing issues/concerns
- Reveal & resolve potential conflicts
- Discover dreams & aspirations
- Identify additional stakeholders & local heroes
- Find out how to engage wider community
- Establish trust and build rapport
- Develop common language
- Review and inform process
- Excitement! Build momentum & long-term commitment
- Instil Ownership/responsibility

Note: Following the workshop, the Canal Quarter Action Group and Civic Society both submitted further engagement responses for consideration. The findings from these have also been incorporated into this analysis report.

# MEMORY MAP

## Observations

- 14 maps completed.
- 70% included reference to the Dukes and the Grand Theatres.
- 50% included reference to the Music Co-op.
- Around 30% included the Homeless Action Centre.
- Less than 20% included any reference to the Brewery building.
- 50% drew some kind of reference to continuous frontage around Stonewell, forming the 'nose' of the site.
- Almost all included reference to car parks.



# THEME SUMMARIES

## Theme Access, Movement and Parking

### Opportunities

- Strategically re-asses car parking across the whole city centre - begin a process of transition towards a car-free city centre.
- Take advantage of proximity to city centre.
- Improve connections and movement between the key assets (Dukes, Grand, Music Co-op, Brewery building, Canal).
- Reconfigure how the city works, shifting the centre of gravity.
- Change perceptions of walkability - attractive and active spaces that encourage people to walk through.
- Canal - potential for moorings and active spaces, make more of connections north and south and into the Canal Quarter.
- Quirky routes through the CQ - take advantage of yards, alleys, multiple access points.
- Opportunity to remodel the highway network - simplify / rationalise existing road layout.
- Encourage healthy, innovative, sustainable modes of travel (eg bike hire, canal transport, electric charging points)

### Challenges

- Connections back into the existing core - need to address pedestrian connectivity across the road around the 'nose' of the site.
- Sheer volume of traffic around the site.
- How to manage car parking - revenue generations, business impact, how to change people's habits?
- How to future proof?
- Access and signage/wayfinding between the canal and the site.
- Canal management - conflicting users, bridges are pinch points.
- Need to reduce traffic - requires bigger picture strategic thinking, outside of the CQ red line.

## Theme Public Open Space

### Opportunities

- Innovative ways to green up (green walls, green roofs etc).
- Amenity space along the canal
- Develop canal as central leisure focus (bikes, canoes, green gym, play for all ages etc)
- Introduce green corridors through the city and the Canal Quarter, connecting to the canal.
- Heritage walks along the canal.
- Attract boaters to the canal.
- Take advantage of changes in level to exploit views and hide car parking.
- Build upon existing network of open spaces and courtyards to create interesting routes to walk through.
- Extend arts and cultural offer into the public realm (eg amphitheatre / outdoor performance space)

### Challenges

- Awkward bridges and narrow tow path along canal presents issues with potential conflicts between different users.
- How to integrate green into tight spaces to retain historic character.
- Getting the scale right - the right kind of greening in the right places.
- Lighting, particularly along the canal.
- Canal - height and visibility is an issue.
- How to retain character of canal as a natural, tranquil area.

## Theme Land Use

### Opportunities

- Canal presents opportunities in relation to leisure, culture, health and well-being.
- Canal focus as a green space/green corridor.
- Canal as a destination (a source of visitors).
- Potential to create a city centre campus for the university, including culture, leisure and accommodation. Link with vocational training.
- Lancaster lacks commercial office space and a high quality hotel - potential to include in CQ.
- Opportunity to protect and build upon the independent image that Lancaster has.
- Former Brewery building could act as a catalyst and hub for culture and leisure.
- Need for affordable and social housing.
- New opportunity for homeless action / training and development.
- Small business spaces integrated with higher education / apprentice schemes.
- Office and workshop space to support digital industries.
- Leisure offer for children (and adults!) that will draw people in.
- Existing car parks present easy development sites.

### Challenges

- Relationship between various land owners (and how to manage potentially conflicting expectations).
- How to incorporate the Homeless shelter into the new proposals
- How to manage amount of student accommodation within the city centre.
- Need to protect the uses within the city centre to ensure CQ doesn't compete.
- Finding a balance between housing typologies (student, young professionals, families, social, affordable etc).
- Current lack of canal infrastructure.

## Theme Arts and Culture

### Opportunities

- Events now to draw people in and raise awareness
- Hub to contact for information about arts, culture and events
- Multi-functional space for all ages (particularly 14-25)
- Incubator premises for small start-ups - digital, entrepreneurial, social enterprise.
- Lancaster lacks medium-sized music venue - potential to include in CQ (and link with music co-op/Dukes/Grand)
- Wider arts and culture strategy for the whole city
- Public art
- The Brewery as a potential cultural hub at the heart of the CQ

### Challenges

- Land ownership - expectations of other land owners.
- Ensure parking is not too far from cultural venues.
- Footfall - need to overcome dead zones created by existing car parks and derelict sites.



## Theme Architecture, Heritage and Buildings

### Opportunities

- Accentuate the great architecture and character of the site.
- Make most of castle - physical and visual connectivity.
- Make the most of the old yards - historic layout.
- The old brewery - artist workspaces, cafes, bars, big, multi-functional space.
- Heritage and history of Lancaster needs to be celebrated more.
- New builds to incorporate sustainable design principles (carbon neutral, Passivhaus, green energy etc)

### Challenges

- Condition of heritage buildings and viability of re-use (and land owners expectations).
- Respect layout and existing architectural character whilst also encouraging imaginative design.
- Scale of new development - protecting views.



# KEY FINDINGS

## Reflecting on today, what sticks in your mind...

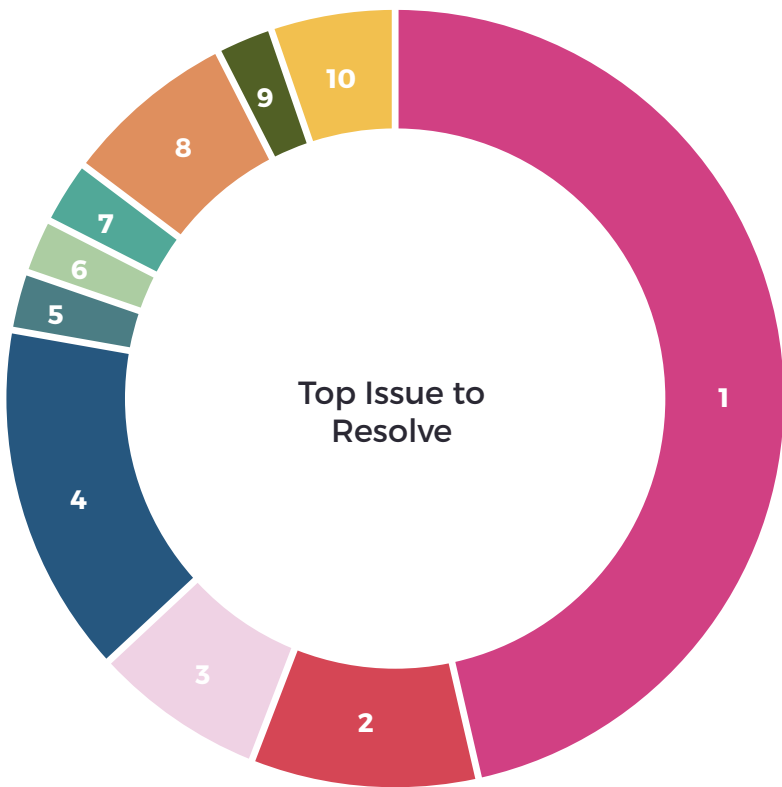
- One key opportunity to grasp
- One key issue to resolve



**Top 3:**

1. Creativity / arts & culture
2. Collaboration
3. Green space

- |  |                                   |
|--|-----------------------------------|
| <b>1</b> Connectivity (canal)          | <b>7</b> Green Space              |
| <b>2</b> Connectivity (city centre)    | <b>8</b> Young people             |
| <b>3</b> Heritage                      | <b>9</b> Destination              |
| <b>4</b> Sustainability / eco-friendly | <b>10</b> Mix of uses             |
| <b>5</b> Creativity/Arts & Culture     | <b>11</b> Collaboration           |
| <b>6</b> Tourism                       | <b>12</b> Uniqueness / quirkiness |

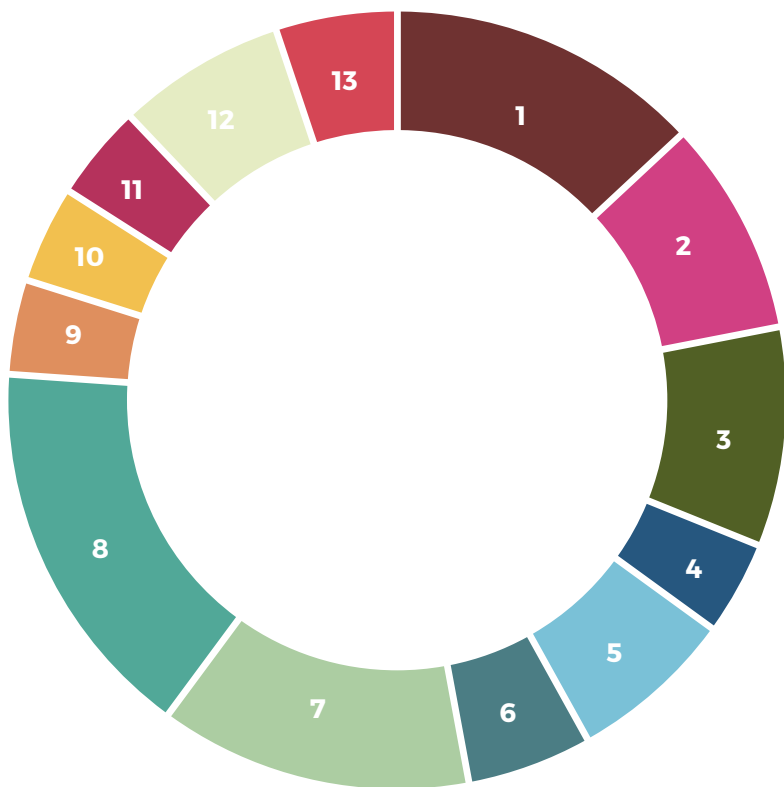


**Top 3:**

- 1.** Car parking & traffic
- 2.** Pedestrian connectivity / permeability
- 3.** Land ownership

- 1** Car parking and traffic
- 2** Land ownership
- 3** Viability / managing expectation
- 4** Pedestrian connectivity / permeability
- 5** Retention of heritage and historic buildings
- 6** Levels
- 7** Dominance of student residential
- 8** Ensuring inclusivity
- 9** Maintaining uniqueness
- 10** Funding

## In your opinion, what does a successful canal quarter look like in 10 years?



**Top 3:**

- 1.** Arts & cultural offer
- 2.** Vibrant / lively / thriving
- 3.** Mixed-use

- |   |                                      |
|---|--------------------------------------|
| <b>1</b> Mixed-use                                    | <b>7</b> Vibrant / lively / thriving |
| <b>2</b> Green Space                                  | <b>8</b> Arts and cultural offer     |
| <b>3</b> Well-connected and accessible                | <b>9</b> Destination / tourism       |
| <b>4</b> Distinct identity                            | <b>10</b> 24/7 (evening offer)       |
| <b>5</b> Pedestrian and cycle friendly                | <b>11</b> Retention of heritage      |
| <b>6</b> Quirky / unique / alternative (independents) | <b>12</b> Inclusive                  |
|   | <b>13</b> Residential development    |

## CONCLUSIONS

There were a number of recurring themes throughout the workshop, revealing very clear messages about what the stakeholders perceive to be the greatest opportunities and challenges for the Canal Quarter.

Arts and Culture is clearly seen as an integral component of the identity of the Canal Quarter, and indeed of the city as a whole. References to arts/culture and creativity were repeatedly mentioned in relation to the site's existing assets and future development. Enhancing the arts and cultural offer of the site is clearly seen as being fundamental to the future success of the Canal Quarter.

Collaboration was seen as one of the top three opportunities to grasp, demonstrating that the stakeholders recognise the importance of working in partnership to achieve the best outcomes for the site.

Green space is also important to the stakeholders, with recurrent references to incorporating green elements into the site and linking these to the canal.

The need for a mixed-use development is also seen as a key driver for a successful Canal Quarter. Additional emphasis may have been placed on this because of the previous retail-led proposals for the site. Many of the stakeholders were relieved that these proposals never made it to fruition.

Car parking and traffic were mentioned time and time again as the biggest issues facing the Canal Quarter. Resolving these issues, particularly around the Stonewell nose, will be key to integrating the site with the city centre. Linked to this is the need to resolve pedestrian connectivity and permeability issues into and within the site, including better integration of the canal. The stakeholders recognise the importance of creating a pedestrian-friendly, safe and attractive walking and cycling environment in order to successfully integrate the Canal Quarter with its context and encourage sustainable modes of travel.

The stakeholders were concerned about the fragmented land ownership of the site and the need for a coherent and holistic approach to the site in its entirety. Managing the expectations of the different land owners was seen as potentially one of the biggest issues facing the site.



**COMMUNITY  
CONSULTATION**



# INTRODUCTION

**What:** Community Exhibition

**When:** Tuesday 19th March 2019 (3-8pm)

Wednesday 20th March 2019 (12-5pm)

**Where:** City Museum Education Room, New Street and Marketgate Shopping Centre

**No. of Attendees:** 19th March - 40

20th March - 150 approx. (67 questionnaire responses)

Held in two different locations over the course of two days, the community exhibition sought to share the initial site analysis and emerging vision with the local community in order to get their feedback. As well as exhibition boards displaying the project team's initial findings and latest work, the exhibition also included a number of interactive activities to make the event more engaging and to dig a little deeper into people's thoughts. Members of the public were asked to stick stars on their favourite precedent imagery, have a go at land-use planning with different coloured stickers and write their own vision for the site.

Attendees were also asked to fill out a questionnaire at the end of the exhibition. The boards and the questionnaire were also made available online. 38 people responded to the online survey.

The following pages summarise the key outcomes and findings from the exhibition.

**Lancaster Canal Quarter Strategic Regeneration Framework Community Engagement Exhibition**

This area of the city centre has long been recognised as offering unique potential for development and investment. The council understands the importance of getting this project right – both in terms of what is delivered in the area and its contribution to the prosperity and vibrancy of our city.

This is the first of a number of opportunities in the coming months for you to inform our thinking around the Canal Quarter project. We hope you can join us at these events where we can explain more about the process and future opportunities for engagement.

The Community Engagement Exhibition is open for everyone to attend. We understand and value the input of the community to this process. At this first event we will be focusing on your views of the site, including working towards a vision and key objectives for the site. The exhibition will include information boards and questionnaires as well as various interactive activities.

**HAVE YOUR SAY**

**Tuesday 19th March 2019**  
3pm - 8pm  
City Museum Education Room  
New Street

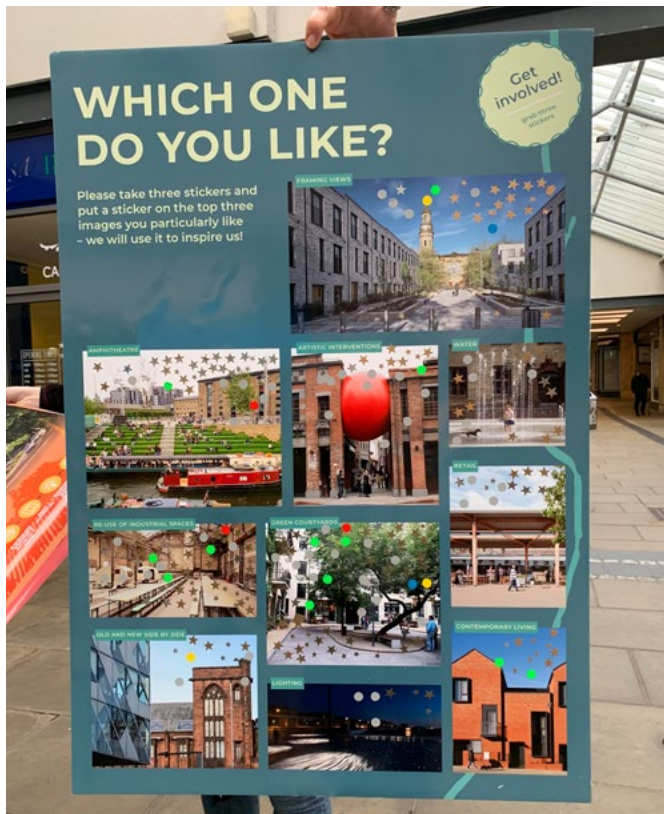
**Wednesday 20th March 2019**  
12pm - 5pm  
Marketgate Shopping Centre

## Desired Outcomes

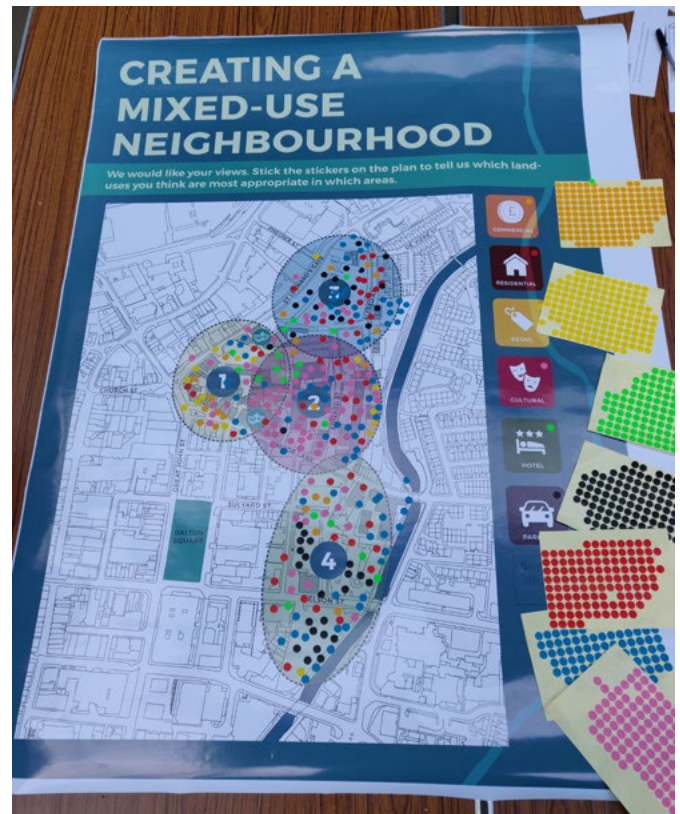
- Clear communication of site analysis and findings
- Gain local knowledge
- Discover points of interest
- Highlight existing issues/concerns
- Reveal & resolve potential conflicts
- Discover dreams & aspirations
- Discuss the art of the possible
- Identify additional stakeholders & local heroes
- Establish trust and build rapport
- Develop common language
- Review and inform process
- Excitement! Build momentum & long-term commitment



## INTERACTIVE ACTIVITIES



- The most popular precedent image was the 'green courtyard' with the large tree at its centre.
- The second favourite was the image of the co-working space in the Baltic Triangle in Liverpool, representing the potential creative reuse of old industrial warehouse structures.
- This was closely followed by the image of the 'amphitheatre' showing terraced steps being used as seating, activating a canalside development in London.
- The image of Time Keeper's Square in Manchester was also popular, showing a modern residential development framing a view towards a historic building.



- This activity involved participants sticking different coloured stickers onto a plan of the site. Each colour represents a different land use, with orange for commercial, red for residential, yellow for retail, pink for cultural, green for hotel and black for parking. Participants were asked to have a go at planning a mixed-use neighbourhood on the site.
- During the activity, some participants suggested an additional colour for green space should be included. Blue stickers were subsequently added.
- The overall distribution of stickers suggests that most people are in agreement that the heart of the site should have a cultural focus, building upon the existing cultural institutions within this part of the site.
- There also seems to be a consensus that car parking should be kept to the northern and southern extremities of the site, with limited parking within the heart of the Canal Quarter.
- Retail seems to be predominantly focused around the 'nose' of the site, adjacent to the existing retail core. There is limited or no retail suggested within the northern and southern areas of the site.



# CREATE YOUR OWN VISION

Participants were asked to construct their own vision for the Canal Quarter by filling out the sheet below. Analysis of the responses can be found on the upcoming pages.

**CREATE YOUR OWN VISION**

How do you envisage the Canal Quarter?

The Canal Quarter is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The challenge is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

There is an opportunity to \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In the Canal Quarter people will \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

A vibrant district which is \_\_\_\_\_  
\_\_\_\_\_

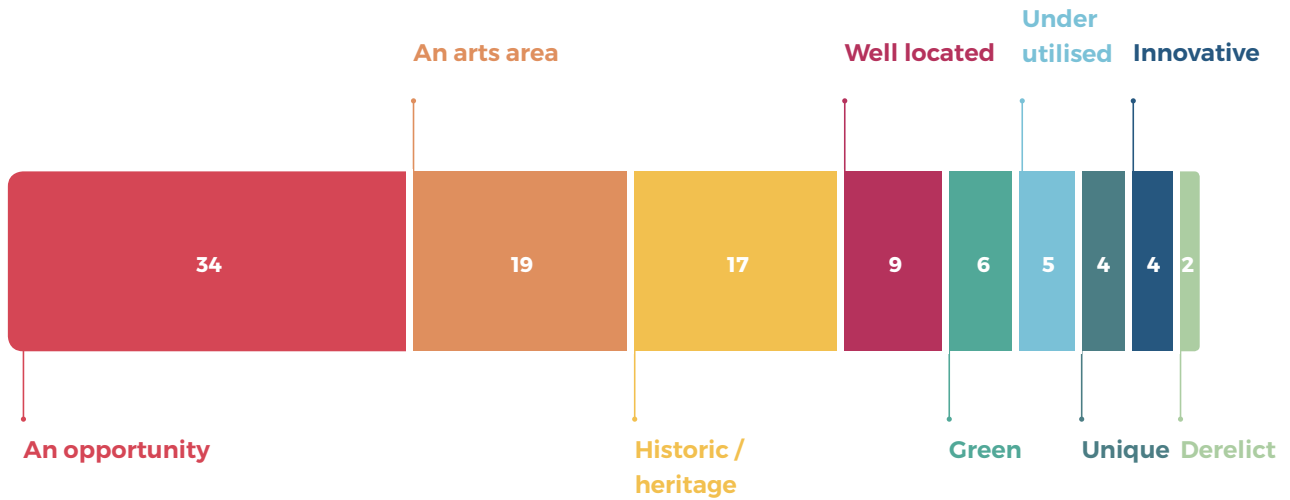
The words\* below may inspire you, or feel free to use your own words.

unique	welcoming	lively
identity	green space	parking
mix of uses	heritage	connectivity
accessible	arts & culture	
inclusive	vibrant	

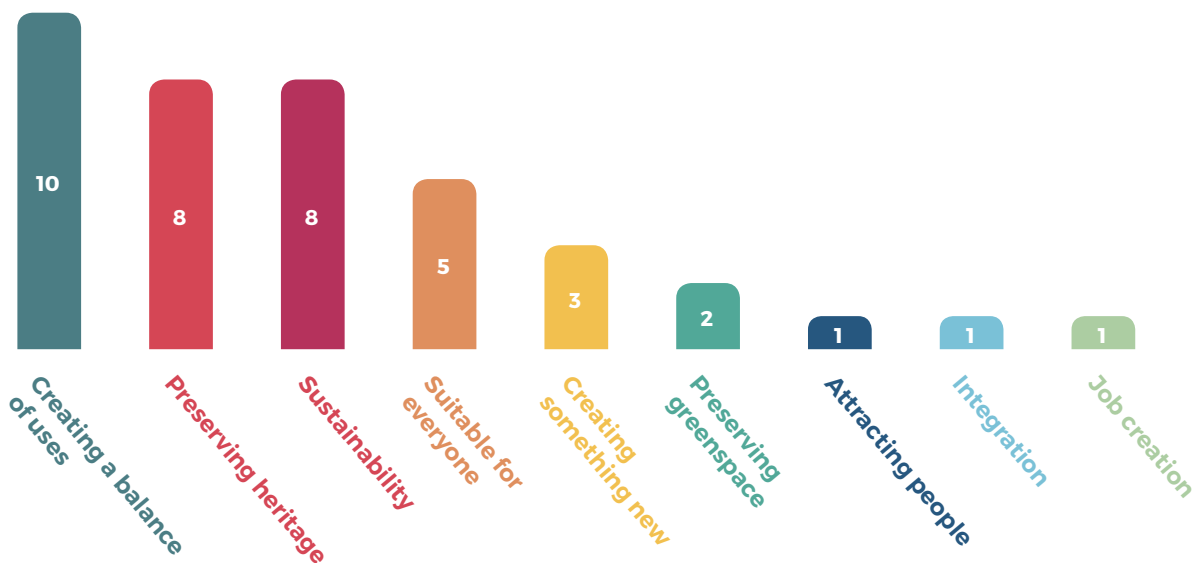
\*these words were the top words used by the Stakeholders at workshop 1



## The Canal quarter is...

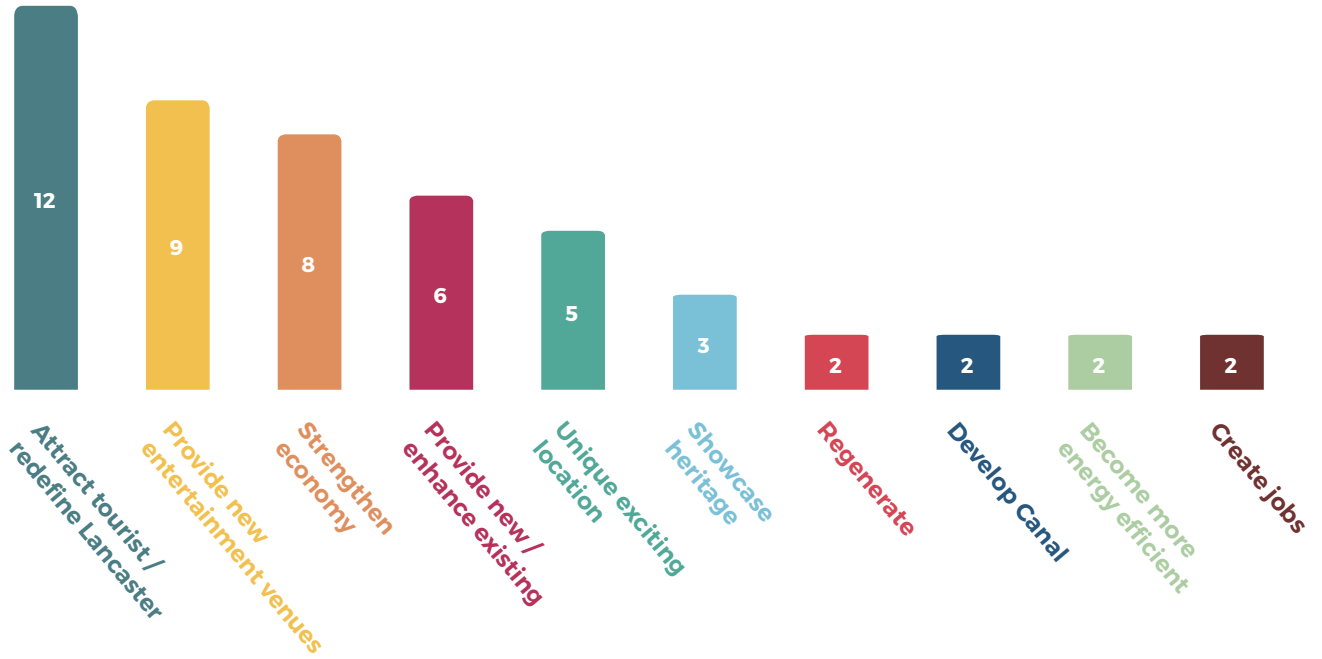


## The challenge is...

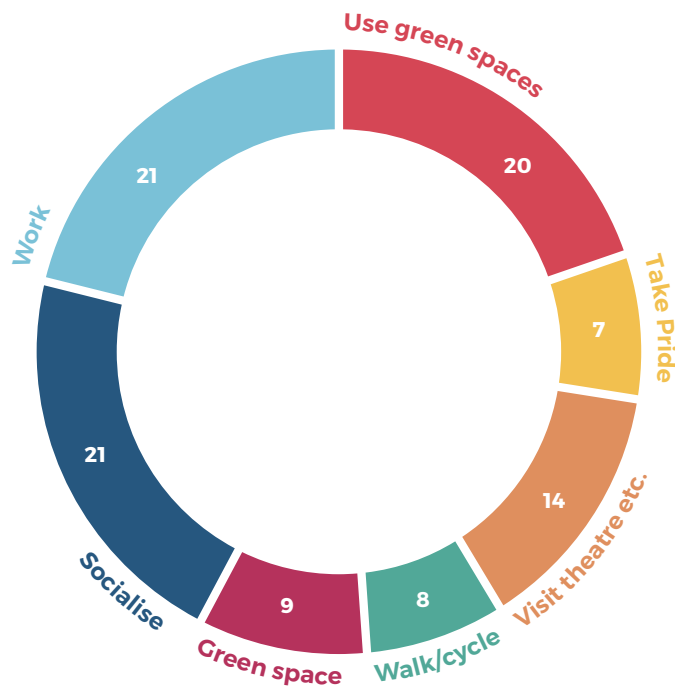




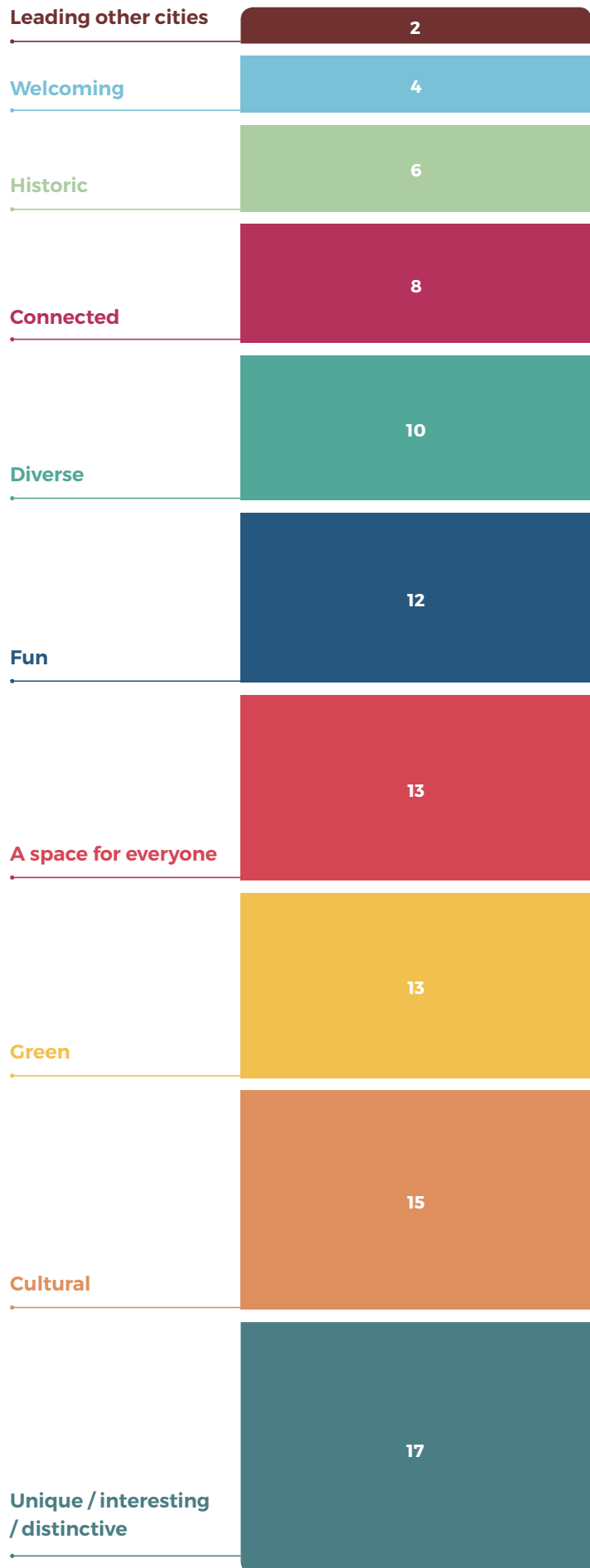
### There is an opportunity to...



### In the Canal Quarter people will...



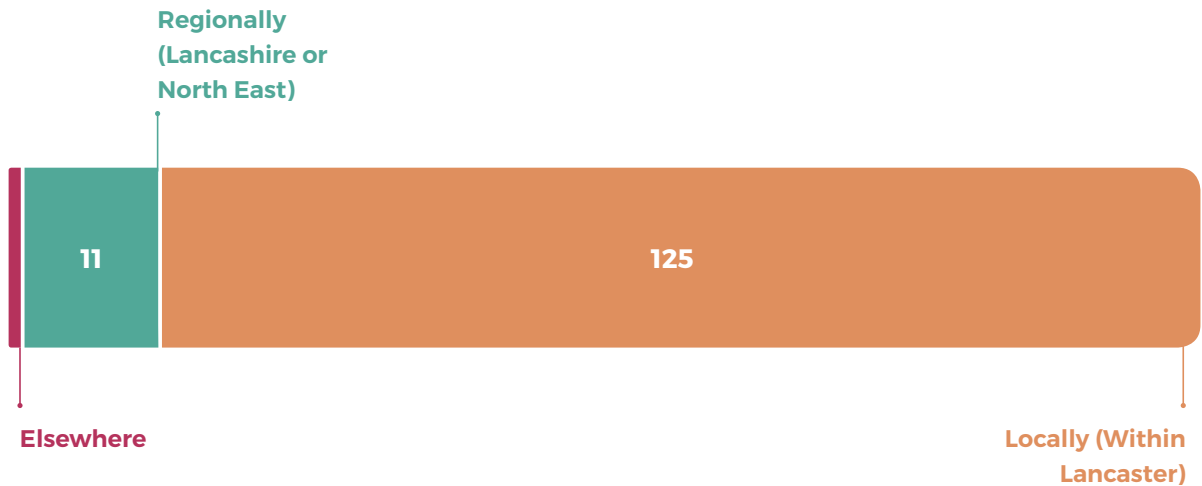
## A vibrant district which is...



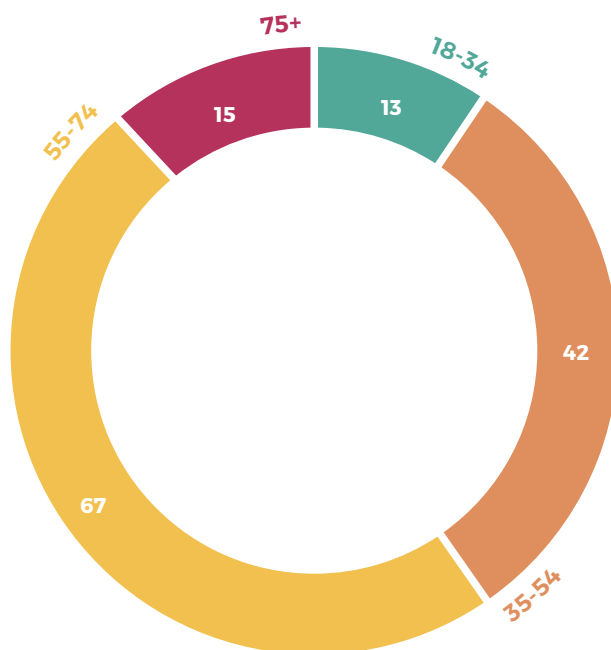
# QUESTIONNAIRE RESULTS

The following pages summarise the responses from the community exhibition questionnaire. These are the results of the paper and online surveys combined. There were a total of 145 responses.

## Where do you live?

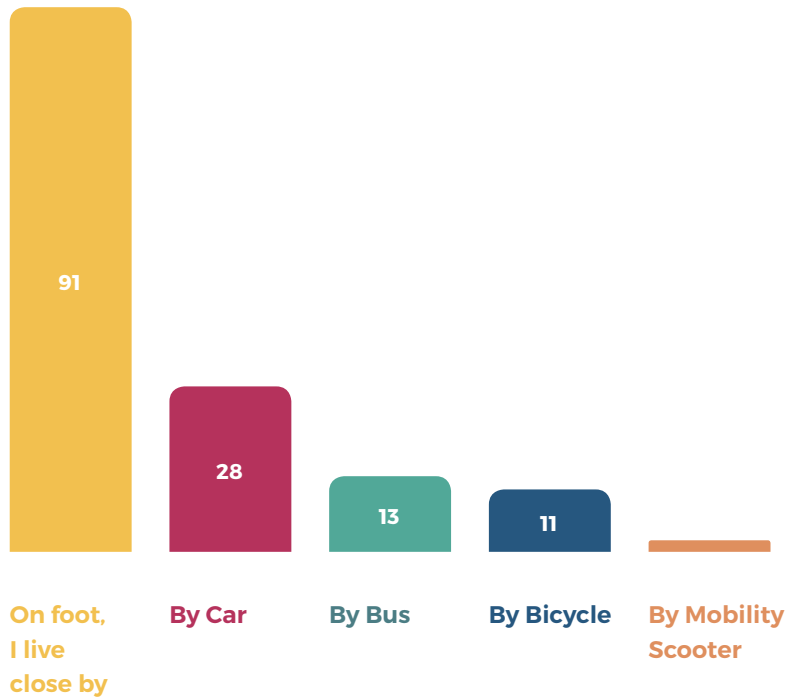


## What is your age?



No one under 18!

### How did you arrive in the City Centre today?



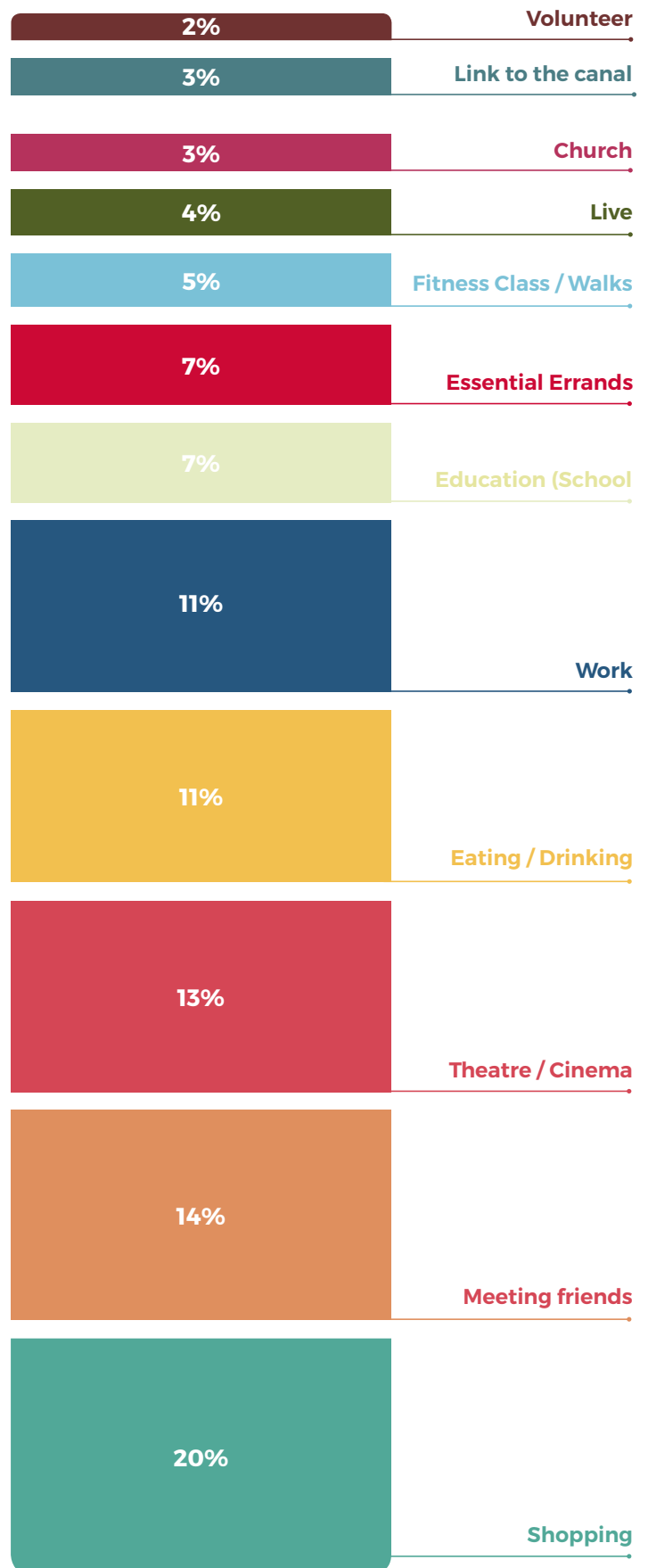
No one came by train!

### How many times in the past year have you been to the City Centre?



## Why did you go to the City Centre?

- Shopping was the most common reason for people to visit the city centre. Many people questioned also travelled to the centre to meet friends and socialise.
- Few people questioned actually lived within the city centre.
- Some people questioned mentioned they used the city centre as a cut through to the canal for recreational purposes. 3% visited the church and 5% went to the city centre for fitness classes, with yoga being a popular answer.
- 7% of those questioned used the city centre for the library, with 11% going there for work. A small amount of people passed through the centre to get to the Canal. The canal is popular for runners and dog walkers.

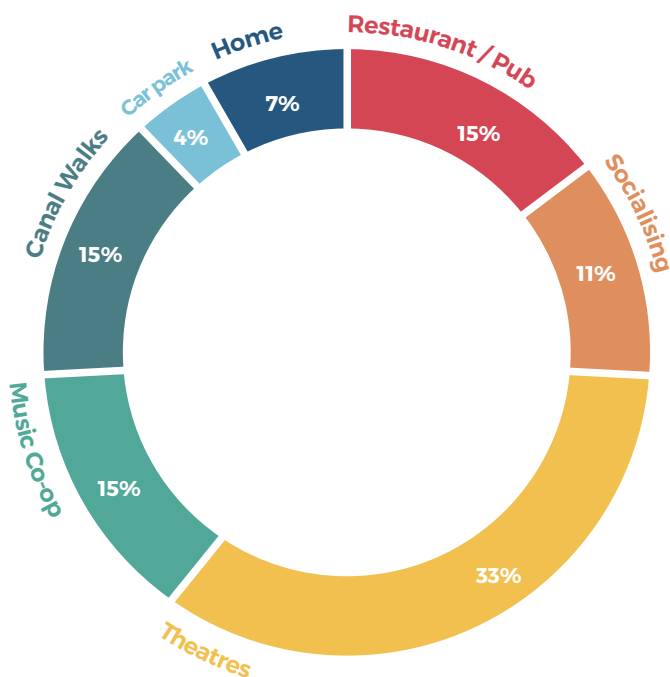




## How many times in the past year have you been to the Canal Quarter?



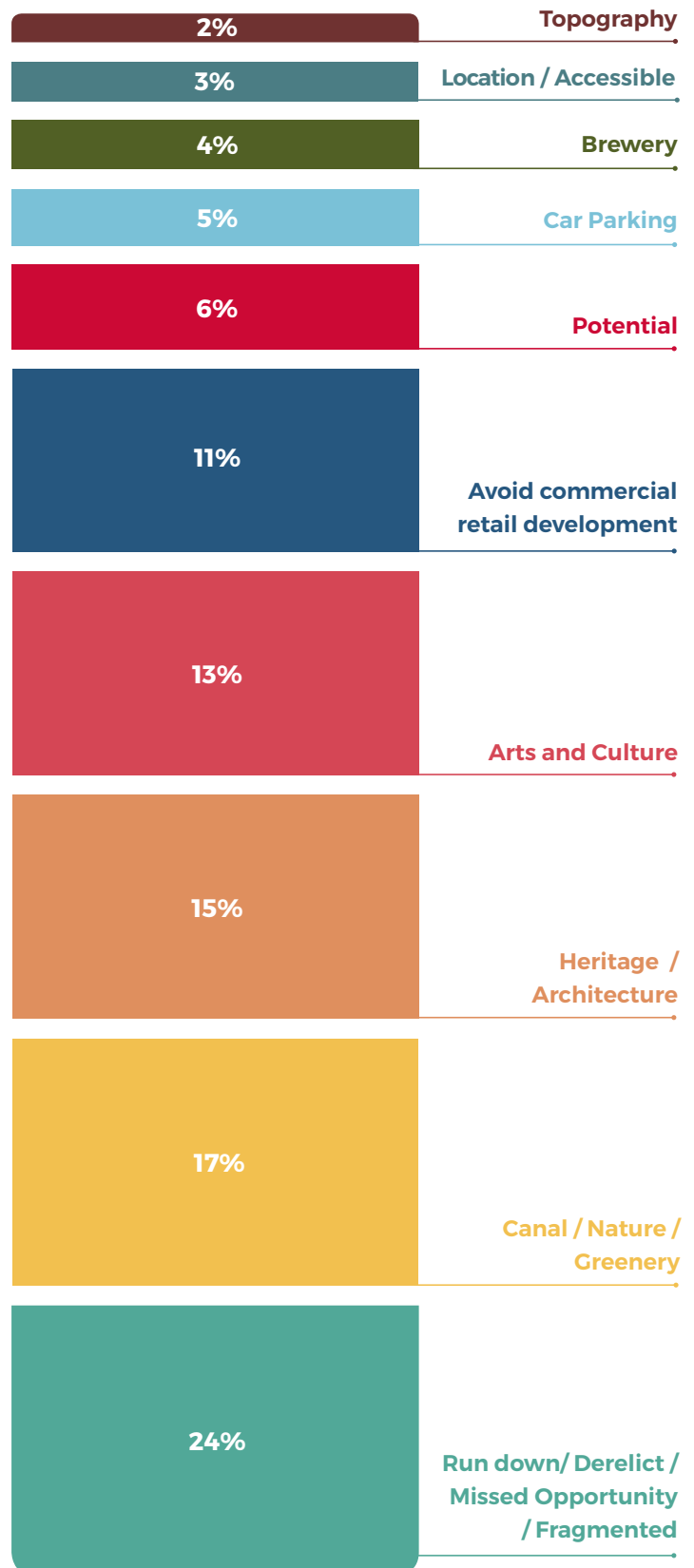
## Why did you go to the Canal Quarter?



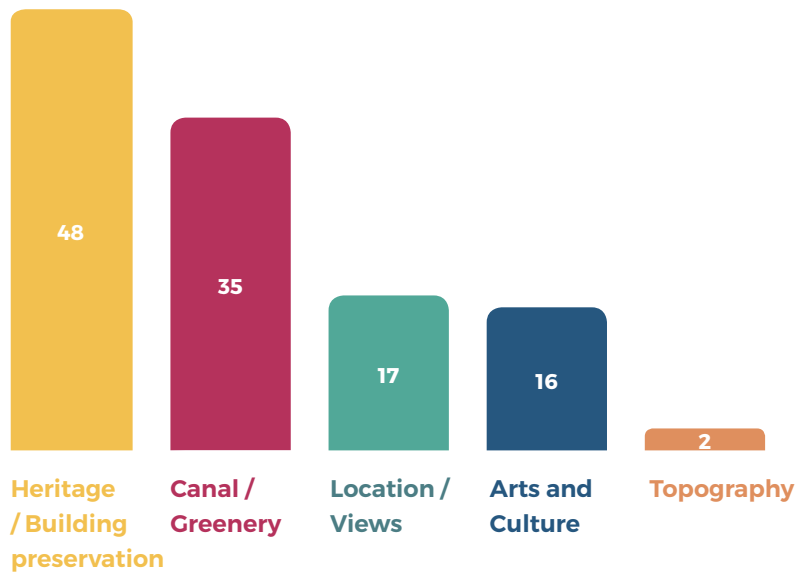
- The most common reason people currently visit the Canal Quarter is to go to the theatres (The Grand and the Dukes)
- The Music Co-op, restaurants/pubs and walks along the canal were also frequently mentioned as reasons people visit the Canal Quarter.

## What are the first things you think of when you think about the Canal Quarter?

- When thinking about the Canal Quarter, most of the people questioned thought of it as a run-down area which has been a missed opportunity for development.
- The canal was also one of the most important features of the site, with 17% of those questioned mentioning its significance.
- Arts and culture and the heritage and architecture of the site were also frequently mentioned.
- 11% of people highlighted the importance of avoiding too much commercial retail development. This is probably a result of people's concerns over the previous retail-led proposals.



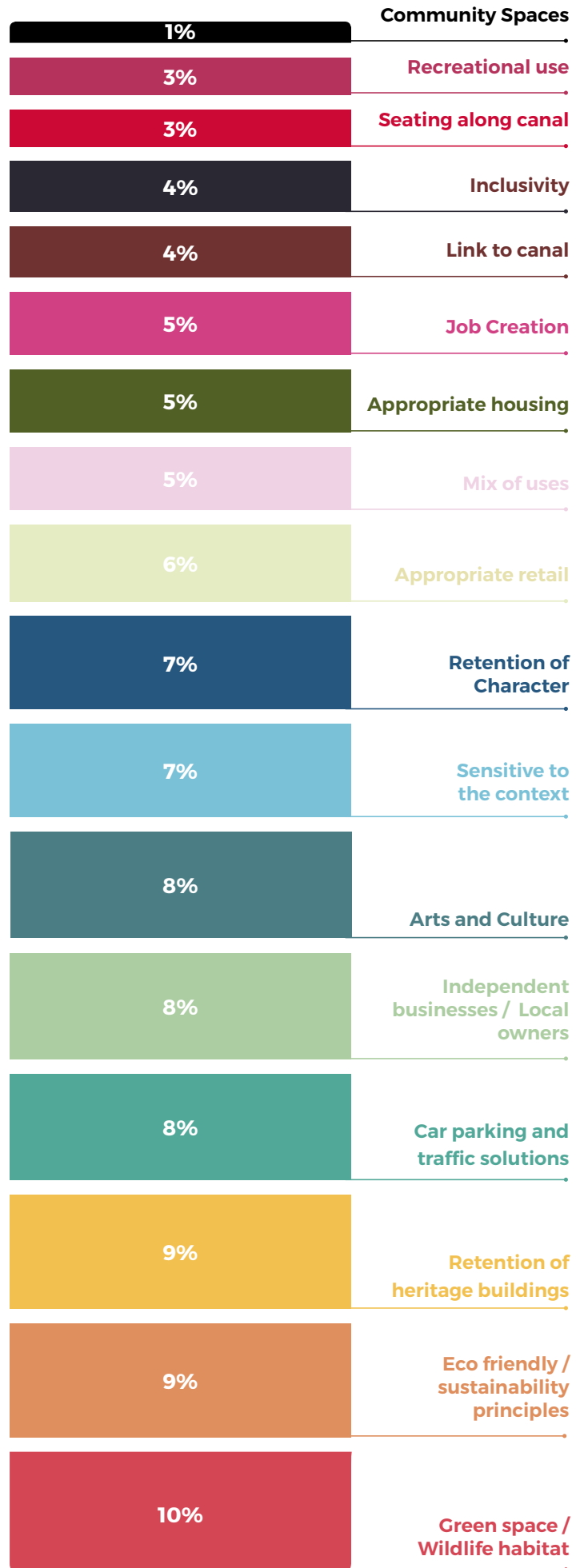
## What do you think are the unique or distinctive features of the Canal Quarter?



- The existing buildings were seen as the most distinctive feature of the Canal Quarter. The notable buildings include the theatres, the Brewery, Old Canal Mills etc.
- Greenery and nature around the canal was mentioned as a positive aspect by many of those questioned. Many people feel the existing vegetation should be retained as much as possible.
- A negative aspect that was noted was the abundance of car parking spaces. However, those within the 75+ age bracket mentioned this is necessary for them to reach the centre, as some bus services are scarce.

## What do you think is the most important thing for our work to capture?

- Many people were keen to see the addition of green spaces and lots of planting in order to encourage more wildlife to the area.
- People would like to see sustainable design principles incorporated where possible. Comments included the addition of permeable paving, SUDS and solar panels. Cycle lanes with tree-lined pedestrian routes were also mentioned frequently.
- Almost everyone questioned was strongly against the addition of any new chain retail developments. Instead, independent shops were a popular answer. People were generally eager to see local business owners, in turn giving the area more of a community spirit.
- A space for the community to gather and seating by the waterfront were also mentioned multiple times.
- People also felt any new builds should be coherent with the character of the existing buildings. People were opposed to new tall builds, with many commenting there is already too much student accommodation.
- Resolutions to car parking and traffic issues were also frequently mentioned as a key aspect for the project to capture.



## CONCLUSIONS

The majority of the wider community currently perceive the Canal Quarter to be a neglected area of the city and are excited by the prospect of its development. The community recognise the value in the site's location; its proximity to both the city centre and the canal present a unique opportunity to strengthen and build upon the existing identity of the area and the city.

The arts and cultural offer is the main reason people currently visit the Canal Quarter and there is a consensus that this offer should be expanded and enhanced as an essential driver of the site's future transformation.

The existing architecture and heritage of the site is also considered to be one of the defining characteristics of the Canal Quarter. There is a strong desire for this character to be retained, with many people commenting on the need for any new development to be sensitive to the existing fabric of the site and its context.

Lancastrians would like to see a mixed-use development with an emphasis on independent businesses and retailers, rather than large chain stores. There is a strong perception that there is too much student accommodation within the city centre and people would like to see a broader mix of housing types that meet the needs of the diverse local community.

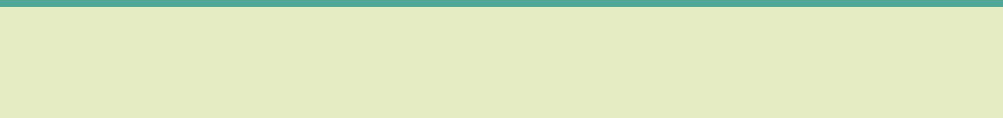
Green space and eco-friendly design principles are very important to the people of Lancaster. Retaining the existing vegetation along the canal and introducing new green spaces into the site were seen as essential ingredients of a successful development. Sustainable design principles and features such as SUDS, permeable paving and green energy were frequently mentioned, along with the importance of encouraging sustainable modes of travel.

Once again, traffic issues were highlighted as a major issue for the site, along with concerns around the future provision of car parking. There is a need to take a strategic approach to resolving these issues in order to ensure that they are properly addressed.





**YOUTH  
WORKSHOP**



# INTRODUCTION

**What:** Youth Workshop (11-18 year olds)

**When:** Wednesday 3rd July 2019 (4-6pm)

**Where:** Lancaster Town Hall

**No. of Attendees:** 20 (+ 2 work experience students and 4 volunteers)

The initial engagement work failed to capture the views of anyone under the age of 18. A specific youth workshop was therefore arranged in order to engage with local young people.

The workshop was run in collaboration with Escape2Make (E2M), a local charitable organisation that aims to help 11-18 year olds in the Lancaster and Morecambe area to escape from boredom, social media, loneliness and pressure by providing workshops and short courses.

The workshop began with an introduction to the built environment and the various roles and professions within it.

After a short ice-breaker exercise, the group were divided into three smaller groups, each with a different theme. These were: issues, safety and fun. The groups then did a site walkaround, taking photographs of observations in relation to their theme.

Once back at the Town Hall, the photographs were uploaded to the big screen ready for each group to feedback their findings and observations to the wider room.

In addition to the photographic walk, the workshop also involved a number of other interactive activities, which were also done at the wider community exhibition. These included sticking stars on their favourite imagery and writing their own vision for the site. Attendees were also asked to fill out a questionnaire.

The following pages summarise the key outcomes and findings from the workshop.

## Desired Outcomes

- Understand how young people use and feel about urban environments
- Gain local knowledge and discover points of interest
- Highlight existing issues/concerns
- Discover dreams & aspirations
- Establish trust and build rapport
- Develop common language
- Educate young people on urban design processes
- Request ideas for possible CQ Summer Festival
- Excitement! Build momentum!
- Inform young people about the various career options within the built environment
- Inspire young people to think about the built environment in new ways









# SITE WALK

## Theme Safety

### Observations

- First observation was the difficulty to cross the road outside the Town Hall, general feeling of being unsafe.
- Pedestrian crossings improvements to cross Moor Lane.
- General mood changed as we turned into Brewery Lane.
- Discussion around the Brewery building, generally feeling that it's ugly now, the disrepair made them feel unsafe and unwelcome.
- The backs of buildings, servicing yards and random car parking creates an unattractive environment
- Railings, barbed wire, temporary buildings, overgrown hedges and vegetation added to a feeling of things not being looked after.
- Narrow roads and cars rat-running through the site create a sense of unease.
- Cars were driving too fast and there was lots of traffic.
- Speed limit signs could be more prominent.
- Pavements were identified as being very important for safety, they could be wider and in a better state of repair.
- Some of the children liked 'The Dukes' as they had been there several times and saw it as a positive feature.
- Like wise Dalton Square was viewed positively.
- Colour and art was seen as a good way of brightening up derelict buildings.
- Some recognised that residential areas are often better looked after and provide over-look of the street.
- The blank walls and alleyways were seen as unwelcoming and dangerous.
- The trees and more open areas of the site changed the mood, and created a more positive response.
- Poor quality buildings, such as the sheds along Alfred Street were seen negatively as they looked out of place.





## Theme Issues

### Observations

- There is nothing for young people to and no spaces for them to spend time
- There are not enough places to spend time across the area – there is nowhere to sit down
- Evidence of people sleeping rough, and need to find a new home for the homeless shelter – the only one in Lancaster
- The canal is dirty and the footpath isn't well lit and plants are overgrown – this doesn't feel like a place to enjoy or spend time at the moment
- There are so many empty buildings we could make use of, and where we can't we should re-use the materials locally – so they look the same and so we aren't wasteful
- Where there are activities they face outwards not inwards – the theatres in particular
- The Brewery building is a big issue – why don't we think of fun things to use it for – climbing walls, bowling, laser quest
- Too many railings and barbed wire make the space feel unsafe
- Cars drive too fast around and through the area, makes crossing the road feel dangerous

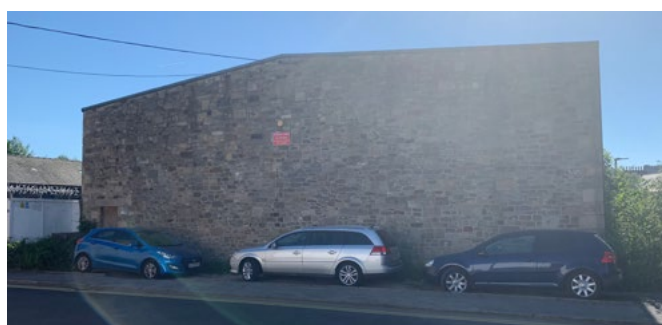




## Theme Fun

### Observations

- It was suggested that the canal area could use more colour and vibrancy – lanterns, fairy lights hanging from bridge (could be solar powered)
- Also the use of the canal itself – floating platforms, kayaking/canoeing events. These could be part of the Canal Quarter Summer Festival
- Disused buildings (Brewery) – This building could be re-purposed to house activities such as crazy golf/junk-yard golf, nerf wars, escape rooms etc. (taking advantage of the multiple levels within the building). The height of the building could also be utilised to create a giant climbing wall.
- Blank walls – local artists/graffiti artists could be invited to paint the walls to bring colour and vibrancy to the area. The artwork could be linked to something local and significant to the city's heritage
- Moving images and/or films could be projected onto the large blank walls. This could also be done to create a drive-through movie venue
- Next to the music co-op – the space next to it could be used for live music shows. The building could also be improved as it's not immediately obvious that it's a music studio.
- The group also identified the need for spaces in which young people can simply hangout with their friends; spaces in which you don't have to spend money, you can just 'be'. whilst feeling welcome, safe and comfortable.



## INTERACTIVE ACTIVITIES

- The most popular precedent image was the 'green courtyard' with the large tree at its centre.
- The second favourite was the image of the giant red squishy ball demonstrating playful and artistic interventions in public spaces.
- The images of the canal-side amphitheatre, the playful water fountains and the creative reuse of old industrial warehouse structures were also popular.





# CREATE YOUR OWN VISION

Participants were asked to construct their own vision for the Canal Quarter by filling out the sheet below. Analysis of the responses can be found on the upcoming pages.

**CREATE YOUR OWN VISION**

How do you envisage the Canal Quarter?

The Canal Quarter is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The challenge is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

There is an opportunity to \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

In the Canal Quarter people will \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

A vibrant district which is \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The words\* below may inspire you, or feel free to use your own words.

unique	welcoming	lively
identity	green space	parking
mix of uses	heritage	connectivity
accessible	arts & culture	
inclusive	vibrant	

\*these words were the top words used by the Stakeholders at workshop 1





## Create your own vision (top 3 responses)

The Canal quarter is... **historic**  
**run down**  
**unwelcoming**

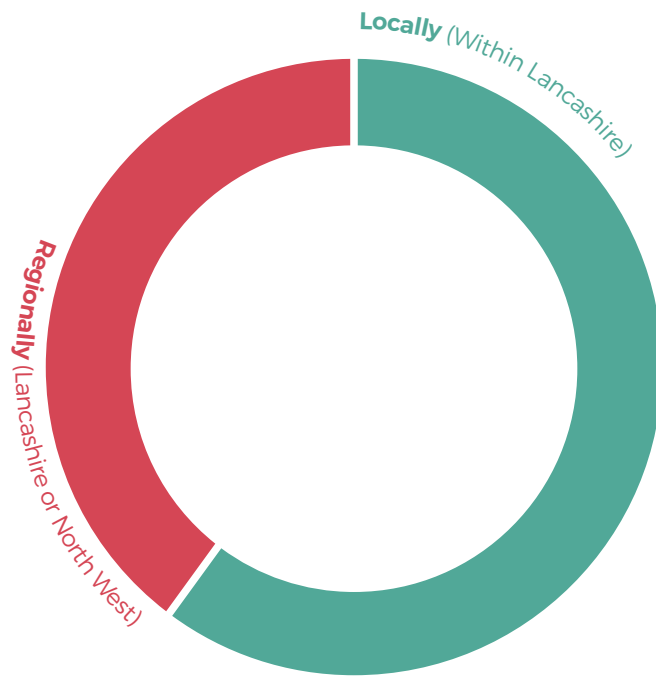
The challenge is... **to make it safer for all ages**  
**to make it a better place to work**  
**to help the homeless**

In the canal quarter people will... **be fun**  
**feel safe**  
**be happy**

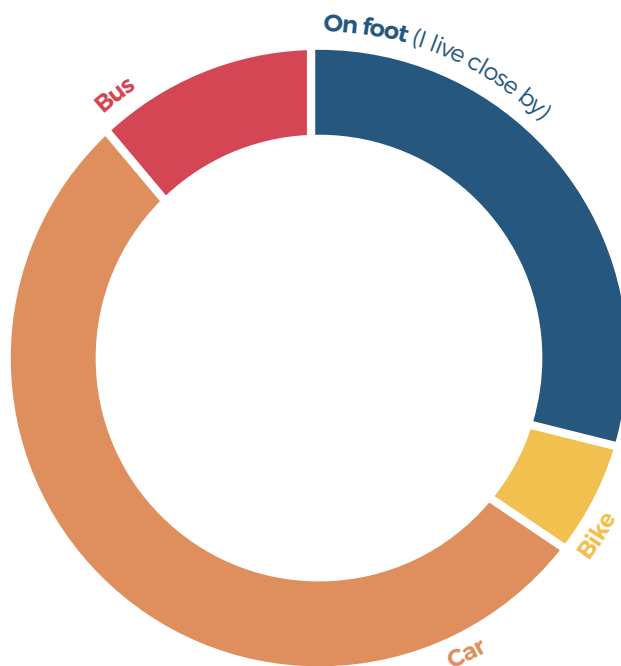
A vibrant district which is... **welcoming and accessible**  
**full of history**  
**unique and lively**

# QUESTIONNAIRE RESULTS

## Where do you live?

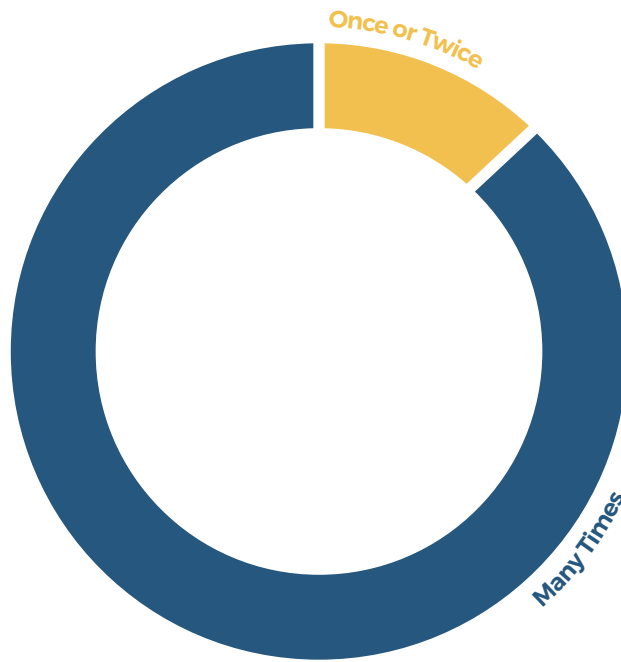


## How do you usually travel to the city centre?

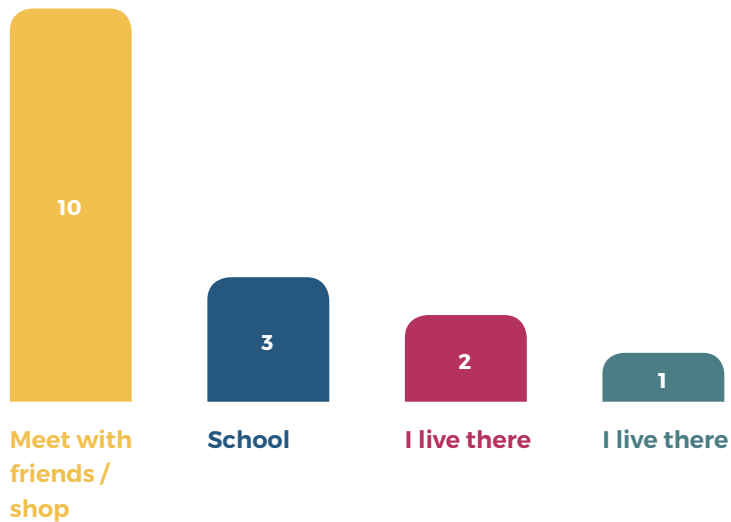


No one came by train!

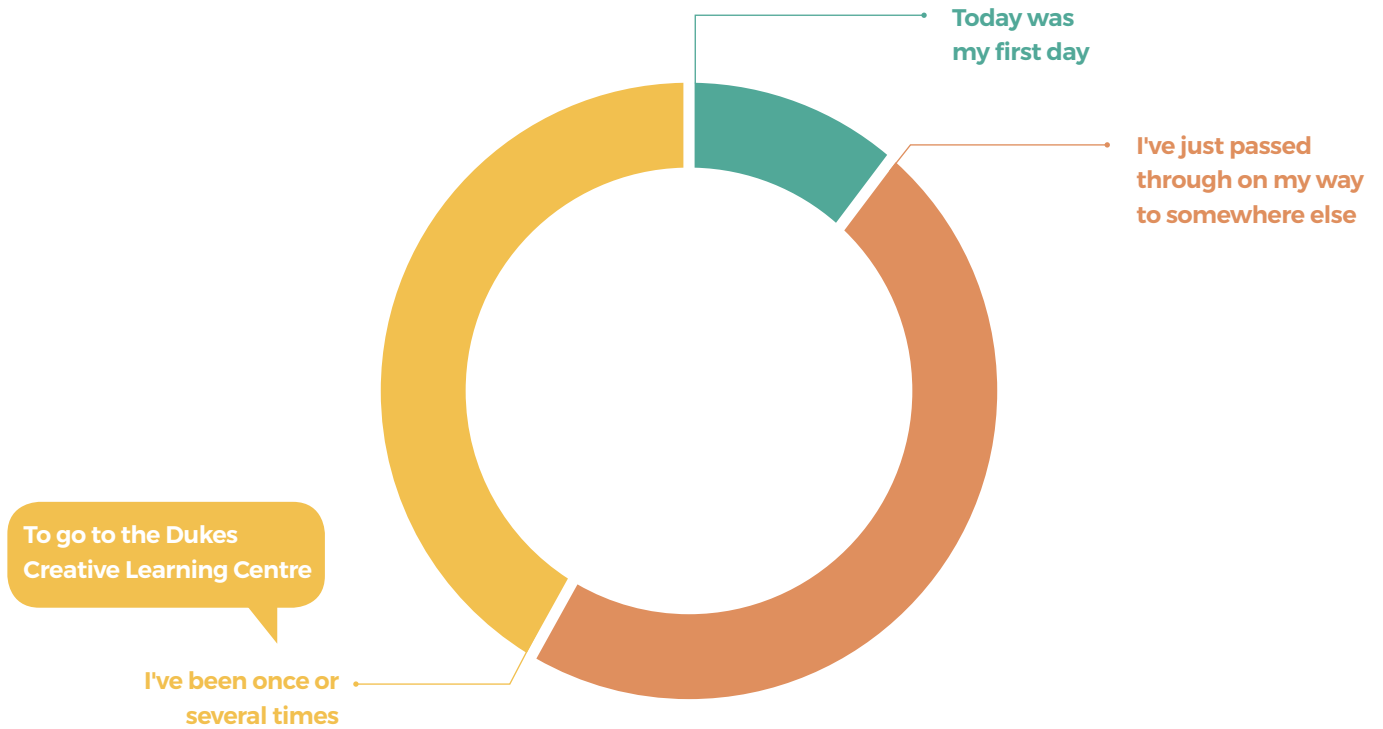
## How many times in the past year have you been to the city centre?



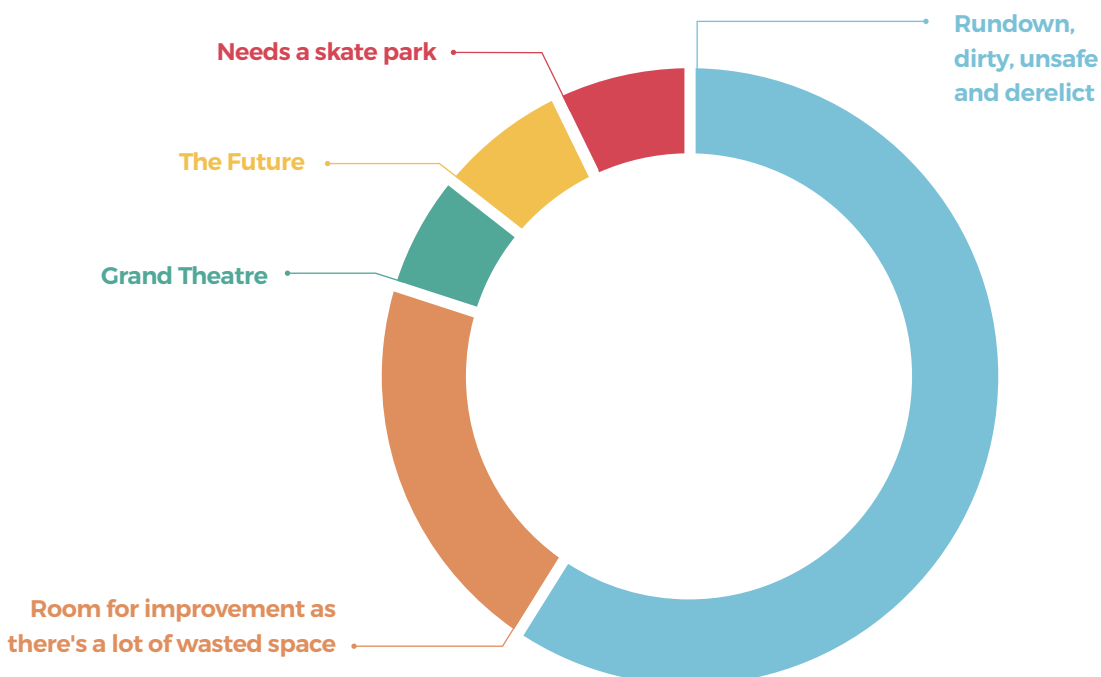
## Why did you go there?



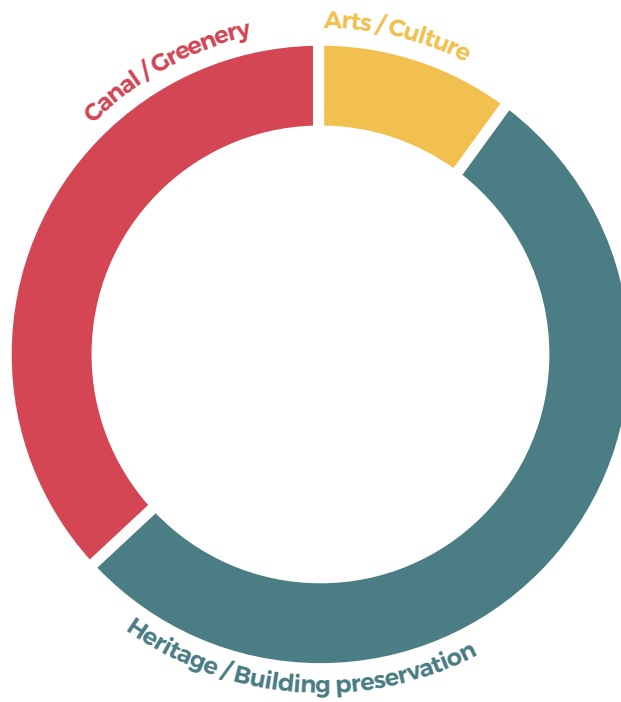
## How many times in the past year have you been to the Canal Quarter?



## What are the first things you think of when you think about the Canal Quarter?



## What do you think are the unique or distinctive features of the Canal Quarter?



## What do you think is the most important thing for our work to capture?





## There are plans to hold a summer festival at the canal quarter. What kind of events would you be interested in attending?



- 1 Making Workshop
- 2 Theatre / Performance / Dance
- 3 Music
- 4 Food / Drink
- 5 Film
- 6 Comedy
- 7 Sport
- 8 Educational
- 9 Other

## CONCLUSIONS

Young people currently view the Canal Quarter as a run-down, derelict and unsafe area of the city. However, they can also see the potential of the site and are excited by the prospect of its development.

The heritage of the site is very important to young people, who referenced this as the most distinctive feature of the Canal Quarter and one of the most important things for our work to capture.

Arts and Culture is also very important to young people. Many of them had been to the theatres on the site and value the creative spirit that they bring to the area. This was identified as being the most important aspect for the development to capture.

When asked what their favourite thing about Lancaster is, the most popular answer was the public parks and open spaces that the city offers. It is therefore not a surprise that young people also recognise and value the canal/greenery within the Canal Quarter.

Young people were concerned that any new development should be accessible and inclusive to all. They were particularly concerned about safety and ensuring that the area is welcoming for young people. They were also worried about the homeless and the need to cater for them within the new development.

The group had lots of ideas around events and interventions that they would like to see within the site. However, they also referenced the need for simple spaces within which they can hang out with friends, for free, and feel safe; a refuge to escape to.

**STAKEHOLDER  
WORKSHOP 2**



# INTRODUCTION

**What:** Stakeholder Workshop 2

**When:** 3rd July 2019

**Where:** Lancaster Town Hall

**No. of Attendees:** 37

**Duration:** 2.5 hours

On 3rd July 2019 the project team carried out a second workshop with stakeholders at Lancaster Town Hall. Whilst the first workshop sought to gain a greater understanding of the site and the key issues and opportunities facing its development, the second workshop focused on prioritisation and collectively defining a vision for the project.

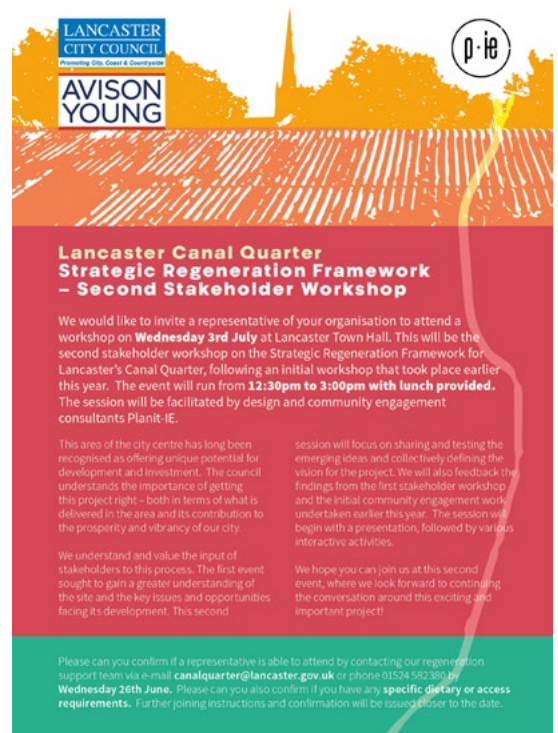
The workshop began with a presentation, communicating the findings from the first stakeholder workshop and the wider community engagement undertaken earlier in the year. The stakeholders were then split into groups and asked to play the 'Prioritisation Game'. The game involved a process of negotiation and prioritisation, considering factors such as time, importance and impact in order to collectively define a vision for the project.

At the end of the game, each group was asked to highlight their 'most important, short-term' goals along with a series of suggested 'actions' to achieve these.

During the second part of the workshop the intention was to share and discuss the emerging spatial principles of the SRF. However, the first part of the workshop overran and the decision was taken to hold a third event in order to carry out this activity and give it the time it deserves.

At the end of the workshop, participants were asked to fill out a 'pledge card' identifying what they - or their organisation - could do to contribute to the positive development of the Canal Quarter. Participants were also asked for their ideas for a Canal Quarter Summer Festival.

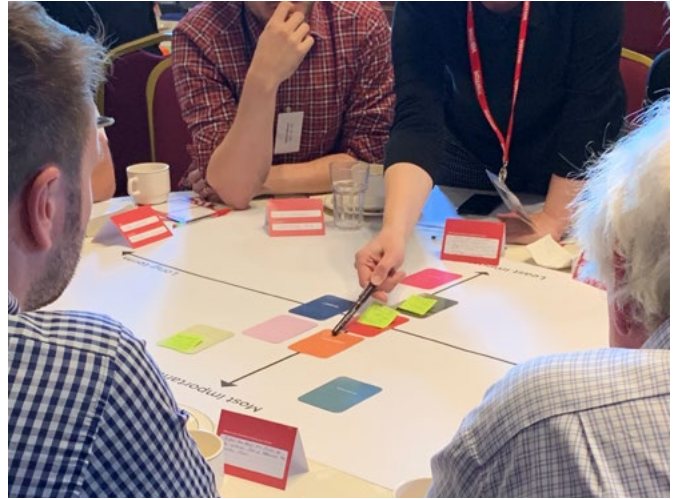
The following pages summarise the key outcomes and findings from the workshop.



## Desired Outcomes

- Communicate findings from initial stakeholder workshop and wider community engagement
- Share and test emerging vision / ideas
- Provoke debate and discussion
- Prioritisation
- Negotiation
- Highlight potential issues
- Conflict resolution
- Attain majority view
- Identify additional stakeholders & local heroes
- Establish trust and build rapport
- Excitement! Build momentum & long-term commitment
- Instil Ownership/responsibility







# PRIORITISATION GAME

The engagement work undertaken to date has revealed a long list of aims, objectives and aspirations for the Canal Quarter. Whilst all of these objectives will be important to the future success of the project, not everything can be delivered at once. The purpose of this activity was to collectively determine the priorities for the project and to consider how these might be delivered.



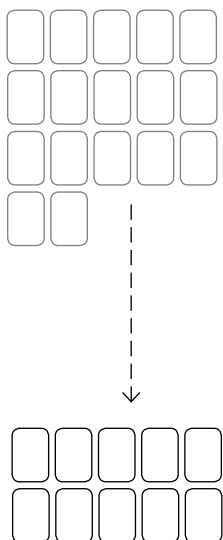
## THE CARDS\*

*\*These are based on previous engagement outcomes*

- |                         |                                   |                                       |
|-------------------------|-----------------------------------|---------------------------------------|
| 1. Community Spaces     | 7. Green Space / Wildlife Habitat | 13. Arts and Culture                  |
| 2. Play and Recreation  | 8. Job Creation                   | 14. Local Business                    |
| 3. Connectivity         | 9. Retail                         | 15. Car Parking and Traffic Solutions |
| 4. Commercial Viability | 10. Charitable Organisations      | 16. Retention of Heritage Buildings   |
| 5. Public Space         | 11. Local Character / Identity    |                                       |
| 6. Housing              | 12. Educational Uses              |                                       |

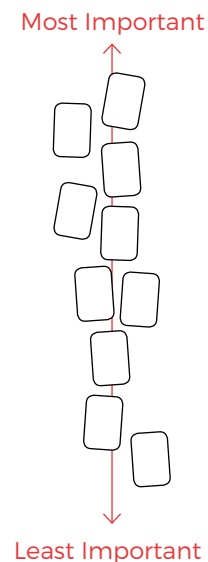
## STEP 1

Ask the group to **pick 10** of the 17 cards. These should be what they consider to be the **most important** of the cards.



## WHAT STEP 2

Place the cards on the grid in **order of importance** (relational to one another)



WHEN

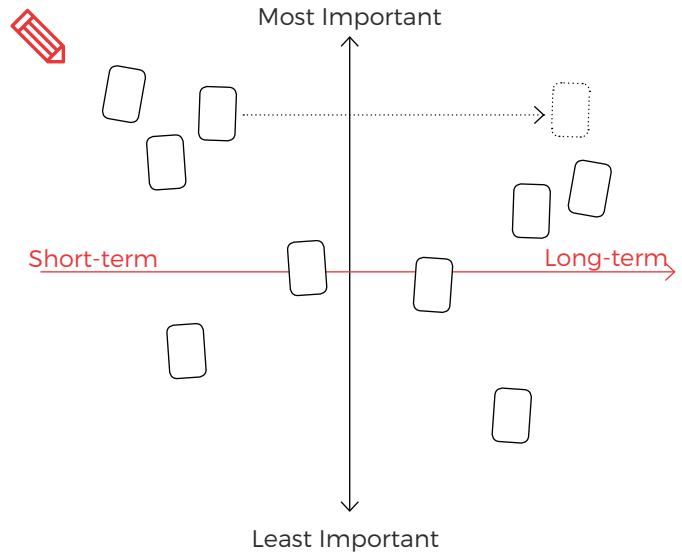
STEP 3



Slide the cards along the time-line to indicate **short-term/quick-wins** and **longer term** visions and aspirations.

Notes can be added on post-its to record details or specifics of discussions.

Some cards may appear in both the short and long term . This is fine; simply draw an arrow on and annotate accordingly.



WHY

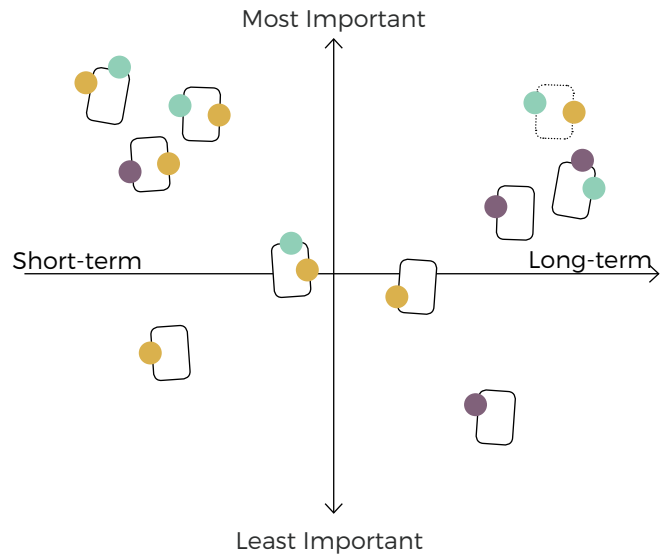
STEP 4



Consider the **impact** of the points being discussed. **Who or what will benefit?** Are there any negative impacts?

Impact

- Social
- Environmental
- 



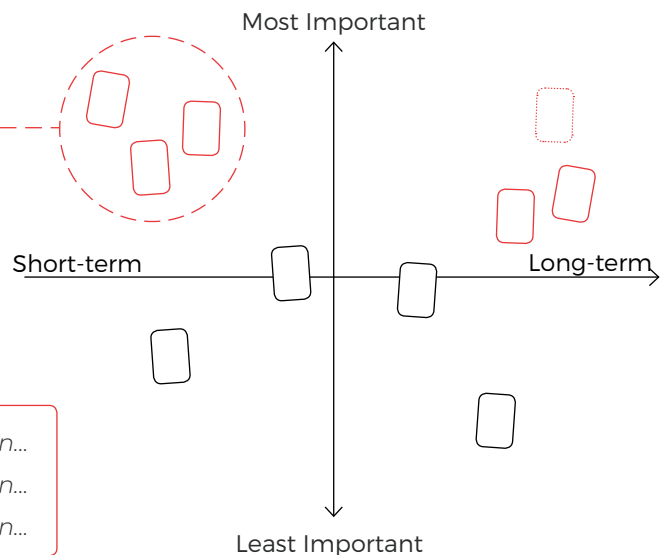
HOW

STEP 5



Establish the **most important short-term and long-term** needs. For the **short-term** points, identify **1 key action** to deliver each.

1. Key Action...
2. Key Action...
3. Key Action...



## Summary of Step 5 outcomes:

### Group A

#### CARD: ARTS AND CULTURE & PUBLIC SPACE

**Action:** Arts and Culture and Public Space were identified as being mutually beneficial quick wins by hosting a series of pop-up events within the Canal Quarter, to draw the community into the space and promote the area. The Canal Quarter Summer Festival was highlighted as being the perfect opportunity to kick-start this process. It was also noted that this could capitalise on existing events in Lancaster (such as music festivals and Light Up Lancaster). It was suggested that Brewery Lane could be temporarily closed to help facilitate such events.

#### CARD: RETENTION OF HERITAGE BUILDINGS

**Action:** It was noted that investment is needed urgently to save some of the heritage buildings that are in poor condition (such as the Brewery). The group suggested that partnering with an organisation such as Lancaster University could provide a financially viable solution - the Brewery could be transformed into a hub for both students and the wider community. (A university representative within the group suggested that this would also be in-line with the university's ambitions to be more outward-looking).

#### CARD: HOUSING AND LOCAL BUSINESS

**Action:** Housing and Local Business were both suggested as potential quick wins. A mutually beneficial action was identified in the form of live/work units that could be provided in shipping containers on the site. This could be an instant and affordable way to provide space for local start-ups whilst creating around-the-clock activity within the Canal Quarter (which could also improve safety in the area). The shipping containers would also allow ideas and uses to be trialled and tested on-site, whilst helping to build confidence in the area and attract further investment.

### Group B

#### CARD: LOCAL BUSINESS AND JOB CREATION

**Action:** The group felt that it could be really meaningful to identify a disused building in the area and re-imagine it as interesting and innovative business space. The group envisaged that with support this could bring footfall into the area, give a real buzz to the area, and meet a need identified across the borough for business space. They saw a real opportunity for business activity to be a significant use across the area in the future – and saw more value in this from a place making perspective than the historic focus on retailing. It was clear in discussion that the group felt business could be quite innovative in the area, and link in a creative and cultured community in Lancaster.

The group saw no difference between local business and job creation – the two go completely hand-in-hand and interpreted 'local business' as creating business as well as engaging with and evolving existing Lancaster businesses.

#### CARD: COMMUNITY SPACES AND GREEN SPACE / WILDLIFE HABITAT

**Action:** The group felt there was immediate opportunity to create community space across the area – given the abundance of land which is not intensively used at the moment. There was recognition that activity would need to be introduced to ensure the space is safe, used and makes sense, but saw specific potential to align this with the events programme being considered for later on this year. Within the canal corridor itself – the towpath – the group felt that immediate investment could be made to the towpath to improve it as an open space and green corridor. Longer term it was felt that the canal corridor could be enhanced as a strategic connector – Lancaster's own 'high-line'. The group believed that the dredging of the canal should be explored in the short term – to open up the corridor and encourage use on the canal as well as along it.

## Group C

### CARD: RETENTION OF HERITAGE BUILDINGS

**ACTION:** Undertake an immediate building conditions survey and undertake and remedial works required to ensure that there is no further deterioration of the historic assets

**ACTION:** Explore funding streams which would help support this work

**ACTION:** The council to lead by example and demonstrate that the redevelopment of historic buildings is a viable apart of the Canal Quarter.

### CARD: ARTS AND CULTURE

**ACTION:** Stabilise current assets/ organisations

**ACTION:** Invest in 'pop up' events to generate interest in the site and explore new opportunities for arts and culture.

### CARD: CONNECTIVITY

**ACTION:** Undertake an options appraisal of how to improve connectivity between the city centre and the site

**ACTION:** Improve links through the site, as soon as possible establish a safe and attractive route through the site so that people get the opportunity to become familiar with the site and moving through it to establish desire lines and patterns of movement.

**ACTION:** Establish a meaningful connection with the site and the canal.

**ACTION:** Improve signage and wayfinding to and through the Canal Quarter and mark buildings and places of interest.

### CARD: ECO/SUSTAINABLE PRINCIPLES

**ACTION:** Set up and establish sustainability benchmarks and targets (possibly BREEAM Communities), and undertake an audit of the site now, the proposed SRF and ongoing monitoring as the site develops.

## Group D

### CARD: ARTS AND CULTURE

**ACTION:** Tie in with the Summer festival – pop up events like drive in movie theatre.

### CARD: CHARACTER AND IDENTITY

**ACTION:** Emphasise the current branding, more information for people, images, maps of the area etc, a local significant city ambassador from Lancaster.

### CARD: LOCAL BUSINESS

**ACTION:** Commission an office workplace study of the city and engage with businesses to ask what they need in the area, whether it be a creative and digital hub, studios etc, multi-purpose spaces.

### CARD: CAR PARKING AND TRAFFIC

**ACTION:** This idea was to commission a car parking/traffic modelling strategy. However it is stressed that it isn't to drive the development of the area, but to see where the car parks are to be moved and to think of strategic car parking ideas, encouragement of more park and ride etc.

## Group E

### **CARD: LOCAL CHARACTER AND IDENTITY**

**ACTION:** Communicate branding – it looks great already but no-one is aware of the history of the Canal Quarter. The branding needs to tell the story. Preserve this throughout the development and ‘vision’.

### **CARD: CONNECTIVITY**

**ACTION:** Possible pedestrianisation of St. Leonard’s Gate. Need to create connectivity between key areas of the Canal Quarter from the onset and any future development needs to continue the connections from the canal towards the city centre.

### **CARD: PUBLIC SPACE (LINK TO CANAL)**

**ACTION:** Form a good relationship with the Canal and River Trust (if it isn’t there already) – help to create the vision for the future, together. The canal needs to be cleaned up to create better public space, which can then connect to other public spaces within the Canal Quarter.



## Observations

When considering the most important short-term goals for the project, the most commonly selected cards were Arts and Culture, Retention of Heritage Buildings, Local Business, Connectivity, Public Space and Local Character and Identity.

Throughout the game it seemed apparent within all of the groups that many of the cards had overlapping principles and as such, clusters of cards began to form. Common overlaps included:

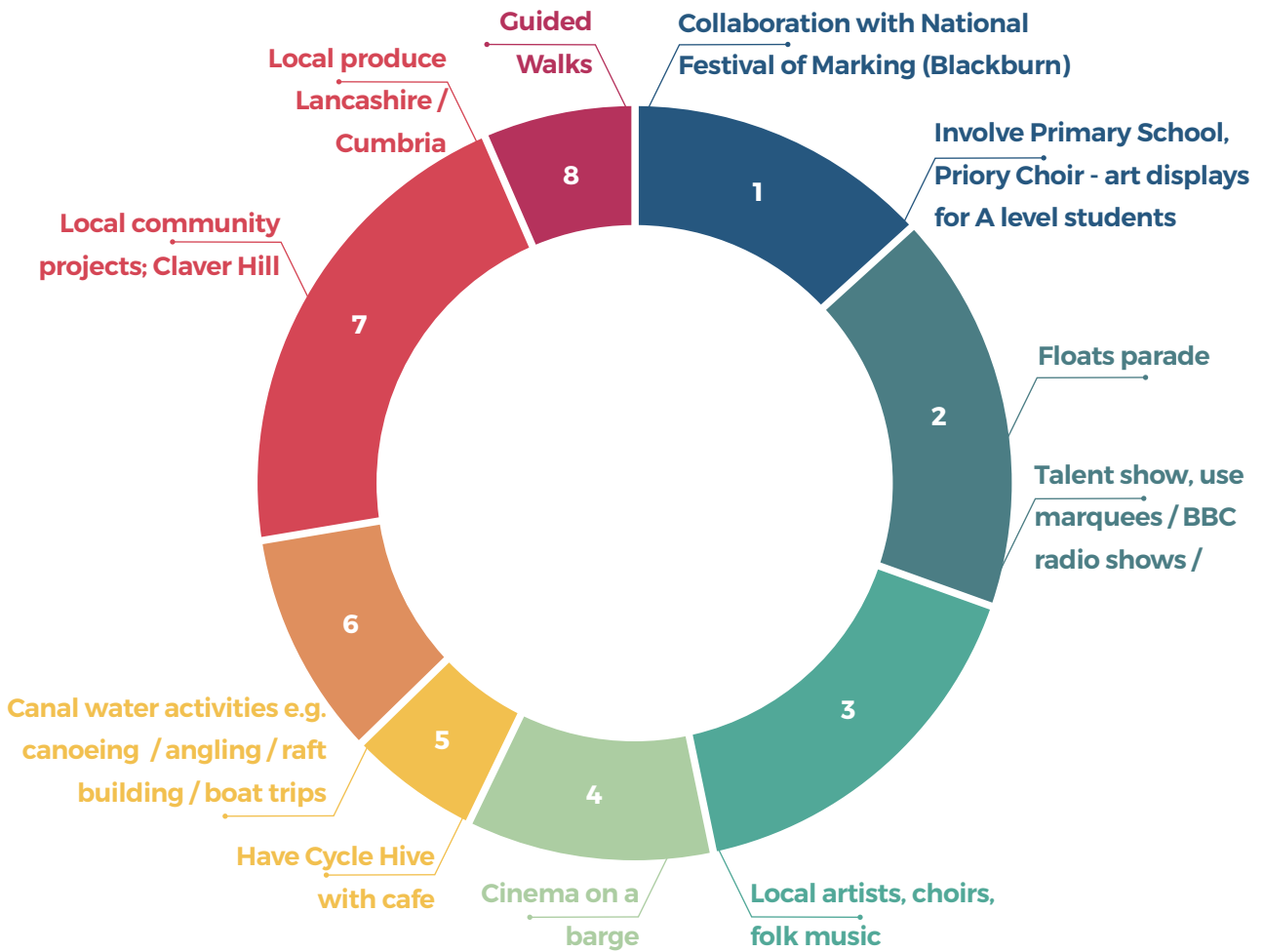
- Retention of heritage buildings + Local character and identity
- Public space + Community spaces + Play and recreation
- Local business + Job creation
- Connectivity + Car parking and traffic solutions
- Arts and culture + Public space

Most groups seemed to come to the conclusion that 'Eco-Friendly/Sustainable Principles' and 'Commercial Viability' were overarching principles, transgressing any element of time and should form the bedrock of a successful Canal Quarter. These were not considered to be specific actions – but rather the right principles to embed across all actions that follow. In relation to viability, there was recognition that early phases may not be absolutely viable but that certain investments might be necessary to create the place and grow values and vibrancy in the medium to long term.



# SUMMER FESTIVAL

There are plans to hold a Summer Festival on the Canal Quarter, to coincide with the statutory consultation period for the SRF. Stakeholders were asked for their ideas for this event:



- 1** Making Workshop
- 2** Theatre / Performance / Dance
- 3** Music
- 4** Film
- 5** Sport
- 6** Comedy
- 7** Food / Drink
- 8** Educational

## PLEDGE CARDS

At the end of the session, stakeholders were asked for ways in which they could assist or contribute to the development of the Canal Quarter going forwards. Maintaining stakeholder involvement and momentum will be key to the success of the Canal Quarter and in ensuring that the development meets the needs of Lancaster's diverse and creative community.

Help by getting Lancaster University staff / students involved

Contribute engagement with applicants on planning permission in positive way to ensure that new exciting uses can be found for the site

Deliver ABCD/ well being workshop, support community enjoyment (across driving communities) as a living on-going intergral part of the canal quarter development

Promote the Canal Quarter via the green spaces forum

Be continually involved. Happy to communicate all to businesses in the BID levy, whilst also feeding back to you on business community thoughts

Source bands and musicians, equipment hire

Focus on small business / makers / artists and encourage up cycling / sustainability

Engage with businesses within Lancaster BID area to help the development of the canal quarter

## CONCLUSIONS

The second stakeholder workshop predominantly focussed on collectively defining the priorities for the project and considering short-term actions that could be undertaken to drive the project in the right direction.

Through a process of prioritisation and negotiation, each group was able to identify a series of key actions to deliver a set of short-term goals for the project.

Many of the key actions were linked to opportunities around arts and culture and public space/community space. The potential to link into existing events was commonly suggested. Connectivity was also identified as a quick win, with suggested improvements to signage and wayfinding and the early implementation of a route connecting the site to the canal. The need to protect the heritage of the site was also highlighted as an important goal requiring early action. Investing in local business (both existing and new) was suggested as one of the first steps for the project. This was perceived as a real opportunity to bring life to the Canal Quarter, with a particular emphasis on innovative, creative industries and job creation.

Viability and sustainability were seen by all of the groups as fundamental to the success of the Canal Quarter. There was a consensus that these should be top priorities for the project and should be embedded across all decisions that follow. There was a recognition that viability needs to be considered with the long-term aspirations of the project in mind, as early investments may be needed up-front in order to grow the value and achieve the longer-term objectives of the place.

It was suggested that the creation of a pilot project could help to set the direction of travel for the Canal Quarter and act as a precedent for future development. Whether it be the restoration of an historic building, or a new build with outstanding green credentials, the first project on site could play a key role in setting the tone for the rest of the development.

There was also a recognition among the stakeholders that, whilst car parking and traffic solutions are very important, they should not be something that drives the direction of the project.

The Stakeholders were excited at the prospect of a Canal Quarter Summer Festival and recognised the value that early activation of the site would bring. There were lots of ideas around the types of event that could be included, with theatre/dance performances, music and food/drink events being the most popular.

Stakeholders were also asked if there was anything that they, or their organisation, could specifically contribute to the project going forwards. There was a broad and enthusiastic response, highlighting just how engaged the stakeholders are. This energy and enthusiasm should be seen as an asset to the project and is something that should be harnessed moving forwards.

**STAKEHOLDER  
WORKSHOP 3**





# INTRODUCTION

**What:** Stakeholder Workshop 3

**When:** 30th July 2019

**Where:** Lancaster Town Hall

**No. of Attendees:** 26

**Duration:** 2 hours

On 30th July 2019 a third stakeholder workshop was carried out in order to undertake the tasks that weren't completed at the previous workshop. Held at Lancaster Town Hall, the workshop was divided into two parts; the first focused on the emerging spatial framework and the second considered ideas for early activation of the site and the potential for a Canal Quarter Festival.

Due to the last minute nature of the workshop, attendance was not quite as great as previous sessions, however the turn-out was still good considering the time of year and the relatively short-notice period.

The workshop began with a presentation, communicating the findings from the second stakeholder workshop and revealing the emerging framework proposals. The stakeholders were then split into groups where they had chance to comment on the spatial principles.

The second part of the workshop sought to identify opportunities for early activation of the site through events and small-scale interventions as part of a Late Summer Festival. Stakeholders were asked for their ideas on where and what these interventions might be and how they might be delivered.

The following pages summarise the key outcomes and findings from the workshop.

**LANCASTER CITY COUNCIL**  
Promoting City, Coast & Countryside

**AVISON YOUNG**

**planit-ie**

**Lancaster Canal Quarter Strategic Regeneration Framework – Second Stakeholder Workshop (Part 2)**

We would like to invite a representative of your organisation to attend a workshop on **Tuesday 30th July** at Lancaster Town Hall. Stakeholders that attended the Second Stakeholder Workshop on 3rd July will be aware that we ran out of time during this session and decided to run another event in order to give the workshop the time it deserves! The event will run from **12:30pm to 2:30pm with lunch provided**. The session will be facilitated by design and community engagement consultants Planit-IE.

This area of the city centre has long been recognised as offering unique potential for development and investment. The council understands the importance of getting this project right – both in terms of what is delivered in the area and its contribution to the prosperity and vibrancy of our city.

We understand and value the input of stakeholders to this process. The first event sought to gain a greater understanding of the site and the key issues and opportunities facing its development. Part 1 of the second

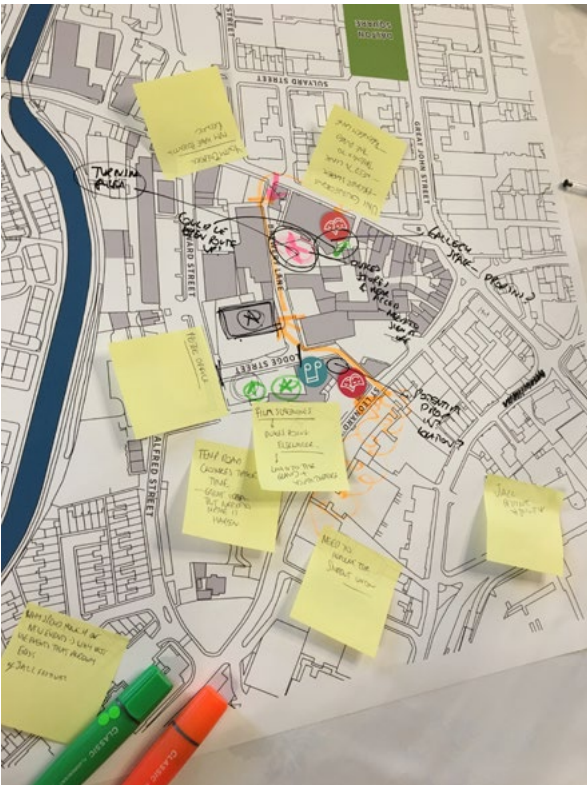
workshop focused on prioritisation and collectively defining a vision for the project. We also shared the findings from the first stakeholder workshop and the initial community engagement work undertaken earlier this year. This second part of the workshop will focus on sharing and testing the emerging spatial principles of the SRF.

We hope you can join us for Part 2 of the second stakeholder workshop where we look forward to continuing the conversation around this exciting and important project!

Please can you confirm if a representative is able to attend by contacting our regeneration support team via e-mail [canalquarter@lancaster.gov.uk](mailto:canalquarter@lancaster.gov.uk) or phone 01524 582380 on **Tuesday 23rd July**. Please can you also confirm if you have any **specific dietary or access requirements**. Further joining instructions and confirmation will be issued closer to the date.

## Desired Outcomes

- Communicate findings from initial stakeholder workshop and wider community engagement
- Share and test emerging vision / ideas
- Provoke debate and discussion
- Highlight potential issues
- Conflict resolution
- Attain majority view
- Identify additional stakeholders & local heroes
- Establish trust and build rapport
- Excitement! Build momentum & long-term commitment
- Instil Ownership/responsibility



## EMERGING FRAMEWORK FEEDBACK

There was generally a very positive reaction to the emerging framework proposals. However, the stakeholders were also concerned about the challenges facing the development of the Canal Quarter, particularly with regard to viability, maintenance, safety and car parking.

Comments from all groups can be broadly categorised into the following:

### THE COURTYARDS AND NOSE

- General opinion was that they are liked, and will provide great places to hang out.
- They create surprise and the unexpected.
- Concern about retail in the courtyards. Will there be too much, perhaps they are better suited to bars and restaurants. Potential to explore SME, hotel and resi uses.
- Rents need to be kept low to allow businesses to develop and thrive
- Want to create a variety of retail experiences.
- 'Immense potential' of open space provision at the nose through traffic calming – St Nics is ugly though so need to address over the road as well. Could have a genuinely continental feel.
- There are 2 universities in the city, how can they link to the courtyards and the wider site? They have spending power.

### BUILDINGS

- Concerns around some of the heritage buildings not being fit for purpose and may struggle to find commercially viable uses.
- Still need to be clear about what uses will go into the Brewery Building – and how we are going to fund it. It is clear the answer is a long term one, so need to be clear on what is being done in the short term to try and create demand and activity that could in the future be accommodated in the building – meanwhile uses as a means to an end.
- Escape to make would like to explore potential locations for a new youth club within the Canal Quarter. They need it somewhere on a main route, very visible, safe, bus route, larger plot. A potential site north of the Grand Theatre was identified as a potential location.

### CONNECTIVITY

- Strong desire for a bus route through the site, providing access to the key buildings and new areas of public open space.
- Potential for the Canal Quarter to form the new front door of the city centre.
- Need to think about wider impact of SRF – Dalton Square can be 'released' through changes to movement, with huge potential for added value through CQ driven interventions.
- Whilst we want to encourage people to move through the site, we need to accept that some will always want to move as quickly as they can – the SRF shouldn't close off any routes.
- New routes created must be safe and overlooked.
- Suggestion that St Leonard's Gate could be one way (this would help support the environment around The Grand Theatre)
- Pedestrian and cycle links along the Canal towpath linking to White Cross are critical.

### OTHER

- Joint working is already emerging between the Dukes and the Grand through the Creative Learning programme – this is a really good foundation for a future 'Arts Village' approach – and has been facilitated by the CQ process to date.
- Change in levels needs to be captured in the SRF – change in levels in all directions.
- We want and need a night-time economy across this area – where will that be focused?



**PARKING**

- Overall loss of parking is an important consideration.
- General consensus that the suggested strategic locations for parking are the best solutions.
- Sulyard Street is the only level route from car parking into the core of the City Centre – it is important that the Council consider that as part of future car parking strategy – this favours the approach of having car parking both in the north and south.
- Agree with retaining some surface car parking within the heart of the site for disabled use (with electric charging points suggested)
- Recognition that car parking needs to be considered on a city-wide scale - can't all be solved within the CQ.
- Another comment was not to provide too much car parking - need to think about long-term aspirations to reduce car dependency.
- Car parking consideration is a city centre issue (supporting retail and businesses) but also have to have regard to residents (existing and future). On-site parking could be important, particularly after hours (can't all be about generating income for the Council).
- Car parking provision must be attractive.
- Consideration needs to be given to cycle parking - more safe places to park bicycles, particularly along the canal.

**PUBLIC OPEN SPACE**

- Like the community space at the heart of the site.
- Like the pocket spaces around the mills - could provide space for pop-up uses such as coffee/food carts - good for business.
- Open spaces should be presented as 'lingering spaces' – creating destinations in their own right, connecting together to deliver an experience.
- Like the community spaces - suggestion to create a public realm walk from community square, with seating and exercise equipment.
- Need to consider how to incorporate play into the public realm - into community spaces or into the streetscapes.
- Open spaces are positive and should be encouraged but need to consider funding and maintenance in the long-term.

**CANAL**

- Positive reaction to two new connections to the canal as it improves safety, as the canal-side can be quite intimidating.
- Need to improve look and feel of canal - like the suggestion of canal-side spaces but need to ensure that these are overlooked and well-lit.
- Suggestion that the change in level up to canal could be utilised to create a building with 1st/2nd floor cafe/bar providing frontage onto the canal.
- Concern that lighting of the canal may have a negative impact on wildlife.
- There is huge value looking from the Canal not just at it – need to capture that fully. Should be thinking about boats on the water and activity that can be accommodated and encouraged.
- The overgrown vegetation along the canal should be addressed immediately

## LATE SUMMER FESTIVAL IDEAS

### Summary of feedback from all groups:

- Potential to link to existing events around early autumn (e.g. Lancaster Jazz Festival, Lancaster Health Festival, Ludus Dance Festival, Love Lancaster) or events later on in the year (e.g. Light Up Lancaster)
- Need to think beyond September - we should be considering a 12 month plus programme of activity engaging with existing events and festivals across Lancaster.
- Should be targeting Spring now - more time to plan, engage with partners, secure funding and put into action.
- Create a walking or running route through the site (or re-route an existing walking/running event such as Park Run)
- The streets could become performance spaces for a pied piper dance or a community conga.
- Escape 2 Make would like to have a 'Paint Rave' on Brewery Lane.
- Heritage walks around the site (could be guided or could be self-guided based on various information points across the site)
- Canal Quarter Quest for kids - a fun and informative adventure trail around the site.
- Live music events on the car park next to the music co-op
- Dukes and Grand could programme the site as an events space, including cinema projections across the area (for 2020, if engaged now)
- The Dukes also suggested a specific theatrical piece could be written/ performed across the canal quarter, making use of the buildings as interesting backdrops (also for 2020)
- The 'plinth' on Market Street is over subscribed - could a second plinth be provided within the Canal Quarter to host additional events / performances?
- Art installations with bottles, referencing the former bottle shed on site.
- Potential to use the hoardings for art works.
- Potential for BID to form part of funding solution but need a clear plan on what is being proposed first to demonstrate the benefit to businesses (eg increased footfall)
- Need to engage with Heritage Lottery and Arts Council for potential funding. Draft LEP Cultural Strategy mentions the CQ - could they also be a potential funding partner?
- Potential to engage major local employers, businesses and developers through Corporate Social Responsibility angle.
- Borough Hotel - key local stakeholder who like to get involved in events
- Additional Freshers Fair could be held in CQ.
- Lancaster Archives - do they have anything that could be utilised for temporary installations or projections of images onto blank walls / Brewery Building?
- Could Worthingtons bottle the Brewery Water? Could be a good gimmick for the area...
- Important to have a physical location on-site for the statutory consultation period - best bit about the first stakeholder event was the guided site visit. Perhaps this could be replicated for the statutory consultation through an orienteering exercise with map/ key landmarks/pointers. Feedback could be collected in bottles ("message in a bottle") Combine with treasure hunt for kids. Potential to include photography competition (link to uni?). Could we bury a time capsule?
- Suggestions also for ways to showcase / broadcast the consultation process for the SRF:
  - Lancaster Tourism Map of Lancaster - add locations for the CQ
  - Guided walks - open up museums / shopping centre / unused buildings
  - Display in town guided walks
  - Local newspaper / radio to broadcast the consultation process



## CONCLUSIONS

The third and final stakeholder workshop focussed on sharing the emerging framework proposals for feedback and gathering ideas for the Canal Quarter Festival.

The emerging proposals were generally very well received. There were a lot of positive comments, particularly in relation to:

- Provision of open space, the creation of community spaces and 'Brewery Square' emphasising the importance of the brewery building;
- The approach to the 'nose' of the site - the creation of courtyard spaces and a sensitive approach to access through this area, retaining the characterful ginnels and creating a 'sense of discovery';
- Improved connectivity through the site and to the canal;
- Locations for strategic parking - general agreement that the northern tip of the site is the best place for a strategic car park, with some provision towards the south.
- There were no negative comments per se, but the stakeholders raised a number of concerns, predominantly regarding viability, maintenance, safety and car parking. These included:
  - The viability of retaining and transforming some of the heritage buildings;
  - Quantity of retail development and whether this will compete with existing (land-uses were not discussed as a part of the emerging proposals but this comment is something that needs to be taken on-board);
  - Quantity of public open space and how this will be funded and maintained in the long-term;
  - Amount of car parking (not too much, not too little) and phasing of the approach in-line with longer term aspirations to reduce car dependency;
- General comments around the need for streets and spaces (particularly the canal) to be safe and overlooked.

There was a recognition that certain aspects, such as connectivity and car parking, need to be considered on a city-wide scale and cannot be solved within the boundary of the Canal Quarter.

With regards to the Canal Quarter Festival, the stakeholders all agreed that this was a great idea to bring life and interest to the area, and to raise the profile of the project. However, they were concerned over the proposed timescales for the festival. There was a consensus that in order to maximise the impact of the festival, more time would be needed to plan, engage with partners and secure funding. Given more time (and funding) the stakeholders had a vast array of exciting ideas that could be implemented to draw people into the site. Outdoor theatre performances, film screenings, a pied piper street dance and a paint rave, to name a few.

The stakeholders were keen to link any proposed activities to the city's existing events programme, in order to ensure that any activities complement - rather than compete - with existing events.

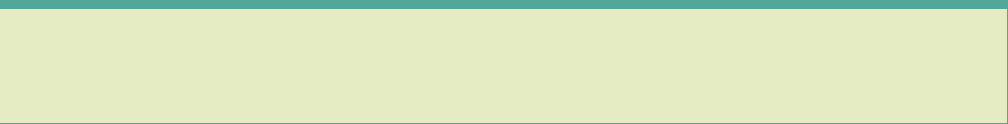
It was suggested that, where possible, events should be linked to the long-term ambitions for the Canal Quarter - arts and culture focus, raising environmental awareness (recycled materials, encouraging cycling etc), inclusivity - something for everyone (including young people).

The stakeholders highlighted the importance of reaching out to as many people as possible during the statutory consultation period. They liked the idea of having an on-site location for the exhibition. Many of the stakeholders mentioned the success of the initial site walkaround during the first stakeholder session and it was suggested that this could be replicated for the statutory consultation. This could take the form of a self-guided walk or orienteering exercise with key landmarks or pointers relating to the proposed framework plans.

It is clear that there is a lot of positive energy and enthusiasm among the stakeholders. They are a very engaged community with lots of energy and good ideas. This is something that should be seen as an asset to the project. Harnessing this enthusiasm and directing it effectively into the development of the site will be key to the future success of the Canal Quarter.



**NEXT STEPS &  
RECOMMENDATIONS**



## NEXT STEPS AND RECOMMENDATIONS

The programme of engagement has played a key role in shaping the SRF and in engendering a sense of ownership and excitement amongst the community of Lancaster. The energy, positivity and momentum that has been built up through this process is an asset to the project and should be harnessed and invested in the future transformation of the Canal Quarter.

The following text suggests ways in which this momentum could be carried forward to meaningfully influence the development of the site.

### **Statutory Consultation Period and Canal Quarter Festival**

A six week statutory consultation period will be undertaken prior to adoption of the SRF. During this period, it is essential that as many people as possible have the chance to comment on the SRF proposals. It's important that the process reaches out to all members of the community, of all ages and backgrounds. The consultation could therefore benefit from a creative approach, in order to appeal to a wide audience.

The consultation period also provides an opportunity to promote the Canal Quarter and should be seen as a chance to kick-start the development of the area by bringing life and vibrancy to the site.

It is therefore suggested that a series of interventions and events could be organised to coincide with the consultation period. This could take the form of a small 'festival' drawing people to the Canal Quarter and engendering a direct relationship with the site.

The interventions and activities could be linked to some of the longer-term aspirations of the project and some of the key messages that have emerged from the engagement work undertaken to date. Events and interventions with an arts and culture focus, encouraging sustainable habits, raising environmental awareness, celebrating heritage and inclusivity would set a positive precedent for the future development of the site.

Interventions and activities could include the following:

### **The Creation of an On-site Hub**

An information hub located on-site would help to draw people into the area and familiarise them with the site and its potential. This could be a temporary building which is large enough to house an exhibition of the SRF proposals. Opening times could be organised at key times of the day/week, to capture as many different people as possible. The hub could also link into other opportunities, for example;

#### **A Site Walk-Around**

Feedback from the first stakeholder workshop revealed the site walk-around to be particularly successful. There is an opportunity to replicate this for the wider community during the statutory consultation period. This could take the form of a self-guided orienteering route, beginning and ending at the hub, with a series of key stops linked to the SRF proposals. This could be combined with a treasure hunt for children or a photography competition for young people, encouraging a broad range of ages to get involved.

#### **A Cycle Hub**

Linking into wider aspirations to establish strategic walking and cycling connections across Lancaster, the on-site hub could also feature a cycle hub to promote the future of cycling in Lancaster. Initially, the cycle hub could be a place for people to find out more about existing cycle routes across Lancaster, as well as future cycling opportunities. The cycle hub could also tie into existing cycling initiatives happening within the city such as 'Cycle Recycle' which teaches people how to fix bikes. There is also the potential to link into Freshers Week, encouraging more young people to cycle within Lancaster.

### **Access, Signage and Wayfinding improvements**

Establishing a key route through the site would encourage people into the area and would provide a safe, well-lit, clearly sign-posted route to and from the on-site hub / cycle hub. Public art and lighting could be used to draw attention to the route and 'brand' the Canal Quarter. This could also reach out beyond the boundary of the Canal Quarter to establish key links to/from the city centre, the canal, surrounding residential areas, the River Lune and the train station.

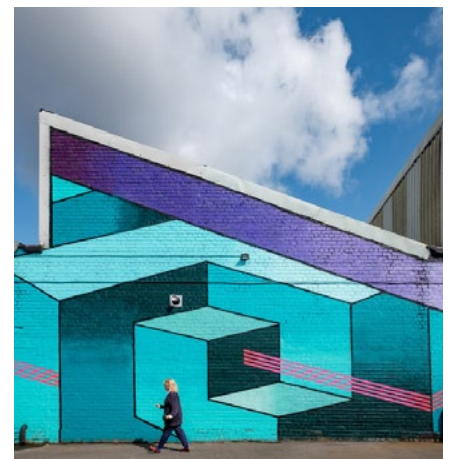


Brewery Lane could potentially be closed to traffic creating a pedestrian and cycle friendly link into the heart of the site. This would make a bold statement about the future aspirations of the area whilst also providing space for festival activities, community events and artistic interventions.



**Beyond the SRF**

Beyond the statutory consultation period and adoption of the SRF, a year-long programme of activities could ensue, building upon the events and interventions created during the consultation period and continuing to establish the Canal Quarter as a key destination within the city. The longer time-frame would allow for funding to be sourced and partnerships to be formed. The stakeholders had lots of ideas and enthusiasm for activities that could form this programme. To this end, the council could take the role of 'enabler', facilitating the community to implement a programme of events across the site. This could link into and complement the city's wider events programme, embedding the Canal Quarter within the hearts and minds of the city, its residents and visitors.





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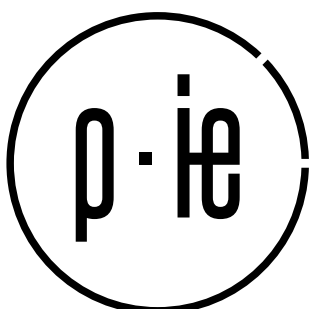
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**Lancaster City Council | Report Cover Sheet**

<b>Meeting</b>	<b>CABINET</b>	<b>Date</b>	9 <sup>th</sup> June 2020
<b>Title</b>	<b>Establishing a Lancaster and South Cumbria Joint Committee</b>		
<b>Report of</b>	<b>Chief Executive</b>		
<b>Purpose of Report:</b>			
To seek approval to progress arrangements for the formation of a joint committee with Barrow Borough Council and South Lakeland Borough Council.			
<b>Key Decision (Y/N)</b>	<b>Y</b>	<b>Date of Notice</b>	<b>27<sup>th</sup> May 2020</b>
		<b>Exempt(N)</b>	

**Report Summary**

Lancaster City Council, South Lakeland Council and Barrow Borough Council are proposing to form a joint committee. The committee would create a formal, shared link between the three councils, build on our collective strengths and increase our capacity to deliver on key issues and mutually shared interests affecting the region.

**Recommendations of the Leader Cllr Erica Lewis**

Cabinet approves the formation of a joint committee with Barrow Borough Council and South Lakeland District Council and seek approval on the recommendations below.

It is recommended that Cabinet.

- (1) Establishes a Joint Committee with Barrow Borough and South Lakeland District Council covering all respective administrative areas to promote the economic, social and environmental wellbeing of the areas.
- (2) Delegates the Executive Functions within the Terms of Reference and adopts the Procedure Rules, as attached in Appendix 1 and outlined in the report, to the Joint Committee
- (3) Agrees that Lancaster City Council act as the initial host authority for one year.
- (4) Appoint the Leader and one other cabinet member (appointed from time to time by the Leader) to the Joint Committee.
- (5) Request Council authorises the Monitoring Officer to amend the Constitution at Part 2 Section 6 to reflect the delegations and joint arrangement

**Relationship to Policy Framework**

Congruent with the wider economic prosperity agenda



<b>Conclusion of Impact Assessment(s) where applicable</b>	
<b>Climate</b>	<b>Wellbeing &amp; Social Value</b>
<b>Digital</b>	<b>Health &amp; Safety</b>
<b>Equality</b>	<b>Community Safety</b>
Not undertaken	
<b>Details of Consultation</b>	
<p>Promoting a strategic economic, social and environmental well-being development approach across the region has been promoted via the prospectus, the event at Lancaster University and directly with Ministers, MP's and bodies such as the Northern Powerhouse Partnership. The approach has been broadly welcomed and encouraged.</p> <p>The Leaders and Chief Executives of the constituent authorities have discussed options for creating more formal and accountable arrangements for the Councils to progress growth initiatives.</p>	
<b>Legal Implications</b>	
<p>The Joint Committee will be established pursuant to powers under the Local Government Acts 1972 and 2000 and under the Local Authorities (Arrangement for the Discharge of Functions) (England) Regulations 2012.</p> <p>The proposed arrangement will be for the discharge of executive functions only in order to promote the social, economic and environmental wellbeing of the area.</p>	
<b>Financial Implications</b>	
Minor – a small resource implication in the year in which the Council is the host authority	
<b>Other Resource or Risk Implications</b>	
<b>Section 151 Officer's Comments</b>	
The Section 151 Officer has been consulted and has no further comments.	
<b>Monitoring Officer's Comments</b>	
<p>In accordance with Part 2 Section 6 of the Constitution, the Council may establish joint arrangements with one or more local authorities and/or their Cabinets to exercise functions jointly, or advise the Council. The Cabinet are able to enter into various forms of joint arrangements. Such arrangements may involve the delegation of functions to another local authority, an Officer of another local authority or the establishment of a Joint Committee with another local authority or a number of local authorities.</p> <p>Details of any joint arrangements including any delegations to joint committees will be found in Part 2 Section 6 of the Constitution.</p>	

## **Background and Proposals**

- 1.1 In summer 2017, the three authorities approved a joint statement of intent to work collaboratively to drive forward agreed approaches to economic, social and environmental well-being development across the Lancaster and South Cumbria Region.
- 1.2 This statement was rooted in the findings of 2016 economic study work which confirmed the region as a functioning economic area with a combined Gross Value Added comparable to other North West economies. Strengths were identified in the sectors of marine engineering, energy generation, nuclear skills, advanced manufacturing and higher education. In conclusion, development opportunities could be better identified and realised working strategically across administrative boundaries.
- 1.3 In June 2019, the three authorities produced and launched a prospectus 'Driving Growth Together' at an event at Lancaster University attended by a wide range of businesses, agencies, authorities and media from across the region. The prospectus and approach to collaborative working was well received.
- 1.4 The authorities produced an outline proposal for a 'Growth Deal and presented it to the Minister for the Northern Powerhouse ahead of the Convention of the North, held in September 2019. This collaborative approach has successfully raised the profile of the region amongst the Northern Powerhouse, Ministers and local MP's and outlined potential investments in infrastructure, the business environment and place.
- 1.5 Current work is taking place to refine and focus proposals for a growth deal type programme to attract significant public investment to transformational growth projects and importantly drive COVID19 resilience to the region's economy. This requires a strong case, backed by demonstrable collaborative action, supported by visible commitment and accountability.
- 1.6 It is now considered beneficial and timely to establish a formal arrangement between the three Councils to drive this, reinforcing the sense of developing a functional economic area and will provide a forum for promoting other matters of shared interest such as addressing the climate change, wealth building and the promotion of the visitor economy and culture.
- 1.7 The proposal is to establish the Lancaster and South Cumbria Joint Committee using powers under the Local Government Acts 1972 and 2000 and under the Local Authorities (Arrangement for the Discharge of Functions) (England) Regulations 2012.
- 1.8 This arrangement would not preclude other proposed arrangements for Lancaster for example in relation to a combined nor collaborating with other local authorities. In addition, any new arrangement does not supersede the Council's own decision making powers i.e. it can't force anything on the Council that the Council does not wish to undertake or action.
- 1.9 The proposed joint committee's Procedure Rules are presented in Appendix 1 and will be subject to review at the first meeting of the JC with any changes brought back to a future meeting. The joint committee's remit will be to provide political and democratic accountability and in doing so:-



- a) act as a key strategic forum for sustainable economic prosperity issues in the Lancaster and South Cumbria Region and to make representations and recommendations on sustainable economic development opportunities, programmes and investments to other bodies, to include Government, Local Government and the Cumbria and Lancashire Local Enterprise Partnerships (LEPs);
- b) act as a key strategic forum for meeting the climate emergency across the Lancaster and South Cumbria Region and to make representations and recommendations on sustainable economic development opportunities, programmes and investments to other bodies, to include Government, Local Government and the Cumbria and Lancashire Local Enterprise Partnerships (LEPs);
- c) act as the key strategic forum for reducing inequality across the Lancaster and South Cumbria Region and to make representations and recommendations on sustainable economic development opportunities, programmes and investments to other bodies, to include Government, Local Government and the Cumbria and Lancashire Local Enterprise Partnerships (LEPs);
- d) actively engage with a range of experts, community organisations, businesses and institutions in the Lancaster and South Cumbria Region in relation to economic, social and environmental wellbeing development decision making and to engage with other stakeholders where appropriate
- e) consider and advise on the appropriateness and viability of alternative, successor economic, social and environmental governance arrangements.
- f) to have direct and strategic oversight of key growth focused projects and initiatives that the Joint Committee has influence over the funding of and across the Lancaster and South Cumbria Economic Region

**2.0 Options and Options Analysis (including risk assessment)**

<b>Option 1:</b>
<b>Advantages:</b> As described above
<b>Disadvantages:</b> Some administration cost, possible perception of subsidiarity
<b>Risks:</b>

Each or any of the three constituent authorities do not agree or continue the joint arrangements with the consequence that the benefits and opportunities of collaborative working are not realised.

Joint arrangements are not recognised by other partners and Government

**Option 2:**

**Advantages:**

Disadvantages above avoided

**Disadvantages:**

The constituent authorities could continue with an informal collaboration. This option is not recommended as the requirements and options for promoting growth and investment proposals to Government and local partners will be strengthened if backed by a demonstrable joint commitment that a formal arrangement represents.

The existing informal collaboration is not open to political and democratic scrutiny other than individually through each of the constituent authorities.

**Risks:** As risks

**4. Officer Preferred Option (and comments)**

4.1 Not applicable.

**JOINT COMMITTEE – PROCEDURE RULES****1. Purpose**

- 1.1 The purpose of the Joint Committee ('JC') will be to bring together local authority partners in a robust, formally constituted arrangement which will help shape and drive economic development across the Lancaster and South Cumbria Economic Region. This will be undertaken by collaboration and mutual co-operation. The fact that some functions will be discharged jointly by way of these procedure rules does not prohibit any of the constituent authorities from promoting economic wellbeing in their own areas, independent of the Joint Committee.

**2.0 Governance**

- 2.1 The JC will be a Joint Committee pursuant to powers under the Local Government Acts 1972 and 2000 and under the Local Authorities (Arrangement for the Discharge of Functions) (England) Regulations 2012.
- 2.2 The JC will comprise of Barrow Borough Council, Lancaster City Council and South Lakeland District Council ("constituent authorities") and up to three co-opted members, one each from each constituent area. Any reference to 'executive', 'executive arrangements', 'executive function' or 'committee system' has the meaning given by Part 1A of the Local Government Act 2000.
- 2.3 The JC is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the JC must be made by all constituent authorities.
- 2.4 Political Proportionality rules will not apply to the JC as so constituted.
- 2.5 The JC may establish sub-committees or advisory groups, to undertake elements of its work, if required.
- 2.6 The JC may agree its name as appropriate and in light of any future change to the titling of the Lancaster and South Cumbria Economic Region.
- 2.7 The JC has powers delegated to it by the constituent authorities these are set out in the Terms of Reference in 3.0 below.
- 2.8 The JC will not hold funds or monies on behalf of the constituent authorities.
- 2.9 Each constituent authority operating executive arrangements will be responsible for considering whether it is necessary [in order to comply with Access to Information legislation regarding the publication of agendas including Forward Plan requirements] to treat prospective decisions as 'key decisions' and/ or have them included in their Forward Plan. A constituent authority operating a committee system will apply its own local statutory procedures.

**3.0 Terms of Reference**

- 3.1 The terms of reference of the JC will be to provide political and democratic accountability and in doing so:
- a) act as a key strategic forum for sustainable economic prosperity issues in the Lancaster and South Cumbria Region and to make representations and recommendations on sustainable economic development opportunities, programmes and investments to other bodies, to include Government, Local Government and the Cumbria and Lancashire Local Enterprise Partnerships (LEPs);

- b) act as a key strategic forum for meeting the climate emergency across the Lancaster and South Cumbria Region and to make representations and recommendations on sustainable economic development opportunities, programmes and investments to other bodies, to include Government, Local Government and the Cumbria and Lancashire Local Enterprise Partnerships (LEPs);
- c) act as the key strategic forum for reducing inequality across the Lancaster and South Cumbria Region and to make representations and recommendations on sustainable economic development opportunities, programmes and investments to other bodies, to include Government, Local Government and the Cumbria and Lancashire Local Enterprise Partnerships (LEPs);
- d) actively engage with a range of experts, community organisations, businesses and institutions in the Lancaster and South Cumbria Region in relation to economic, social and environmental wellbeing development decision making and to engage with other stakeholders where appropriate
- e) consider and advise on the appropriateness and viability of alternative, successor economic, social and environmental governance arrangements.
- f) to have direct and strategic oversight of key growth focused projects and initiatives that the Joint Committee has influence over the funding of and across the Lancaster and South Cumbria Economic Region

#### **4.0 Membership**

- 4.1 Membership will consist of two members from each constituent authority. Such members to include the Leader of the Council and/or other executive member, in an authority operating executive arrangements (or Leader of the Council or committee chair, or vice chair from a council operating committee system arrangements) and for the purposes of these procedure rules, these members will be known as the 'principal member(s)'.
  - 4.2 Each principal member to have a named substitute member who must be an executive member where the authority operates executive arrangements. Where governance in a constituent authority is by a committee system form of governance, that substitute member shall be as per that authority's rules of substitution. All constituent authorities must provide no less than twenty four hours' notice to the Secretary where a substitute member will be attending in place of the principal member. Regardless of any such notification, where both the principal member and the substitute member attends a meeting of the JC, the principal member shall be deemed as representing their authority.
- 4.3 In the event of any principal member of the JC ceasing to be a member of the constituent authority which appointed them, the relevant constituent authority shall as soon as reasonably practicable appoint another principal member in their place.
- 4.4 Each constituent authority may remove its principal members or substitute members and appoint different members or substitutes as per that authority's rules of substitution and by providing twenty-four hours' notice to the Secretary.
- 4.5 The JC has power to co-opt non authority members or another member to the JC, with the number of co-opted members being half the number of principal members from the constituent authorities. Each co-opted member will represent their relevant constituent area and the appointment and term of office of these co-opted members will be determined by formal decision of the JC. There are no substitute arrangements for co-opted members.
- 4.6 Each constituent authority may individually terminate its membership of the JC by providing six months' written notice of its intent to leave the JC to the Secretary. At the end of these six months, but not before, the authority will be deemed to no longer be a member of the JC.



4.7 Where an authority has previously terminated its membership of the JC it may re-join the JC with immediate effect on the same terms as existed prior to its departure, where the JC agrees to that authority re-joining via a majority vote.

4.8 Any other qualifying authority seeking to be a constituent member, may join the JC with immediate effect on the terms set out in these procedure rules, where the JC agrees to that authority joining via a majority vote.

## **5.0 Quorum**

5.1 The quorum shall be three constituent authority members (and where co-optees have been appointed) one co-opted member with a requirement that each of the three authority areas be represented (either an authority member or co-opted member from each constituent area must be present). Should the constituent authorities change in number the quorum will be increased to reflect the change, the precise arrangements to be determined by agreement. No business will be transacted at a meeting unless a quorum exists at the beginning of a meeting. If at the beginning of any meeting, the Chair or Secretary after counting the members present declares that a quorum is not present, the meeting shall stand adjourned.

## **6.0 Chair and Vice Chair**

6.1 The Chair of the JC will rotate annually between each of the principal members. The Chair or in their absence the Vice-Chair (if one is appointed) or in their absence the member of the JC elected for this purpose, shall preside at any meeting of the JC.

6.2 Appointments will be made for a maximum period not extending beyond each principal member's remaining term of office as a councillor.

6.3 Where, at any meeting or part of a meeting of the JC both the Chair and Vice Chair (if appointed) are either absent or unable to act as Chair or Vice Chair, the JC shall elect one of the principal members of the JC present at the meeting to preside for the balance of that meeting or part of the meeting, as appropriate. For the avoidance of doubt, the role of Chair and Vice-Chair (if appointed) vests in the principal member concerned and in their absence the role of Chair or Vice-Chair (if appointed) will not automatically fall to the relevant constituent Authority's substitute member.

## **7.0 Voting**

7.1 The JC's decision making will operate on the basis of mutual co-operation and consent and will take into account the views of the co-opted members. It is expected that decisions will be taken on a consensual basis wherever possible. Where a formal vote is required it shall be one vote each made by the principal members for each constituent authority, or in their absence, their nominated substitute. Co-opted members are not permitted to have a vote.

7.2 All questions shall be decided by a majority of the votes of the members present, the Chair having the casting vote in addition to their vote as a member of the Committee. Voting at meetings shall be by show of hands.

7.3 Where immediately after a vote is taken at a meeting, if any member so requests, there shall be recorded in the minutes of the proceedings of that meeting whether each person cast their vote for or against the matter or whether they abstained from voting.

## **8.0 Hosting, Administration and Lead Authority**

8.1 The JC will be hosted by each constituent authority in turn, with the rota determined by a formal decision of the JC and the host authority's Monitoring Officer shall be Secretary to the JC ('the Secretary') (the position may be taken by a representative on their behalf). The Host Authority will also identify representatives to provide relevant financial, governance and legal advice to the JC. For the avoidance of doubt, the Monitoring Officer of the host authority shall be 'Proper Officer' for the purposes of publishing the agendas, background papers and recording decisions. The historic official records of the JC will pass to each host authority. The administrative costs of supporting the JC will be met equally by the

constituent authorities, with each authority being responsible for receiving and paying any travel or subsistence claims from its own members, or co-opted members representing that area.

- 8.2 A 'Lead Authority' will be appointed by a formal decision of the JC to deliver the functions delegated to the JC. This Lead Authority, may be the same as the Host Authority, or may be another constituent authority.
- 8.3 The functions of the Secretary shall be:
- a. to maintain a record of membership of the JC and any sub-committees or advisory groups appointed;
  - b. to summon meetings of the JC or any sub-committees or advisory groups;
  - c. to prepare and send out the agenda for meetings of the JC or any subcommittees or advisory groups; in consultation with the Chairman and the Vice Chairman of the Board (or sub-committee/ advisory group);
  - d. to keep a record of the proceedings of the JC or any sub-committees or advisory groups, including those in attendance, declarations of interests and to publish the minutes;
  - e. to take such administrative action as may be necessary to give effect to decisions of the JC or any sub-committees or advisory groups, and;
  - f. to perform such other functions as may be determined by the JC from time to time.

## **9.0 Meetings**

- 9.1 The JC will meet no less than quarterly, unless the JC formally decides otherwise.
- 9.2 Meetings will be held at such times, dates and places as may be notified to the members of the JC by the Secretary, being such time, place and location as the JC shall from time to time resolve. Meeting papers will be circulated five clear working days in advance of any meeting.
- 9.3 The Chair may choose to accept or reject urgent items that are circulated in a shorter timescale or tabled at any meeting. Any such urgent items will be by reason of 'special circumstances' and will be specified in the minutes, as to the reason the Chair is of the opinion that the item should be considered as a matter of urgency.
- 9.4 'Special circumstances' justifying an item being considered as a matter of urgency will relate to both why the decision could not be made at a meeting allowing proper time for inspection by the public as well as why the item or report could not have been available five clear days before the meeting.
- 9.5 Additional ad hoc meetings may be called by the Secretary, after consultation, where practicable, with the Chair and Vice Chair of the Committee (if one is appointed), in response to receipt of a request in writing, which request sets out an urgent item of business within the functions of the JC, addressed to the Secretary:
- (a) from and signed by two members of the JC, or
  - (b) from the Chief Executive of any of the constituent authorities.
- 9.6 The Secretary shall settle the agenda for any meeting of the JC after consulting, where practicable, the Chair or in their absence the Vice Chair (if one is appointed); and shall incorporate in the agenda any items of business and any reports submitted by:
- a) the Chief Executive of any of the constituent authorities;
  - b) the officers responsible for legal, governance, finance and economic development at any of the constituent authorities;
  - c) any Member of the JC.

9.7 The JC shall, unless the person presiding at the meeting or the JC determines otherwise in respect of that meeting, conduct its business in accordance with these procedure rules.

### **10.0 Access to Information**

10.1 Meetings of the JC will be held in public except where confidential or exempt information, as defined in the Local Government Act 1972, is being discussed. Only members of the JC and relevant advising officers from the constituent authorities and any person referred to in paragraph 11.2 below, will be permitted to be present for such items.

10.2 These rules do not affect any more specific rights to information contained elsewhere under the law.

10.3 The Secretary will ensure that the relevant legislation relating to access to information is complied with. Each constituent authority is to co-operate with the Secretary in fulfilling any requirements.

10.4 Any Freedom of Information Act requests received by the JC should be directed to the relevant constituent authority for that authority to deal with in the usual way, taking account of the relevant legislation. Where the request relates to information held by two or more constituent authorities, they will liaise with each other before replying to the request.

### **11.0 Attendance at meetings**

11.1 The Chair may invite any person, whether a member or officer of one of the constituent authorities or a third party, to attend the meeting and speak on any matter before the JC.

11.2 Where agenda items require independent experts or speakers, the officer or authority proposing the agenda item should indicate this to the Secretary and provide the Secretary with details of who is required to attend and in what capacity. The participation of independent experts or speakers in JC meetings will be subject to the discretion of the Chair.

### **12.0 Order of Business**

12.1 Subject to paragraph 12.2, the order of business at each meeting of the JC will be:

- i. Apologies for absence
- ii. Declarations of interests
- iii. Approve as a correct record and sign the minutes of the last meeting
- iv. Matters set out in the agenda for the meeting which will clearly indicate which are key decisions and which are not and which items are subject to 'call in', in accordance with procedure rule 18.1.
- v. Matters on the agenda for the meeting which, in the opinion of the Secretary are likely to be considered in the absence of the press and public.

12.2 The person presiding at the meeting may vary the order of business at the meeting.

### **13.0 Codes of Conduct and Disclosable Pecuniary Interests**

13.1 Principal members of the JC (and their substitute members) are governed by the provisions of their own Council's Codes and Protocols including the code of conduct for members and the rules on Disclosable Pecuniary Interests. Co-opted members are governed by the code of conduct for members of the 'Lead Authority'.

### **14.0 Minutes**

14.1 There will be no discussion or motion made in respect of the minutes, except as to their accuracy. If no such question is raised or if it is raised then as soon as it has been disposed of, the Chairman shall sign the minutes.

### **15.0 Role of the Chair**

- 15.1 A Member wishing to speak shall address the Chair and direct their comments to the question being discussed. The Chair shall decide the order in which to take representations from members wishing to speak and shall decide all questions of order. Their ruling upon all such questions or upon matters arising in debate shall be final and shall not be open to discussion.
- 15.2 The Chair shall have the discretion to regulate the behaviour of all individuals present at the meeting in the interests of the efficient conduct of the meeting, including excluding members of the press and public in the event of a disturbance.

#### **16.0 Motions / Amendments**

- 16.1 A motion or amendment shall not be discussed unless it has been proposed and seconded. When a motion is under debate no other motion shall be moved except the following:
- i. To amend the motion
  - ii. To adjourn the meeting
  - iii. To adjourn the debate or consideration of the item
  - iv. To proceed to the next business
  - v. That the question now be put
  - vi. That a member be not further heard or do leave the meeting
  - vii. To exclude the press and public under Section 100A of the Local Government Act 1972.

#### **17.0 Application to Sub-Committees**

- 17.1 These procedure rules shall apply to meetings of any sub-committees of the JC.

#### **18.0 Scrutiny of decisions**

- 18.1 Decisions of the JC which relate to the executive functions of a constituent authority will be subject to scrutiny and 'call-in' arrangements (or any other arrangements equivalent to 'call-in' that any constituent authority operating a committee system, may have). This would only apply where the decision is one which could have been made locally by that constituent Authority acting alone. No decision in this circumstance shall be implemented until the call-in period has either expired or if 'called-in' the matter concluded, in accordance with the call-in procedures of the relevant constituent Authority.

#### **19.0 Winding up of the JC**

- 19.1 The JC may be wound up immediately by a unanimous vote of all constituent authorities.

#### **20.0 Amendment of these Procedure Rules.**

- 20.1 These Procedure Rules can only be amended by unanimous resolution of the JC, following the consideration of advice from the Monitoring Officers of each of the constituent authorities.

**Lancaster City Council | Report Cover Sheet**

<b>Meeting</b>	Cabinet	<b>Date</b>	09 June 2020
<b>Title</b>	Launch of ‘A Rail Strategy for Lancaster District’		
<b>Report of</b>	Director for Economic Growth and Regeneration		
<b>Purpose of Report</b>			
<p>The purpose of the report is to present the City Council’s recently-drafted <i>Rail Strategy for the Lancaster District</i> for formal endorsement.</p> <p>Subject to Cabinet endorsement for the Strategy it was originally envisaged that a formal launch event will be arranged. The nature of this launch event will require further consideration as a consequence of the Covid-19 pandemic, and this is discussed in the report.</p> <p>The Strategy will be used as a basis for influencing key stakeholders and decision-makers within the rail industry.</p>			
<b>Key Decision (Y/N)</b>	Y	<b>Date of Notice</b>	<b>Exempt (Y/N)</b> N

<b>Report Summary</b>
<p>Despite the fact that the City Council is not the transport authority for the district, Lancaster City Council has taken the step of developing a Rail Strategy for the District. This allows the Council to publicly set out its position regarding rail transport and establish its’ key priorities.</p> <p>The primary driver was the development of the High Speed Rail 2 (HS2) Project and the implications that this will potentially have for existing and proposed service patterns to and from Lancaster Station.</p>

<b>Recommendations of Councillors</b>
<p>(1) That the Rail Strategy for Lancaster District is formally endorsed and is used thereafter to positively influence key stakeholders and decision-makers in the rail industry, for the benefit of the district’s residents, businesses and other organisations and groups.</p>

<b>Relationship to Policy Framework</b>
<p>The Council Plan includes ambitions to create strong conditions for growth so that businesses thrive and jobs are created; ensure that growth is good for all; work with partners to drive growth and achieve major investment across the Region; and to use innovation, technology and partnership with other to reduce our impact on the environment. The Council Plan also aims to enhance community cohesion.</p>



The emerging Local Plan for Lancaster District includes a strategic objective (within the Strategic Policies and Land Allocations Development Plan Document) to capitalise on the accessibility of the district, maximising the opportunities provided by its location on the main strategic rail (and road) network. It also seeks to improve transport connectivity around Morecambe Bay through improvement to rail services at Morecambe and Carnforth.

Policy SP10 (Improving Transport Connectivity) establishes an expectation that there will be greater promotion of a variety of sustainable transport modes. Policy EC5 discusses the potential for improving rail links from Carnforth. Policy T4 reinforces this ambition, by explaining that the Council will work collaboratively to investigate opportunities to improve regional rail linkages from both Morecambe and Carnforth.

The emerging Development Management Development Plan Document Policy DM64 references the Lancaster District Highways and Transport Masterplan, and the ambition to improve rail services.

The proposals accord with the ambitions of the Council Plan and the Local Plan.

#### **Conclusion of Impact Assessment(s) where applicable**

<b>Climate</b> The increased use of rail within the district has the potential to mitigate against the impacts of climate change. Rail journeys can provide a low carbon alternative to car transportation.	<b>Wellbeing &amp; Social Value</b> By seeking to protect and enhance rail services to and from stations within the Lancaster District, the local authority aims to ensure that there are viable transport alternatives to private vehicular travel.
<b>Digital N/A</b>	<b>Health &amp; Safety N/A</b>
<b>Equality</b> By seeking to protect and enhance rail services to and from stations within the Lancaster District, the local authority aims to ensure that there are viable transport alternatives to private vehicular travel.	<b>Community Safety N/A</b>

#### **Details of Consultation**

An initial briefing and discussion event regarding the development of a Rail Strategy was held in 2019.

#### **Legal Implications**

There are no legal implications stemming from this report.

#### **Financial Implications**

There are no direct financial implications arising from this report however failure to endorse this strategy could have a detrimental impact on the local economy. Any future officer time required can be managed from existing resources.

#### **Other Resource or Risk Implications**

None.

#### **Section 151 Officer's Comments**

The Section 151 Officer has been consulted and has no further comments.

#### **Monitoring Officer's Comments**

The MO is satisfied that this endorsement of a strategy can fall as a Cabinet function. However, should this strategy form part of the Policy Framework of the Council then its adoption should be taken by Full Council rather than Cabinet.	
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<b>Links to Background Papers</b>
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Draft 'A Rail Strategy for Lancaster District' 2020
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## 1.0 Introduction

- 1.1 The transport authority for the Lancaster District is Lancashire County Council. Their remit includes responsibility for the local road network, but they also have a key role to play in terms of public transport, especially as an influencer of important organisations such as Transport for the North and of the rail operators that run services throughout the county.
- 1.2 In addition, the Lancashire Enterprise Partnership (LEP) has a significant responsibility in terms of considering transport needs across the county. This is especially the case in terms of major strategic projects that have the potential to influence economic growth and unlock development opportunities, such as HS2.
- 1.3 Both the County Council and the LEP are supportive of the need for HS2 services to serve its' two largest mainline West Coast railway stations, Preston and Lancaster. Notwithstanding this welcome support, it is considered that the City Council must also be vocal about the importance of HS2 services stopping at Lancaster Station. This is because the current HS2 service patterns show a loss of direct Lancaster-London services once HS2 is introduced. Such a scenario is unacceptable and would detrimentally affect our residents and businesses. It is this issue which has primarily led to the emergence of the first Rail Strategy for the Lancaster District.
- 1.4 For the avoidance of doubt, the Strategy is not part of the formal Development Plan. However it is considered to have an important role to play in formally establishing the position of the City Council, and by setting out how it intends to use the document to influence future decision-making.

## 2.0 Proposal Details

- 2.1 The draft Rail Strategy document is appended to this report, and can be summarised as follows:
- It sets out the existing position regarding service provision, noting that Lancaster is currently well-served by longer-distance trains (e.g. to London, Scotland and Birmingham). It also recognises the importance of regional rail services within the district, acknowledging that service provision is not always reliable and that journey speeds are notably lower.

- It establishes our priorities regarding long-distance rail services. This is especially important given that the current HS2 business case envisages a reduction of direct services from Lancaster to London. The potential economic impacts of this loss of services are discussed in the Strategy. The document sets out the City Council’s position that it will seek every opportunity to advance the case for a better outcome for HS2 services to and from Lancaster.
- It also sets out the Council’s position with regard to regional and local rail services. In doing so, it envisages supporting the case for improved Leeds-bound services from Lancaster via Carnforth and Wennington; for an improved and evenly-spaced service to Manchester and Manchester Airport; a more regular service between Morecambe and Lancaster; and an increase in the number of services to/from Liverpool.
- It discusses the potential of the Eden Project in Morecambe, and the need to deliver a reliable passenger service from Lancaster (and potentially other stations) to the town. It raises the possibility of lobbying for the use of the Lancaster-Morecambe branch line as a possible test bed for battery-operated trains in an attempt to decarbonise this line. As part of the emerging narrative for Morecambe (via the Eden Project and the City Council’s Future High Streets proposals), the Rail Strategy discusses the principle of remodelling Morecambe Railway Station as a quality sustainable transport gateway.
- It raises the prospect of working with West Coast Partnership to explore opportunities for enhancing the variety of uses at Lancaster Railway Station and developing a quality interchange experience.
- The Strategy also refers to the potential to expand upon the heritage potential around Carnforth station, including improvements to the Leeds service via Carnforth.
- The Strategy concludes by publishing a list of Rail Strategy Priorities, and by setting out some ‘Next Steps’.

2.2 The level of service intervention described in the document has been the subject of modelling analysis by the Council’s rail consultants, SLC Rail Limited. The priorities are based upon realistic, but ambitious improvements to local, regional and national rail services.

### 3.0 Options and Options Analysis (including risk assessment)

<p><b>Option 1:</b></p>
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<p>To endorse the Rail Strategy for Lancaster District</p>
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<p><b>Advantages:</b></p>
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<p>The Strategy can be used by the City Council, working with the County Council, to advance the case for improved service provision for long-distance trains including HS2 services; improvements to the regional and local services; and improvements to Lancaster, Morecambe and Carnforth stations.</p>
<p><b>Disadvantages:</b> There are no recognised disadvantages arising from the endorsement of the Strategy.</p>
<p><b>Risks:</b> There are no recognised risks arising from the endorsement of the Strategy.</p>
<p><b>Option 2:</b> Do not endorse the Rail Strategy for Lancaster District</p>
<p><b>Advantages:</b> None.</p>
<p><b>Disadvantages:</b> The case being made for HS2 services serving Lancaster would continue to be made by the County Council and the LEP, but without the addition of the local context provided by this Rail Strategy and without the local economic modelling that has been undertaken to inform it. In the absence of this data, HS2 service decisions (in particular) will potentially be made without due consideration of the social and economic implications for the Lancaster District.</p>
<p><b>Risks:</b> Whilst the failure to endorse the Strategy does not carry direct risk for the City Council, there would be significant financial risks associated with the loss of direct London services to/from Lancaster, which has greater potential to arise as a probable scenario if Lancaster City Council does not formally establish its position and seek to advance its case.</p>

#### 4. Officer Preferred Option

4.1 The officer preferred option is Option 1. This action will enable the City Council to establish its' formal position regarding HS2 and regional and local services, and will lead to Officers working with partners, stakeholders, service providers and Central Government to advance the district's case.

4.2 Whilst it is intended that the priorities listed within the document will remain unaltered, the Strategy may be updated by the inclusion of the most-recent economic data, to help support the district's case.

#### 5. Addendum – Covid-19

5.1 This report was originally due to be presented to Cabinet in March. However that meeting was cancelled due to the escalating Covid-19 pandemic. Since then, the impacts of social distancing measures have temporarily changed the face of public

transportation. Whilst the Rail Strategy is concerned with medium and longer-term outcomes, it is still prudent to consider the impact of the pandemic and of prolonged social distancing upon the transport sector.

5.2 At a national level, there is no indication from Government that projects such as HS2 will be halted. Indeed, projects such as HS2 and Northern Powerhouse Rail are held as examples of strategic infrastructure proposals that can have a transformative effect upon important economic and social centres. Therefore, it is likely that both projects will continue to receive Government support.

5.3 At the time of writing this addendum Government advice remains that public transport should not be used unless it is essential, in order to observe social distancing and to maintain the railway for those who may need it the most. Current timetables have been increased to a Saturday-level of service across the network since May 18<sup>th</sup>, but rail usage remains very low. Even with social distancing enforced and the possibility of train operators introducing reservation-only trains to control passenger numbers, some passengers will, in the short term, be reluctant to return to rail travel unless there is no alternative travel arrangement. Longer term travel behaviours, in an era where the legacy of the nation's current home-working arrangements may have a significant impact, remain difficult to predict.



# A Rail Strategy for Lancaster District



“Lancaster City Council’s vision is to promote sustainable growth bringing opportunities to improve the quality of life to its residents, help preserve our natural environment, protect our wonderful heritage assets and create vibrant and cohesive communities.”

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## Why a Rail Strategy?

This document sets out an agenda for change to maximise the value of the railway to the economy of Lancaster, Morecambe and the wider District, helping to reduce our impact on the environment.

Rail services – their quality, frequency and speed – are vital components in the economic prosperity and sustainability of the area, and are important to the quality of life of our residents. Rail travel from Lancaster has more than doubled in the last twenty years, facilitating the City's competitiveness and economic advancement, and has been supported by major improvements in long distance services.

Lancaster City Council has taken the step of developing a Rail Strategy as we face unusually significant opportunities and threats over the next few years. Important decisions will be made about service stopping patterns on High Speed 2 (HS2) services, and some options currently show a loss of direct Lancaster-London services after HS2 is introduced.

It is not just about HS2, however. The district's sustainable development also depends upon improved connectivity to local and regional centres, including Manchester, Liverpool and Leeds. The proposed Eden Project in Morecambe will require the delivery of sustainable transport solutions, and rail can help support the regeneration of the town. In Carnforth, the existing station can be a focus for heritage and for the renewal of the town.

In summary, we need a clear set of evidenced priorities for what we want from railway services through the District, and where they should go. This document sets out those priorities.



# The Current Position

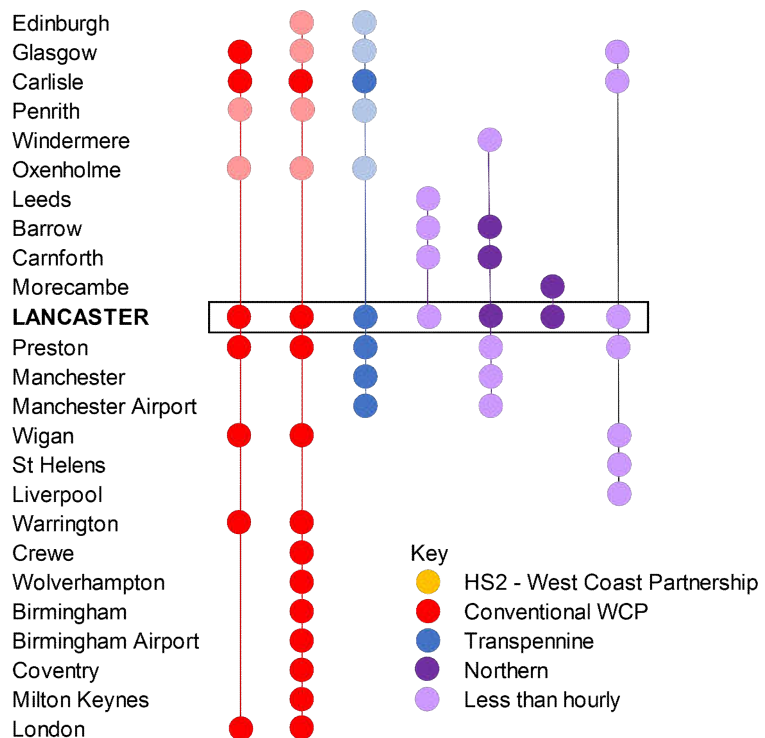
The mid-1990s witnessed a substantial, sustained and continuing growth in passenger rail usage, such that more people now travel by train in the UK than has ever been the case in the history of the railways. The consequence is that the rail industry has responded by running more trains, to more destinations than ever before. There has been a sustained increase in investment which, nevertheless, has often struggled to keep pace with demands. On all railway lines of significance, the railway is running at or near full capacity, and further investment is needed.

Lancaster is no different from this. The most significant enhancement that the rail industry has delivered to support this growth is the investment in the West Coast Main Line in the 1995-2005 period, and the introduction of the inter-city *Very High Frequency* timetable in 2008. Compared to the 1995 timetable, Lancaster has nearly twice as many services to London, and they take 20 minutes less. The city also benefits from direct services to Birmingham International, Coventry and Milton Keynes. There are twice as many services to Scotland, and many more to Manchester. Lancaster's economy has grown in parallel with this, with the success of Lancaster University a significant factor.

By contrast, rail usage at Morecambe has barely grown over the same period, reflecting not just the town's specific economic challenges, but also that the train service is much the same now (and with similar rolling stock) as it was 20 years ago. In fact, in 1995 there were some direct trains between Morecambe and Liverpool, Manchester and Blackpool.

Train services calling at stations in the District are currently provided by three operators: West Coast Partnership (Avanti), Transpennine Express and Northern Rail (now operated by a Government company). The figure opposite shows the services in a typical hour, although individual hours can vary.

CURRENT TYPICAL HOUR



The table below shows that on the West Coast Main Line Lancaster is currently well served and journey speeds are high:

Destination	Typical Journey Time	Frequency	Journey Speed (mph)
London	2 hours 31 mins	1 per hour	91
Coventry	2 hours 22 mins	1 per hour	55
Birmingham	2 hours 13 mins	1 per hour	56
Crewe	60 mins	1 per hour	72
Glasgow	2 hours 5 mins	1 to 2 per hour	82
Edinburgh	2 hours 13 mins	1 to 2 per hour	77

By contrast, Lancaster's regional links are much slower, as shown below:

Destination	Typical Journey Time	Frequency	Journey Speed (mph)
Manchester	56 mins	2 per hour	56
Manchester Airport	1 hour 15 mins	2 per hour	50
Liverpool	1 hour 4 mins	3 per day	52
Preston	20 mins	4 per hour	63
Wigan	31 mins	3 per hour	70
Barrow-in-Furness	1 hour 3 mins	1 per hour	33
Windermere	40 mins	2 per day	44
Leeds	1 hour 56 mins	7 per day	36
Morecambe	10 mins	1 to 2 per hour	24

The success of the economy of Lancaster District depends on maintaining and improving these regional transport links, as much as getting the right result from HS2 and long distances services.



## Our Priorities - Long Distance Services

The future of long distance services through Lancaster on the West Coast Main Line is bound up with HS2. The stated purposes of HS2 are twofold: to provide enough rail capacity to enable long term economic prosperity, and to support the “re-balancing” of Britain. By bringing the main economies of the country closer together through a high speed rail network, the Government expects wealth to be spread more evenly, to the advantage particularly of the north.

The key issue affecting Lancaster is the level of service to be operated by HS2 and by inter-city “classic” trains (those that only use the existing rail network). These two types of services will be planned and operated together by the West Coast Partnership. Current HS2 plans assume that all long distance inter-city trains through Lancaster will be HS2 services, replacing the inter-city “classic” services currently operating between Scotland and London and Birmingham. In all of the service patterns developed by HS2 for use in their business case the Scotland-London services no longer call at Lancaster.

HS2 is currently envisaged to be constructed in phases, with the first phase opening in 2028-2031 and the second phase some seven years later. The service shown in the HS2 business case through Lancaster/Preston is as follows.

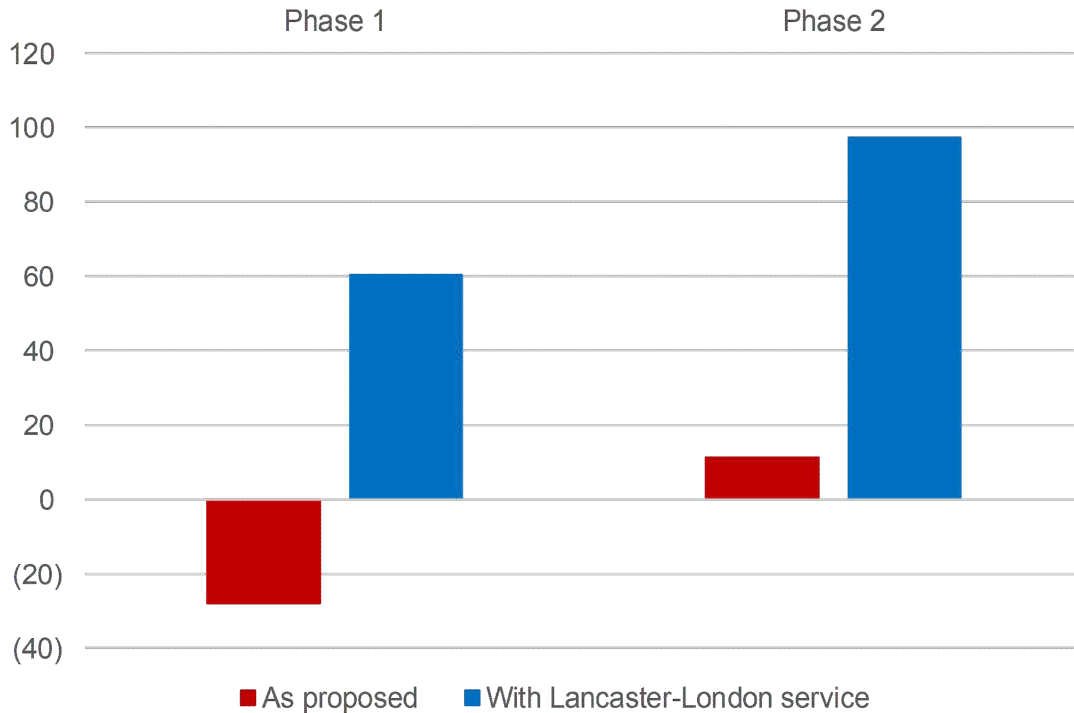
HS2 Phase	Hourly Service	Stops at Lancaster?
Phase 1	Glasgow-London HS2	NO
	Preston-London HS2	NO
	Glasgow/Edinburgh-Birmingham Classic Service	YES
Phase 2	Glasgow/Edinburgh-London HS2	NO
	Glasgow/Edinburgh-London HS2	NO
	<b>Preston-London HS2</b>	<b>NO</b>
	Glasgow/Edinburgh-Birmingham HS2	YES

In some options the service shown in **bold** extends to start from Lancaster.

Any option that takes away the direct service between Lancaster and London is unacceptable. It would adversely affect the District’s economic future and would put at risk the business and professional perception of Lancaster as an important economic and academic centre.

In order to understand the impact of these options, we modelled a number of train service scenarios to establish what effect (negative and positive) they would have on the District's economy. This is measured in terms of Gross Value Added (GVA) - a forecast of the change in economic activity resulting from the options tested compared to the current train service.

The graph below shows the results in £m GVA over the appraisal period.



It can be seen that:

- In phase 1 the direct impact on Lancaster's economy of HS2's proposals is a loss of £28m GVA.
- By contrast, providing a service between a HS2 service between Lancaster and London by extending the proposed Preston-London service would increase Lancaster's economy by £60m GVA—a difference between the two positions of £88m.
- In phase 2 the impact on Lancaster's economy of HS2's proposals is a small benefit of £11m GVA. However, this is made up of a loss of £33m resulting from there being no direct trains to London, offset by a gain of £44m from the HS2 Scotland-Birmingham service.
- By contrast, providing an HS2 service by extending the proposed Preston-London train as in phase 1 would increased Lancaster's economy by £97m GVA—a difference between the two positions of £86m.

Therefore, the impact of an hourly direct HS2 London service on the District's economy is £86-88m GVA. Without this boost, not only will Lancaster lose out economically through loss of services, it will also fall behind other towns and cities that will benefit from HS2.

It has been argued by HS2 and others that Lancaster passengers would still benefit from HS2 services to London, even if they have to change at Preston. This is because the journey time would still be faster than it is today (perhaps 120 minutes with a ten minute change at Preston) compared to 150 minutes. However, this is taken into account in the modelling we have carried out. The negative passenger perception associated with having to change trains will remain, and changing onto a long (400 metre) HS2 train at Preston will not be a trivial risk, especially for the infirm or mobility-impaired.

We will seek every opportunity to advance the case for a better result for Lancaster from HS2. Our main ways to do this are through working with Transport for the North, (and Northern Powerhouse Rail), Lancashire County Council in their role as transport authority for the district, and the West Coast Partnership to seek a commitment to London services in the HS2 specification.

West Coast Partnership contract, held by First Trenitalia, is in three parts:

- To operate the current inter-city services until HS2 starts;
- To plan with Government the start-up and shape of the integrated services ("classic" inter-city and HS2); and,
- To operate the integrated services after HS2 opens.

The preparation phase for developing an integrated service runs from 2020 to 2024 with a series of studies in order to determine the shape of the integrated service, including market analysis, train service options and fares options. The contract requires West Coast Partnership to undertake a consultation exercise, leading to submission of a final business plan by 2024, and we will fully engage with this.

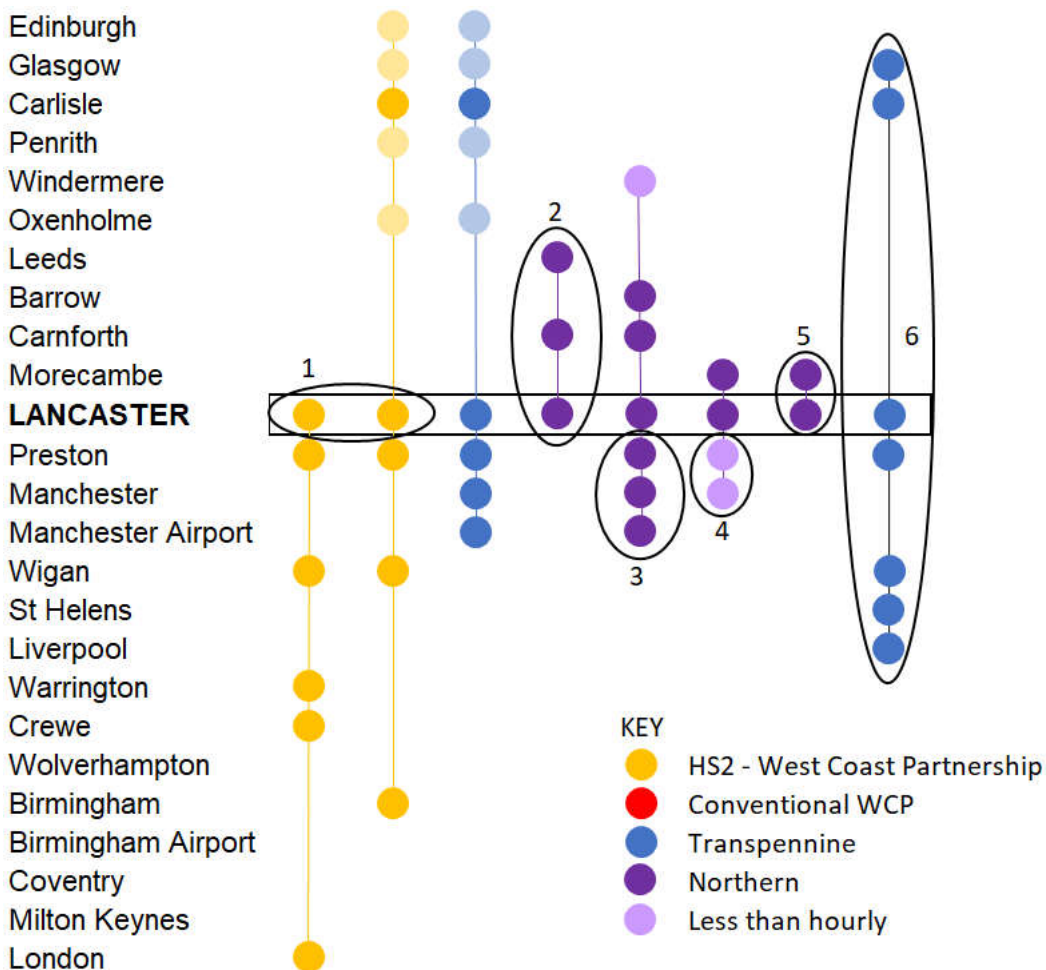
In the business plan, West Coast Partnership may propose different/better solutions for the service pattern than HS2 has assumed.



# Our Priorities - Regional and Local Services

For residents and businesses in the City of Lancaster and the towns and villages within the District, their ability to travel by rail easily and quickly to all the key local, regional and national economic centres, is important. We need to see HS2, and the longer distance, regional and local network as an integrated whole. Improving connectivity to Manchester, Liverpool and West Yorkshire are as important as connectivity to London. The table on page 5 shows how the quality of these links varies widely.

We used the same GVA modelling process we used for HS2 services to test a number of options for improved regional and local rail connectivity for the District. The graphic below shows full picture of options tested, and can be compared to the graphic of the current service shown on page 4.





The numbers shown are as follows.

Number	Service Enhancement
1	HS2 services to London, Scotland and Birmingham
2	Hourly fast service to Leeds, with some calling at Wennington
3	Improved evenly spaced service to Manchester and Manchester Airport
4	Four trains per day each way between Morecambe and Manchester, providing peak journey opportunities for Morecambe and off-peak services from Manchester for the Eden Project
5	A regular half-hourly service between Lancaster and Morecambe
6	An increase to hourly of the service between Glasgow and Liverpool

The GVA modelling showed that, other than the HS2 enhancements, an hourly fast service to Leeds performed strongest, delivering £37m GVA uplift to the District’s economy. The current service is slow and infrequent, and is operated by elderly rolling stock, and therefore the transformation is seen in the size of the GVA uplift. We intend to advance the case for a transformation of this route into a high-quality interurban link, calling at Lancaster and Carnforth. The key next step is to develop the business case, working with colleagues in Transport for the North.

The modelling also showed that an improved train service between Lancaster and Morecambe has the potential to achieve the Eden Project’s objective of 26% of visitors arriving by rail, and we explore the Council’s rail strategy for Morecambe in the next chapter.





## Our Priorities - The Eden Project

The Eden Project, based near St. Austell in Cornwall, is a major tourism attraction and conservation charity. They have announced plans, supported by Lancaster City Council, Lancashire County Council, Lancaster University and the Local Enterprise Partnership, to open an iconic new venue on the seafront at Morecambe. This nationally-significant attraction could open in 2023. This is a major opportunity to support regeneration of the town. Initial estimates suggest a potential for 760,000 visitors per year.

The project partners are considering the transport implications of this volume of visitors. The project needs to be sustainable and make maximum use of public transport means, avoiding congestion and worsening air quality in Morecambe and the surrounding road network. The proximity of the site to Morecambe station presents a significant opportunity.

In train service terms, Morecambe – because of the project, but more importantly because of the need to enhance and support the associated economic development - would need:

- An improved, regular service between Lancaster and Morecambe (half-hourly), with more capacity during the Summer months;
- Some through services at targeted times of day, particularly from Manchester as the largest regional economy within easy “day out” distance from Morecambe; and,
- Good connections and high quality interchange at Lancaster.

We propose that the Morecambe branch is developed as a test bed for a fully sustainable future - a carbon neutral railway - including, for example, battery trains and stations that take less power than they create.

It is estimated that, without improvements to the train service, 16% of visitors to the Eden Project would arrive by train. Service enhancements described above are forecast to increase this towards a current working target of 26%.

Morecambe Station itself, and the route between it, the Eden Project and the Town Centre, should reflect the welcome the town wishes to give to visitors. The current Station building is uninspiring and frequently closed. Morecambe’s Station has the potential to act as an important arrival point within the town. The City Council has ambitious proposals for regenerating the Central Morecambe areas, and a new multi-purpose station would convey pride, intent and direction. For many visitors it may be the first (and last) impression of an area. It is for this very reason that Victorian architects and engineers designed such elaborate stations. They were (and are still) a very visual statement.

A station is also a functioning interchange, its purpose to efficiently enable seamless passage from one mode of transport through the station and onto the train, or vice-versa. Morecambe's original station buildings suited this purpose well, but the modern, existing station is effectively nothing more than a rail halt, divorced from the town's services and facilities despite its relatively close proximity to the promenade and to the town centre.

There is potential for an improved station offer at Morecambe, and for it to be genuinely multi-functional because of the area of land that is available for regeneration around the existing station.

We will lead a project with other local partners and the rail industry to develop options to improve the station facilities. In turn this will complement the high-quality place-making and improvement of the public realm that are essential if Morecambe is to reach its' full economic and social potential.



## Our Priorities - Lancaster Station

The improvements to train services set out in this Strategy and the increased connectivity they would bring emphasise the importance of Lancaster Station; not just as an interchange hub between long distance and regional destinations and Morecambe, Carnforth and other local stations, but also as a gateway, supporting the growth and economy of the City.

As the Eden Project develops, Lancaster Station will become a more important interchange. Passengers will arrive from London (on HS2), from Scotland, and from Birmingham, Manchester, Liverpool and Leeds, and will wish to interchange at the City.

The development of the interchange at Lancaster Station requires investment within the building stock and the public realm surrounding the Station. This is essential to facilitate the interchange experience, but is also necessary because of the station's setting within close proximity to the Grade I Listed Lancaster Castle and Lancaster Priory, both of which are tourist destinations.

We will work with West Coast Partnership, as operator of the station, and with Network Rail, as their landlord, to develop a masterplan to support its increasingly important role. This masterplan could include:

- The quality of the approaches and environs of the station
- Increasing civic and commercial use of the station buildings
- Development of the rail interchange experience (including options for connection with Bus Rapid Transit)
- Development of interchange with other sustainable modes
- Investment in the quality and scope of facilities on the station

The masterplan would include a plan for delivery, including how it could be funded.



# Summary of our Priorities

Our Rail Strategy sets out an ambitious programme that will require the District to work closely with many other stakeholders to bring our priorities to fruition. The Council's role in achieving each priority will be different. In the case of service improvements, the Council will be a key influencer, pressing the case for change and demonstrating the value they will bring to Lancaster and to the wider region. In the case of stations, the Council will seek to take a more active role as a co-promoter of the work that will need to be delivered.

The table below summarises the priorities.

## Rail Strategy Priorities

### Long Distance Services

Hourly HS2 services to London, Birmingham and Scotland.

### Regional and Local Services

Hourly fast services to Leeds, calling at Carnforth.

Hourly services between Liverpool, Lancaster and Scotland.

Targeted services between Manchester and Morecambe.

Half-hourly service between Lancaster and Morecambe, maximising travel to the Eden project by rail.

### New and Better Stations

Develop Lancaster station as interchange hub and gateway to the City.

Develop Morecambe station as a gateway to support the success of the Eden project and the regeneration of the town.

Develop Carnforth station as a key heritage asset supporting the renewal of





## Next Steps

Over the coming years the Council, working with Lancashire County Council in their role as transport authority, will:

- Advance the case with HS2, Central Government, Transport for the North and West Coast Partnership that HS2 services to London, Birmingham and Scotland should call at Lancaster. We will demonstrate the economic value of services calling, and the negative economic and reputational risks if these services do not call. We will respond actively and thoughtfully to consultations by the rail industry on the shape of HS2 calling patterns.
- Work with Transport for the North and others to develop the business case for the regional service improvements set out in this document: to Leeds, to Liverpool, to Manchester and to Morecambe.
- Work with the Eden Project, business leaders and others to develop proposals for the transformation of Morecambe station into a high quality gateway for Eden and to support the regeneration of the town.
- Work with West Coast Partnership, Network Rail, the Local Enterprise Partnership and business leaders on a masterplan for the station at Lancaster to support its future role as an increasingly important interchange and gateway to what the City has to offer for businesses, visitors and for residents.







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