



**Committee: CABINET**

**Date: TUESDAY, 11 JULY 2023**

**Venue: LANCASTER TOWN HALL**

**Time: 6.00 P.M.**

## A G E N D A

1. Apologies

2. Minutes

To receive as a correct record the minutes of Cabinet held on Tuesday, 6 June 2023 (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. Lancaster Canal Quarter Masterplan (Pages 4 - 151)

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

Report of Chief Officer Sustainable Growth (report published on 5.7.23)

7. Appointments to Outside Bodies (Pages 152 - 154)

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

Report of Chief Officer Governance

8. Cabinet Advisory Groups (Pages 155 - 158)

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

Report of Chief Officer Governance

9. 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 items:-

“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 items of business, on the grounds that they could involve the possible disclosure of exempt information as defined in paragraph 3 of Schedule 12A of that Act.”

Members are reminded that, whilst the following items 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.

10. Canal Quarter Lancaster - Heron Works (Pages 159 - 177)

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

Report of Chief Officer Sustainable Growth (report published on 5.7.23)

11. Lancaster Canal Quarter Early Phase Housing Regeneration Proposal (Pages 178 - 240)

**Cabinet Members with Special Responsibility Councillors Nick Wilkinson, Caroline Jackson and Tim Hamilton-Cox.**

Report of Chief Officer Sustainable Growth (report published on 5.7.23)

## **ADMINISTRATIVE ARRANGEMENTS**

### **(i) Membership**

Councillors Phillip Black (Chair), Caroline Jackson, Joanne Ainscough, Gina Dowding, Tim Hamilton-Cox, Peter Jackson, Jean Parr, Catherine Potter, Nick Wilkinson and Jason Wood

### **(ii) Queries regarding this Agenda**

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

### **(iii) Apologies**

Please contact Democratic Support, telephone 582000, or alternatively email [democracy@lancaster.gov.uk](mailto:democracy@lancaster.gov.uk).

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CHIEF EXECUTIVE,  
TOWN HALL,  
DALTON SQUARE,  
LANCASTER, LA1 1PJ

Published on MONDAY 3 JULY, 2023.

**CABINET**

**Lancaster Canal Quarter Masterplan**

**11 July 2023**

**Report of Chief Officer Sustainable Growth**

PURPOSE OF REPORT				
To approve the submission of the Lancaster Canal Quarter Masterplan to Full Council for its consideration, approval, and adoption into the council's Policy Framework. The final Masterplan version has been compiled in consideration of the wide stakeholder input and public views received on the consultation Masterplan draft issued last year. The report also summarises next steps in progressing the development phases and proposals, including delivery of the early phase housing proposals.				
Key Decision	X	Non-Key Decision		Referral from Cabinet Member
Date of notice of forthcoming key decision	12 December 2022			
This report is Public				

**RECOMMENDATIONS OF Councillor Nick Wilkinson**

**(1) The Canal Quarter Masterplan is submitted to Full Council for its consideration, approval, and adoption into the council's corporate Policy Framework.**

**1.0 Introduction**

1.1 Regeneration of the Canal Quarter area is key element in enhancing Lancaster's role in the local economy and boosting its housing, commercial, cultural and leisure offer. Over the next 10 years it is envisaged that key under-utilised sites and dereliction across 6 acres will be addressed, and development progressed for a mix of uses that will complement the existing town centre and provide for balanced place-making.

1.2 A strong foundation and certainty around development and planning matters is needed to make the case for and justify further public and private investment in delivering productive new uses. With the approval of the Canal Quarter Strategic Regeneration Framework (CQSRF), adopted as the Canal Quarter Supplementary Planning Document (SPD) in November 2021, the city council took a major step forward.

1.3 Entering the post-CQSRF stage, work moved to develop a more detailed masterplan and to define a phased project investment case and strategy. The plan would integrate the two major private land/development interests in the area into a coherent area-wide scheme capable of clear, phased and/or concurrent delivery, through a mix of major private/public investment and



grant aid. It was intended that the masterplan provide a definitive statement on the council's aspirations for its own land assets.

- 1.4 Urban design specialists PRP Architects were commissioned in 2022 to produce the masterplan, responding to the demands and opportunities set out in the CQSRF.

## 2.0 Proposal Details

- 2.1 The final version of the Lancaster Canal Quarter Masterplan is attached in **Appendix 1** alongside technical supporting material. Development of the masterplan focussed on:

- Meeting the challenges of the CQSRF and setting a preferred development and land use solution.
- Integration with the Lancaster City Centre Movement and Public Realm Strategy proposals
- Working to join up major third-party landowner/developer aspirations and ideas to form a coherent development platform.
- Reviewing preferred land uses with respect to viability, market demand, and deliverability.
- Assessment of priorities and approach to retention and refurbishment of historic buildings.
- Defining the route to progression of key infrastructure, such as the proposed area heating network.

- 2.2 Early phases have been identified which have the potential to deliver new housing and commercial activity, but challenges remain in securing viable development propositions. Construction costs are high and rising, and local asset values across the majority of appropriate housing and commercial uses are relatively low in comparison to national and regional norms. Combined with difficult site conditions and heritage interest, this means significant public intervention at various scales and degrees will be required to achieve the Masterplan ambitions.

- 2.3 However, the council has had some early successes in securing grant aid and the area has clear potential to deliver: a range of housing types; commercial activity; create a sustainable community; breathe new life into the city centre; and help meet the council and its partners' ambitions for local culture.

- 2.4 The strategic approach to issues raised through the process of developing the earlier CQSRF have been settled in the Masterplan through:

- Direction from Members in workshop/policy discussion settings,
- Wide public and stakeholder consultation
- Reference to settled strategic policy and study recommendations,
- Officer and consultant Interpretation of the "direction of travel" of emerging and future public policy directions, both internal and external to the city council.

- 2.5 The Masterplan promotes certainty in land use for the city council's own assets with a more flexible market responsive strategies for private assets within a coherent area wide massing, conservation, and public realm strategy. Key matters for Members to appreciate and consider before adoption of the Masterplan as council policy are as follows:

- *Sustainability:* Aspirations to achieve net zero carbon is to be tackled through the reduction in built environment impacts via a fabric first approach. Operational energy is to be tackled through integration of sites into the council's emerging area heat network plans. It is intended that early phase developments on council owned sites act as initial exemplar developments, generating the initial demand and capacity for the heat network energy centre and infrastructure.
- *Traffic Management, Car Parking, and Modal Shift:* Traffic modelling by county council on vehicle through movement options in the Canal Quarter has temporarily been suspended due to the recent strategic decisions taken on the South Lancaster/Bailrigg Garden Village programme and the return of Housing Infrastructure Fund (HIF) grant to Government. Members will be aware that significant HIF monies were due to be allocated to Lancaster city transport and movement improvements as well as for the strategic transport improvements. Officers' emerging view is that there would be negative impacts on neighbouring residential areas if through traffic movement was ended along the Alfred Street/Seymour Street/Edward Street axis. The preferred solution is still to be agreed and will be defined through future transport studies and assessments as detailed proposals and planning applications are submitted. However, it is proposed that through traffic in the Canal Quarter area will be calmed significantly, and private vehicle movements sub-ordinated to public transport, sustainable travel modes, and pedestrian movement. A reduction in public car parking spaces (a key generator/attractor of car movements) is proposed in line with wider strategic transport policy over the medium to long-term (3 to 10 years). The masterplan approach is therefore aligned to a future where the council's remaining car parks in the city centre are improved and better utilised/promoted, new and improved Park & Ride facilities are introduced, and modal shift is encouraged. Private parking, particularly for new proposed housing, is included - although the masterplan leans towards relatively low provision in this context.
- *Housing:* The area provides an opportunity to contribute to the council's housing targets and objectives, and the proposed housing numbers are considered an achievable and desirable target. A range of typologies are proposed, with emphasis on higher density and apartment living. Where appropriate the city council will promote its land assets to meet its own housing objectives, with a desire to promote affordable and social tenures subject to the practical concerns of delivery capacity, viability, and council's budget position. Proposals for early phase housing delivery were approved by the council earlier in the year and are moving forward as described later in this report.
- *Commercial:* Opportunities are focussed on third-party private land holdings and will be promoted flexibly within the context of the wider massing and public realm strategy. Viable solutions for commercial and leisure uses are difficult and public intervention to assist in enabling strategic and site-specific infrastructure (particularly to overcome the "heritage deficit" and other abnormal costs of resolving site issues), will be needed. The public and private sectors will work together to enable the delivery of exciting, high quality, and appropriate mixed use solutions for third party land assets.

- *Cultural:* The masterplan adopts and promotes the strategies for building and business improvements proposed by the key cultural organisations resident in the area - specifically the Dukes Theatre, Grand Theatre, and Lancaster Music Co-op. But it is recognised that the approaches proposed by the organisations will only be achieved with significant external grant aided investment and other allied public intervention and support. Proposals are either concerned with council property – reasonably characterised as current liabilities – or have significant synergy with council property interests. Beyond the cultural and economic value these organisations bring to the area, it is in the interests of the council to enable and support investment in order to reduce its future contingent property risk.
- *Historic buildings:* A pragmatic approach to retaining or removing buildings with heritage interest has been adopted that ensures the Canal Quarter reflects the wider character of the city centre. The massing strategy ensures the maintenance or historic views, and the strategy has been agreed in consultation with the council’s heritage officers.

**3.0 Details of Consultation**

3.1 The Canal Quarter Strategic Regeneration Framework, and emerging masterplan proposals, have been the subject of extensive stakeholder and community consultation. The consultation undertaken for the development of the Masterplan is described in the document in **Appendix 1**

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

4.1 A summary of the options and analysis is presented below:

	<b>Option 1:</b> The final version of the Canal Quarter Masterplan is approved to be forwarded to Full Council for adoption into the council’s Policy Framework.	<b>Option 2:</b> The final version of the Canal Quarter Masterplan is not forwarded to Full Council.
<b>Advantages</b>	Enables the council to progress regeneration proposals to an agreed masterplan and delivery strategy.	No advantages identified unless Members require substantive amendments to the document or seek further consultation on the final document.
<b>Disadvantages</b>	A delay in the adoption of the Masterplan as corporate policy will impact on negotiations with key funding partners and potential investors and deliver further uncertainty around the council’s intentions for the area.	While having some flexibility the masterplan clearly defines the council’s overarching spatial approach and delivery strategy for the future development of the area, particularly in regard to its own land and property assets.

		Ongoing discussions with funders and third parties takes place outside of an agreed masterplan and delivery strategy.
<b>Risks/ Mitigation</b>	<p>Risks are mainly around reputational risk to the council of approving an approach which does not meet the objectives and/or does not find favour with the wider community. However, the document is based upon and meets the requirements of the Canal Quarter SPD (itself the subject of extensive public and stakeholder participation).</p> <p>It is considered that the masterplan reflects the broad balance of stakeholder and community aspirations (as expressed through consultation) and the council's overarching and current corporate policy position as expressed by the newly elected council administration.</p>	Delivery and negotiations with funders proceeds outside of an agreed spatial planning framework.

**5.0 Officer Preferred Option (and comments)**

The preferred option is **Option 1**.

**6.0 Development Phasing and Next Steps**

- 6.1 Securing delivery will be an ongoing and iterative process which is dependent on the current centralised funding landscape and mainly driven by the opportunities arising under central government mandates – particularly around the “Levelling Up” agenda. However, in adopting a defined masterplan, the council is in a better position to engage with major funding partners and progress sites as funding opportunities present themselves.
- 6.2 The Canal Quarter can be broken down into 5 main phases/areas. A summary of the ongoing work, practical progress, and issues, against each phase is provided below, with further detail in **Appendix 2**

**7.0 Conclusion**

- 7.1 The Canal Quarter Masterplan presents a coherent and clear statement on the council’s overarching development and delivery strategy for the future development of the area and promotes certainty around the preferred use of its own land and property assets. This will guide future officer resource, activity, and priorities 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, and current corporate policy.
- 7.2 It is rarely the case a viable commercial investment case can be made without substantial grant aid, and this is a familiar experience for any public or private entity dealing with complex phased regeneration strategies. However, the approval of a masterplan is a significant step in realising future capital funding opportunities and will be an important pillar in negotiating with central government, other public bodies, commercial interests, and private investors.

**RELATIONSHIP TO POLICY FRAMEWORK**

*Sustainable District:* Refurbishment promotes climate resilience over demolition and new/build.

*Inclusive and Prosperous Local Economy:* Refurbishment is aligned with the council’s regeneration, place-making, and sustainable economic development objectives.

*Healthy and Happy Communities:* Re-use of a council heritage building is a stated community preference and contributes to well-being.

*A Co-Operative, Kind and Responsible Council:* Promotes the council’s strategic goals more effectively than demolition/new build on current information.

**CONCLUSION OF IMPACT ASSESSMENT**

**(including Health & Safety, Equality & Diversity, Human Rights, Community Safety, HR, Sustainability and Rural Proofing)**

There are no Health & Safety, Equality and Diversity, Human Rights, Community Safety, HR implications arising from the adoption of this document as corporate policy. 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 corporate policy framework.

**LEGAL IMPLICATIONS**

The masterplan is not part of the statutory Local Plan framework and therefore, its adoption sits outside of the Town and Country Planning (Local Planning) (England) Regulations 2012.

However, the council’s Constitution provides as follows:

*2.2 By law, the Council must have a Policy Framework. This is a list of plans and strategies which are relevant to the Council’s functions and are required by law to be decided by the Full Council, usually on the recommendation of the Cabinet, supplemented by other plans and strategies that the Council wishes to add.*

The decision on the Masterplan’s adoption/approval should therefore be taken by Full Council rather than the Cabinet.

There are no further legal implications in adopting the document as corporate policy.

**FINANCIAL IMPLICATIONS**

The Canal Quarter masterplan is intended to provide policy guidance and a foundation on which the council can make internal and external cases for resources to deliver proposals

which meet its corporate objectives. Depending on propositions, phases, and opportunities the council will act in various ways. It may act as a direct delivery body where appropriate, or as an enabling partner.

There are no additional financial implications arising from approving the Canal Quarter Masterplan to forward to Full Council for adoption into the council's Policy Framework.

**OTHER RESOURCE IMPLICATIONS**

**Human Resources:** The main staffing resource on the council side to support progression of the Canal Quarter masterplan will be officers from the Sustainable Growth service.

**Information Services:** No direct Information Service implications based on the council approving corporate policy.

**Property:** No implications based on the council approving corporate policy,

**Open Spaces:** No Open Space implications based on the council approving

**SECTION 151 OFFICER'S COMMENTS**

Adoption of the Canal Quarter masterplan represents a significant step forward for this long awaited development and provides the foundation for significant investment in the area. However, as noted above additional council resources may be required in the future. Should additional resources be required application will need to in accordance with the council's Budget and Policy Framework and be balanced against other council priorities and investment outcomes.

**MONITORING OFFICER'S COMMENTS**

The Monitoring Officer has been consulted and has nothing to add to the legal comments above. Once adopted this Masterplan will form part of the Policy Framework of the Council.

**BACKGROUND PAPERS**

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**Ref:**

# LANCASTER

Canal QUARTER

Masterplan & Design Strategies  
July 2023

**PRP**

Masterplan and Project Development Services





BA9567 Lancaster Canal Quarter

First issue: Dec 2022  
Revision: July 2023 (Rev I)  
Project Lead: Carolina Ipes  
Author: Nadine Landes

P:\BA9567 Lancaster Canal Quarter\PRP Live Data\Presentation\  
Indesign\20220121 Masterplan Doc





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# 1. Introduction

## 1.1 The design team

The preparation of this masterplan has been supported by the Client (Lancaster City Council) and a team of experienced design and technical consultants comprising:



Client  
Lancaster City Council



Project Manager  
Inner Circle



Masterplanning, Architecture, Landscape and  
Development Consultancy  
PRP



Planning  
NJL Consulting



Transport  
Eddisons



Civils and Structure  
Curtins



Mechanical and Electrical  
ESD



Biodiversity, Ecology, Drainage, Flooding and  
Arboriculture  
Delta Simons



Heritage  
Stephen Levrant Heritage Architecture Ltd



Meanwhile Uses  
Hemingway Design

## 1.2 Background and purpose of the document

### Purpose of the document

Lancaster's Canal Quarter covers approximately 6.5 hectares of land, immediately to the east of the City Centre. Since the area was cleared some decades ago, Lancaster City Council (LCC, "the council") has been working on a Vision and regeneration strategy to bring back into use many of its important buildings and derelict sites to create a vibrant, sustainable and active place which is integrated both with the City Centre and the Lancaster Canal.

These Vision and development principles were captured in the Lancaster Canal Quarter Supplementary Planning Document (LCQSPD) which was adopted by Lancaster City Council in November 2021 following extensive consultation with major landowners, stakeholders and the local community.

In December 2021, Lancaster City Council appointed PRP to develop a masterplan for the Canal Quarter that responds to the Vision, aspirations and development principles of the LCQSPD.

This document has been prepared by PRP to support the Vision for the redevelopment of the Lancaster Canal Quarter. This document presents the masterplan, the design strategies and the engagement process that informed and influenced the design proposals.

### Lancaster Canal Quarter Supplementary Planning Document (LCQSPD)

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. It is the intention that this SPD 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 the 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.

The masterplan presented in this document complies with the Vision and objectives set up in the LCQSPD, a summary of the key objectives is described below:



#### 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.



#### 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.



#### Land Use

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



#### 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.



#### 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.

## 1.3 Executive summary

This document summarises the masterplan proposals for the Lancaster Canal Quarter. It describes the process to develop the design proposals including engagement with third parties landowners, the local authority, key stakeholders and the public, covering all the work that have been undertaken since the Design Team was appointed in December 2022.

This document has been prepared by PRP with inputs from different technical consultant from the multidisciplinary Design Team to support the Vision for the redevelopment of the Lancaster Canal Quarter as stated in the LCQSPD.

This document presents the evidence than has informed the masterplan, the design strategies and the engagement process that influenced the design proposals at different stages. The design approach for the masterplan proposes a response that is rooted in careful analysis and considerations of site opportunities and constraints, identifying site-specific responses to promote sustainable placemaking, and thereby contributing to creating new neighbourhoods that are resilient and that will last for future generations.

### The masterplan core priorities

The proposed masterplan for the LCQ responds to the Local Planning Authority's (LPA) specific vision and ambition for the regional centre of Lancaster "to enhance prosperous and growing historic city with a thriving knowledge economy, driven by successful Universities that attract the most capable students to a welcoming environment featuring a good retailing, leisure and cultural offer and an historic environment that is managed with a rigour appropriate to its regional significance".

The masterplan also responds to the Vision, objectives and strategies set up within the LCQSPD ensuring that all the core principles are achieved. The masterplan core priorities that have informed and guided the design process are presented in this section.

#### Respond to Council's aspirations and planning policy

- A masterplan that is build up on the Vision and objectives of the LCQSPD and the Lancaster' Local Plan overriding objectives.
- A masterplan that is compliant with local, regional and national policy.
- Design proposals that are in line with Council's aspirations and local and national policy.
- High-quality design that respond to best practice principles and design national guidance.

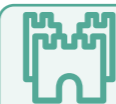


#### Vibrant neighbourhoods that will foster local economy

In line with **objective SO1** of the Local plan "**Delivery of a thriving local economy that foster investment and growth and support the opportunities to deliver the economic potential of the district**"; and, aligned with Council's priorities to create an Inclusive and Prosperous Local Economy supporting development of new skills and access to employment to reduce inequality within a more environmentally sustainable local economy, increasing more sustainable supply chains and using our land property finance and procurement to benefit local communities.

- Flexible non-residential uses that are resilient and could adjust to future demand. Non-residential uses that will contribute to the creation of jobs opportunities that will complement and not compete with the existing offer in the City Centre.
- Promote the cultural and leisure offer within the site through new permeable routes and new spaces to gather and enjoy.
- Ensuring the new uses will thrive in the short and long term.
- Provide a mix of uses (including residential) that will be active and vibrant all year around and day and dusk.

Please refer to Land Uses Strategy for further information on how this is considered within the masterplan proposals.



#### Celebrate & enhance heritage

In line with **objective SO3** of the Local Plan "**Protect and enhance the natural, historic and built environment of the district**"; and aligned with Council's priorities to create Happy and Healthy Communities improving access to cultural and leisure activities as well as access to good quality neighbourhoods, parks, beaches and open space.

- Retain heritage and structures of heritage value and bring them back for the enjoyment of the community.
- Enhance views to key heritage assets around the site.
- Incorporate heritage and assets to the design of the open spaces, public realm and buildings.
- Respond positively to the Lancaster City Centre character and medieval and Georgian settings.

Please refer to Heritage Strategy for further information on how this is considered within the masterplan proposals.



#### A sustainable neighbourhood that promotes healthy lifestyles

In line with **objective SO4** of the Local Plan "**Provision of necessary infrastructure required to support both new and existing development and the creation of sustainable communities**"; and, aligned with Council's priorities to create a Sustainable District achieving net zero carbon by 2030 by implementing a series of measures which include waste management, increasing sustainable energy and decreasing energy consumption, working collaboratively towards an accessible and inclusive low transport system, supporting communities to be resilient to flooding and the wider effects of climate change and increasing biodiversity.

- Provide pedestrian and cycle friendly routes whilst minimising the use of car.
- High quality public realm and open spaces 5 minutes distance of all new homes.
- Comprehensive renewable energy and building strategy.

Please refer to Sustainability Strategy for further information on how this is considered within the masterplan proposals.



#### Safe open spaces and public realm that promote a sense of community

In line with **objective SO4** of the Local Plan "**Provision of necessary infrastructure required to support both new and existing development and the creation of sustainable communities**"; and aligned with Council's priorities to create Happy and Healthy Communities improving mental well-being and loneliness, and promoting access to parks, beaches and open space.

- Create a network of open spaces and public realm that will provide spaces to enjoy, play and relax for different ages group.
- Provide public open spaces in strategic locations within the site well-surrounded by residential and non-residential uses that will contribute to create a sense of community.
- Open spaces and public realm that provides spaces for play and socialise.
- Ensure spaces are flexible, resilient and can provide opportunities to host a range of event and activities all year around.

Please refer to the Open Space and Public Realm Strategy for further information on how this is considered within the masterplan proposals.



#### Well-connected sustainable neighbourhoods

In line with **objective SO5** of the Local Plan "**Delivery of a safe and sustainable transport network that improves both connection within and out of the district, reducing the need to travel and encouraging more sustainable forms of transport**"; and aligned with Council's priorities to create Sustainable District achieving net zero carbon by 2030 by working collaboratively towards an accessible and inclusive low transport system.

- Minimise the use of car and promote walking and cycling by providing safe and well-overlooked streets and a mixed of uses and homes to create a walkable neighbourhood.
- Improve permeability and access to the City Centre and surrounding key destinations.
- Provide more access points to Lancaster Canal to ensure everyone can enjoy of this natural asset.

To see the design strategy to achieve this please refer to the Connectivity Strategy.



#### An inclusive neighbourhood and an inter-generational community

In line with **objective SO2** of the Local Plan "**Provision of a sufficient supply, quality and mix of housing to meet the changing needs of the population and support growth and investment**"; and aligned with the Council's priorities to create Happy and Healthy Communities addressing health and income inequalities, improving mental well-being and loneliness, seeking early intervention approaches.

- A range of homes types to respond to the local demand and that will cater for different needs and lifestyles. Homes typologies that cater for different ages to promote an inclusive inter-generational neighbourhood.
- Provide homes that are flexible, resilient and can adapt with changing lifestyles.
- Open spaces and public realm that are invited, safe, well-overlooked and that will have a range of activities and uses to cater for different ages.
- Uses and open spaces that can be used all year around, day and dusk.
- Ensure all homes, uses and public realm are fully accessible for all.

To see the design strategy to achieve this please refer to the Residential and Land Uses Strategy.



## 1.4 Executive summary

The masterplan for Lancaster Canal Quarter will encourage a sustainable approach to development and will set out guidelines (design strategies included in this document) for which future planning applications should adhere in order for the overall impact to be coherent and mutually reinforcing.

The regeneration of Lancaster's Canal Quarter will promote the utilisation of brownfield land in a highly sustainable location, it will incorporate standards and requirements relating to building regulation and performance, including the use of sensitive retrofitting and the re-use of historic buildings, and it has the opportunity to re-focus the street hierarchy and reduce the reliance on the private car. The proposed masterplan will set out the key criteria and aims of the Council and will guide future developments which will be assessed against the appropriate policy framework and other material considerations at the time of submission.

The starting point of the Design Team to develop the masterplan was to review the LCQSPD including all the engagement carried out with stakeholders, the community and current and relevant studies and policy.

A comprehensive urban design analysis that led to the development of opportunities and constraints where developed to inform the design proposals and that are part of this document (please refer to the Technical Annex section). The complete analysis have been based on the most updated information to date, specially information obtained from the topographical survey, arboricultural survey and specific technical advice from the transport, planners, landscape, sustainability and heritage consultants.

The development of the masterplan comprised of an interactive process in which the Design Team have engaged at different stages with relevant stakeholders and in consequence altered the design of the proposals to achieve the final masterplan presented in this document. A section of this report describes each of the alterations to the masterplan to respond to key feedback received.

One important step on developing the masteplan was to carried out a feasibility study to test the massing, scale and quantum of the proposals whilst ensuring the retention of the strategic views and of the most relevant heritage assets as agreed with the LPA. This has resulted in the proposed masterplan that is described in this document.

### Key considerations to developed the feasibility study that informed the design proposals:

- To comply with the LCQSPD Vision, objectives and strategies.
- To respond to planning policy and requirements.
- To provide the minimum quantum of 550 homes as stated within the LCQSPD.
- To provide a range of homes that will cater for different needs and lifestyles to create a vibrant community. The testing considered a mix of homes that range from 1 bedroom to 4 bedrooms homes that are also compliant with the Technical housing standards - nationally described space standards.
- The provision of private and semi-private amenities for all new homes.
- Allowance for the provision of cycle and bin storage. Where appropriate, the quantum has also taken into consideration the location of podium parking and communal courtyards.
- The height, scale and proposed massing of the buildings have considered: minimum required distances between the proposed buildings; minimum distances between the proposed buildings and the retained heritage assets and initial considerations to provide adequate levels of daylight and sunlight to the public realm and amenity spaces.
- Flexible areas for the provision of non-residential uses has also been included within the feasibility study.

The proposed masterplan presented in this document proposes up to approximately 580 homes and has been tested across all these key considerations. This results in a robust masterplan that is deliverable, that complies with the Local Plan, the LCQSPD and that have been updated to reflect the feedback from key stakeholders, the LPA and the public.

Considering the long term development of the Lancaster Canal Quarter masterplan and in order to ensure its successful delivery, the proposals allow for a certain grade of flexibility whilst ensuring the vision and the key core design principles of each of the design principles are achieved.

The design strategies detail the core principles that should be achieved in terms of sustainability, heritage, land uses, connectivity and open spaces and public realm, with associated precedents and reference on how each of the proposed design strategies responds to Lancaster Local Plan and the LCQSPD.





## 1.4 Description of the site

### Local context

The Lancaster Canal Quarter is located to the east of Lancaster City Centre and Lancaster train station. The site is located in an area which is bounded on the East by Lancaster Canal, on the North-West by St. Leonard's Gate and on the South by Quarry Road. The Lancaster Canal (the Canal) runs along the immediate eastern boundary of the site and the River Lune runs north-west of the site.

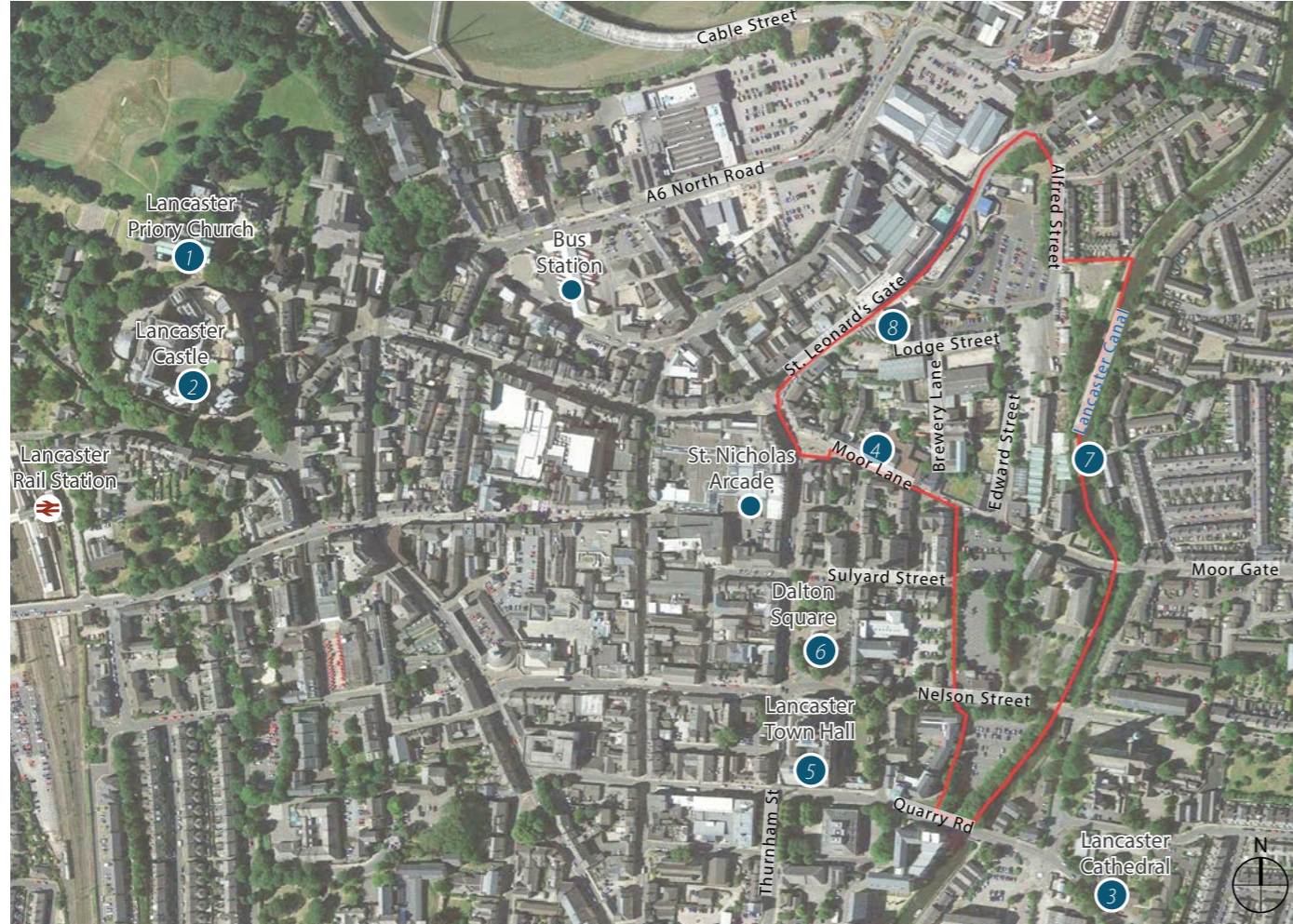
There are several landmarks in proximity to the site including Lancaster Castle, Lancaster Cathedral, Lancaster Town Hall and Lancaster Priory Church. Within the site, the key heritage and cultural assets include the Grand Theatre and Duke's Theatre.

There is currently a mix of uses and derelict buildings and structures on the site including:

- Seven separate car parks (Lower St. Leonard's Gate, Upper St. Leonard's Gate, Lodge Street, Edward Street Parking, Moor Mills 1, Moor Mills 2, Nelson Street);
- Entertainment and live music venues such as the Dukes

Theatre, Lancaster Grand Theatre and Kanteena;

- Lancaster and District Homeless Action Service;
- Shops and restaurants along the Stonewell Nose (the Nose is the "...collection of two and three storey historic buildings hugging the corner of the site at Stonewell crossing. The buildings form a continuous frontage from the Pitt Street intersection with St Leonard's Gate all the way around to the Friar 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." (LCQSPD);
- Moor Lane Mills - currently used by the NHS;
- The Brewery and Heron Works buildings are currently vacant and suffering from significant dereliction.



Aerial photograph of Lancaster Canal Quarter and its surroundings



Lancaster Priory Church.



Lancaster Castle.



Lancaster Cathedral.



The Duke's Theatre.



Lancaster Town Hall.



Dalton Square.



Lancaster Canal Walk.



Lancaster Grand Theatre.



## 2. Constraints & Opportunities

## 2.1 Summary of key constraints

Further information on constraints organised by themes and the associated urban design analysis can be found within the Technical Annex.

### Key constraints:

- 1 The most noticeable constraint is the large car parks which encroach much of the site and the lack of connection to the Canal. There are also many low quality trees scattered around the site, with a high concentration to the south.
- 2 There are several heritage buildings and structures within the site that should be retained and should contribute to whole placemaking strategy. New built form should respond positively to the existing assets within the site.
- 3 There are existing strategic views to surrounding heritage assets that should be retained and enhanced.
- 4 The existing vehicular route encourages the build up of traffic around the site, making the site an unpleasant area for pedestrians.
- 5 Level changes across the site add complexity to any proposals as the site must be accessible to all.
- 6 Active modes of travel including pedestrians and cyclists must be prioritised within the proposals, therefore the constrained pedestrian crossing around the Stonewell Nose should be carefully considered.
- 7 There are number of ginnels around the Nose and the pedestrian strategy should consider a clear hierarchy of pedestrian access to aid way-finding and contribute to legibility.
- 8 There are not clear pedestrian routes between the City Centre and the Canal.
- 9 There is no provision of open spaces within the site.
- 10 There are not enough opportunities for pedestrians to access to the Canal. The existing stonewalls along the Canal and the difference of level across the site results in a barrier to access to the Lancaster Canal. There is approximately 350m between the existing Canal access to Moor Lane and the access to the end of Shaw Street. There is also more than 500m distance between this level access and the other level access to the north of the site from Nelson Street.
- 11 Proposals should have a responsive approach to the existing terraces along Alfred Street.
- 12 Consideration should be given for any residential uses to be located along St Leonard's Gate or Moor Lane due to potential acoustic or air quality issues.

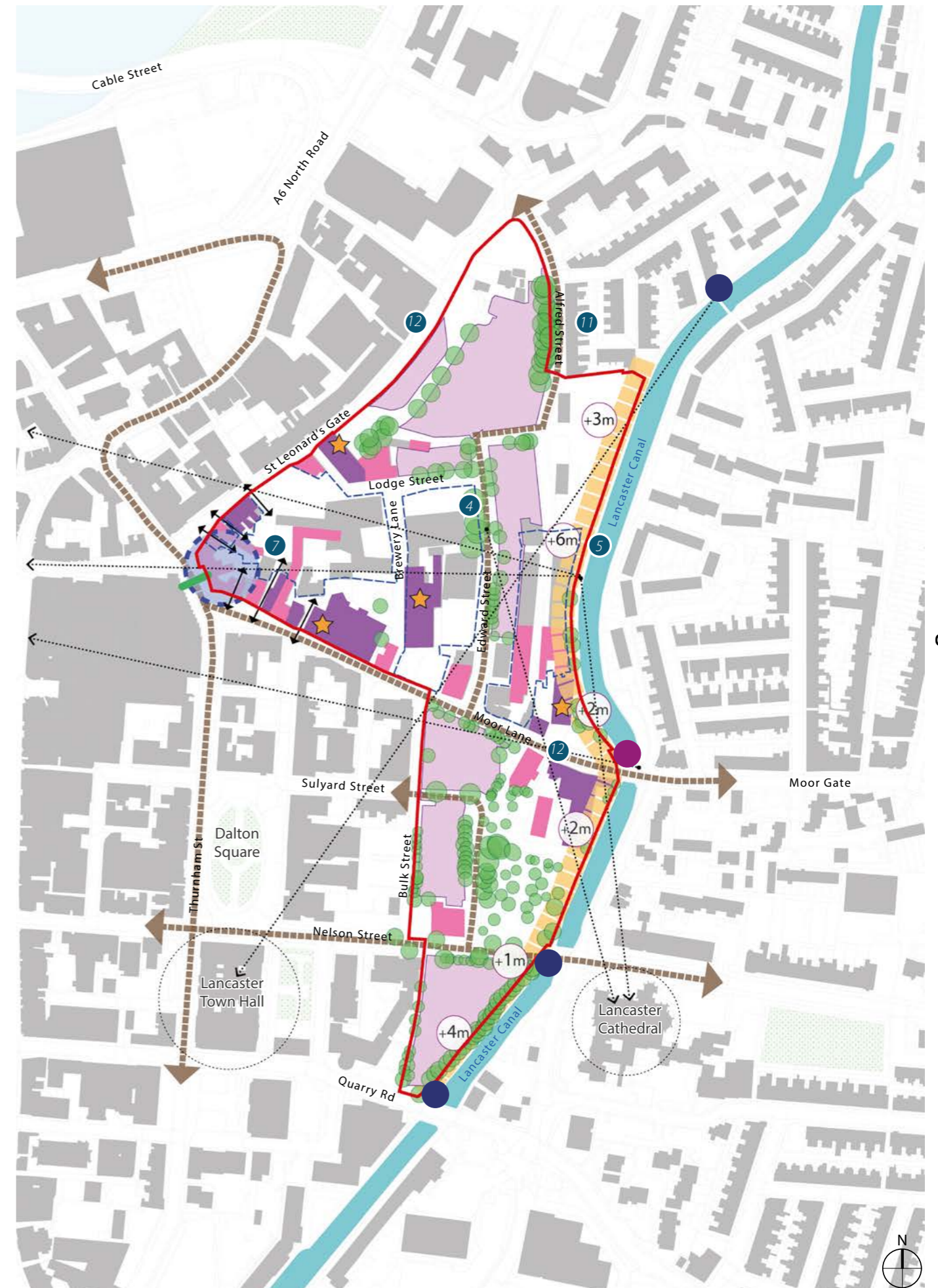


Existing car park on Moor Lane.



Existing stepped access to the Canal from Moor Lane.

- Key**
- LCQ boundary
  - Existing trees within the site
  - ⊗ Existing level differences to access to Lancaster Canal from the site
  - Primary vehicular movement
  - ⋯ Strategic key views to key historic assets to be retained and enhanced
  - Key buildings for visibility
  - ★ Key landmark buildings
  - ↔ Existing multiple ginnels to The Nose: no defined entrance to the site
  - ⊗ Constraint pedestrian crossing and public realm around the Stonewell Nose
  - Large areas of existing surface car parks No access to the Canal
  - Existing Canal access with steps
  - Existing step free access to the Canal
  - Grade II Listed Building
  - Positive heritage building
  - Limited access to the Canal
  - [ ] 3rd party land ownership to consider for a holistic approach to massing and scale
  - Crossings with traffic lights





## 2.2 Summary of key opportunities

This section consolidates the key opportunities. Further information on opportunities organised by themes and the associated urban design analysis can be found within the Technical Annex section.

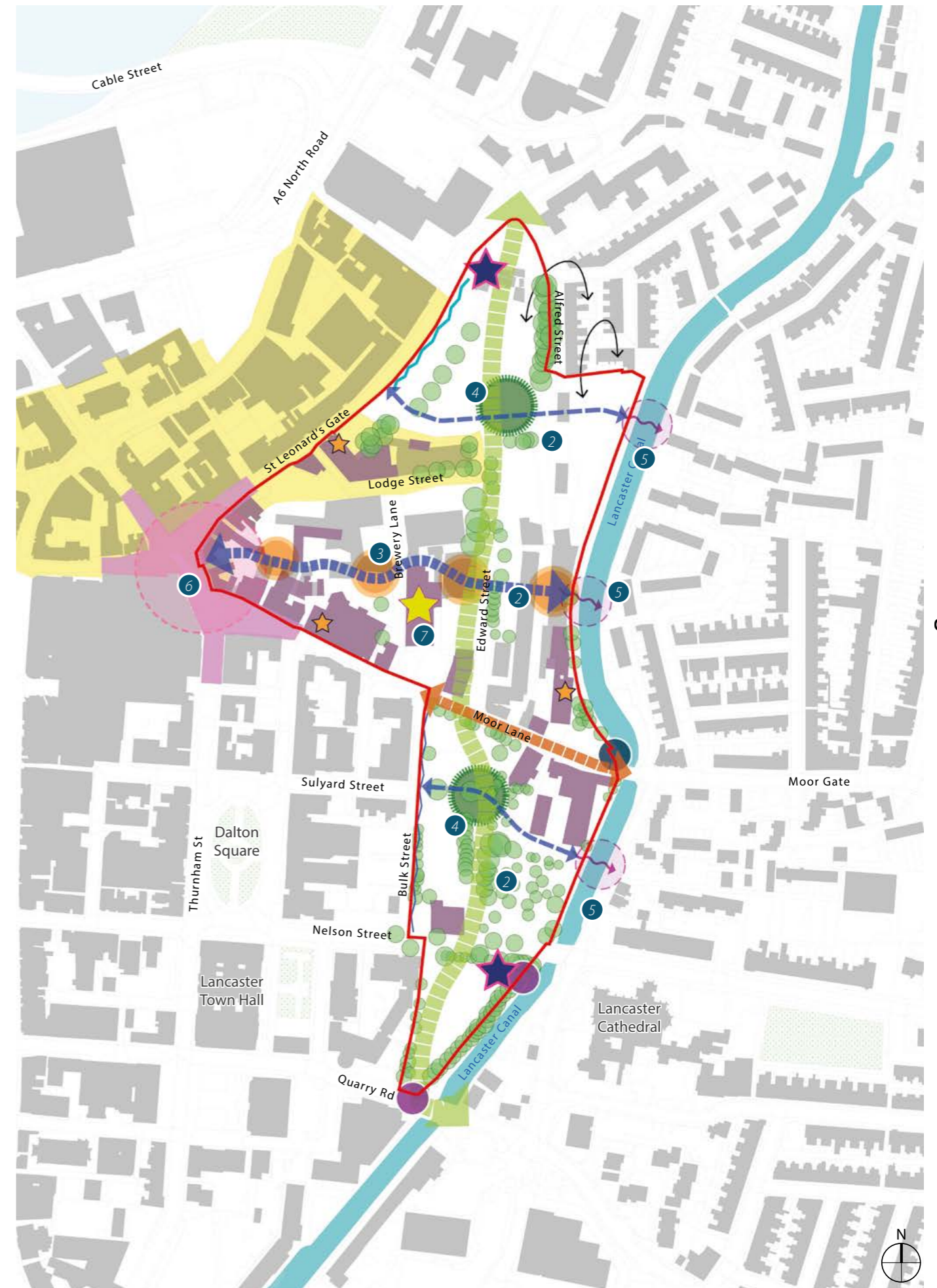
### Key opportunities:

- 1 The existing heritage within the site offers an opportunity to bring back into use many of Lancaster important buildings and derelict sites to create a vibrant, sustainable and active place which is integrated both with the city centre and the Lancaster Canal.
- 2 There are opportunities to create new pedestrian routes across the site increasing permeability east-west between the City Centre and the Canal and offering more opportunities for everyone to enjoy of the Lancaster Canal promoting a walkable neighbourhood.
- 3 There is an opportunity to create new square and public realm that draw from Lancaster medieval character and create an interesting journey of discovery though the site. The new squares could offer opportunities for the concentration of non-residential uses and vibrant spill out areas of the different uses.
- 4 There are opportunities to create new green open spaces for new and existing communities to enjoy and relax. There is also a potential to create a new green corridor running north-south linking to the new green open spaces and the surrounding green network.
- 5 There are opportunities to create new access to the Canal connected to key pedestrian routes and open spaces increasing permeability to the Lancaster Canal so everyone can enjoy of this great natural asset.
- 6 There is an opportunity to improve the access through the Nose as part of the placemaking and pedestrian strategy to aid legibility and wayfinding.
- 7 The characteristics of the Brewery buildings and its strategic location within the site offer opportunities for the Brewery to become the new landmark building within the site.
- 8 The key strategic views are an opportunity to celebrate heritage and make it accessible to all.



Opportunity to improve pedestrian environment around the Nose.  
Source: Lancaster City Centre Movement and Public Realm Strategy.

- Key**
- LCQ boundary
  - Positive heritage buildings to be retained in future proposals
  - Lancaster High Street Heritage Action Zone
  - Opportunity to create new access to the Canal
  - ➔ Opportunity for a new east-west pedestrian only route between the city centre and the Canal
  - ➔ Opportunity to improve east-west pedestrian connections
  - Opportunity to create new green open spaces along a green route
  - Opportunity to create public squares/plaza along the main pedestrian route
  - ➔ Potential for public realm improvement along Moor Lane
  - Opportunity to improve the pedestrian environment around the Stonewell Nose
  - ➔ Potential for a green route/street (with landscape and/or tree planting) running north to south
  - ★ Opportunity to transform the Brewery building into a landmark building for Lancaster
  - ★ Key landmark buildings
  - ~ Opportunity to create positive frontages to respond to existing context
  - ↻ New buildings to consider existing residential around the site
  - ★ Opportunity to create gateways/ arrivals to the Lancaster Canal Quarter
  - Existing Canal access with steps
  - Existing step free access to the Canal



### 3. Third party proposals



## 3.1 Third party interests and proposals

This section summarises the proposals on the Canal Quarter site that have been put forward by third party interests.

### 1. Maple Grove Developments “Heron Works”

The proposals consider a vibrant mixed-use development that retains much of its historic character and industrial heritage. It identifies opportunities for a mix of uses including hotel, office, residential, commercial and leisure and includes the opening up of the canal. The link to the canal will benefit the whole of Lancaster and help to promote the use of the canal for leisure activities for local residents and visitors. Maple Grove Developments and LCiC are working under the terms of a joint Memorandum of Understanding to bring forward a site development proposal.

### 2. Riverstone Developments “Stonewell courtyards and Brewery site”

Proposals for this site include new residential uses along with opportunities for community, commercial and culture uses, a hotel and office space.

### 3. Grand Theatre

The proposed extension will provide a new reception, foyer and rehearsal space and associated alterations for the Lancaster Grand. The existing entrance was reoriented to the north-east elevation to create a strong reception space off a new public square. The new building is designed as an independent structure, with glass being used to create a visual distinction between the new and existing elements.

The introduction of a new rehearsal space will provide provisions to the surrounding communities including Lancaster University who have approached the theatre regarding studio space to host workshops, classes and exhibitions.

### 4. Dukes Theatre

The proposals will provide a newly orientated entrance to the rear of the theatre, with a foyer space, bar and new prop shop. Public realm will be used as an extension of the theatre space. New studio spaces will be provided for local artists, students and performers. Improve the circulation within the building by way of a centrally located entrance to both the Auditorium and Rehearsal space and level access. The design will aim to improve accessibility for disabled staff and visitors. The design relocates and increases the size of the dock to mitigate traffic flow to the new public square and allows a pedestrianised entrance.

### 5. Lancaster City Centre Movement and Public Realm Strategy (September 2020)

The Strategy has been prepared by Lancashire County Council with the support of Lancaster City Council. It identifies eight key opportunity sites to improve sustainable travel in the City Centre, one of which is the “Lancaster Canal Gateway” at the Stonewell area. The Strategy identifies the opportunity to redesign the space to prioritise pedestrian movement and facilitate connectivity between the City Centre and the Canal Quarter. There is also an opportunity to enhance the public realm at Moor Lane, creating an attractive arrival space at the Stonewell Nose.

As part of a wider transport strategy, the strategy also looked at eight options for the existing gyratory system that will change the way traffic, pedestrians and cyclists move through the City Centre. The existing system creates a significant barrier between residential areas and the City Centre which makes those who are mobility or visually impaired unable to easily access either areas. The current crossings of the gyratory also do not reflect desire lines, and therefore, a Lancaster City Centre Movement and Public Realm Strategy has been proposed to enhance public transport and improve the journeys of pedestrians and cyclists through the city. A reconfigured Junction 33 of the M6, potentially including a new Park and Ride, supported by a sustainable travel corridor along the A6 through a cycle superhighway and BRT, offers an opportunity to reduce traffic in the City Centre. From the eight options, three have been selected as the short-listed options:

- **Route 4a:** Sustainable Travel Corridor East: Splits the gyratory in two; two way traffic for all vehicular traffic would be allowed on the western arm of the gyratory, with the eastern arm prioritised for sustainable travel, service vehicles and limited local access.
- **Route 8a:** City Centre Clean Air Zone: the city centre would become a Clean Air Zone (CAZ). All vehicular traffic travelling through the city centre would be subject to a charge except for exemptions. Under this route option the western arm of the gyratory would be used for vehicular traffic utilising the clean air zone with the eastern arm used as a sustainable travel corridor.
- **Route 6a:** No through City Centre Traffic: This option would limit through traffic using the city centre. The eastern arm of the gyratory would be prioritised for sustainable travel with the western arm allowing two way traffic for access with a section at China Street fully pedestrianised.

All three routes propose a sustainable travel corridor on the eastern arm of the gyratory, indicating a preference in terms the geographical scope of future interventions.

### 6. Lancaster Music Co-op

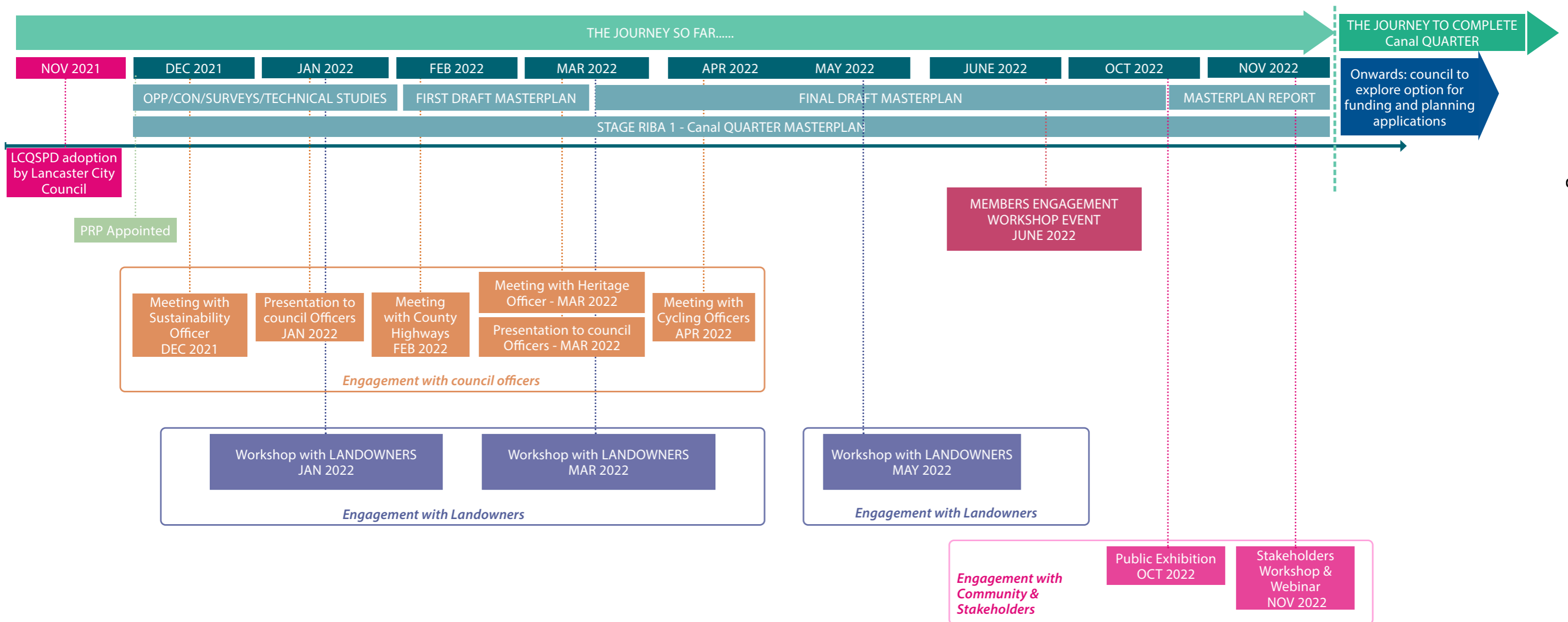
Lancaster Music Co-op have proposals to deliver a non-profit rehearsal facility, recording studio and music space in the currently derelict, council owned building at 1 Lodge Street. Established in 1985, the Co-op occupied the building and provided for the music community in Lancaster and the surrounding area until structural issues with the building forced activity within it to cease. The co-op is currently working on a plan (with support and financial backing from Lancaster City Council and the Community Ownership Fund) to renovate the building and return it to productive use.



# 4. Engagement Strategy

## 4.1 Engagement timeline

This timeline summarises the different engagement carried out during the development of the masterplan for the Canal Quarter with key stakeholders and the community. This section presents a summary of the engagement and feedback, for further information on the feedback received and how this feedback has informed the design proposals please refer to the Engagement Feedback Report.





## 4.2 Community engagement

A feedback report has been prepared describing the community and stakeholder engagement carried out as part of the process to develop the masterplan for the Canal Quarter. This section presents a summary of the engagement process and the key feedback that informed the design proposals.

### How were the events advertised?

- **Public exhibition 01:** The event was advertised on a number of different platforms including:
  - » Physical posters;
  - » Lancaster City Council website;
  - » Social media.

A poster was produced and 250 copies were printed which were then distributed to businesses and venues across the City Centre to advertise the event to the public on 27th September 2022. The consultation display boards were published on the Canal Quarter website, in addition to a survey for the public to complete. This information was available until 28th October 2022. The event was advertised on both the Kanteena (public exhibition venue) and Lancaster City Council Facebook pages.

- **Public exhibition 02:** The event was advertised on the Canal Quarter consultation website and the consultation platform. The event was also advertised on the Lancaster City Council Facebook page.

### When and Where?

- **Public Exhibition 01:** Sunday 9th October 2022  
Kanteena, Brewery Lane
- **Public Exhibition 02:** Saturday 22nd October 2022  
St Nicolas Arcades
- **Online Consultation:** 10th October - 28th October 2022

### What was the event?

The display material presented at both events can be seen at the end of this document in the Technical Annexe. The masterplan was also on display at Lancaster Town Hall until 28th October 2022, 9am-1pm during weekdays.

- **Public Exhibition 01:** This event was a combined public exhibition and block party for locals and visitors to learn about the Canal Quarter proposals. Staff from Lancaster City Council and PRP were available to speak through the proposals and answer any questions that the public had.

- **Public Exhibition 02:** This event was a public exhibition for locals and visitors to learn about the Canal Quarter proposals. Staff from Lancaster City Council were available to speak through the proposals and answer any questions that the public had.
- **Online Consultation:** Display material was published online for the public to view and complete surveys.

### How many people attended?

- **Public Exhibition 01:** Approximately 100 people attended.
- **Public Exhibition 02:** Approximately 148 people attended.
- **Online Consultation:** 1,600 people visited the website.

### Topics discussed during the event:

- The proposed masterplan in line with the LCQSPD;
- The proposed sustainability strategy;
- The proposed connectivity & street;
- The proposed public realm and new open spaces;
- The proposed range of uses for the Canal Quarter;
- The proposed approach to heritage buildings and assets.

### How was feedback collected?

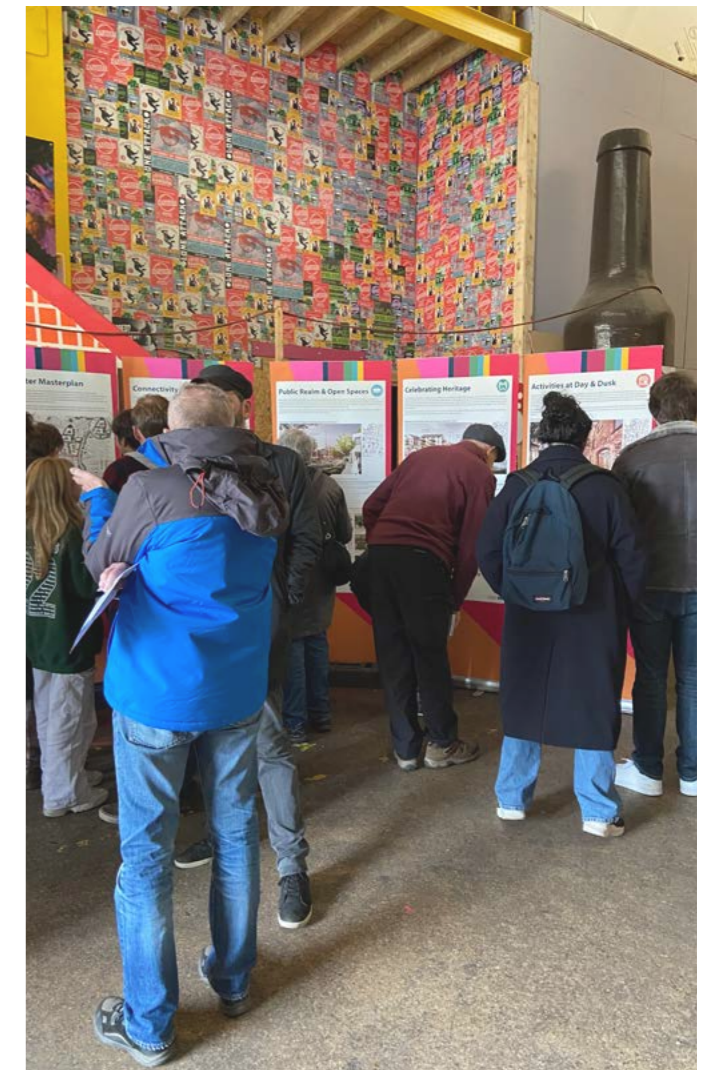
- Sticky notes on exhibition boards;
- Questionnaires;
- Feedback cards;
- Online surveys.

### How has the feedback been analysed?

The feedback has been categorised into 3 key themes:

- Connectivity and parking;
- Land uses and activities;
- Public realm and open spaces.

The feedback has then been scanned for common key points and suggestions which have been presented in a table for each key theme.



Images of the Public Exhibition 01 and block party.



## 4.3 Stakeholders engagement

### How were the events advertised?

A message was sent out to Stakeholders on 13th October 2022 via email, asking if they would like to attend either an in-person or online consultation session. The sessions were described as below:

#### 1. Physical workshop:

**Venue:** Kanteena

**Date:** Tuesday 1st November, either an AM or PM slot. Please ensure your availability for both AM and PM, as you will be automatically designated a slot according to availability

**Format:** There will be a presentation from the Design Team of approx. 30mins, followed by 2.5 hours of discussion

#### 2. Zoom webinar:

**Date:** Thursday 3rd November, either an AM or PM slot. Please ensure your availability for both AM and PM, as you will be automatically designated a slot according to availability

**Format:** Approx. 30-minute presentation. During the presentation, attendees will be able to raise their questions through a Q&A chat. These questions will be then collated and written responses will be issued/published online

**Requirements:** Online connection and a device

Based on the preferences we received, invites were sent out on 20th October 2022 with all the details of the events.

### About the event

- **In-person:** There was a presentation from the Design Team of approximately 30 minutes followed by 2.5 hours of discussion. Physical material such as the display boards from the public exhibition and large aerial photographs were supplied to aid discussions.
- **Online:** Approx. 30-minute presentation. During the presentation, attendees were able to raise their questions through a Q&A chat. Answers to the questions were then published online along with a recording of the session.

### How many people attended?




- **In-person:** 17
- **Online:** 17 in total (11 attended the AM session and 6 attended the PM session)

### How was feedback collected?

- **In-person:** Sticky notes with feedback were posted on a large communal A1 feedback board.
- **Online:** Questions were posted in the Q&A panel of the webinar.

### How was the feedback analysed?

The feedback has been categorised into 3 key themes:

-  Connectivity and parking;
-  Land uses and activities;
-  Public realm and open spaces.

The feedback has then been scanned for common positive points, concerns/needs and suggestions which have been presented in a table for each key theme.

### List of invited Stakeholders:

- Lancaster Civic Vision;
- LUDUS Dance;
- Lancaster & District Chamber of Commerce;
- Lancaster Arts Partnership;
- Lancaster & District Homeless Action Service (LDHAS);
- The Gregson Centre;
- E2M (Escape to Make);
- Lancaster Canal Trust;
- Lancashire County Council Highways & School Planning;
- Grand Theatre;
- Arts Council;
- Lancaster City Centre Residents Association (LCCRA);
- Creative Lancashire;
- Lancaster Job Centre;
- Lancaster Canal Trust;
- Marketing Lancashire;
- Duchy of Lancaster;
- Lancaster Musicians Co-Operative;
- NHS;
- Historic England;
- LESS (Lancaster District) CIC/Food Futures;
- Homes England;
- Ethical Small Traders Association;
- Business support organisation;
- Lancaster Business Improvement District.

## 4.4 Members engagement

### About the site visit

The first engagement with the Members of Lancaster City Council took place the 7th and 8th of June 2022.

During the 7th of June the Project Team invited the members on a site visit. The route of the tour was planned to highlight the key issues and design intents. The walking tour offered an opportunity to see on site the key positive transformations that the proposed masterplan is aiming to deliver, such as a pedestrian friendly environment and key strategic views to the heritage assets through the site.

The site visit route: The purpose of the site visit was to offer Members a tour around the Canal Quarter, highlighting the current state of the area and discussing at different 'stops' the key issues and proposals being taken forward to support the development of the site.

The stops were as follows:

1. St Anne's Place
2. No.2 Stonewell
3. Swan Court
4. The Brewery
5. Edwards Street / Heron Works
6. Upper St Leonard's Gate Car Park
7. Northern access to the Canal
8. Lancaster Canal / Heron Works
9. Nelson Street
10. End of the site visit: Sulyard Street

### About the workshop

**The Masterplan Design Workshop was structured as follows:**

**Draft Masterplan Presentation:** A 30min presentation from the Project Team covering the Urban Design Analysis, Constraints and Opportunities, Concept Design, Proposed Masterplan and Design Strategies. The presentation also covered a summary of previous meetings held with different stakeholders during the process of developing the masterplan and a summary of the project progress.

**Masterplan Design Workshop:** A two hours round of discussions of the proposed masterplan organised in two separate tables. Printed version of the existing site and the proposed masterplan were provided in each table along with material to draw and make comments. In order to cover all the key themes during the workshop, the discussions were organised in four areas presented below. Each table was also provided with a board organised by themes/areas where the key comments were recorded.

The four themes covered:



### Round-up

Following the Masterplan Design Workshop the Project Team summarised the key comments discussed and explained next steps to the Members. This was also the opportunity for Members to ask final question on the draft Masterplan and the project progress.

## 4.5 Engagement with council officers

### Introduction

As part of the stakeholder engagement, there have been a series of meetings with council officers, the most relevant are listed below:

- Meeting with Sustainability Officer (December 2021);
- Presentation to council officers on Opportunities & Constraints (January 2022);
- Meetings with County Highways (several during 2022);
- Meetings with Heritage Officer (several during 2022);
- Presentation to council officers on the proposed Masterplan and design strategies (March 2022);
- Meeting with Cycling Officers (April 2022).

### Meeting with Sustainability Officers

The purpose of this meeting was to have a clear understanding of the latest policy considerations in relation to sustainability, energy and low carbon that needed to be considered to inform the masterplan strategies. It was also discuss the different heat energy options being considered as part of the document being carried out by Lancaster Council.

### Presentation to council Officers

This meeting took place on 13th January 2022. The material presented included introductions of the project team, understanding of the site and its context, strategic constraints & opportunities, site constraints & opportunities.

This was the first meeting with the council Officers, therefore it was imperative to first introduce the project team and present the baseline urban analysis of the site and its surroundings and receive feedback to inform the design proposals.

### Meeting with County Highways

The transport consultant and some of the design team members have engaged in different opportunities with County Highways. Key issues discussed included the LCQ masterplan movement and connectivity strategy and how these proposals will link to current options being considered for the gyratory route. To achieve the objectives of the LCQSPD the masterplan should considered pedestrian-friendly environments and therefore these approach needed to be considered for future assessments of the gyratory options as Edward Street was considered within the masterplan as a restricted vehicular access.

The design meeting also provided contextual update on the progression of the masterplan and associated proposals.

### Meetings with Heritage Officer

Considering the number of heritage assets within and surrounding the site, the design team engaged with the heritage officer from early stages of the project. This included meetings and site visits. The key issues discussed were:

- Design principles;
- Buildings to be retained;
- Key strategic views;
- Proposed masterplan;
- Heritage strategy.

During this engagement, the design team agreed with the Heritage Officer the heritage strategy, the buildings and structures to be retained and the key strategic views to be provided. It is noted that the massing of the masterplan has been updated to allow for a wider view of the Lancaster Castle, the Priory and the Brewery following feedback from the heritage officer.

### Meeting with council Officers

This meeting took place on 10th March 2022 and they key objective was to discuss with the council Officers the first draft masterplan framework for the Lancaster Canal. The topics presented are outlined below:

- Summary of previous meeting and project progress;
- Lancaster Canal Quarter - Vision;
- Masterplanning design considerations;
- Design principles;
- Draft proposed masterplan;
- Design strategies;
- Next steps.

At this meeting, the masterplan design considerations were illustrated, in line with the design principles. The proposed masterplan was again presented, with its accompanying design strategies.

### Meeting with Cycling Officer

It was discussed and agreed during this meeting the design strategy for cycle movement and the cycle routes within the site. It was agreed that the masterplan will not promote additional cycle movement along the Canal due to the towpath's narrow width.

## 4.6 Engagement with landowners

### Introduction

There have been a total of 3 landowners engagement sessions including:

- Workshop with landowners (January 2022);
- Workshop with landowners (March 2022);
- Workshop with landowners (May 2022).

### Landowners workshop - January 2022

This meeting took place on 13th January 2022 and the main objective was to agree on the key opportunities and constraints and agree the design principles considering different proposals being considered for the different land ownerships.

### Landowners workshop - March 2022

The meeting took place on 9th March 2022. The purpose of this meeting was to discuss with the landowners the draft proposed masterplan and the initial design strategies. Two different options for the masterplan were discussed, with and without the location of a hotel within the site. The agenda is outlined below:

- Introductions
- Masterplan update
- Feedback and discussion
- Next steps
- AOB

The attendees included the project team from PRP and representatives from Inner Circle, Eric Wright/Maple Grove, Chapman Taylor, Riverstone and Axiom Architects.

The key outcomes of this meeting informed updates to the masterplan in order to ensure some grade of flexibility for future design stages.

### Landowners workshop - May 2022

Following the previous meeting held in March 2022, the design team developed further the masterplan and design strategies and circulated a pack of information to the landowners for comments.

The purpose of the meeting was to discuss any concerns in relation to the pack of information circulated. Although there was a general consensus in relation to the masterplan proposals, there were some concerns in relation to the massing and uses proposed for certain areas. It was mentioned that some updates to the masterplan were required to ensure the proposals offer some grade of flexibility for future design stages, specially in relation to the mix of uses and the massing proposed for some of the blocks.



## 4.7 Masterplan design evolution

A series of meetings have been held with the council, key stakeholders, Members and community to discuss and explore the various aspects of the masterplan and its evolution. Discussions based upon open and transparent communication have aided the progression of the masterplan, most of these suggestions have been explored and integrated in the proposals. The key aspects that have been incorporated into the different alterations of the proposed masterplan are presented below.

### February 2022 - First draft

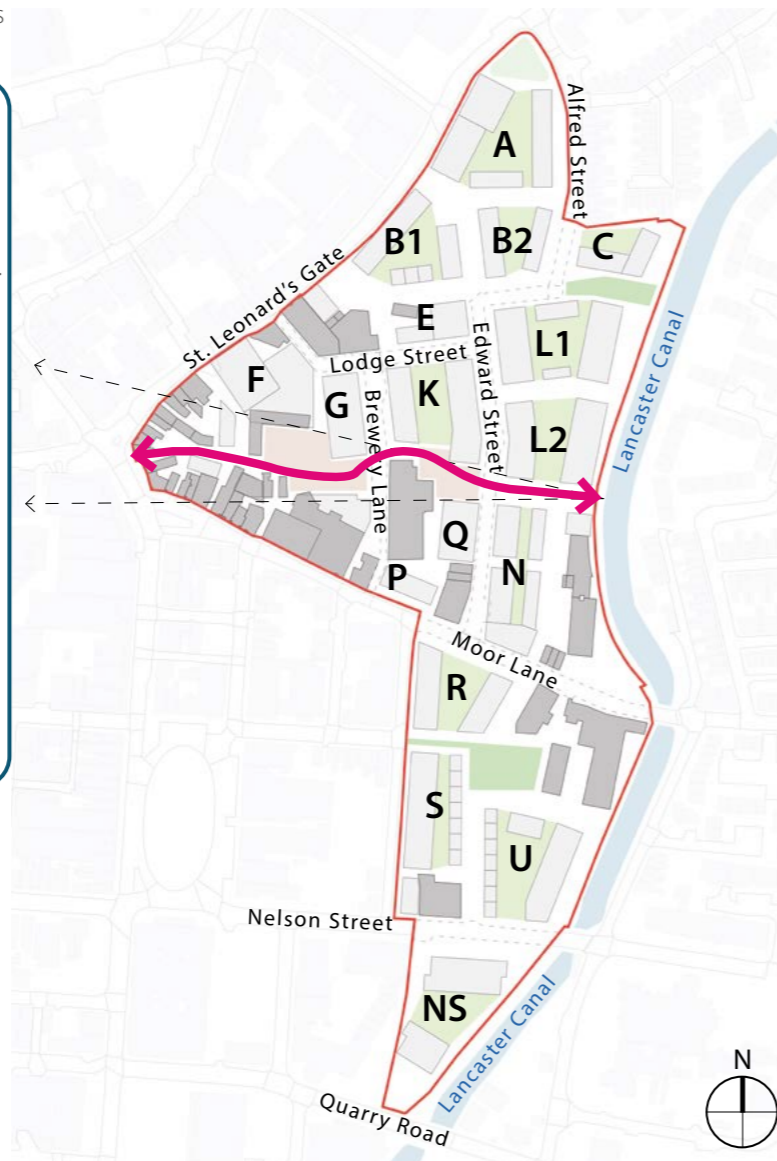
In the pre-application meeting held in January 2022 the design team presented to the council officers the urban design analysis and the key opportunities and constraints. Meaningful feedback received was considered to develop the first draft masterplan. A further meeting with the Heritage Officer on site provided also additional feedback that was considered to develop the first masterplan alteration.

#### Key feedback received on opportunities & constraints :

- Consider the retention of the Swan Court and a holistic approach to heritage.
- Review current policy on net-zero and sustainability. Consider work undertaken by the council in terms of district heating in future proposals.
- Concerns about including student accommodation within the site.
- The City Centre has been identified as a key area for providing homes and affordable housing. There are not expectations in terms of the mix of housing to be provided.
- Take into consideration the three gyratory options being proposed by County Highways.
- Consider the flood risk assessment that the council has carried out by the area and consider the impacts the site may have on this.

The first draft masterplan developed by the design team, includes:

- Consideration for the retention of the relevant heritage assets and the provision of the strategic view from the Lancaster Canal to the Lancaster Castle and The Priory.
- The provision of a key pedestrian route running east-west between the Stonewell Nose and the Lancaster Canal considering the gyratory options.



### March 2022 - First alteration

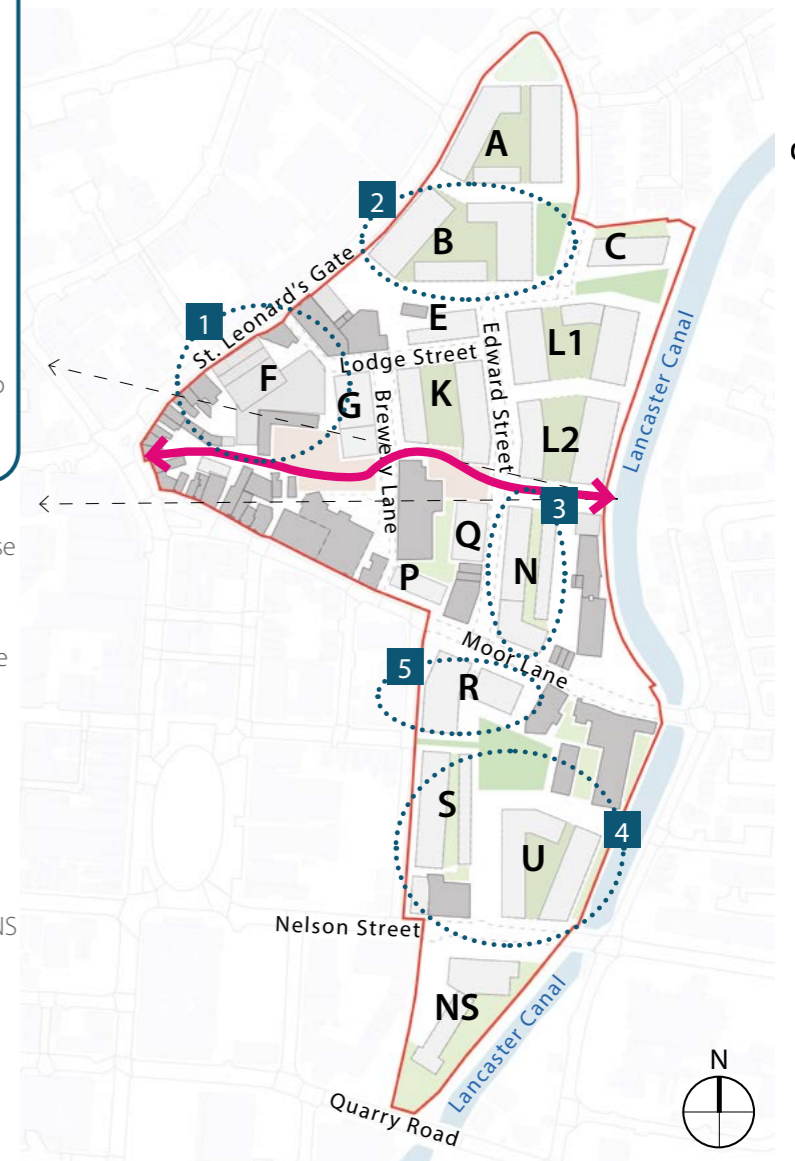
The draft proposed masterplan presented to council officers and key stakeholders in March 2022 already incorporated changes to respond to feedback from different disciplines forming part of the design team, council officers and key stakeholders.

#### Key feedback received on draft masterplan presented on February 2022:

- Numerous ginnels entrances leading to the main east-pedestrian route may be detrimental for placemaking and wayfinding.
- Rationalise some of the pedestrian routes, for example the proposed the pedestrian route across Block N. It could also be detrimental to an efficient built form to maximise the block potential.
- Ensure the position, scale and massing of Plot R allows for strategic views from Moor Lane to Lancaster Castle.
- Block B1 and B2 do not provide an efficient built form and provide extensive permeability through the site that could be detrimental to create a clear hierarchy of routes.
- Consider the position and scale of Blocks S and U to allow for north-south green route with landscape and tree planting.

#### Key updates incorporated to the masterplan were:

- 1 Block F to wrap around the Timber Yard and rationalise ginnels to aid way-finding into the Nose.
- 2 Blocks B1 and B2 to be merged to allow for the provision of a new open space to the north of the site and provide a more efficient use of the urban form.
- 3 Removal of a pedestrian link to Block N to rationalise the urban form and avoid multiple pedestrian routes.
- 4 Changes to the urban form of Blocks S and U to incorporate houses typologies.
- 5 Reconfiguration of Plot R to allow for views to the Priory from Moor Lane and reconfiguration of Block NS to respond to the feasibility study carried out by the design team.



## 4.7 Masterplan design evolution

### June 2022 - Second alteration

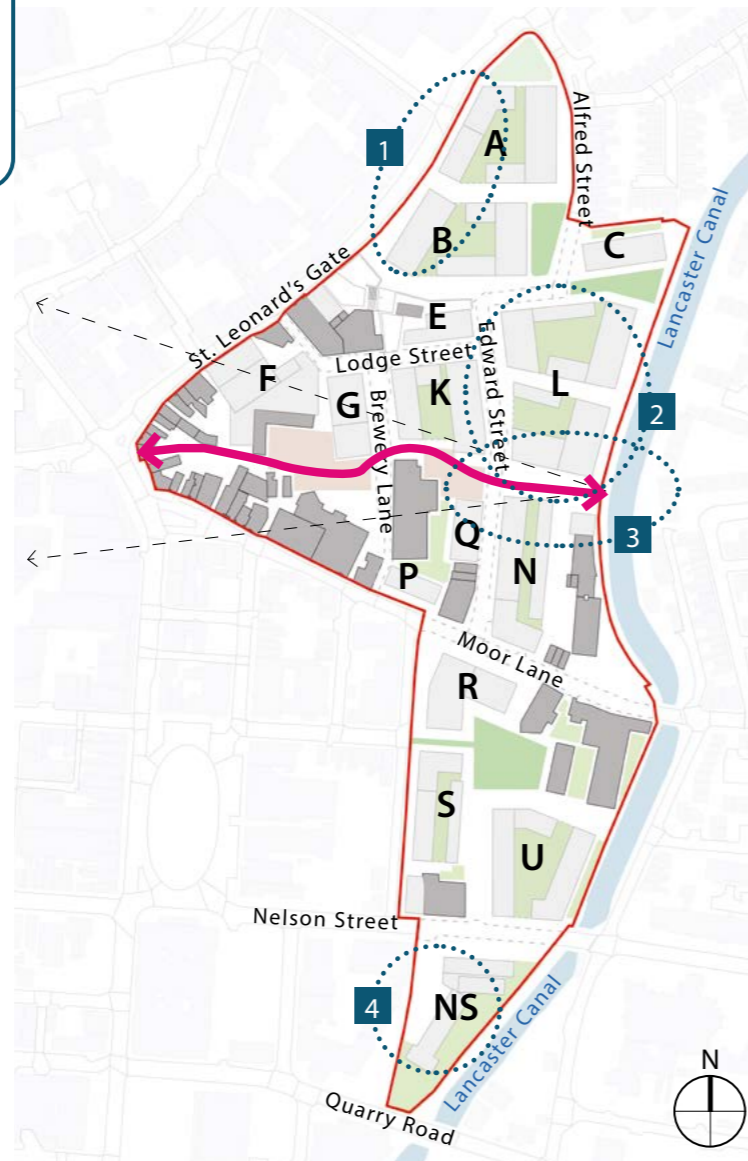
This alteration of the proposed masterplan was presented to the Members in June 2022. It incorporated comments and feedback received from different council officers, key stakeholders and internal reviews of the design team.

#### Key feedback received on masterplan presented on March 2022 :

- Enlarge the gap between Blocks L and N to allow a wider view from the Canal to the Lancaster Castle and the Priory church.
- Consider gaps and different approach of Block NS to the Canal.
- Consider views to the Grand Theatre from St Leonard's Gate and potential noise and pollution from the road impacting in the proposed residential along the street.

#### The key updates incorporated to the masterplan can be summarised as follows:

- 1 Set-back of Blocks A and B from St Leonard's Gate due to potential traffic noise and pollution along the street and also to allow views to the proposed foyer and plaza of the Grand Theatre.
- 2 Rationalise Block L1 and L2 to provide an efficient urban form. The new approach still considers a pedestrian connection east-west through the Block.
- 3 Widening of the gap between Blocks L and N to allow for open view of the Castle, the Priory and the Brewery from the same point of view. Angle of the Blocks also responds to the provision of this strategic view.
- 4 Reconfiguration of Block NS to respond to the preferred option of the feasibility study carried out for Nelson Street.



### October 2022 - Third alteration

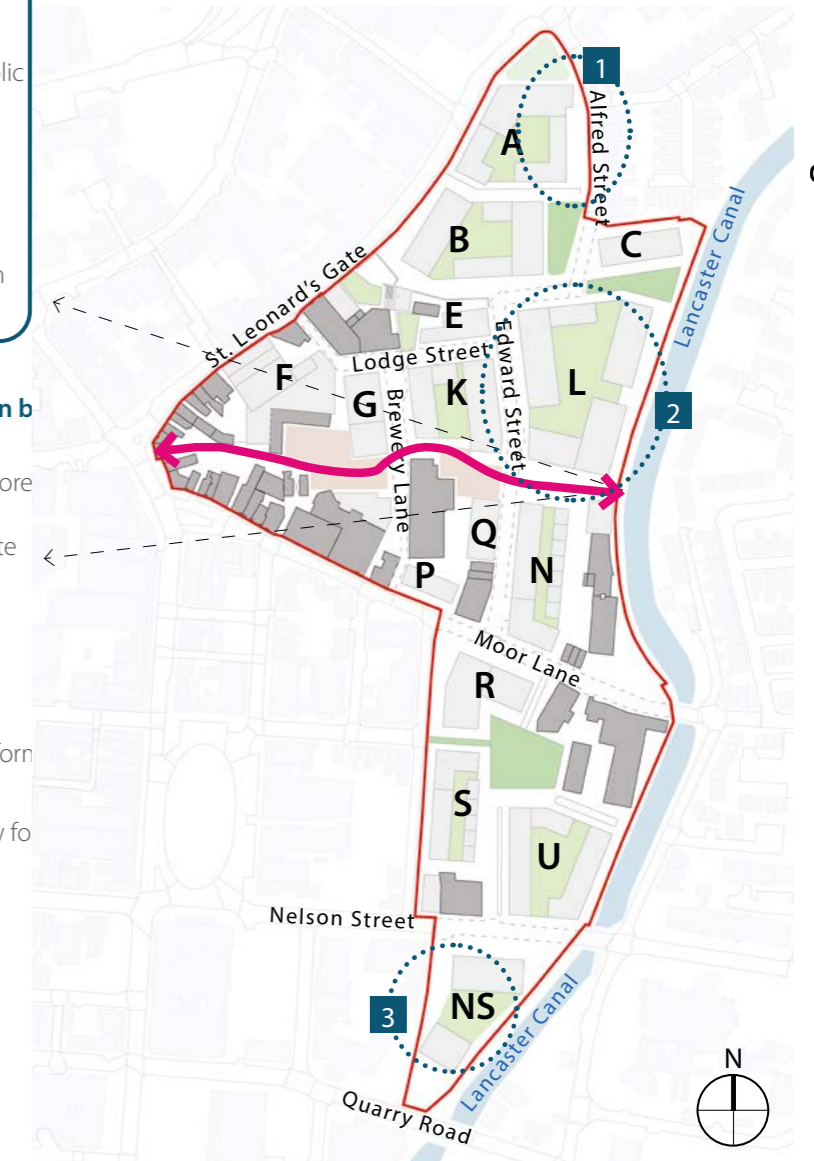
The third key alteration to the proposed masterplan for the Canal Quarter was presented during the Public & Stakeholders Exhibition held in October 2022. This alteration incorporates the changes that respond to feedback received from the council, key stakeholder and internal reviews of the design team.

#### Key feedback received on masterplan received June 2022:

- Concerns on the approach to massing and scale along Alfred Street and potential negative impacts on the existing terraced properties along Alfred Street.
- Pedestrian connection across Block L may be difficult to achieve and may create too many public access to the Canal.
- Review overall proposed height to the Canal.
- Review approach to Nelson Street.
- Review approach to the provision of non-residential uses to allow flexibility in future design stages.

#### The key updates incorporated to the masterplan can be summarised as follows:

- 1 Block A is set-back from Alfred Street to allow for more distance to the existing properties along the street. Block A built form is also reconfigured to incorporate mews typologies along Alfred Street. Block B is also rearranged to incorporate mews typologies. These updates are also aligned with the feasibility study carried out by the design team for both blocks.
- 2 The pedestrian link across Block L is removed to rationalise pedestrian movement, although urban form breaks are retained.
- 3 Updates to the built form of Blocks S and U to allow for more public open space and public realm.
- 4 Overall review of the maximum heights proposed.
- 5 Overall review of the quantum and type of non-residential uses proposed.



# 5. The Proposed Masterplan



## 5.1 Design Principles

The LCQSPD has been the starting point of the design team's work. The first step was to carry out technical studies to inform the proposals and to revise with more detail the key constraints and opportunities for the site (Please refer to section 3 of this document).

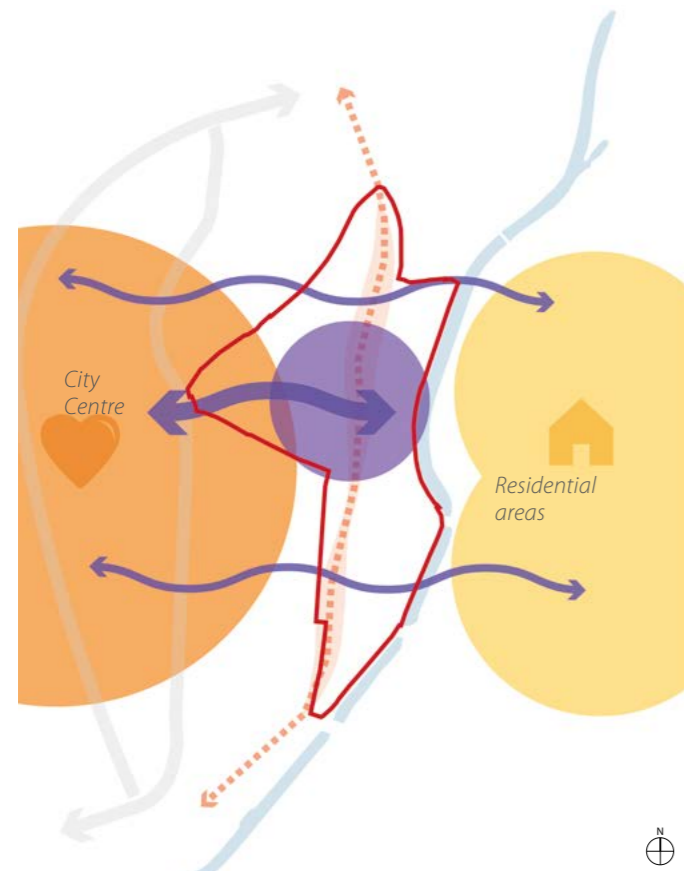
The second stage of the design team work was to develop the design principles for the masterplan, these have been also been informed by the Vision and objectives of the LCQSPD and are presented below and in the adjacent page.

The following diagrams illustrate the design rationale for the Lancaster Canal Quarter redevelopment. The approach considers the surrounding context and the role the Canal Quarter site will play in reconnecting different parts of the city through a heritage-led design proposal.

### 01

**Improve connectivity between the City Centre and Lancaster Canal and further to the residential areas to the east of the Canal.**

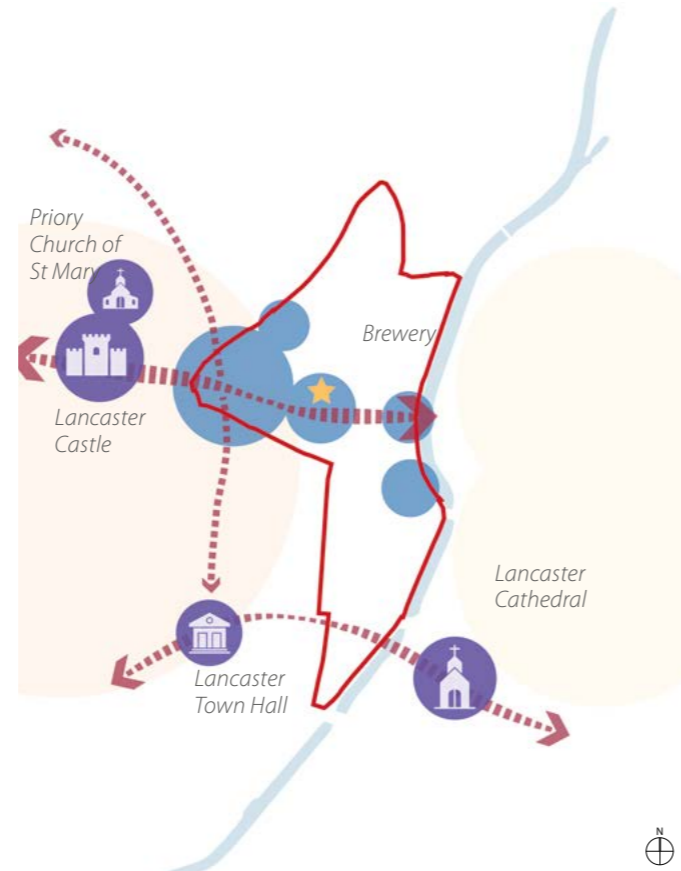
Improve north-south connectivity through the site and into the surrounding context.



### 02

**Celebrate heritage asset within the site and enhance key views to historic assets around the site.**

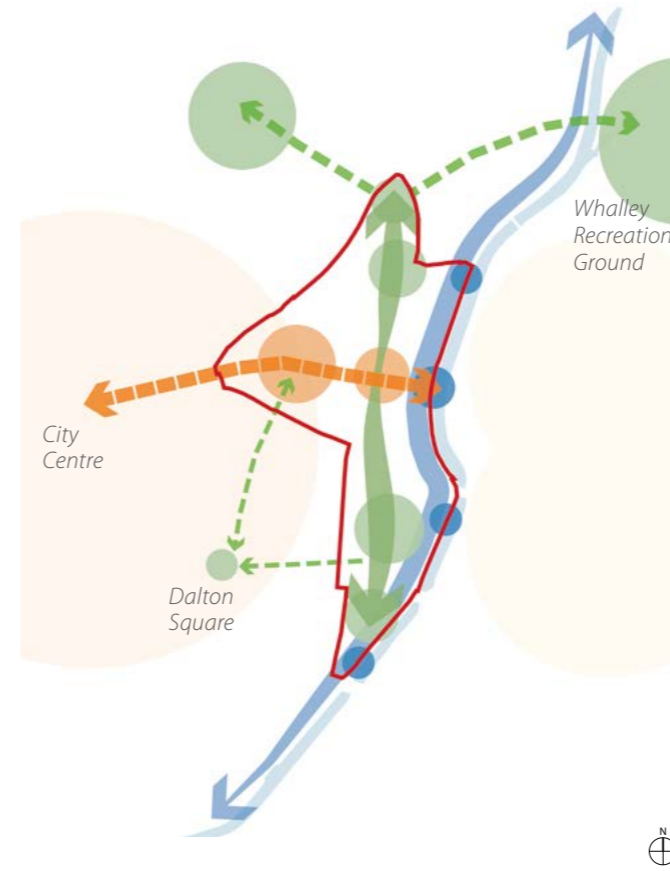
Brewery will become the landmark building at the heart of the masterplan contributing to aid legibility and wayfinding.



### 03

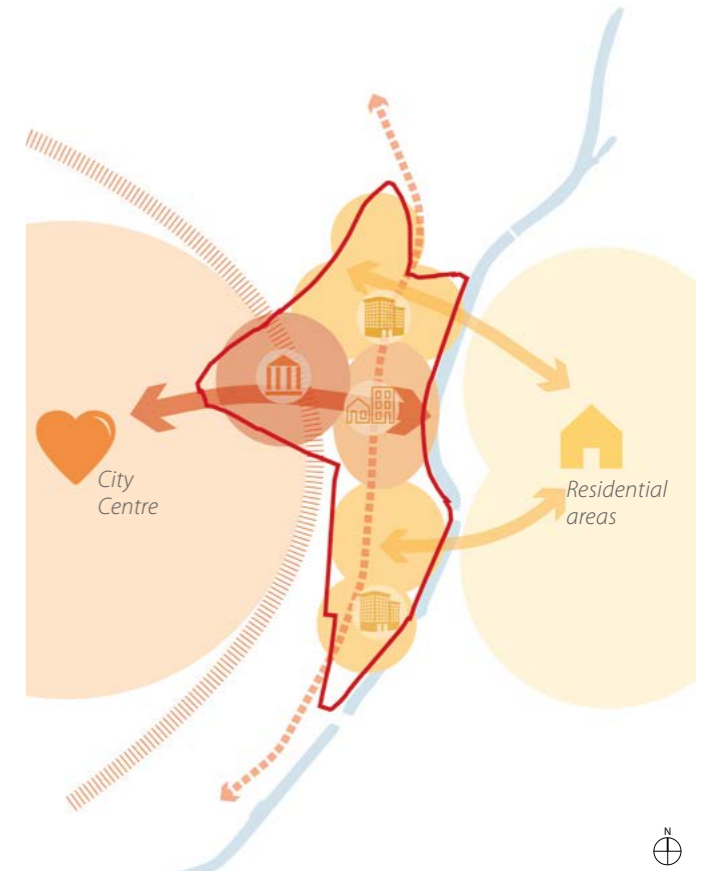
**Create a variety of open spaces and squares and green links to the Canal and the surrounding area.**

Create a series of square along the main east-west pedestrian route through the Site. Provide new pedestrian and cycle access to the Canal.



### 04

**Create a mix-use neighbourhood that complements the uses in the City Centre and provides distinctive character areas.**





## 5.2 The proposed Canal Quarter Masterplan

### Illustrative aerial sketch of the existing site and context

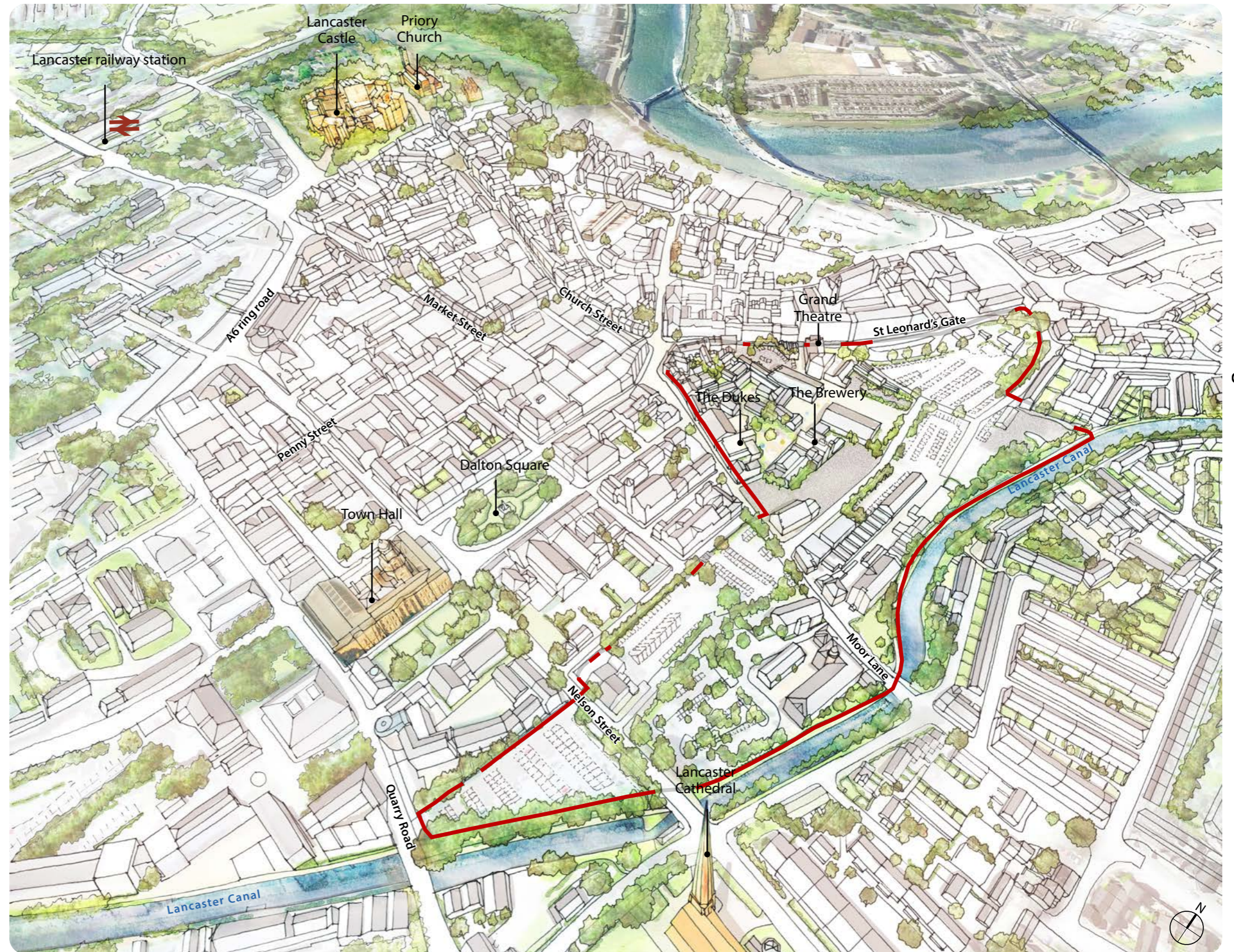
#### Existing site & context

Lancaster Canal Quarter covers approximately 6.5 hectares of land, immediately to the east of the City Centre. These pages present the existing state of the site and the surroundings.

The illustration depicts the large areas of surface parking that have replaced the previous historic built form; illustrating the potential to continue the connection from Church Street to the Lancaster Canal and the location of the existing historic buildings within the site.

The graphic also helps to understand the strategic location the site has in relation to the City Centre, the Lancaster Canal and the key heritage assets surrounding the site: the Lancaster Castle, the Priory Church and the Lancaster Cathedral. Its location in relation to the site has been key to inform the design proposals that consider retaining and creating strategic views of these important heritage assets.

This illustration aids the understanding of the existing condition and how the design proposals presented in the following pages offer a wide range of design strategies that aim to completely transform this highly important part of Lancaster to impact positively in the future development and growth of the site but also of the Lancaster City Centre.





## 5.2 The proposed Canal Quarter Masterplan

### The proposed masterplan

The proposed masterplan strategy is to bring back into use many of Lancaster's important buildings and derelict sites to create a vibrant, sustainable and active place which is integrated both with the City Centre and the Lancaster Canal, where contemporary development and hidden heritage assets successfully combine to create a diverse, commercial, cultural and residential neighbourhood. The key deliverables of the masterplan are summarised below:

Provide approx. 580 new homes in the City Centre in a range of homes typologies that will cater for different families and individuals

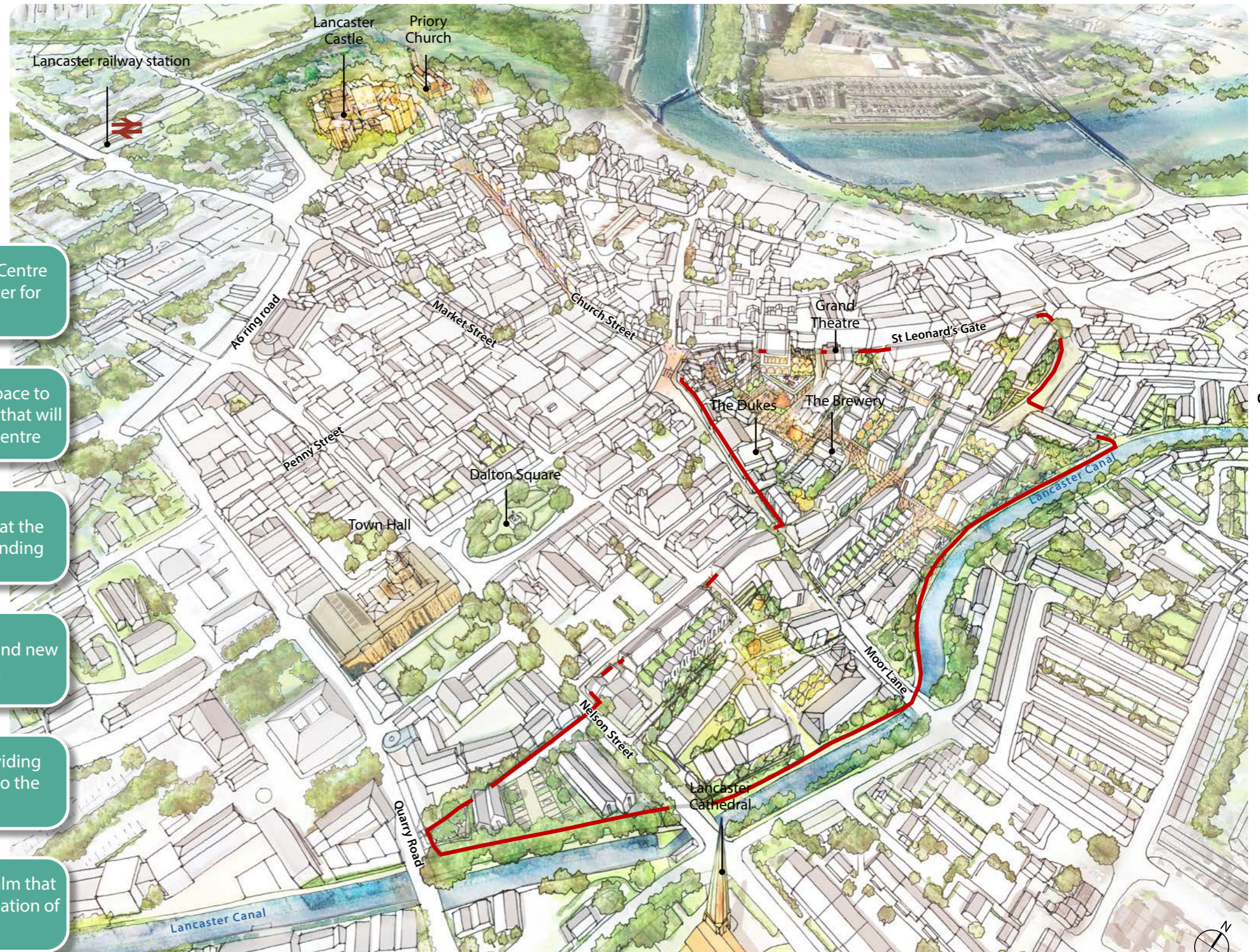
Offer approx. 7,000sqm of non-residential space to include work space, retail, food and beverage that will complement the existing offer in the City Centre

The Brewery will be the landmark building at the heart of the masterplan to help with way-finding

Provide new pedestrian access to the Canal and new pedestrian and cyclist-friendly streets

Create safe pedestrian-friendly streets providing new access to the Canal and connections to the surroundings

New open spaces and high quality public realm that will contribute to urban greening and the creation of green corridors



Illustrative aerial sketch of the proposed masterplan.



## 5.2 The proposed Canal Quarter Masterplan

### The illustrative proposed masterplan

Lancaster Canal Quarter will be a new vibrant mixed-use neighbourhood that will deliver new homes and will provide opportunities for new leisure, retail and innovative workspaces. It will provide new pedestrian and cycle routes, new public open spaces and a new public realm embracing the Lancaster Canal. The proposed masterplan for the Canal Quarter celebrates the heritage and history of the site, considers the retention of the most valuable heritage buildings on site and creates new views to the heritage assets around the site such as Lancaster Castle and the Priory.

The Canal Quarter will be a sustainable and active place which is integrated both with the City Centre and the Lancaster Canal, where contemporary development and hidden heritage assets successfully combine to create a diverse, commercial, cultural and residential neighbourhood.

#### The illustrative masterplan includes:

##### Residential uses

- The delivery of approx. 580 new homes for urban living in the City Centre and in a wide range of typologies to cater different people's needs and lifestyles. All new homes will have access to private and semi-private amenity.

##### Non-residential uses

- The provision of approx. 7,000sqm of vibrant non-residential uses strategically located to serve the needs of new residents and that will complement (not compete) with the existing offer in Lancaster City Centre. The proposed new non-residential uses will contribute to fostering a sustainable walkable neighbourhood in addition to contributing to the creation of a vibrant neighbourhood, with active frontages to the new public spaces and public realm, especially the new east-west Brewery Street pedestrian street.

##### Sustainable community

- Brewery Street: a new pedestrian-only street running east-west through the site, connecting the City Centre to the Lancaster Canal and offering an interesting journey through the site with a series of distinctive open spaces, squares, ginnels, and uses along the routes.
- Three new pedestrian access points to the Lancaster Canal offers the community the possibility to enjoy this great natural asset and allows more permeability between the City Centre and the Lancaster Canal.
- A network of new high-quality public realms that will prioritise pedestrian and cycle movements over private

vehicles in line with the council's aspirations to tackle climate change. The new public realm will promote walking and cycling through safe and overlooked streets and squares with a variety of softscape areas and tree planting.

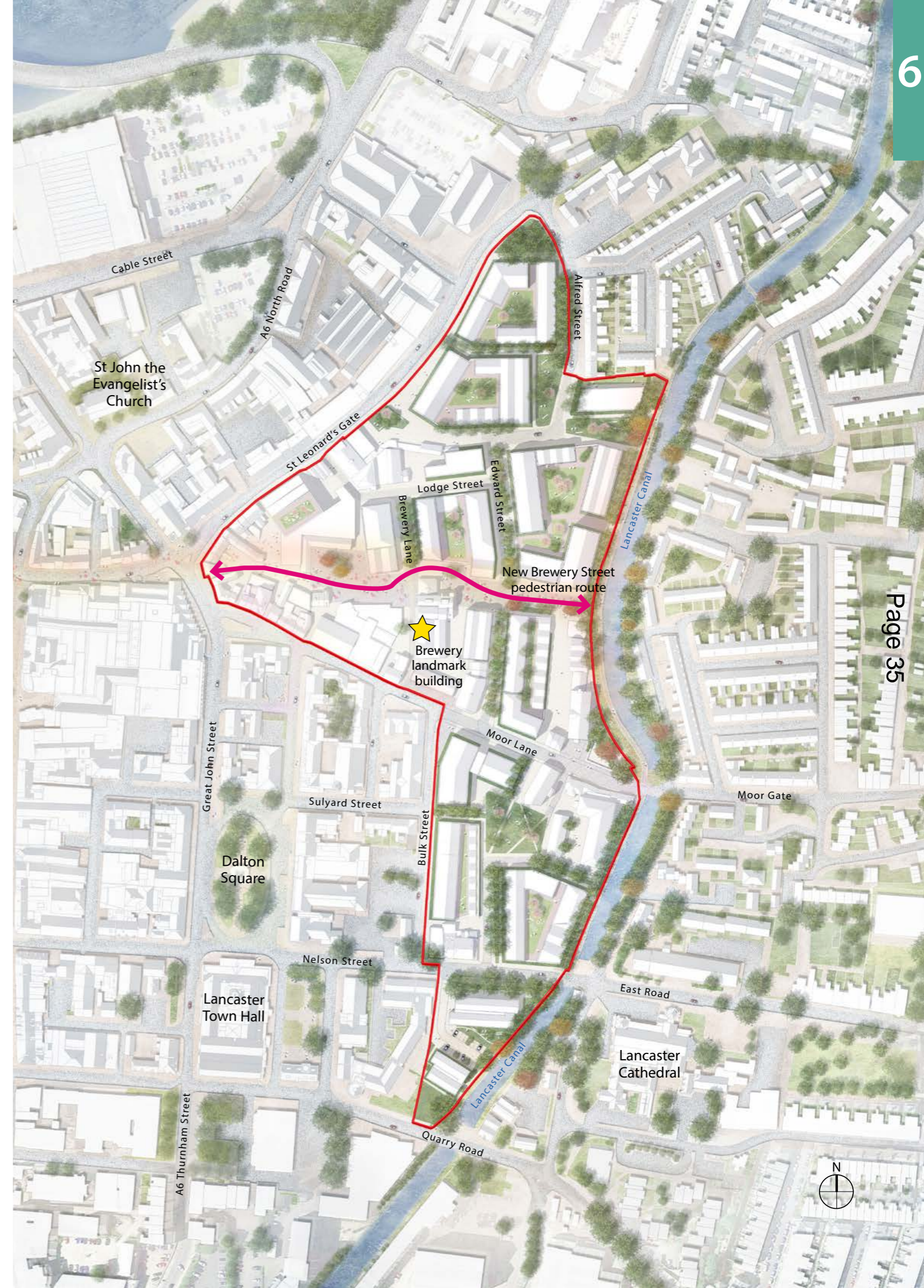
- Opportunity to rationalise the parking offer within the site utilising podium parking solutions that are efficient, and tidy, and do not create car-dominated streets allowing for the creation of vibrant active frontages to the street.
- Rationalise and enhance existing ginnels around the Stonewell Nose area to create a main pedestrian access through the Nose to aid legibility and wayfinding.

##### New open spaces for all & well-being

- Two new public squares along Brewery Street: the Theatre Square and the Brewery Square. Both with a distinctive characters will encourage activity and offer spaces for people to relax, enjoy and socialise in relation to the surrounding uses.
- Two new green public open spaces, one to the north of the site and the other one to the south of Moor Lane. Both are connected through a green street or a tree-lined street to contribute to the creation of a green corridor. The new green public open spaces will offer new pedestrian access to the Lancaster Canal.
- Opportunity to provide a range of secure communal courtyards in the new residential blocks for the new community with new landscape and play areas.

##### Embracing heritage

- Celebrate and retain the most valuable heritage buildings and incorporate them positively into the new proposals and the new built form accentuating the value that they represent. The Brewery building is a majestic building in a strategic location within the site. It is located as a focal point of view from the Theatre Plaza and from the new access to the Lancaster Canal. The Brewery will become the new landmark building aiding way-finding along the new pedestrian Brewery Street.
- Urban blocks that respond to the massing and character of the existing valuable heritage assets within the site whilst ensuring good orientation for new homes and maximising open space provision.
- Retention and creation of new strategic views of the surrounding heritage assets: Lancaster Castle, the Priory Church, Lancaster Cathedral, and the Town Hall.





## 5.2 The proposed Canal Quarter Masterplan Illustrative sketches

Illustrative sketch from the new proposed pedestrian access to the Lancaster Canal looking west. This point of view retains and enhances the existing key view as stated in the LCQSPD (Section 5) and the Lancaster Canal Corridor North, Assessment of Heritage Values & Significance. The sketch illustrates the new pedestrian Brewery Street with active frontage and new public realm. The separation of the new buildings allow for an open view of the Brewery, the Lancaster Castle and the Priory Church, being the former the new landmark building of the new neighbourhood.



Existing view from the Lancaster Canal, same point of view that the illustrative sketch above.



Location of view

Illustrative sketch from Brewery Lane towards south showing the design proposals along the new Brewery Street. To the left, the proposed extension of the Duke's Theatre fronting the new Theatre Square. New residential and non-residential uses along the route and surrounding the square will contribute to vibrant, well-overlooked and safe streets and public realm.



Existing view along Brewery Lane.



Location of view



## 5.2 The proposed Canal Quarter Masterplan Illustrative sketches

*Illustrative sketch from along Alfred Street looking south. To the right the existing properties, to the left the proposed mews fronting the street to respond to the existing built form. The proposed built form has been set-back from the street to allow for the retention of the existing trees along Alfred Street and new defensible space and public realm to the front of the new homes. There is an aspiration to promote Alfred Street as a pedestrian friendly street with restricted vehicular access.*



Existing view along Alfred Street with the existing terrace houses on the right.



Location of view

*Illustrative sketch from Sulyard Street looking towards the Lancaster Canal. The existing Mill buildings are retained. The proposed new green open space is well-overlooked and surrounding by active frontages. A green streets connects the new open space to the Canal through a new pedestrian access. The proposed built form allows views to the Lancaster Cathedral spire to contribute to way-finding.*



Location of view



## 5.2 The proposed Canal Quarter Masterplan Illustrative sketches

The approach to massing, position and scale to the Nelson Street site considers to retain the existing view from the street to the Cathedral. The set back of the proposed built form also allows for the retention of the existing pedestrian and cyclist link to the Canal through the site. The massing of the proposed building is in keep with the surrounding buildings.



The proposed massing to Nelson Street provides a built form that responds to the scale of the surroundings, being almost hidden behind the existing trees. The proposed buildings also maximise views to the Canal and provides private amenity for all new homes.



Existing view from Nelson Street looking towards the Cathedral



Location of view



Existing view from Nelson Street looking towards the Nelson Street site



Location of view



## 5.2 The proposed Canal Quarter Masterplan Illustrative sketches

The CGI below shows the proposed external works as part of the Heritage Action Zone (HAZ) grant feasibility study. The view is looking towards the existing shops along the Stonewell Nose on St. Leonard's Gate.



Existing view looking at the shops along the Stonewell Nose.



Location of view

The sketch illustrates the proposals along the existing ginnel in the Lodge Street Car Park. The new public realm will be for pedestrians only, offering a new connection east-west to the Lancaster Canal. The new pedestrian friendly street is well overlooked by the surrounding frontages and integrates the existing stone wall as part of the landscape design, with opportunities for seating, landscaping, planting and lighting.



Existing view from Edward Street and Lodge Street looking towards the Coach House.



Location of view



# 6. Masterplan strategies

## 6.1 Sustainability strategy

### Introduction

One of the main aspirations of the Local Plan is to promote sustainable development within Lancaster. LCiC has declared a Climate Change Emergency in January 2019 and are currently undertaking a review of the Local Plan to ensure it facilitates, supports and encourages sustainable development. One of City Council aspirations is to reduce carbon emissions to net zero by 2030, 20 years ahead of the UK net zero carbon target.

The Local Plan's Climate Change review includes **Policy CC1** which requires the **principles of sustainable design and construction to be integrated into all development design proposals in order to respond to climate change and to create environmental sustainability**

The sustainability strategy considers every aspect of the masterplan, from the durability in buildings to several aspects to ensure that the proposed buildings will have a positive impact to the surrounding environment and the community.

It is proposed that a retrofit approach will incorporate principles of circular economy to re-use the materials from demolition waste and the adaptive re-use of the historic buildings. The strategy also considers to minimise the unnecessary acquisition of building materials as much as possible (modular elements may be considered subject to viability).

The strategy in terms of energy demand and consumption, considers a non-fossil fuel system to eliminate local pollution and lock-in national grid de-carbonisation. This may take the form of an electric heat pump based solution. The energy supply needed for the masterplan, should also consider to be further enhanced with the inclusion of Photovoltaic panels (PV) and PV-T (hybrid-solar thermal panels).

The sustainability strategy also aims to integrate green and blue infrastructure in order to protect and enhance the physical and structural integrity of the Lancaster Canal. The proposed elements will enhance and promote the area as a biodiverse and sustainable project, adding an environmental value to the site.

The proposals for the Lancaster Canal Quarter incorporate places for active play, promoting walking and cycling within the site, encouraging healthy living environments for people of all age ranges.

The proposed connectivity strategy encourages the use of low carbon transport within the site in favour of more sustainable modes of transport like walking and cycling. It is proposed that vehicular movement will be restricted within the site (to delivery, emergency, refuse, BB holders and car clubs only) to

promote pedestrian-friendly and cycling-friendly streets within the new neighbourhood.

Lancaster masterplan proposal acknowledges the importance of the heritage and history within the site and that the rich heritage in the area is intrinsic part of its identity. Therefore, the masterplan considers the retention and re-use of existing buildings where possible. The buildings that are proposed to be removed are of low heritage value and in a derelict state. Key heritage buildings such as the Brewery are retained and proposed as a new landmark building within the site to bring back to the community and future generations this important heritage asset of Lancaster.

Resilience has been considered in the masterplan proposals, from consideration to the re-use of some of the buildings to propose urban forms and uses that offer flexibility and can evolve and adapt over the time.

#### LCQSPD objective:

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.



#### How the masterplan complies with the LCQSPD:

*Contribute towards making the city council as an organisation carbon neutral by 2030. Create a place that will be a pioneer in sustainability and that will last for future generations.*

- ✓ Adaptive re-use of historic buildings considering sensitive retrofitting.
- ✓ Efficient built form and building orientation that maximises the provision of dual aspect homes and enhances natural daylight, ventilation and sunlight.
- ✓ Proposed centralised Heat Pumps network system with ambient loop.
- ✓ Reduce car use within the site and promote sustainable ways of transport.
- ✓ Proposed new cycle routes and considers spaces for car clubs.
- ✓ Considerations to maximise the use of solar-suitable roof orientation.



The key topics considered for the sustainability approach (as proposed within the LCQSPD).



## 6.1 Sustainability strategy

### Buildings

Taking into consideration the importance of durability in buildings, the sustainability strategy contemplates several aspects to ensure that they will have a positive impact to the surrounding environment. This includes considerations on circular economy principles to make an efficient selection and re-use of materials as well as the use of smart technology to help to prevent energy waste.

#### EMBODIED CARBON + CIRCULAR ECONOMY

- A retrofit approach will incorporate principles of circular economy to re-use the materials from demolition waste and the adaptive re-use of the historic buildings.
- Low carbon emitting materials should be prioritised for the construction of the project from the pre-construction stages.
- The design of the new units layouts should make use of standardised components to allow it to be flexible for the users and possibly to mitigate future climatic conditions that the buildings might face.
- Bricks from the demolished façades should be incorporated into the new development and into the landscaping and activity areas, this allows to reduce waste resulting from demolition works.
- For the new proposed typologies, materials should be carefully selected to ensure that they are easy to replace and maintain

#### PASSIVE ASPECTS

- Building massing and heights should be optimised to maximise the provision of dual -aspect homes that enhance natural daylight and ventilation.
- Buildings' orientation should be optimised so that they can provide good access to daylight and sunlight and better management of solar gains (Passivhaus principles for housing should be considered).
- Buildings should optimise thermal efficiency using Low U-values with attention to detail to ensure continuous insulation at junctions (Thermal bridging) and low air permeability with optimised use of heat recovery.
- An efficient envelope should be considered taking into consideration the solar aspect of the façades.
- External shading devices should be explored where overheating risks are targeted, this will help to reduce the need for mechanical cooling systems.

#### POWER GENERATION

- Installation of Photovoltaic panels (PV) and PV-T (hybrid-solar thermal panels) should be considered to contribute to the provision of clean energy.
- Smart technology should be explored to control heating and cooling to promote efficient energy use.



Sustainable approach to the new buildings and public realm (as proposed within the LCQSPD).

## 6.1 Sustainability strategy



### Energy and Carbon

Increasing the energy efficiency is an important feature to take into consideration as the operation of buildings account for 55% of energy consumption worldwide (UNEP, 2020).

Thus, and following the commitment with the Paris Agreement, the UK has defined a Net Zero Whole Life Carbon Roadmap for the Built Environment which provides a set of actions for achieving a Net Zero Carbon in the UK built environment by 2050, in relation to the construction, operation, and demolition of buildings and infrastructure.

However, Lancaster Council has set a more ambitious goal and aims to be net zero by 2030. The sustainability strategy has taken into account and the council's aspirations. It has targeted areas where energy demand can be minimised, replaced by renewable energy and it also aims to achieve a net zero energy consumption buildings. In order to achieve these targets, the following strategies have been outlined. Most of these have been considered to develop the masterplan proposals for the Lancaster Canal Quarter, although other, should be considered in future detailed proposals.



### BE CLEAN

**Heating and Hot Water:** A non-fossil fuel system to eliminate local pollution and lock-in national grid de-carbonisation. This can take the form of an electric heat pump based solution from either individual heat pumps attached to an ambient loop with heat sourced from a local network of underground boreholes or a low carbon district heating network located off-site.

**Residential:** heating demands are to be met by this system, topped by a heat pump and hot water storage tank, located within each dwelling and will meet the target of 15kWh/m<sup>2</sup>/yr

**Commercial:** Given the varying profile demands of the heating, cooling and hot water, these can be met by the open loop WSHP system.

**Efficient Sources of Energy:** The feasibility of 4 low-carbon options, below listed, have been evaluated in detail in a report commissioned by Lancaster Council:

- Waste heat from energy-from waste plant
- Water-source heat pump (Being the preferred option)
- Gas CHP
- Biomass

### Ventilation Strategy

Residential:

Summer: During this season, natural ventilation will be met through the provision of reasonably sized openable windows.

Winter: During this season ventilation will be through MVHR systems with SFP ≤0.6 and efficiency ≥90%

Hotels: Natural ventilation will be encouraged through the operation of windows, while a mechanical ventilation system with cooling could also be provided (if required).



### BE LEAN

- Prioritise residential uses away from the busy roads with noise and air-quality issues, promoting opportunities for utilising openable windows and natural ventilation, preventing overheating risks in dwellings and minimising energy demands.
- Optimise building massing and heights with adequate spacing in between blocks to provide good sunlight access to the proposed amenity spaces.
- Natural light will be maximised to reduce the need for artificial light, where possible. Use of low energy lights will be maximal and time switches, light level sensors, occupancy sensors for indoor lighting, motion sensors for outdoor lighting and remote control outside lighting, will be installed to support a more efficient use of lights.
- The following targets will be outlined for fabric performance:

#### Efficiency Measures

Air tightness <1 (m<sup>3</sup>/h.m<sup>2</sup>@50Pa)

Thermal bridging 0.04 (y-value)

G-value of glass 0.6 - 0.5

MVHR 90% (efficiency) ≤2m

#### Window areas guide (% of wall area)

North 10-20%

East 10-15%

South 20-25%

West 10-15%

#### Operational Energy

Walls 0.13 - 0.15

Floor 0.08 - 0.10

Roof 0.10 - 0.12

Windows 1.0 (triple glazing)

Doors 1.00



### BE GREEN

- The low carbon energy supply to the masterplan, can be further enhanced with the inclusion of Photovoltaic panels (PV) and PV-T (hybrid-solar thermal panels).
- Most roofs should consider design with pitch roofs oriented between SW and SE, which can maximise energy generation via renewable sources.
- The use of PV-T would help to meet the electricity demand but also has the potential to meet the hot water demand and would be recommended on the roofs of the hotel building, with particular high hot water demand.



### BE SEEN

- Control and management of energy systems to optimise the efficiency of the buildings
- Measures to reporting energy use data and setting energy reduction targets



- ▭ Site boundary
- ▭ Buildings to be Demolished
- ▭ Retained Buildings
- ▭ New Development



### CARBON OFFSET

- A carbon offsetting strategy sequesters carbon emissions (and equivalent) reducing a development's net carbon emissions.
- Any residual carbon reduction that has not been met on site, can be offset using off-site investment in carbon sequestration projects or schemes.



# 6.1 Sustainability strategy



## Energy and Carbon

There are two main potential heat distribution strategies that have been explored for the provision of heating and hot water in the Lancaster Canal Quarter: District Heat Network (DHN) and Ambient Loop

### District Heat Network (DHN)

Although a district heating system is typically known as low temperature this is a historic anomaly that distinguishes what we would typically call very high temperature heat distribution in the form of steam. The distribution temperatures are sufficient to directly heat underfloor heating or radiators and supply hot water without increasing temperature. The system will provide heat and hot water to each home or commercial unit via a Heat Interface Unit (HIU). Heat and hot water is generated communally either in local plant rooms which would contain Air Source Heat Pumps and large hot water storage vessels or off-site from a variety of district wide heat sources. In this case plant rooms will not contain Heat Pumps, but may contain back up heat supply plant as well as large hot water storage vessels. Billing will come from both metered supply of heat through individual HIUs and additional service charges the level of which will be set depending on the heat

sources and maintenance requirements of the system.

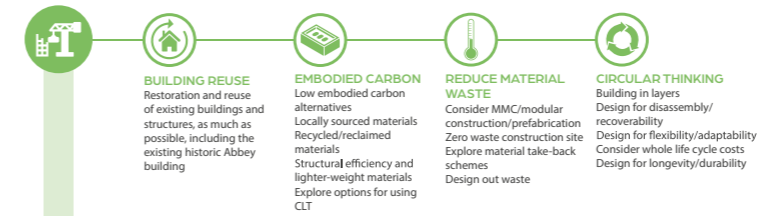
Lancaster Council is at the moment developing a broader local strategy to provide district heating to Lancaster. If this comes forward, the DHN system would be relatively straightforward to connect to either immediately or when it becomes available whereupon the local plant can be retired.

### Ambient Loop

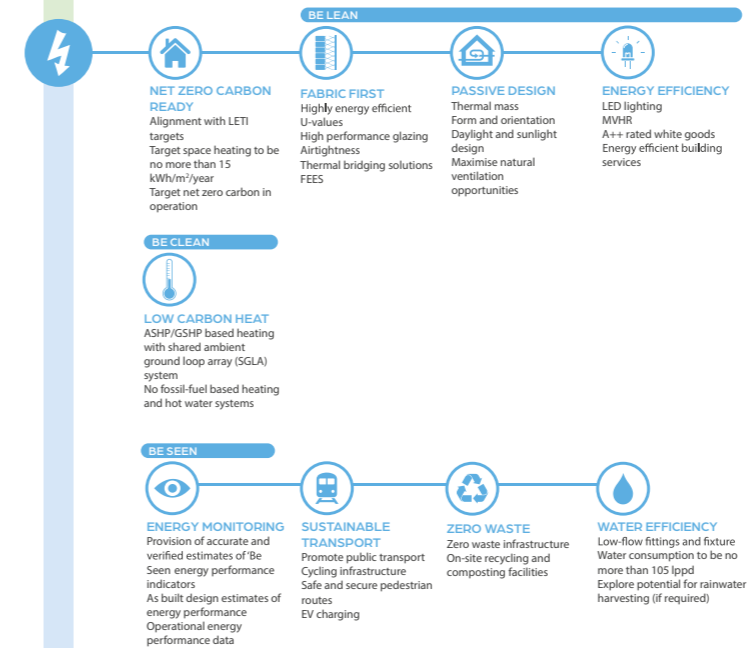
An ambient loop takes heat from water that is warmed either directly from the ground using a series of linked pipework from bore-holes (known as a Shared Ground Loops Array – SGLA), or from air source heat pumps which can be located at a block or terrace level or on roofs. The heat from this system is brought up to useful temperature by local heat pumps in each home or commercial unit and used for underfloor heating or radiators. This system typically also includes individual hot water tanks. The majority of billing for energy provided from an SGLA will be from individual normal electricity meters. Some level of service charge may be included to cover long term maintenance of the SGLA. The level of additional service charge is likely to be higher with an ambient loop fed from ASHPs since energy costs to initially warm the distributed heat will come from communal (block or terrace level Air Source Heat Pumps).

Potential system	Description	Advantages	Disadvantages	Buildings space implications
Lancaster District Heating	Local authority system with wide scale heat distribution to Heat Interface Units (HIUs) in properties.	No local plant except HIUs – Diversity of supply.	Still in concept stage.	Inside units: HIUs only Inside blocks: 'hot' Risers Plant room: Potentially containing buffer vessels Infrastructure: connection and distribution pipework
Local District Heating (DHN)	Plant rooms and HIUs.	Potential to connect to wider DHN in future.	Will require plant rooms.	Inside units: HIUs only Inside blocks: Risers Plant room: Potentially containing ASHPs and buffer vessels Infrastructure: connection and distribution pipework
Local Ambient Loop	Every unit has a heat pump and Domestic Hot Water tank.	Independent local control. Scalable (can be installed on a phase by phase basis). Low temperature distribution. Potential to integrate cooling via MVHR. Potential for seasonal heat storage (using Solar thermal or PV-T – High water table often precludes this).	Very little potential to connect to wider DHN in future. Domestic Hot Water tanks in each unit.	Inside units: Hot Water tanks and Heat pumps Inside blocks: Risers A: Plant room ASHP: Potentially containing ASHPs. B: Plant room SGLA: Minimal A: Infrastructure ASHP: Minimal B: Infrastructure SGLA: 100m+ boreholes at approx. 15m centres and near surface uninsulated distribution pipework

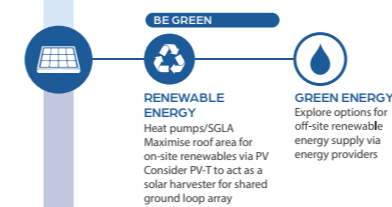
## 1 REDUCE CONSTRUCTION IMPACTS



## 2 REDUCE OPERATIONAL ENERGY USE AND WASTE



## 3 INCREASE RENEWABLE ENERGY SUPPLY



## 4 OFFSET REMAINING CARBON





## 6.1 Sustainability strategy



### Green and Blue Infrastructure

The masterplan proposals aims to integrate green and blue infrastructure in order to enhance the physical integrity of the Lancaster Canal Quarter. The green and blue infrastructure proposals enhance and promote the area as a biodiverse and sustainable neighbourhood improving the environmental value of the site and the surrounding area.

In addition, the blue and green infrastructure strategy will bring a positive impact over the well-being and mental health of the existing and new residents and creating a healthy neighbourhood, that is resilient and an attractive place to live.



### RAINWATER & SuDs

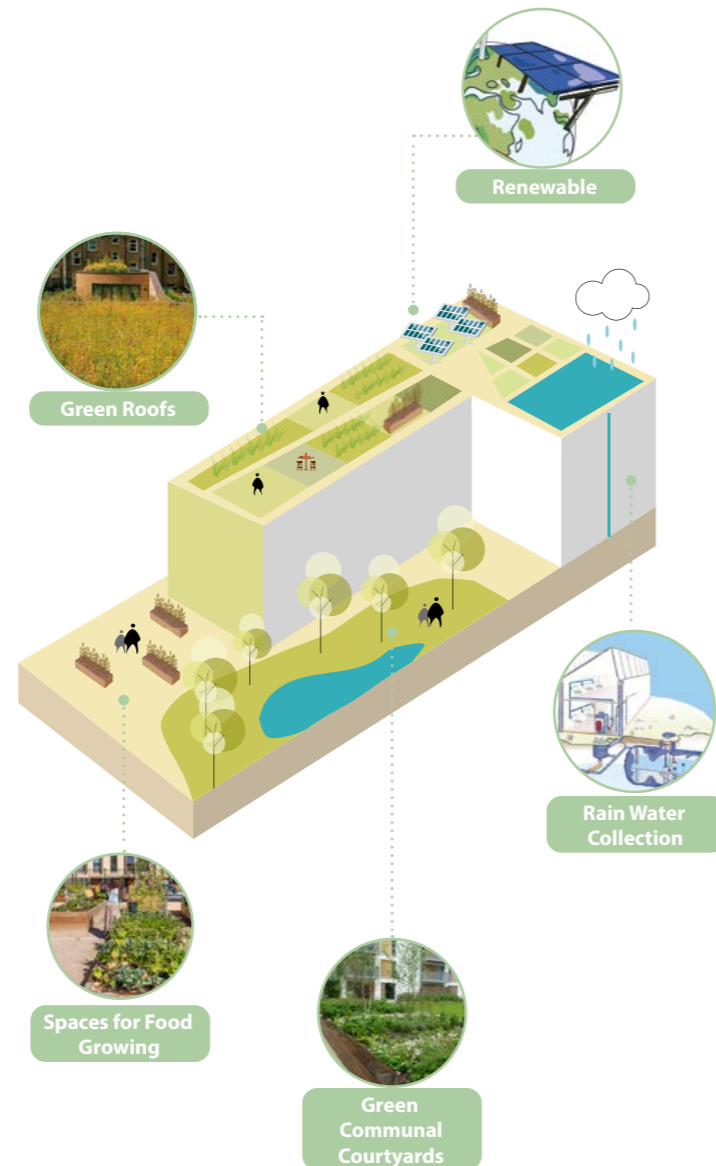
- Detail proposal should consider integrate rainwater management and its distribution within the site. The green and blue infrastructure strategy for the LCQ considers green & blue roofs, rain gardens, tree pits and permeable surfaces to the public realm. The scope and details of each of them should be explored in more detail in future design stages.
- The incorporation of rain gardens, swales, tree pits, blue roofs and permeable paving help to that reduce rain water run-off and mitigate the impact of pollution and could contribute to mitigate impacts of flooding in and around the site. They can also be used to enhance the capacity of the surface water piped drainage network by capturing and storing rainfall, allowing it to soak into the ground or release it slowly back into the piped network.
- Tree pits and permeable pavings and landscape areas to the public realm have been considered wherever is possible throughout the site.



### GREENERY

- In order to increase biodiversity within the Canal Quarter, the green infrastructure strategy considers the provision of new green open spaces, communal gardens with potential for allotments and food growing and tree planting. These elements will also provide future-proofing solutions, climate change awareness and education as direct contact with them will allow the users to get engage with its maintenance and preservation.
- The masterplan proposals considers pitch roofs oriented between SW and SE, which can maximise energy generation through solar panels, this creates an opportunity for local power energy generation via renewable sources.

- The masterplan proposal retains the existing mature trees identified through the tree survey as Category A, and proposed new tree planting in the new green public open spaces, communal courtyards and landscaped areas. New access points to the Canal will also will provide opportunities to connect the new green open spaces and infrastructure with the Lancaster Canal.



Indicative illustration of how green and blue infrastructure can be incorporated into the building design including the communal courtyards.



### Lifestyle & Well-being

Focusing on the 10 principles of the Active Design document promoted by Sport England and Public Health England, the masterplan proposals encourage healthy lifestyles and well-being by providing new open spaces, public realm, areas for active play and by promoting sustainable ways of travel such as walking and cycling.

All new urban homes will provide private and communal amenity whilst new non-residential uses and open spaces will be within 10-15 minutes distance offering spaces for the new and existing residents to enjoy, relax and socialise promoting healthy living environments for people of all age ranges.



### LCQ Active Design Principles

- **Activity neighbourhoods and activity promotion & local champions:** the project has incorporated within its strategy public squares and new public realms surrounded and overlooked by active and lively uses, offering spaces for leisure and events during different times of the day. These spaces also offer opportunities for people to socialise.
- **Walkable communities:** the new public squares are proposed along Brewery Street creating a journey through this new pedestrian east-west route. The new pedestrian street with uses, squares and activity areas will encourage people to go outdoors and explore the area. Additionally, three new pedestrian access points to the Canal will provide new opportunities for new and existing communities to enjoy this natural asset and open up the Canal to the City Centre and the surrounding neighbourhoods.
- **Connected walking & cycling routes and appropriate infrastructure:** the masterplan creates safe and attractive routes for cyclists across the site whilst connecting to the existing cycle network encouraging sustainable ways of travel.
- **Co-location of community facilities:** the main pedestrian route Brewery Street connects a series of public squares and places, creating a series of activities through the site. The cycle strategy also proposes the location of a cycle hub in the junction between Edward Street and the new Brewery Street promote cycling and walking to the Canal Quarter.
- **Network of multifunctional open spaces:** each of the different open spaces and squares will provide a distinctive character as result of unique combination of uses, landscape design and the scale and massing of the space and the surroundings.
- **High quality streets and spaces:** a clear hierarchy of streets and routes is crucial for successful placemaking. In order to ensure legibility and create a clear primary pedestrian route that is easy to find, it also connects a series of places and squares, creating a series of activities through the site.
- **Active buildings:** green infrastructure in the form of private front gardens, courtyards and terraces in buildings will help to promote active lifestyles and access to green spaces closes to the new homes.
- **Active open spaces:** access to the new public squares and open spaces will be within 2 to 5 minutes walk of the new homes. The new squares are framed by a wide range of active uses that will spill out onto the public realm promoting opportunities for social interaction. This will contribute to improve well-being and mental health among users as they can lower levels of stress (Wells et al, 2003) and reduce rates of depression and anxiety, reduce cortisol levels (Park et al, 2010). Open spaces will provide a range of play spaces for different ages as well as furniture to encourage social interaction.
- **Management, maintenance, monitoring & evaluation:** Management, maintenance, monitoring and evaluation will be essential to ensure the long-term desired functionality of the new proposed infrastructures, green areas and public realm.



## 6.1 Sustainability strategy



### Transport

One of the key objectives of the proposed masterplan is to encourage the use of low carbon transport to and within the site. Providing sustainable modes of transport such as walking and cycling has been a key aspect for the development of the project.

To ensure the provision of a pedestrian friendly environment, the connectivity strategy considers the restriction of vehicular movement within the site. Vehicular movement is allowed only for new residents parking, servicing and emergency ensuring the active premises on site could continue operating.

Pedestrian and cycle routes have considered to increase connectivity and permeability between the City Centre and the Canal and between the site and key surrounding destinations. In addition, the proposed routes consider proposals to improve the arrival through the Nose (in line with Lancaster City Centre Movement and Public Realm Strategy, September 2020) and connecting to the wider cycle network.



### PEDESTRIAN-FRIENDLY PUBLIC REALM

- Lancaster Canal Quarter will create a new sustainable walkable neighbourhood that minimises car use and provides a pedestrian-friendly environment for all in line with council's aspirations to promote a Sustainable District that will achieve net zero carbon by 2030.
- The provision of walking and cycling routes also promotes healthy lifestyles and well-being. Vibrant, safe and well-overlooked new streets will encourage more walking and cycling through the site. The new main pedestrian route Brewery Street will provide a 5 minutes connection between the City Centre and the Canal.
- New homes and uses have been located so that people will be able to find everything they need on a daily basis within a short walk (10-15min. walk).
- Landscape and tree planting has also been considered in the design of the streets creating attractive public realm that could also offer opportunities for SuDs.



### CYCLING

- The masterplan proposes cycle routes running north-south across the site, connecting with the City Centre Loop running along Phoenix Street and the existing cycle route from Nelson street to the Canal. The route will run along Alfred Street and Bulk Street and a shared surface is proposed to ensure safe mobility and crossing points that might connect with pedestrians routes.
- The cycle strategy also proposes the potential location of a cycle hub in the junction between Edward Street and the new Brewery Street to promote cycling to the Canal.



### CAR PARKING

- In order to reduce car parking and vehicle movement to contribute to Lancaster City Council's aspirations to be carbon neutral by 2030, it is proposed that most of the car parking is provided in podium or underground parking, taking advantage of the difference of levels within site.
- Podium parking should be concealed within the built form creating active frontages onto the street. These allow vehicles to be safely stored away in secure, covered areas that offer direct access to homes via internal corridors.
- EV charging infrastructure should be considered from the outset.
- As vehicular access will be restricted, on-street parking is considered for car clubs and blue badge holders.



### Ecology

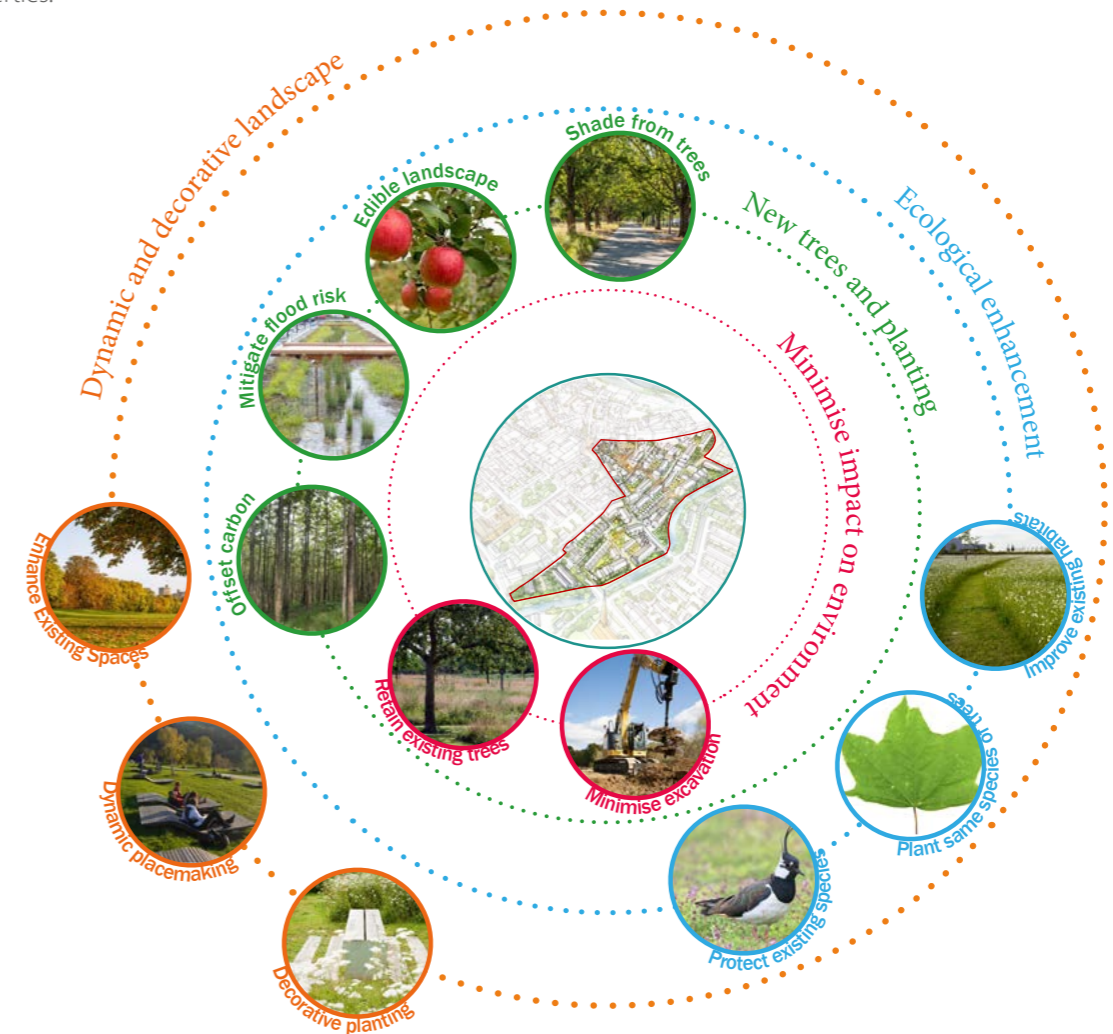
The proposed masterplan strategy is to enhance the ecological value of the neighbourhood through a diverse green infrastructure network of open spaces and communal gardens linked by tree lined streets.

A wide number of strategies combine to create a neighbourhood that both promotes biodiversity and provides amenity value. Opportunities should be consider to incorporate SUDs features, introduce more ecologically sensitive management and establish a biodiverse structure of wildlife attracting plant communities, species-rich grassland and native trees and hedges.

Communal courtyards should consider to provide both communal amenity space and be attractive to wildlife. Measures to maximise biodiversity should include planting of native species and flowering herbaceous species selected to attract invertebrates and butterflies; and hedged boundaries to properties.

Plants should be selected with a prolonged flowering period, including both night and day flowering species, to provide extended ecological value.

Two new green open spaces will be located to the north and the south of Moor Lane. Both offer new pedestrian access to the Canal which will be linked through a tree-lined street running north-south through the site, promoting ecological corridors and biodiversity.





## 6.1 Sustainability strategy

### Adaptability and Resilience

Lancaster Canal Quarter masterplan acknowledges the importance of the heritage and history as an intrinsic part of its identity. Therefore, the masterplan proposals has considered the retention and re-use of existing buildings where possible, to preserve landmarks and to bring back to the community the most valuable historic assets.

This is a crucial part of the adaptability strategy as well as ensuring the new homes and uses are flexible, can adapt with changing demands and are resilient.

### ADAPTABILITY

- The proposed masterplan considers principles of circular economy by proposing to retain and refurbish many of Lancaster's heritage buildings to create a vibrant, sustainable and active place which will be integrated with the City Centre and the Lancaster Canal.
- New homes should have flexible layouts to adapt to changing needs and lifestyles. They should also consider the impacts of Covid 19 and the increase demand to work remotely offering flexible spaces to work from home.
- Non-residential uses should have flexible layouts that are subject to change to people's and market demands. Creative and innovative solutions are more likeable to survive over the time and provide adaptability.

### RESILIENCE

- In order to promote a resilient environment, the following strategies are proposed:
  - Landscape:** Vegetation and plant species that are climate resilient and that will help to enhance biodiversity.
  - Water conservation:** Rainwater harvesting through green and blue infrastructure and effective implementation and management of the water efficiency measures.
  - Flood risk:** Prevention by adding more vegetation, planting, permeable pavings and sustainable drainage systems.
  - Indoor overheating:** Detailed studies should be carried out to embed passive design measures that can reduce and mitigate overheating risk at detailed design stages.
  - Outdoor comfort:** During detailed design stages undertaking detailed outdoor comfort analysis for different seasons and developing location-specific adaptable design solutions such as covered seating areas and weather-protected pathways along with using plantation strategies to create a positive microclimate throughout the year. The strategies will assist in responding robustly to extreme weather events, reduced summer rainfall, increased winter rainfall and rising annual temperatures.

- Enhance biodiversity
- Species that are climate resilient



### Sustainability strategy summary





## 6.2 Heritage strategy

### Embrace and celebrate historic assets

The heritage strategy celebrates LCQ's rich heritage and history in line with **Policy SP7 that sets out how the council plans to maintain Lancaster District's unique heritage.**

The Canal Quarter regeneration presents an opportunity for the council to maintain and reinforce Lancaster's unique identity heritage re-using and re-purposing existing buildings, where possible, and celebrating historic assets.

The involvement of a specialist heritage consultancy team at the early inception of the project demonstrates the commitment to preserving and enhancing the historic environment.

**The key elements of the heritage approach are outlined below:**

- Retention of the distinctive street pattern and re-instating the historic Victorian pattern of built form and streets.
- Embrace and improve the access to and through the Stonewell Nose (potentially through no.2 Stonewell).
- Consider and retain existing key views (LCQSPD) to key heritage assets around the site: Lancaster Castle, the Priory, Lancaster Cathedral and the Town Hall.
- Provide a series of open spaces/squares along the main east-west pedestrian route (Brewery Street) creating a wandering route and interesting journey of discovery that draws inspiration from the Georgian and medieval character of Lancaster streets in the City Centre.
- Incorporate retained heritage buildings and assets as part of the townscape and landscape strategy. The Brewery building is the focal point of key views and the landmark building of the new neighbourhood contributing to way-finding but also bringing into life an important asset for the community to enjoy.
- Explore the potential to retain certain historic structures where possible (for example: Heron Works facade, Timber Yard). This will be subject to further technical surveys and details designs.

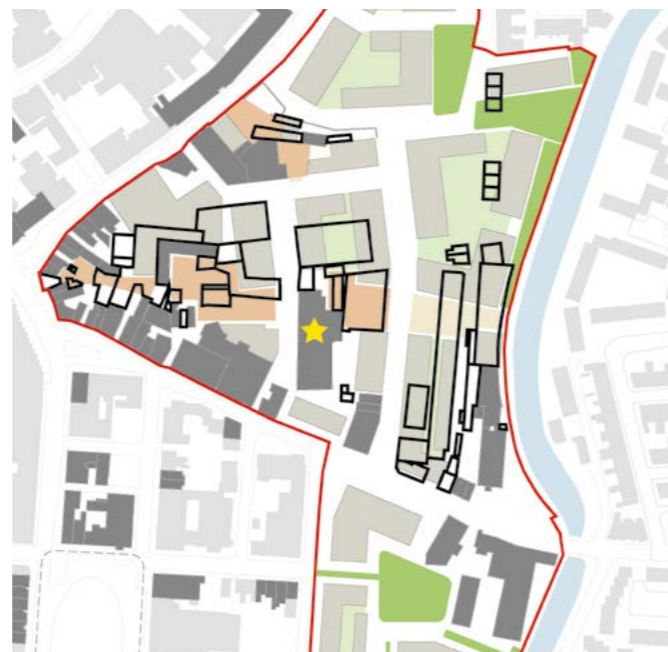
### LCQSPD objective:

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

### How the masterplan complies with the LCQSPD:

Embraces and celebrates historic assets by retaining buildings where possible and enhancing key views to landmarks and heritage assets.

- ✓ Retention of the distinctive street pattern.
- ✓ Retention of the panoramas across the site, towards the City Centre, and towards the Castle to the south and west.
- ✓ Re-use of buildings from the different periods represented across the site.
- ✓ Using the change of topography from the Canal tow-path across the site to preserve views.
- ✓ The provision of enclosure through buildings of different scales.



Zoom in illustrating proposed buildings to be demolished in relation to current proposals.



The re-use of the Brewery as a landmark building in the Canal Quarter.



Potential for new pedestrian access through no.2 Stonewell.



Heritage to be incorporated into the landscape design of the streets and new public squares.



- Key**
- LCQ boundary
  - Heritage**
  - Heritage buildings to be retained
  - ⋯→ Existing key views to be enhanced
  - Historic streets to be retained
  - ★ Brewery new landmark building
  - Proposed buildings
  - Listed buildings around the site
  - Proposed buildings to be removed
  - Public realm/amenity**
  - Propose public squares & key public realm
  - New public green open spaces
  - New semi-private communal courtyards



## 6.3 Pedestrian movement strategy

### Pedestrian-friendly streets across the Canal Quarter

Lancaster Canal Quarter is located in a strategic location adjacent to the City Centre and will create a new sustainable walkable neighbourhood that minimises car use and provides a pedestrian-friendly environment for all. This is in line with **Policy SP10 that requires new development to be sited in sustainable locations that ensure a range of transport options and seek to reduce the need to travel; and Policy T2 that sets out the Council's commitment to supporting and promoting the role of cycling and walking in the district, building on the existing network and high levels of walking and cycling.** Promoting walking and cycling as the main means of travel within the site is also aligned with **Policy DM57 that outlines how development should promote health and well-being and contribute to addressing health inequalities; and Policy SP9 that sets out how development should help to maintain strong and vibrant communities.** **New development should deliver safe, cohesive and healthy communities across the social gradient which benefit from quality homes, good accessibility to open spaces and recreational provision, and support a modal shift in local travel patterns, promoting the role of sustainable transport, particularly cycling and walking.**

#### Minimising car use

The masterplan for Lancaster Canal Quarter will minimise the use of cars whilst creating safe and diverse streets and public realm for all. All new streets will be pedestrian-friendly and will provide new connections between the City Centre, the surrounding communities to the Canal and the new neighbourhood. The character of the streets will be diverse providing interesting streetscapes, from narrow ginnels to wide tree-lined streets, whilst responding positively to the historic context.

#### Pedestrian & cycle friendly streets

The pedestrian strategy promotes legibility and way-finding through a network of a hierarchy of streets. One of the key objectives of the masterplan is to link the City Centre to the Canal via the Canal Quarter site. Therefore, a new primary pedestrian route (Brewery Street) is proposed continuing the natural extension of Church Street running east-west through the new neighbourhood. The route is thought of as a "journey" traversing a range of different spaces from narrow ginnels to well-contained squares. The Brewery located to the centre of the new Brewery Street acts as a key landmark building contributing to way-finding in both directions along the pedestrian route.

Two secondary pedestrian routes will run east-west through the site (one to the north of the site and the other one to the south of Moor Lane), contributing to increased permeability to and from Lancaster Canal. Both pedestrian routes are connected to new pedestrian access to the Canal.

Other proposed secondary routes across the site will be shared with some limited vehicular traffic (this is subject to the preferred option for Lancaster gyratory) and they will be designed to create safe and well-overlooked pedestrian-friendly environments. Designs will incorporate measures to minimise traffic flow such as wide pavements with tree and landscape planting, shared surfaces and horizontal traffic calming measures.

Tertiary streets and ginnels will create a variation with a more intimate character around the Stonewell Nose or offer green links to the new green open space to the south of Moor Lane.

Three new pedestrian access points to the Canal are proposed to improve accessibility and permeability to the Canal. Due to the existing difference of level within the site, the new access along the primary pedestrian route (Brewery Street) will comprise steps although opportunities to incorporate a public use building with a lift near the steps should be considered where possible in future design stages.

#### Traffic calming

Traffic calming measures -that should be considered as part of the wider transport strategy for Lancaster City Centre - are proposed along St Leonard's Gate, Moor Lane and Bulk Street to promote and improve walkability to and from the site to the surrounding area.

The regeneration of the Canal Quarter will help the Council to promote active modes of travel through the creation of pedestrian and cycle friendly streets. The opportunity to prioritise walking and cycling over the use of private vehicles will also help to meet requirements of **Policy EN9** as minimising car use will reduce the level of air pollution in the City Centre. The regeneration will also create an opportunity to reduce the amount of existing surface car parks by re-purposing them in line with a sustainable pedestrian strategy.



1 New stepped Canal access could incorporate landscape and seating areas.



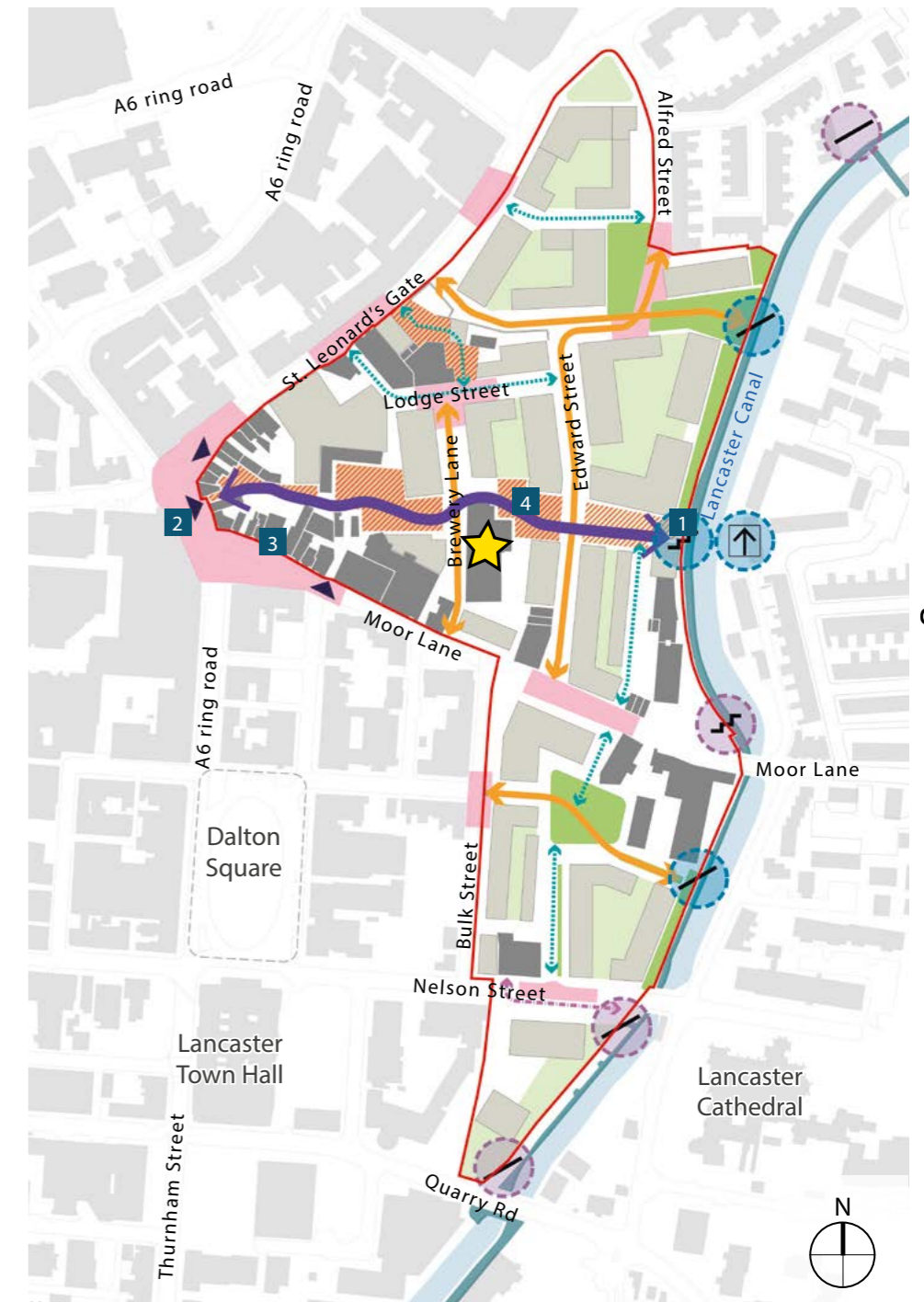
2 Potential for a new pedestrian entrance to the Canal Quarter through No 2 Stonewell.



3 Enhance existing ginnels into interesting lively routes.



4 The new public realm will prioritise pedestrian activity.





## 6.3 Pedestrian movement strategy

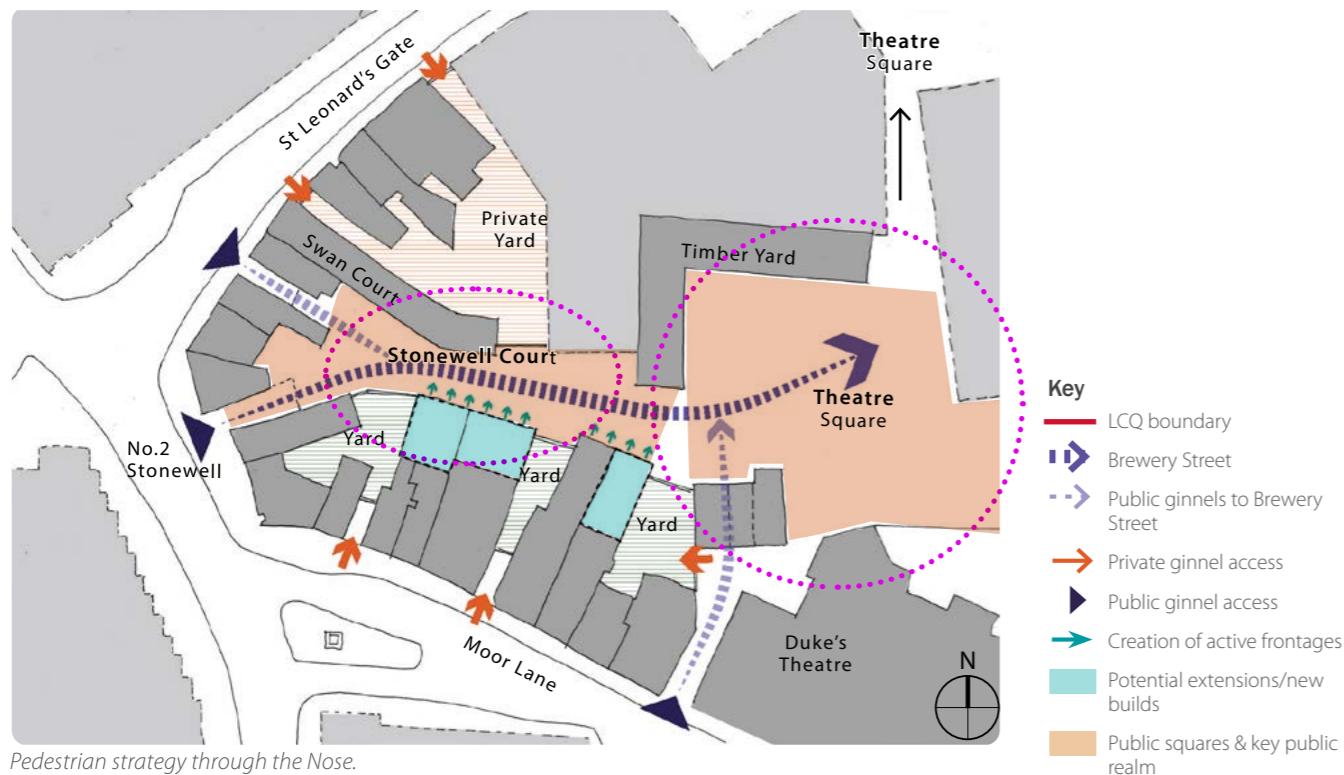
### Pedestrian access through the Stonewell Nose

A clear hierarchy of streets and routes is crucial for successful placemaking. In order to ensure legibility and create a clear primary pedestrian route that is easy to find, the pedestrian strategy rationalise the number of public ginnels that will provide secondary access to the Stonewell Nose.

The strategy also proposed the potential to generate the main access to the primary pedestrian route (Brewery Street) through no.2 Stonewell Nose, this could comprise the demolition of part or all the building subject to further detailed design that should be explored for future design proposals.

The strategy also considers the potential for new extensions or new builds to the back of some of the existing properties in the Nose in order to create activation and vibrant frontages into the Stonewell Courtyard.

The plan below illustrates the pedestrian strategy around the Stonewell Nose highlighting public and private access through the Nose as well as a differentiation of public and open space that will allow for a clear hierarchy of routes contributing to placemaking and way-finding.



Pedestrian strategy through the Nose.

### LCQSPD objective:

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.

### How the masterplan complies with the LCQSPD:

Create a sustainable walkable neighbourhood that minimises car use providing a pedestrian-friendly environment and new access to the Canal:

- ✓ Retention of the distinctive street pattern.
- ✓ The provision of safe and varied streets.
- ✓ Improving connectivity from the City Centre towards the Canal.
- ✓ Maximise the Canal as a strategic leisure route/green corridor.
- ✓ Improving connectivity through the Stonewell Nose.

### Creating a "journey" between the City Centre and the Canal

Brewery Street is proposed as the primary pedestrian route through the site. The diagram below presents the walking distances and the key destinations along the route. Through the new Brewery Street there will be approx. 5 min walk between the Stonewell and the Lancaster Canal.





## 6.3 Pedestrian movement strategy

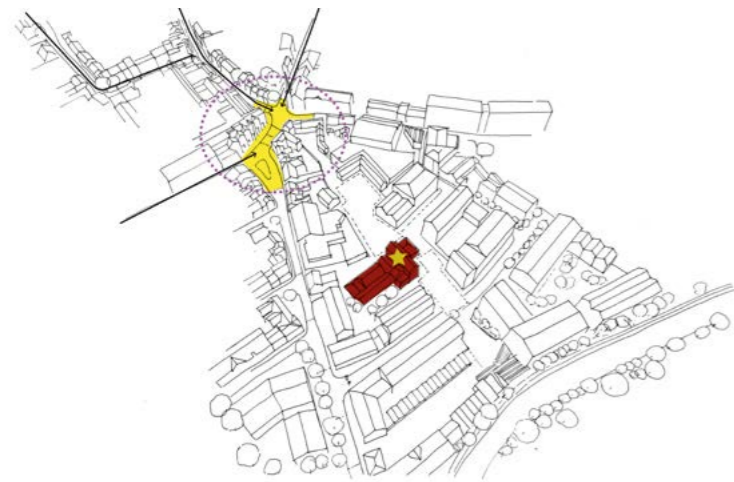
### Creating a “journey” between the city centre and the Canal

Brewery Street will be the primary pedestrian route running east-west through the site providing a new pedestrian connection between the city centre and Lancaster Canal.

The design and principles of the pedestrian route draws inspiration from the Georgian and medieval character of the streets in Lancaster city centre and responds to the presence of several heritage assets within the site as well as the challenging topography (especially between the site and the Canal). The route therefore responds and adapts to connect a series of places and squares, creating an interesting journey through the site.

Each of the different places and squares will provide a distinctive character as result of unique combination of uses, landscape design and the scale and massing of the space and the surroundings. The key spaces and characters along the new Brewery Street are presented in the graphics below.

#### 1. The arrival to the Stonewell Nose

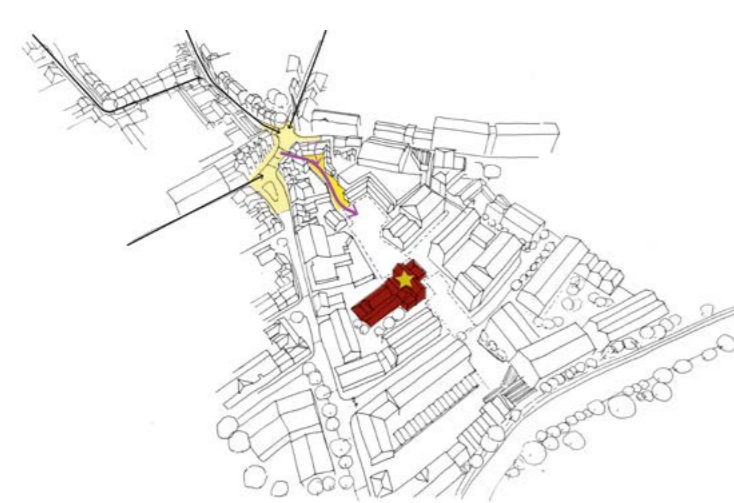


Potential to provide an entrance through No. 2 Stonewell.



Proposed public realm improvement to the Nose within the Lancaster City Centre Movement Strategy.

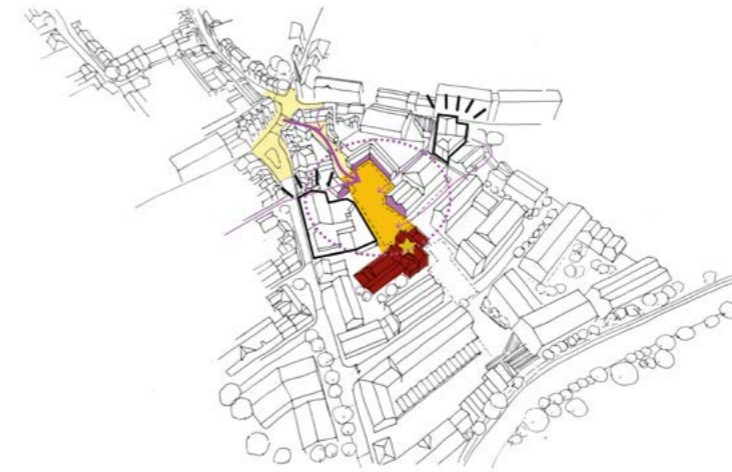
#### 2. The Stonewell courtyard



Precedent images Stonewell Courtyard. Opportunity to create interesting pedestrian routes along ginnels.



#### 3. The Theatre Square



Precedent images. Opportunity to incorporate play areas, furniture and planting in Theatre Square.

#### 4. The Brewery Square



Precedent images for Brewery Square. Opportunity for the re-use of the building and spill out uses to enjoy during the day and evening.



#### 5. The Canal stepped access



Landscaped steps with places for people to sit and relax.



Precedent images for Canal Steps. Creating opportunities for seating and socialising and the potential to provide a lift to ensure full accessibility.





## 6.4 Cycle movement strategy

### Cycle-friendly streets across the Canal Quarter

The cycle movement strategy proposed the creation of safe and attractive routes for cyclists into and out of the site that connect to the existing cycle network encouraging sustainable ways of travel.

After consultation with council officers, it was agreed that the future cycle strategies should not promote an increase of cycle movement along the Canal due to the narrow characteristics of the existing tow-path.

The proposed designated cycle route runs north-south across the site connecting with:

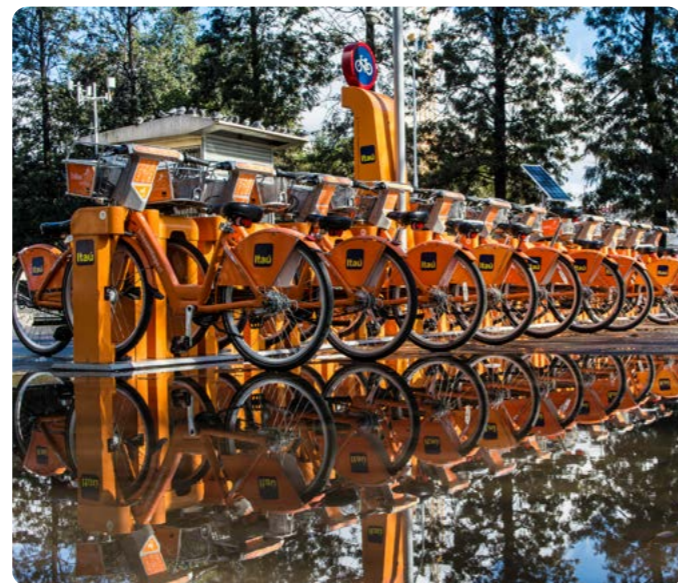
- The City Centre Loop running along Phoenix Street; and,
- The existing cycle route from Nelson street to the Canal.

The route will run along Alfred Street and Bulk Street and a shared surface is proposed to ensure safe mobility and crossing points, specially along Moor Lane and St Leonard's Gate.

The cycle strategy also proposes the location of a cycle hub in the junction between Edward Street and the new Brewery Street to promote cycling to the Canal Quarter. The cycle hub could form part of the proposed urban form and the type and characteristics of it should be explored in future design stages.



Streets which allow cyclists, pedestrians and vehicles to share the same space safely.



Opportunity for a electric bikes.

#### LCQSPD objective:

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.



#### How the masterplan complies with the LCQSPD:

Create a sustainable walkable neighbourhood that minimises car use providing a pedestrian-friendly environment and new access to the Canal:

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



Improve access to the Canal.



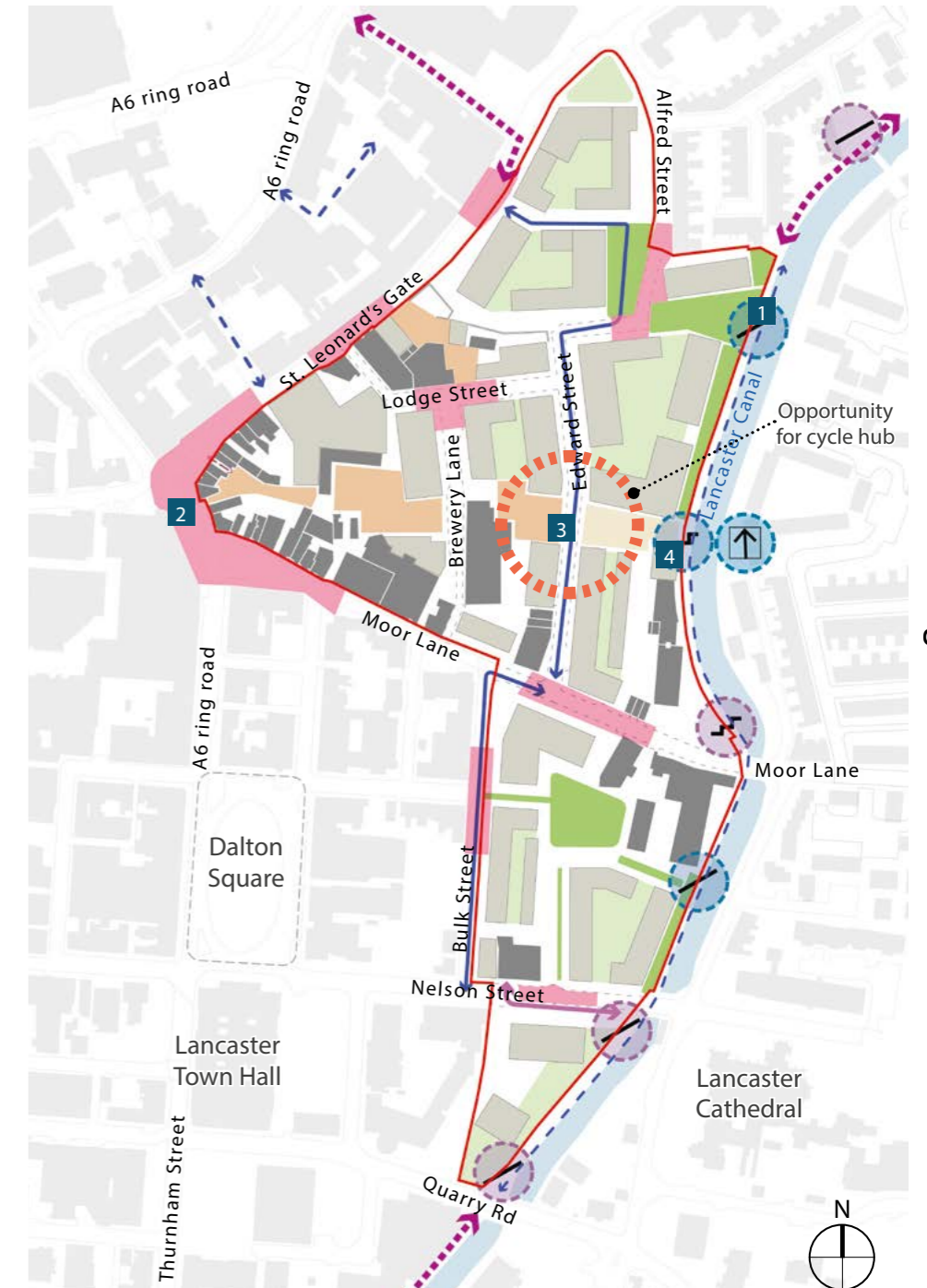
Public realm improvements to the Nose.



Opportunity for cycle hub.



Improve connections from the site to the Canal.





## 6.5 Vehicular movement strategy

Prioritise active modes of transport such as walking and cycling over the use of private vehicles.

The design proposals and the movement strategies for the LCQ encourage sustainable ways of travel in line with the Lancaster City Council's Climate Emergency declaration of 2019. In addition, the vehicular strategy considers the Local Plan ambitions to maximise opportunities to encourage a modal shift in transportation from private car use to accessible active travel and sustainable transport through considered design.

However, as a preferred option for the Lancaster gyratory system has still to be agreed as part of the Lancaster Movement Strategy, the role of the main spine of Alfred Street and Edward Street in accommodating local and through traffic is difficult to analyse. The ambition is for the impact of ordinary vehicular movement along this corridor to be reduced and its environmental impact to be significantly improved. There are a range of potential options for the treatment of vehicular access through the site and potential restrictions, however these options will have implications for the wider network, particularly when considered in context with gyratory proposals. The implications should be explored in future detailed design proposal options for the North-South green corridor.

Vehicular access will be allowed for car clubs and Blue Badge holders, new residents, refuse and servicing. The location of Blue Badge spaces should be considered in proximity of non-residential uses to ensure accessibility. The plan in the adjacent page shows the potential location of spaces for car clubs and Blue Badge holders.

This strategy will contribute to improved air quality in the area, in line with Policy EN9 that states that any development located within or adjacent to AQMAs will be expected to ensure that they do not contribute to increasing levels of air pollutants within the locality and adequately protect their users from the effects of poor air quality.

### LCQSPD objective:

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.



### How the masterplan complies with the LCQSPD:

Create a sustainable walkable neighbourhood that minimises car use providing a pedestrian-friendly environment and new access to the Canal:

- ✓ Recognition that connectivity and movement requires city-wide approach.



Movable bollards are one way to restrict vehicular access.



Shared surface streets promotes walking and cycling.



Opportunity for shared surface streets.



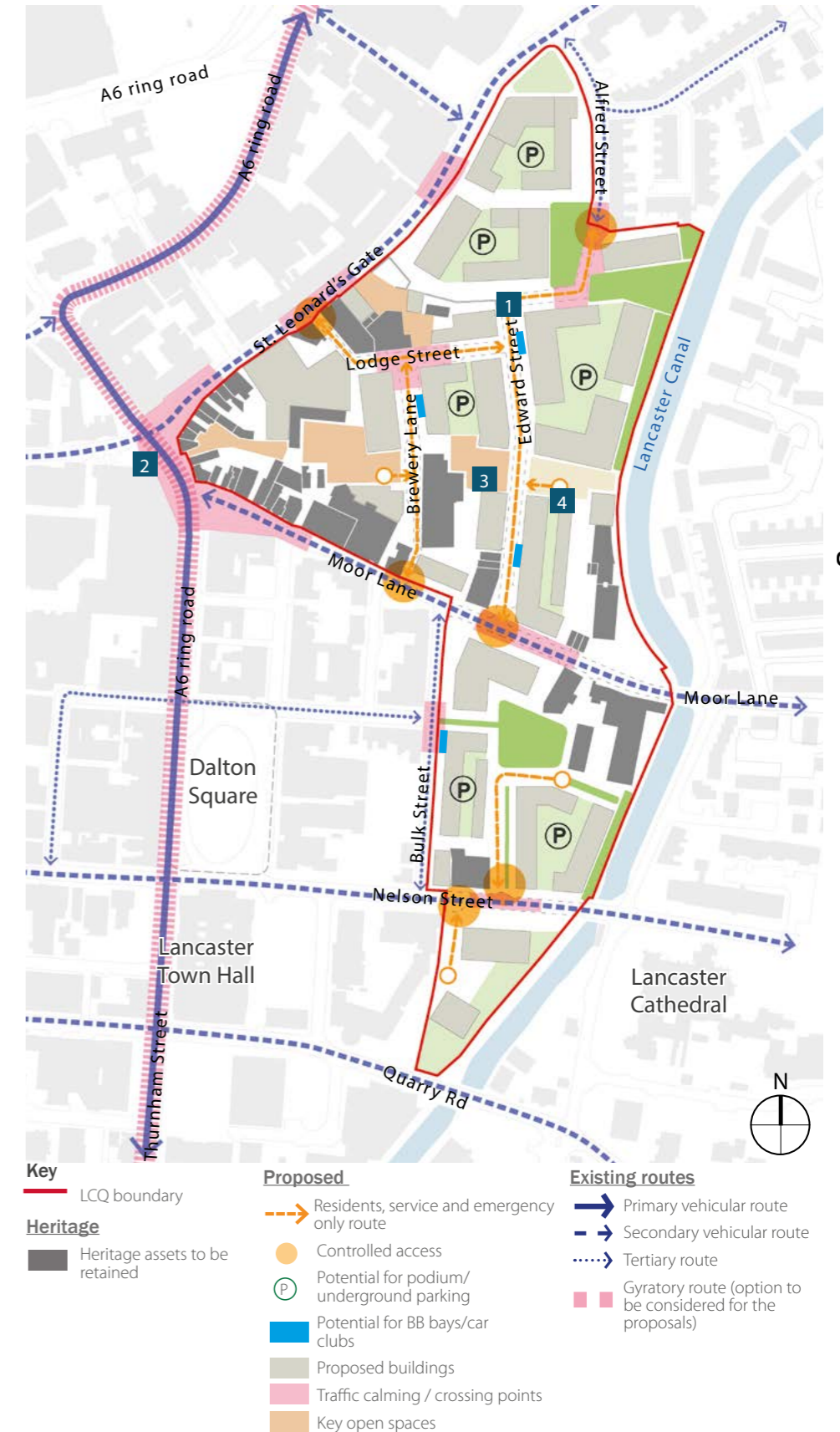
Public realm improvements to the Nose.



Prioritising active modes of transport.



Ensuring controlled vehicle access with movable bollards to street entrances.





## 6.6 Car parking strategy

### Prioritise active modes of transport such as walking and cycling over the use of private vehicles.

One of the key objectives of the LCQ masterplan is to prioritise sustainable modes of transport and therefore the car parking provision within the site will accommodate for new residents, some visitors and Blue Badge holders only. This objective considers:

- The initial key findings from the Lancaster Parking Strategy that is being carried out at the moment of writing this report.
- That LCQ will be a sustainable neighbourhood with opportunities for sustainable travel such as walking and cycling and its close proximity to the City Centre and the train station.
- New homes and uses have been located so that people will be able to find most of the things they need on a daily basis within a short walk (10-15 minutes walk).
- The need to reduce car parking and vehicle movement to contribute to Lancaster City Council's aspirations to be carbon neutral by 2030.
- New trends in travel patterns that favour more sustainable means of transport, technological advances that allow for remote/home working; and innovative and new approaches to mobility, exercise or well-being.

It is proposed that most of the car parking is provided in podium or underground parking taking advantages of the difference of levels within the site. Podium parking should be located concealed within the built form creating active frontages onto the street. These allow vehicles to be safely stored away in secure, covered areas that offer direct access to homes via internal corridors. Some on-street is considered for Car Clubs and Blue Badge's holders.

#### LCQSPD objective:

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.

#### How the masterplan complies with the LCQSPD:

Create a sustainable walkable neighbourhood that minimises car use providing a pedestrian-friendly environment and new access to the Canal:

- ✓ Recognition that connectivity and movement requires city-wide approach.



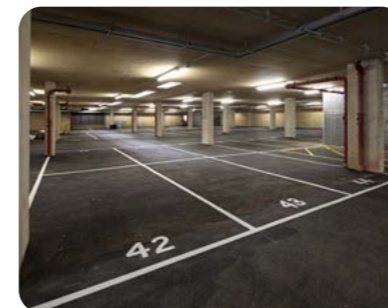
Amenity courtyards with landscape areas can be provided on top of podium parking.



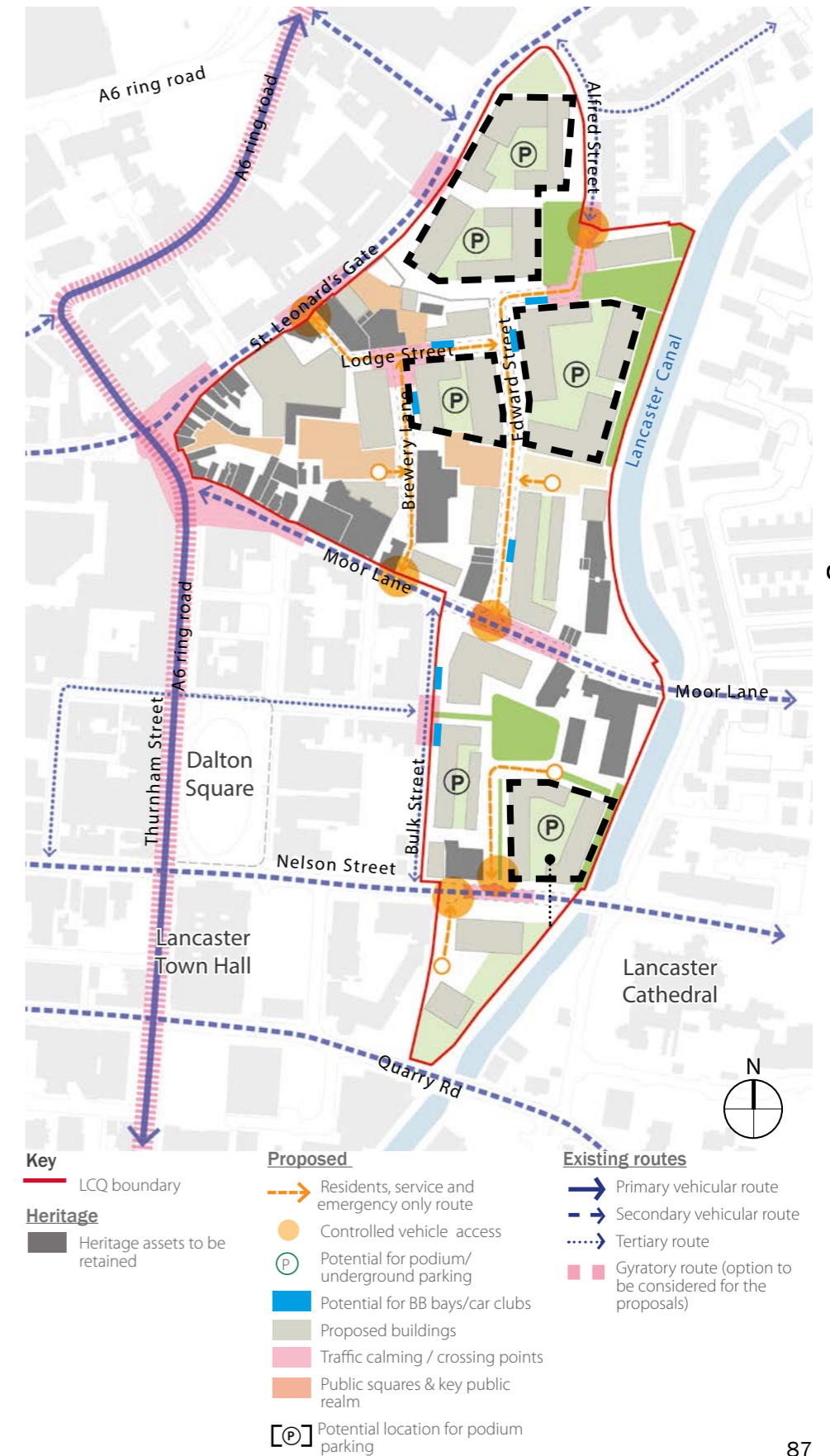
Secure podium parking entrance.



Gated secure access.



Safe and secure parking.



Portobello Road, a PRP project where podium parking is concealed within the build form creating active frontages to the street.



## 6.7 Indicative land uses strategy

### A vibrant neighbourhood with activities during day and dusk

Central Lancaster is one of the identified regeneration priority areas. **Policy EC5.1 sets out that Lancaster City Centre will be strengthened as a sub-regional centre with improved retailing opportunities, enhancing the City's role as a visitor destination for its cultural heritage and historic environment via regeneration of Lancaster Canal Quarter, enhancements to Lancaster Castle and wider improvements to the public realm.**

The masterplan design principles have guided the strategy around the quantum and location of residential and non-residential spaces within the new neighbourhood. The masterplan considers the provision of approximately 7,000sqm of non-residential space. The new non-residential offer takes into consideration the common non-residential uses that people would like to find in their new neighbourhoods, mainly commercial and service offers that they can find within a short walk (5-15minutes) in between their daily duties/tasks.

One of the land uses strategy key objectives is that new non-residential uses will complement and therefore non-compete with the existing offer in the City Centre, especially considering the Stonewell Nose area is within the City Centre boundary.

The location of non-residential uses should be prioritised fronting the new Brewery Street pedestrian street and fronting all the new public squares and open spaces to create well-overlooked, safe and active spaces. The location of non-residential uses fronting open spaces is also key to create places and uses that can spill out to the public realm providing spaces for the social interaction and contributing to create a sense of community.

#### Flexibility & resilience

High-streets and town centres across the UK have suffered the impacts of the Covid pandemic. These impacts have highlighted the importance to create places that are flexible and resilient and that can adjust and adapt to rapid changes of people's habits and ways of living whilst also respond to market demands. It also highlights the importance of creating places that promote the experiential retail, innovation and places that allow for enjoyment and social interaction.

In addition, long term masterplan as LCQ should ensure they provide enough flexibility that could adapt to future market demand and changes in lifestyle to ensure a successful delivery. Flexibility is proposed for non-residential uses to ensure future needs can be accommodated, prevent or minimise voids and allow the spaces to respond to whatever the future may hold considering the long-term deliverability of a masterplan of this size.

#### A sustainable vibrant community

In line with the land uses proposals described within the LCQSPD, predominantly residential uses are proposed to the north and south of the site and along the Canal responding to the existing context whilst providing a strategic location for the new homes with views to the Canal and surrounding heritage assets. Residential uses should also be considered on the upper floors of most of the blocks wherever this is possible in order to ensure vibrancy and activity during the day and night onto the streets and the public realm. Communal and individual entrances to residential properties should be maximised to ensure active frontages onto the street.

Residential uses are proposed in a variety of home typologies that are flexible and will cater for different types of families and lifestyles to create a vibrant mixed-use neighbourhood.

Lancaster Canal Quarter will become a new mixed-use neighbourhood providing opportunities for a new balanced community, where people will live and work, enjoy the new open spaces, with access to the Canal and to a new offer of uses to enjoy all year round.

In addition, the Canal Quarter regeneration will give the LCIC the opportunity to strengthen the City Centre by enhancing the existing non-residential uses and providing residential development that responds to current and future needs. This will help to create a vibrant neighbourhood that people enjoy living in, work in and visit.



Potential for a hotel within the site.



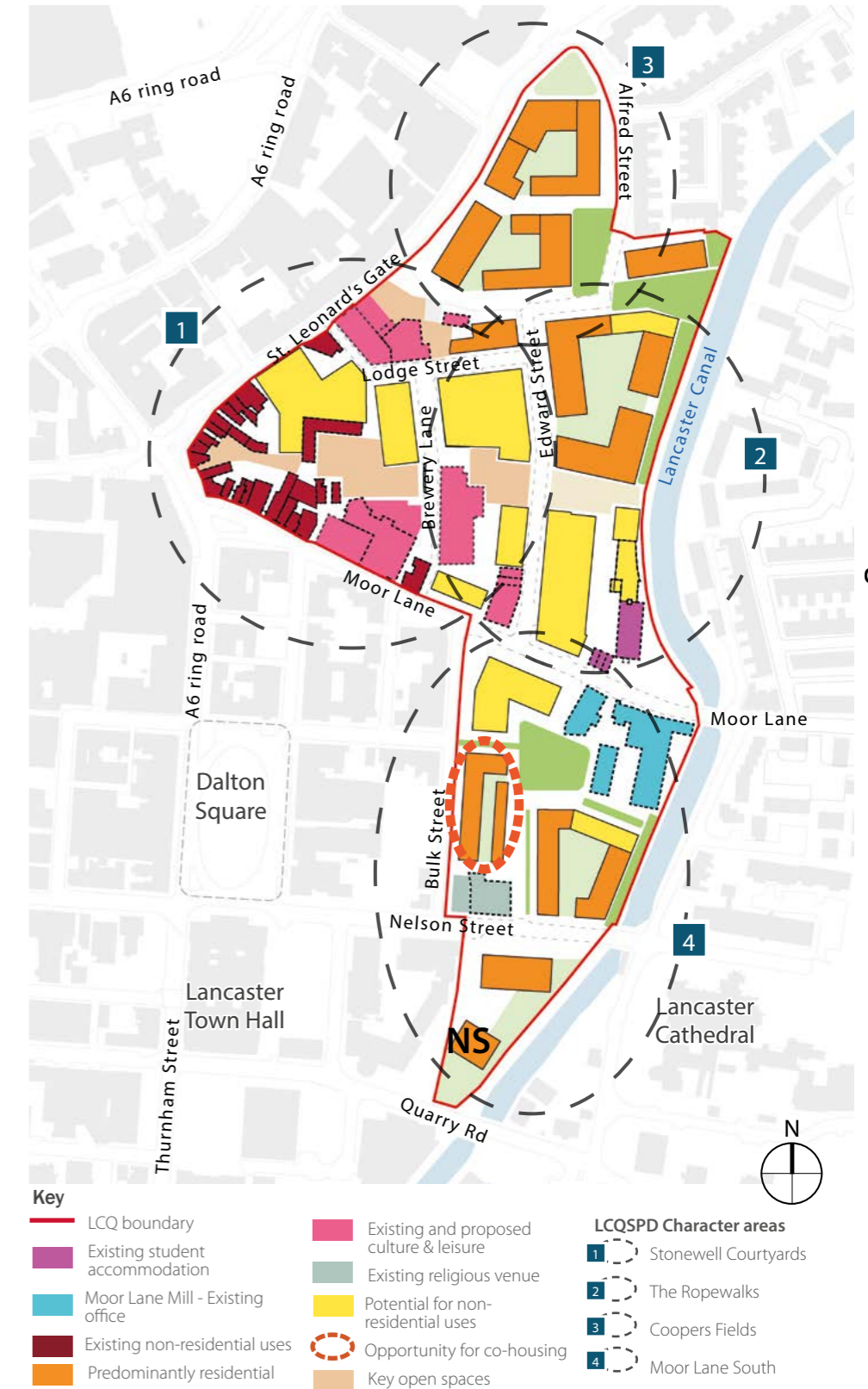
Re-use of the Brewery - Potential F&B/Leisure.



Potential uses for flexible working / office space.



Other potential non-residential uses: cycle hub / small F&B.





## 6.8 Indicative land uses strategy

Following the character areas and the proposed uses for each of them set up within the LCQSPD and the engagement with key stakeholders undertaken as the process to develop the masterplan, a range of different uses was discussed for each character areas of the LCQ masterplan.

This section presents a range of potential uses that could be considered for each of the character areas and that have been discussed with key stakeholders. Although the uses proposed here for each of the character area may vary in the future to respond to Council, people and market demand, the character for each areas should remain to ensure the objectives set up in the LCQSPD remain. The proposed uses should ensure the creation of sustainable employment opportunities as well as supporting the City Centre economic growth.

Regenerating the Canal Quarter will help to enhance the existing offer in the city centre through the delivery of a sustainable and viable mix of residential and non-residential uses that are accessible to all.

### LCQSPD objective:

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



### How the masterplan complies with the LCQSPD:

*Provide non-residential uses that will complement the existing offer in the city centre:*

- ✓ Accommodate a diverse mix of uses to create a vibrant and active neighbourhood.
- ✓ Consider high-quality office and business uses.
- ✓ Provide housing that responds to current demand.
- ✓ Retail located to the western side in proximity to the retail core of the city.
- ✓ Consider the potential for the location of a hotel.
- ✓ Promote a cluster of culture and leisure activities.
- ✓ Promote sustainable ways of transport in line with the Council's declaration of Climate Emergency in 2019.

### 1. Stonewell Courtyards

- Cultural offer to complement both theatre venues.
- Food and drink premises to complement the cultural offer.
- Hotel
- Existing retail offer.
- Cycle hub /coffee shop.
- Workshops / workspaces
- Independent shops.
- Non-residential uses to be prioritise fronting the new squares and key public realm.



### 2. The Ropewalks

- Food & drink venues.
- Re-use of the Brewery building.
- Cultural venue for concerts and events (such as Kanteena venue)
- Leisure uses.
- Hotel
- Coffee shops and small artisan shops / cycle hub.
- Workspaces.
- Innovation and creativity.



### 3. Coopers Fields

- Mainly residential.
- Opportunity for community services/venue.
- Small shops/artisan to complement the residential offer.
- Non-residential location to be prioritise fronting the open spaces and/or fronting the Canal.
- Flexible workspaces/ innovation.



### 4. Moor Lane South

- Mainly residential.
- Opportunity for community services/venue.
- Small shops/artisan to complement the residential offer.
- Opportunity for co-housing.
- Flexible workspaces/ innovation.
- Non-residential location to be prioritise fronting the open spaces and/or fronting the Canal.





## 6.8 Residential strategy

**Policy SP6 states that between 2011/2012 and 2030/31, the Council will seek to deliver a 20-year housing requirement of 10,440 new dwellings.** The delivery of this housing requirement will be realised through maximising opportunities for the regeneration of brownfield land within the district, the delivery of large strategic greenfield sites adjacent to urban areas and the delivery of smaller greenfield sites across the district.

The provision of high quality homes within a vibrant mixed use neighbourhood is one of the key objectives for the Lancaster Canal Quarter. A vibrant neighbourhood should provide a range of residential typologies that responds to local needs, caters for different users, family groups and lifestyles.

The current masterplan considers approximately the provision of 580 urban homes (over the 550 minimum homes set up with the LCQSPD), which will be within 5 minutes walk of the City Centre. The total number considers a mix of homes ranging from one bedroom to four bedroom homes. All homes have been considered with private amenity and cycle and refuse storage.

The masterplan design considers flexibility for future tenure and dwelling updates to maximise the site's potential and reflect/adapt to changing market needs, policy, and homeowners requirements.

The provision of a mix of housing tenures within the Canal Quarter will help the Council to work towards achieving their housing delivery target using brownfield land. The masterplan considers the provision of around 580 urban homes which would be a considerable contribution towards the Council's housing delivery target. The Canal Quarter is a sustainable location and residents would be a 5-minute walk away from local services and amenities. Including residential development within the regeneration of the Canal Quarter will reduce the impact on greenfield land for development elsewhere in the District. This aligns with the Council's focus on maximising opportunities of brownfield land regeneration.

### Flexibility For Changing Needs & Lifestyles

Recent events such as accelerated climate change and the Covid 19 Pandemic, together with the changing needs of occupants and technological advancements, have shown the need for flexible homes that can adapt to changing conditions.

Homes design should be:

- **Inclusive:** so everyone can use it safely, easily and with dignity.
- **Responsive:** taking account of what people say they need and want.

- **Flexible:** so different people can use it in different ways and they can adapt to different ways of living. Multi-generational typologies are a good example of how long term flexibility could be provided to adapt to families' changing needs.
- **Convenient:** so everyone can use it without too much effort or separation. Accommodating for all people regardless of age, mobility or circumstance.
- **Welcoming:** with no barriers that might exclude some people. Design spaces that could offer high quality doorstep amenities, private and public.
- **Realistic:** offering more than one solution to help balance everyone's needs.

### Inter-generational living

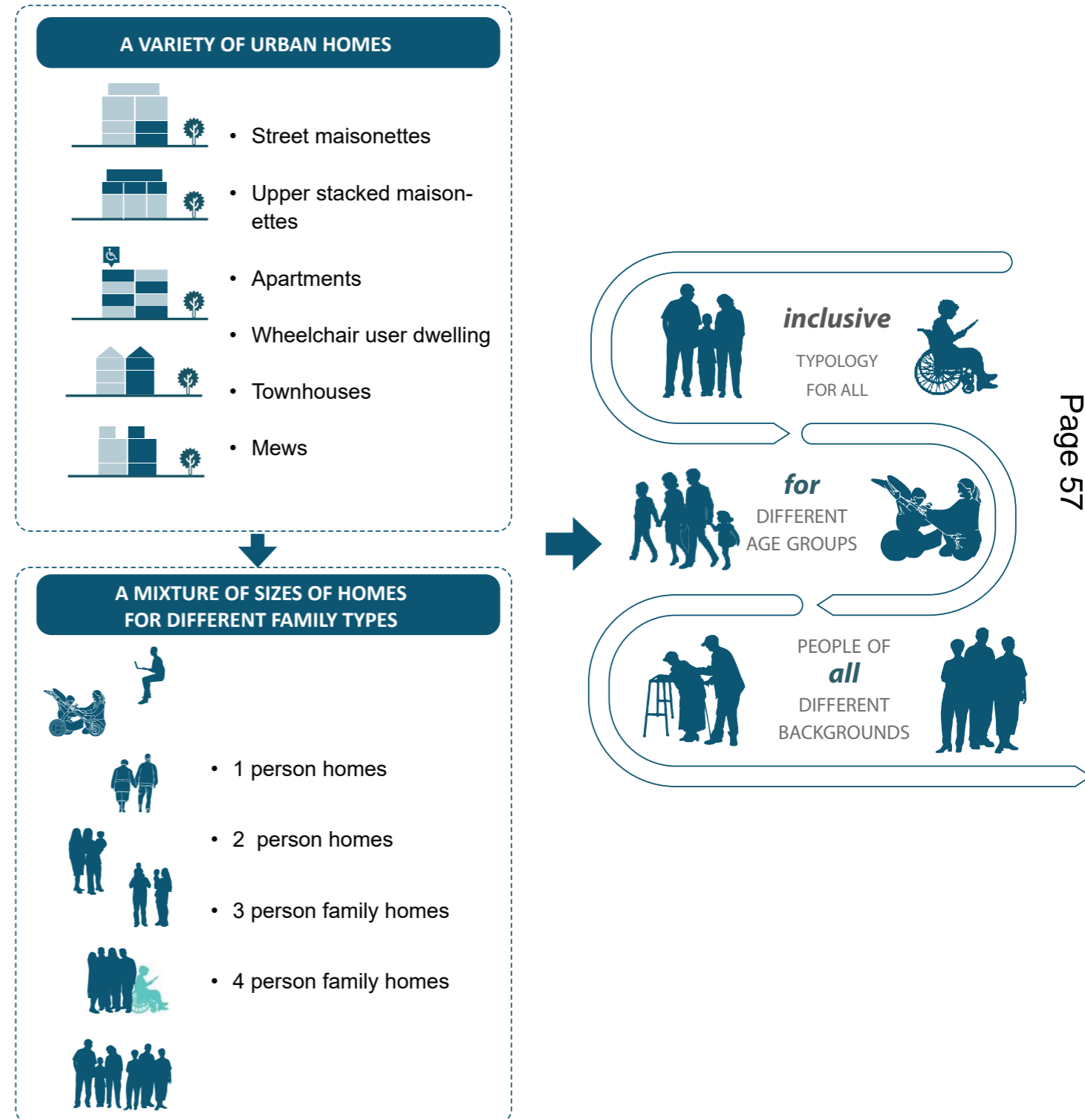
Considering that Lancaster has a the high percentage of youth population (due to the location of the universities), a high shared of older population and that retirees in Lancaster are due to increase by 40% by 2043, there is an opportunity to develop a strategy for new affordable was of living. This strategy should predicate on communality and shared experience.

The residential strategy therefore considers the provision of a mix of tenures and dwelling typologies that will promote different generations living together, creating spaces and opportunities for socialising and entertaining and where different generations could help each other. Intergenerational living in Lancaster Canal Quarter will seek to fold into different atmospheres and moods positively promote counter-intuitive encounters between residents and visitors and different generations. We understand that a vibrant neighbourhood is not only achieved through providing a wide range of new uses but also offering opportunities for a diverse community that is comprise of different types of families and different generations living together.

There are opportunities to incorporate multi-generational typologies. This alternative housing typology provides a flexible home for an extended family, with members across three or four generations able to live side by side yet maintain their own independence. The dwelling can be used by grandparents, young couples, a recently qualified graduate or student, or a family member with a disability who wants to live independently yet remain close by. It could also serve as an additional rental income stream for tourism.

In response to the growing demand to cater for; changing family dynamics, extended families, choice for the elderly and keeping communities together, there are opportunities to propose a multitude of multi-generational living environments within the Lancaster Canal Quarter.

Canal Quarter, a variety of urban homes that caters different family sizes and needs





## 7.8 Residential strategy

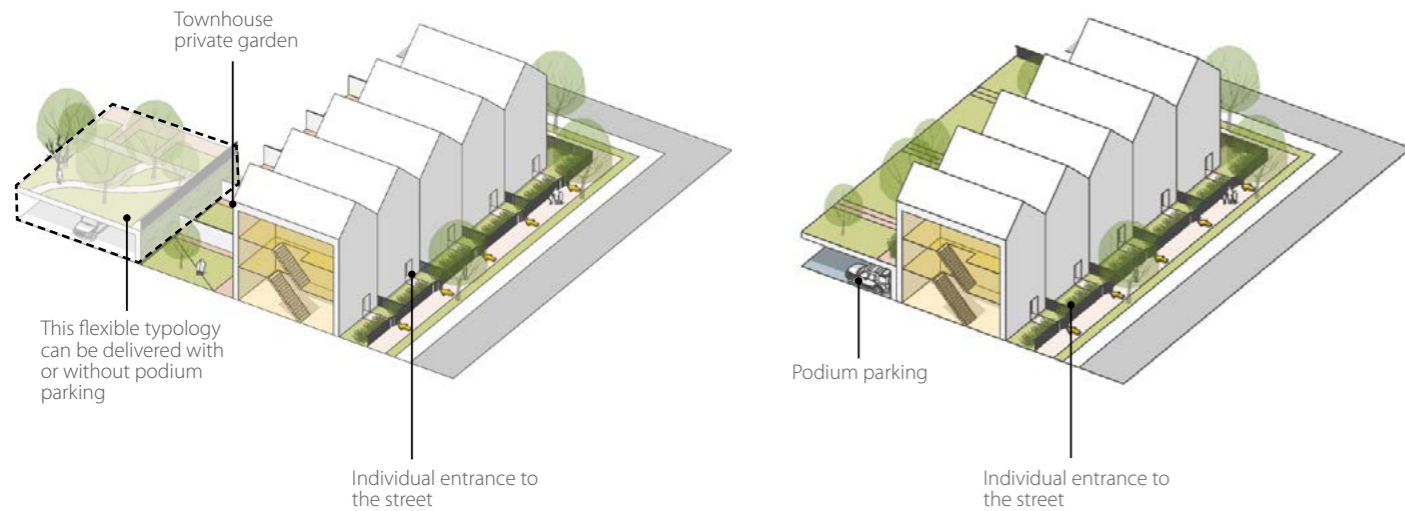
### Building typologies

This section presents a variety of building typologies which could be considered at detailed design stages for the Lancaster Canal Quarter to promote a vibrant community with distinctive neighbourhoods that will attract different people's and families.

#### Townhouses

Townhouses offer flexibility of orientation whilst adapting to future need of residents. They include private outdoor space in the form of garden and /or upper terraces.

This typology introduces a house in 2-3 storeys and allows for flexibility to be delivered with or without podium parking.



Townhouses with private gardens (adjacent to podium parking or without podium parking)

Townhouses with private gardens above podium parking



Precedent image of townhouse typology.

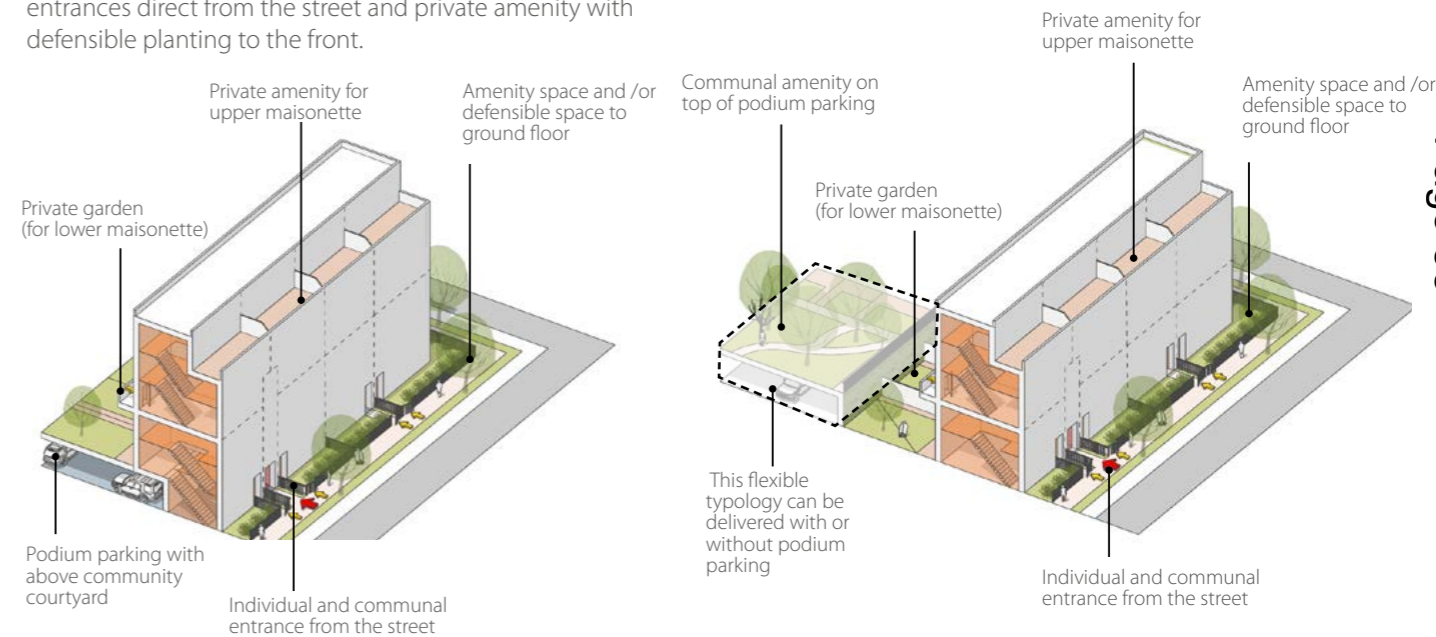
#### Stacked maisonettes

This typology is compatible with the provision of podium parking and also with blocks without podium parking. This allows for flexibility in future phases of the development that may require lower levels of car parking provision due to changes in demand.

Ground floor homes create **active frontage** with individual entrances direct from the street and private amenity with defensible planting to the front.

Upper maisonettes are accessible through communal doors from the street and could provide roof top terrace private amenity offering attractive views to the street and the surrounding open spaces.

This typology allows for flexibility to be delivered with or without podium parking.



Stacked maisonettes with private amenity above podium parking

Stacked maisonettes with private amenity (adjacent to podium parking or without podium parking)



Precedent image of stacked maisonette typology.

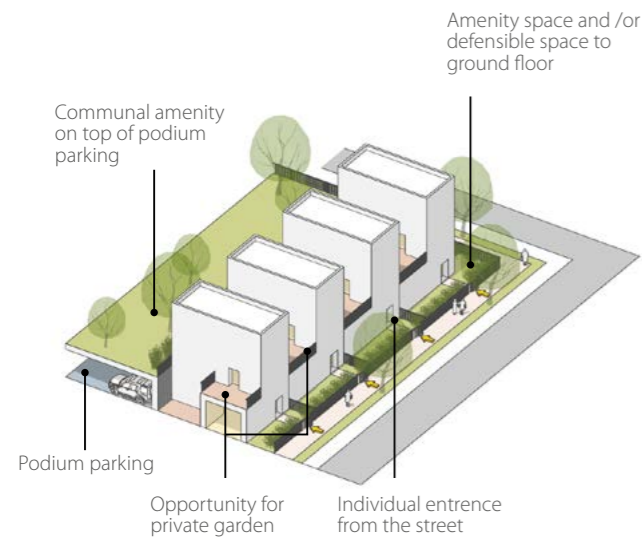


## 7.8 Residential strategy

### Mews

Typology that introduces a house, 2-3 storeys with private amenity that could be incorporated as part of the built form or to the podium parking. They also offer flexibility in terms of orientation due to dual aspect.

This typology allows for flexibility to be delivered with or without podium parking.

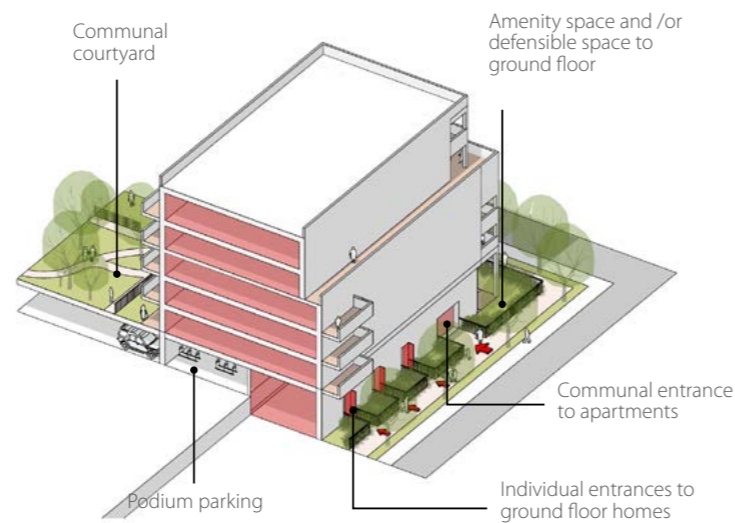


Precedent image of mews houses typology.

### Apartments with and without podium parking

Typology that consists of residential uses to the ground and upper floors and the option of podium parking with communal amenity above the podium.

This typology offers the opportunity to create active frontages onto the street providing individual entrances to the street for the ground floor dwellings.



■ Apartments

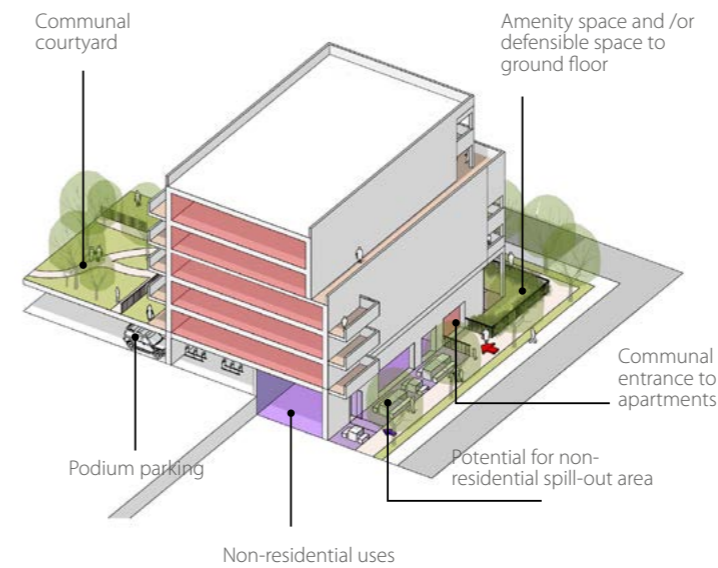


Precedent image of apartment typology.

### Apartments with non-residential uses and or without podium parking

Typology that consists of non-residential uses to the ground and residential uses to the upper floors and the option to provide podium parking with communal amenity above the podium.

This typology offers the opportunity to create active frontages onto the street providing communal entrances to the street and non-residential uses that could spill out to the public realm.



■ Apartments

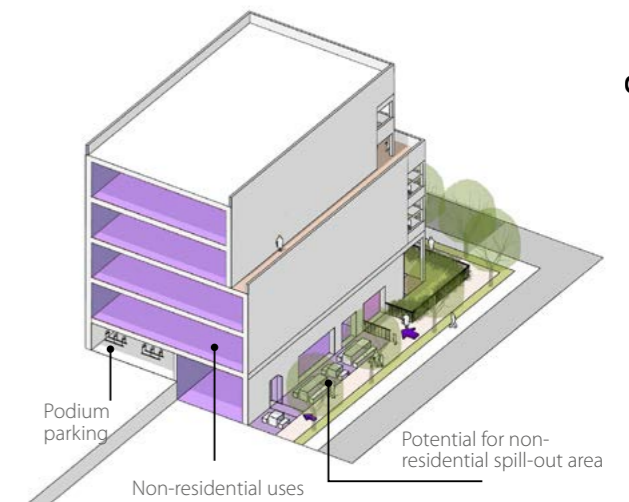
■ Non-residential ground floor uses



### Non residential buildings

Typology of building to provide flexible non-residential uses. The building can adapt to provide a single use such as a hotel or a combination of non-residential uses at different levels (for example F&B to the ground floor and workspace to the upper floors).

This typology should create active frontages onto the street that could spill out to the public realm.



■ Non-residential uses





## 6.9 Landscape & open space strategy

### New high-quality public realm and new open spaces for existing and new communities

The landscape and open space strategy proposes a series of different open spaces and a range of characters to cater to different needs.

#### Public open spaces & green streets

The masterplan provides a series of new squares, open spaces and public realm in line with **Policy DM27 that states that the provision of open spaces, sports and recreational facilities, for the benefit of local amenity and as a source of recreation and activity, is vitally important to aid the well-being of local residents and create a positive sense of place.**

Public squares and new public realm are proposed along the journey through the new pedestrian street, Brewery Street. These spaces draw inspiration from the Georgian and medieval character of Lancaster City Centre and range from intimate ginnels (Stonewell Courtyards), to open and well-framed squares (Theatre Square & Brewery Square) to landscaped steps (new central Canal access). The new public realm and public squares will be surrounded and overlooked by active and lively uses, offering spaces for leisure and events during the day and night. This is aligned with **Policy DM26 that details how development proposals can make a positive contribution to the public realm and civic space. This should be achieved through the use of good design, layout and high-quality materials, to create positive, safe and attractive streetscapes that contribute to the visual amenity of their locality and encourage good accessibility and connectivity between buildings and urban spaces.**

New green public open spaces with landscaped areas and tree planting will offer new spaces for community interaction and places to enjoy and relax and will be connected to new access to the Canal. Two new green open spaces are proposed, one to the north of the site and one to the south of Moor Lane both will offer new pedestrian access to the Canal and be connected through a tree-lined street running north-south through the site. This green street running through the site links the existing green infrastructure surrounding the site, promoting a link or ecological corridor and providing opportunities for SuDs.

The promotion of accessible open space, green and blue infrastructure and sustainable transport will benefit the health and well-being of the community and will help to ensure that local facilities and services are easily accessible by foot or bike.

#### New access points to Lancaster Canal

Three new pedestrian access points to the Canal will provide new opportunities for new and existing communities to enjoy

this natural asset and open up the Canal to the City Centre and the surrounding neighbourhoods. Each of these Canal access points are along key pedestrian east-west routes, the central access connecting to Brewery Street; and one access to the north and another to the south of the site linked to proposed green open spaces and pedestrian routes.

#### Private and semi-private amenity for all new homes

It is proposed that all new homes will benefit from private amenities. Communal amenities in the form of courtyards are proposed for new residents that will contribute to providing green environments and increase biodiversity whilst promoting that everyone will live in close proximity to green spaces.

The Canal Quarter will offer a wide range of new open spaces and public realm that will cater to different needs and uses providing spaces for everyone to enjoy. At the same time, new routes and access to the Canal will create new opportunities for everyone to enjoy the Lancaster Canal.

The regeneration of the Canal Quarter will give the Council the opportunity to facilitate the creation of new green open spaces, new pedestrian access routes to the Canal and a new square and public realm.

#### LCQSPD objective:

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.

#### How the masterplan complies with the LCQSPD:

Create new hierarchy of high-quality public open spaces for new and existing residents and visitors to enjoy all day and all year around.

- ✓ The creation of a public realm hierarchy.
- ✓ Improve the relationship between the Canal and the City Centre.
- ✓ Improve legibility and wayfinding within the area.
- ✓ Create animated, safe and overlooked spaces.
- ✓ Work with and enhance the existing characteristics and features of the site.
- ✓ Incorporate blue and green infrastructure and SuDs
- ✓ Respond to topography.



Example image for Stonewell Courtyard.



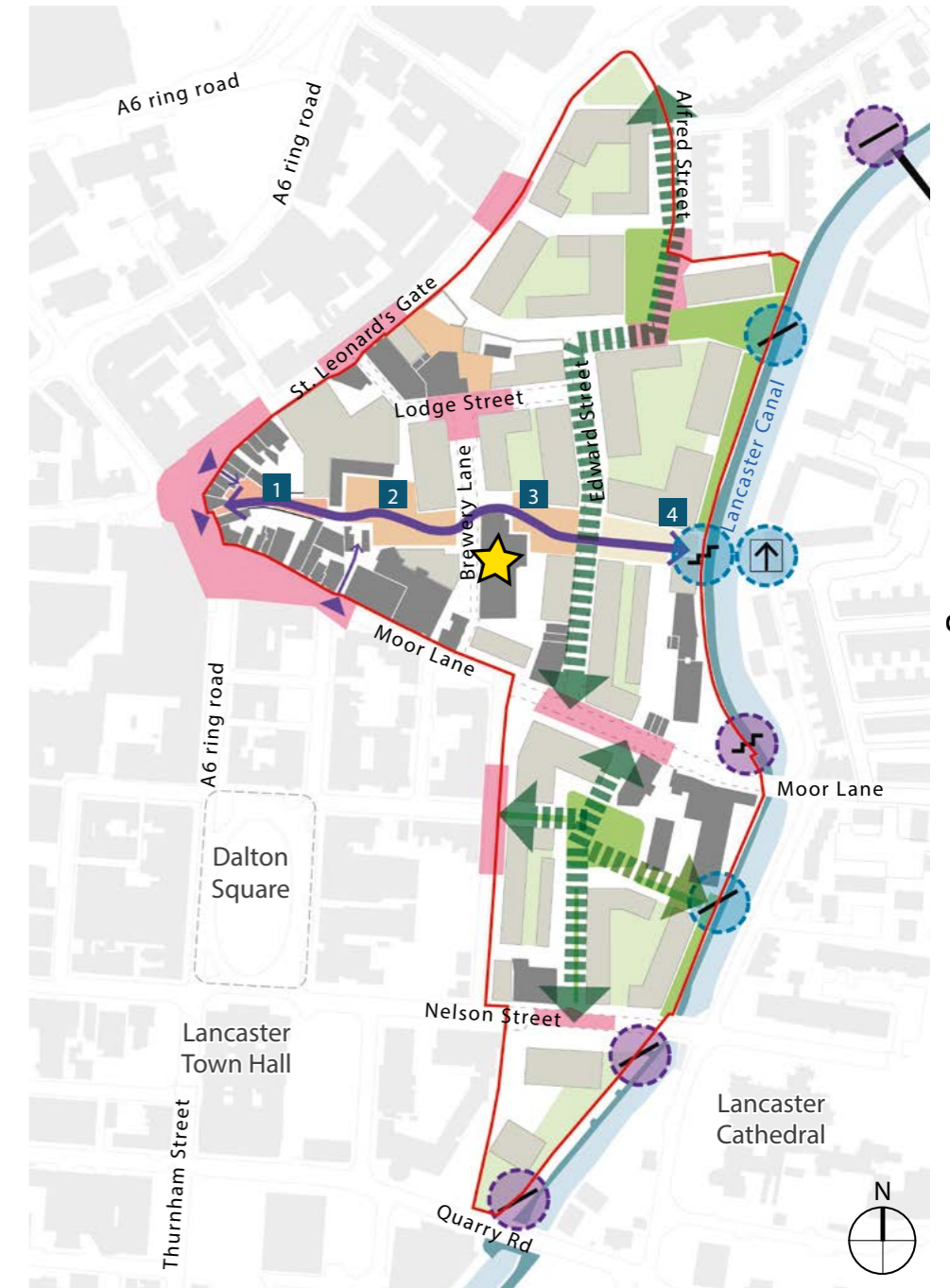
Precedent for the Theatre Square.



Precedent for Brewery Square.



Example image for Canal Steps.



<p><b>Key</b></p> <p>— LCQ boundary</p> <p><b>Heritage</b></p> <p>■ Heritage buildings to be retained</p>	<p><b>Public realm</b></p> <p>➔ New main pedestrian Brewery Street</p> <p>➔ Tree lined/landscaped streets</p> <p>■ New public squares/key open spaces</p> <p>■ Semi-private amenity</p> <p>★ Brewery - landmark building</p> <p>■ Proposed buildings</p> <p>■ Traffic calming / crossing points</p>	<p><b>Canal access/spaces</b></p> <p>— Tow-path route</p> <p>● Existing access</p> <p>● Proposed access</p> <p>⚡ Stepped access</p> <p>⚡ Level/ramp access</p> <p>⚡ Potential for lift access</p> <p>■ Canal steps</p>
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## 6.9 Landscape & open space strategy

### The new squares



- Inspired by the heritage and history of the site and medieval character of the streets in Lancaster City Centre.
- Series of squares and spaces that promote discovery.
- Predominantly hardscape with areas for planting, seating and play.
- Opportunities for incidental play and permeable paving.

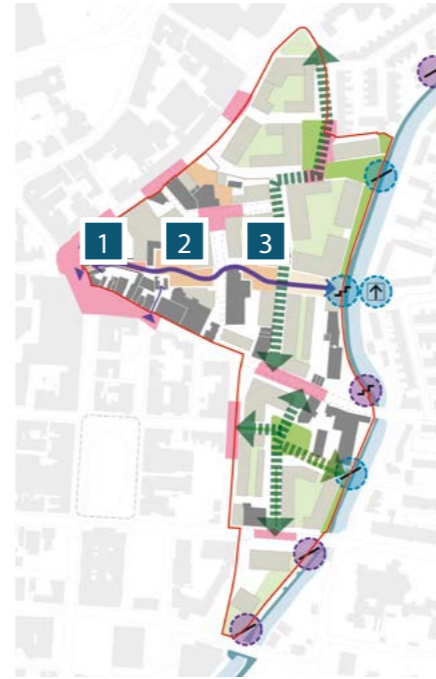
#### 1 Stonewell Courtyard



#### 2 Theatre Square



#### 3 Brewery Square



### The new Canal access points

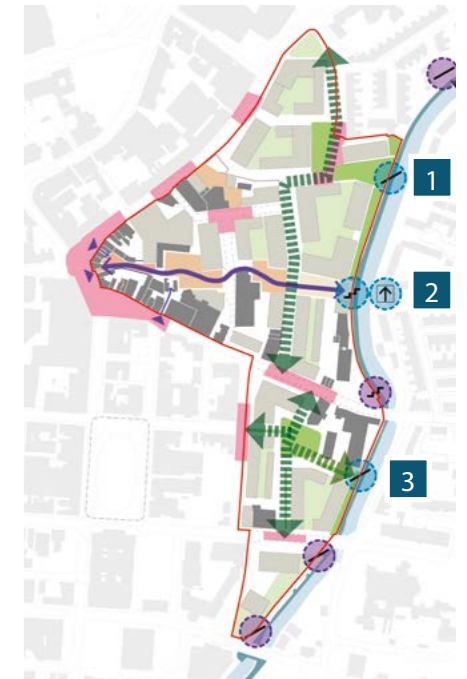
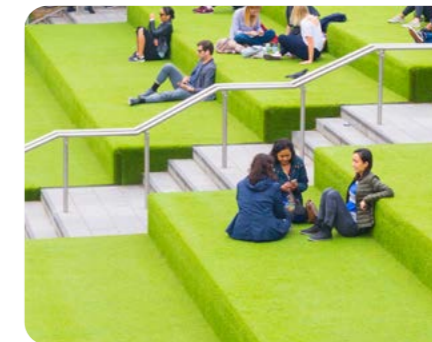


- Natural environments to promote wildlife.
- Predominantly soft-scape with path for walking and cycling.
- Build on the SuDS strategy to create a variety of landscape and habitats. Include playful and natural elements within the SuDS.
- Maximise direct access to nature to improve health and well-being.

#### 1 North access



#### 2 Canal Step



#### 3 South level access



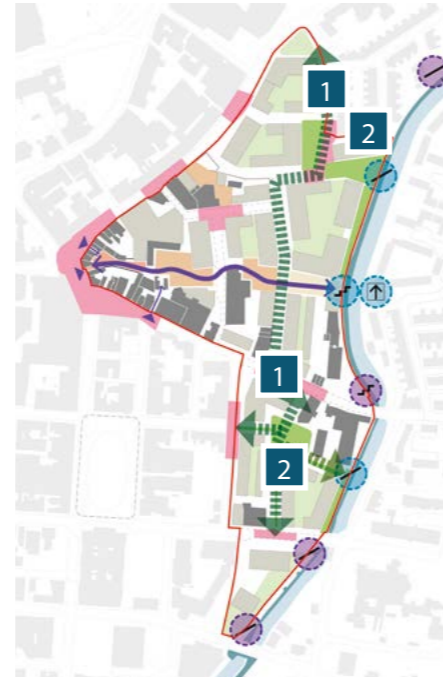


## 6.9 Landscape & open space strategy

### New green open spaces & streets



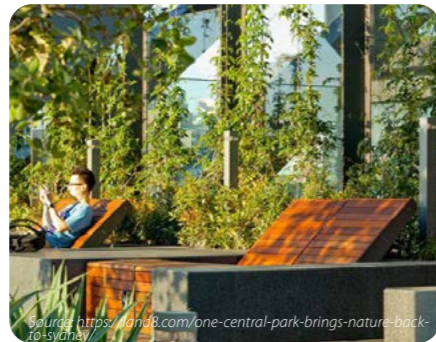
- Predominantly soft-scape with path for walking and cycling.
- Build on the SuDS strategy to create a variety of landscape and habitats. Include playful and natural elements within the SuDS.
- Maximise direct access to nature to improve health and well-being.
- Furniture and play areas for all ages to enjoy outdoors and promote healthy lifestyles.



#### 1 Green streets



#### 2 New green open spaces



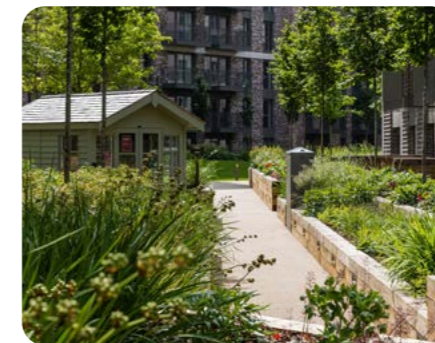
### Semi-private amenity



### Play areas & communal courtyards

- Play areas that cater different ages and distributed across the site.
- Opportunity for allotments and food growing within courtyards.
- Courtyards with hardscape and softscape areas.
- Furniture and play areas to be included within the communal courtyards.

### Opportunity for food growing within the courtyards



### Softscape and play areas within the communal courtyards



### Play areas to cater for all ages





## 6.9 Landscape & open space strategy

### Green infrastructure strategy



Example image for streets with tree planting.



Example image for communal courtyards.



Example image for public open greenspaces.



**Key**  
— LCQ boundary

**Heritage**  
■ Heritage buildings to be retained

**Public realm**

- ➔ New main pedestrian Brewery Street
- ➔ Green corridor with landscape and tree planting
- New public squares/key open spaces
- Communal courtyards
- Category A trees to be retained

- Public open greenspaces
- Tree planting to pavements
- ★ Brewery - landmark building
- Proposed buildings
- Traffic calming / crossing points

**Canal access/spaces**

- Tow-path route
- Existing access
- Proposed access
- Stepped access
- Level/ramp access
- ↑ Potential for lift access
- Canal steps

### Blue infrastructure strategy



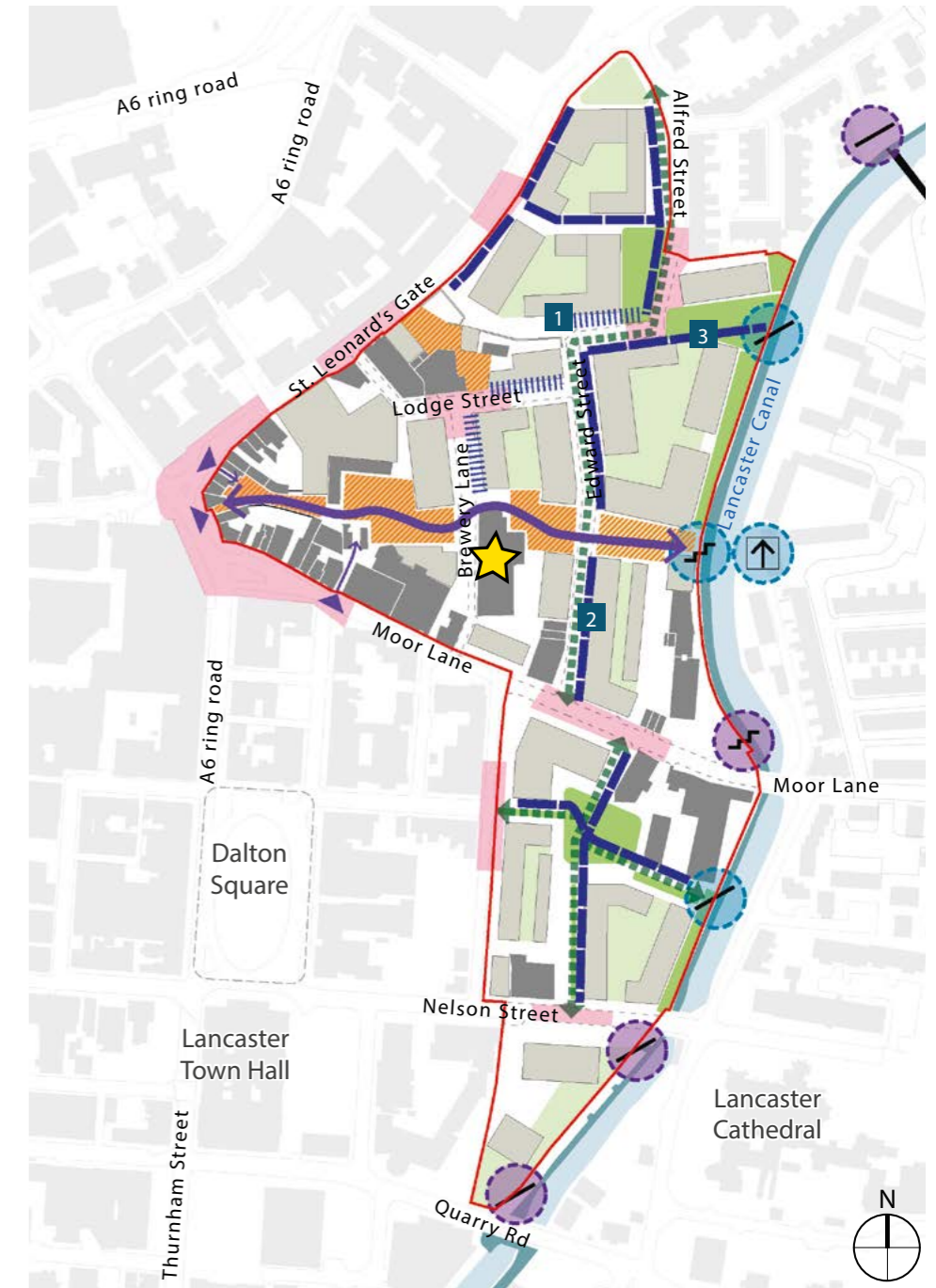
Example image of a tree pit.



Example image of a swale.



Example image of a rain garden.



**Key**  
— LCQ boundary

**Heritage**  
■ Heritage buildings to be retained

**Public realm**

- ➔ New main pedestrian Brewery Street
- ➔ Green corridor with landscape and tree planting
- New public squares/key open spaces
- Potential for swales and rain gardens

- Potential for tree pits and permeable car parking bays
- Potential for permeable material to the squares of open spaces
- ★ Brewery - landmark building
- Proposed buildings
- Traffic calming / crossing points

**Canal access/spaces**

- Tow-path route
- Existing access
- Proposed access
- Stepped access
- Level/ramp access
- ↑ Potential for lift access
- Canal steps



## 6.10 Meanwhile uses & placemaking strategy

### Lancaster Canal Quarter Placemaking

The placemaking strategy presented in this section has been developed by Hemingway Design. The placemaking activities of Lancaster Canal Quarter should underpin and support the components of the site and of the Vision.

For the Canal Quarter to become a naturally known and frequented part of Lancaster City Centre it should:

1. Add to and enhance existing events that the Lancaster Business Improvement District (BID) and the council support.
2. Demonstrate that The Canal Quarter is a distinct part of the city with a sustainable mix of uses. This distinctiveness comes from heritage and the Canal. The Canal and River's Trust has a wealth of events. It will be important to work with Lancaster's creative and heritage communities and existing cultural interest, the Dukes Theatre and Kanteena to create a new event. This event should be based around the Canal Quarter that is distinct to Lancaster and becomes part of the annual events calendar.



Source: <https://www.creativetourist.com/light-festivals/>  
Light Up Lancaster - the two-day regionally known festival of light offers opportunities to light up the historic buildings and possibly the Canal itself.



Source: <https://kanteena.co.uk/>  
Lancaster Music Festival - The Canal Quarter can work with the likes of Kanteena to extend this free festival into the quarters places and spaces.



Source: <https://lancastermusicfestival.com/>



Source: <https://www.facebook.com/LancasterFestaItalia/>  
Festa Italia – a celebration of all things Italian with the city streets lined with food & drink stalls, Italian Supercars and a packed stage for entertainment into the evening.



Source: <https://www.lancasterguardian.co.uk/news/dino-day-is-roaring-success-as-thousands-flock-to-lancaster-849169>  
Dino Day - a family event where animatronic dinosaurs take over the streets in the City Centre. Dinosaurs also lived in water!



Source: <https://www.lancasterguardian.co.uk/news/people/lancaster-pride-to-return-to-city-in-june-and-heres-how-you-can-get-involved-3615258>  
Lancaster Pride – gives the Canal Quarter opportunities to embed diversity into its homes and business space offer.



Source: <https://canalrivertrust.org.uk/news-and-views/news/were-hosting-festive-events-in-liverpool-and-burnley>  
'Santa Splash' - part of 'Lets Get Festive' at Salthouse Dock in Liverpool organised by The Canal and River Trust.



## 6.10 Meanwhile uses & placemaking strategy

### 3 Link clearly to what Lancaster is as a place.

Lancaster University is becoming increasingly known as a hotbed of sustainability. Questions to consider include 'how can the Eco Hub pop up in the Canal Quarter?,' 'Can there be pop up markets/shops that bring the Eco Hub produce and products such as vegetables, fruit, preserves, and honey into the City?' The Eco Hub is the home for environmental sustainability at Lancaster University. It provides a space for active participation in projects across themes based on agriculture and biodiversity.

The placebrand for Lancaster also celebrates Lancaster's access to Areas of Outstanding Natural Beauty, food and makers events can be gateways to celebrate its location.

Lancaster Canal Quarter can take inspiration from market towns like Frome (Frome Independent) and Andover (Second Sundays) and regenerated parts of cities (The Drops Kings Cross) that work with small batch makers markets to develop the personality of places.



Lancaster University Ecohub

3

Lancaster University Ecohub.



Our Lancaster Story

3

Source: <https://lancaster.uk.com/>

Our Lancaster Story.



Coal Drops Yard

3

The Drops in Coal Drops Yard, Kings Cross.



The Organic Garden

3

Source: <https://www.lancaster.ac.uk/sustainability/action/green-campus/>

The Organic Garden.



Coal Drops Yard

3

The Drops in Coal Drops Yard, Kings Cross.



Eco Hives

3

Source: <http://lancaster.ac.uk/lubbk/the-eco-hives/>

Home to several hives and individual colonies of honey bees managed by the Lancaster University Bee Keepers. The ECOHives "inaugurated" on the 18th June 2018, with the welcoming of our first two colonies of honey bees, both *Apis Mellifera Mellifera* ("European dark bee"). The hives produce enough honey to sell to the Lancaster campus community.



Second Sundays Market

3

Second Sundays market in Andover.



Creatively Lancaster Makers Market

3

A makers market founded in Lancaster that provides opportunities for local creative entrepreneurs to exhibit their creations and designs. At each event there are a curated assortment of talented makers, artists, hobbyists, crafters and bakers who showcase and sell their pieces.



7.

## Indicative Masterplan Framework



## 7.1 Indicative maximum heights framework

The proposed indicative maximum heights considers the principles set up within the LCQSPD and presents a framework to guide future proposals within the site.

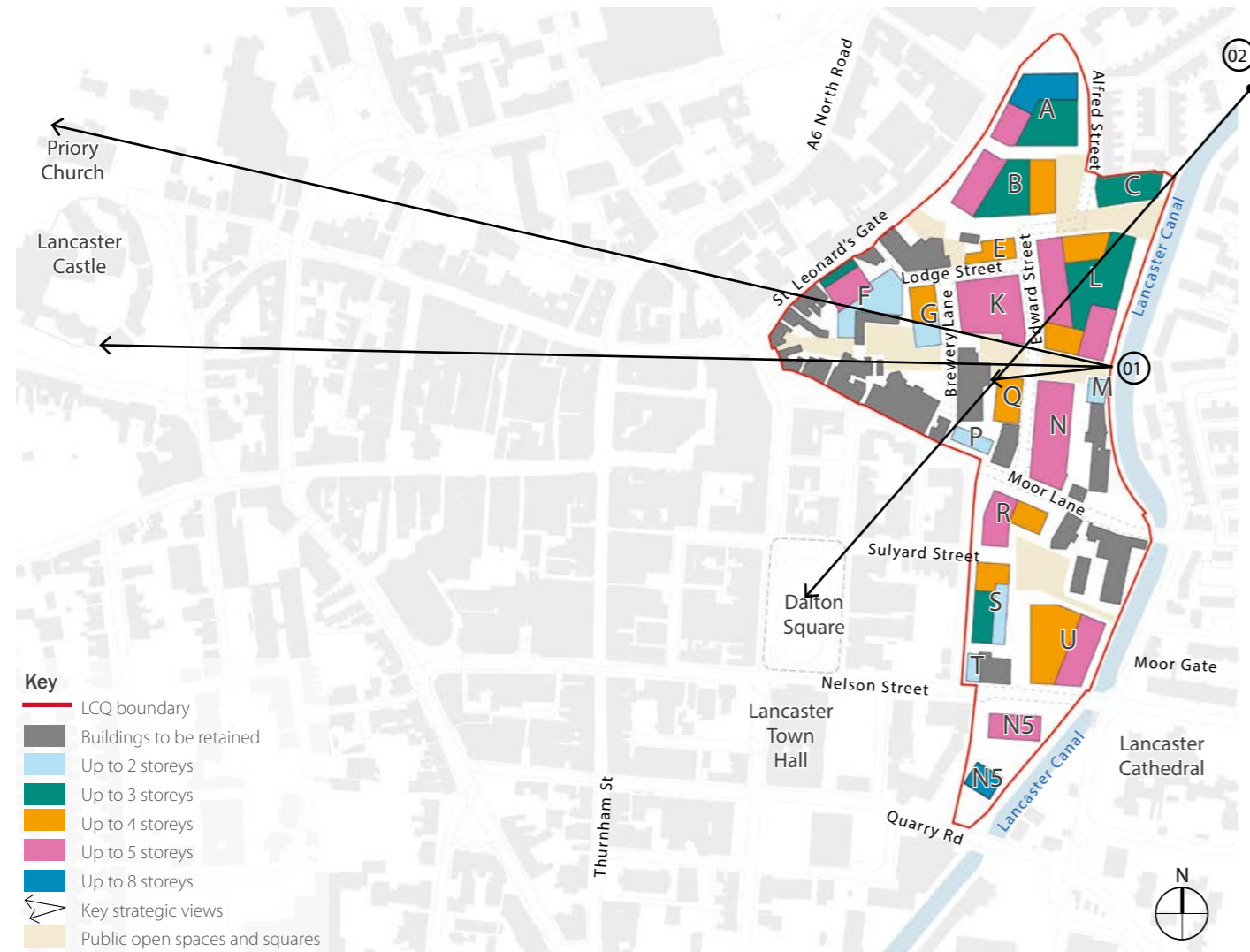
The heights proposed take into consideration to maximise the provision of homes (trying to achieve the minimum 550 homes as stated within the LCQSPD) whilst also considering the sensitivities and challenges of the surrounding context.

Key design principles:

- Maximum building heights refer to building storey heights to be considered from the fronting street/Canal to allow for flexibility across the masterplan.
- The proposed heights respond to the existing complicated sloping topography. The heights of developable parcels vary depending on the position of the building facade.
- The lowest building heights are proposed to the central area around the Stonewell Nose to allow for strategic views as set up in the LCQSPD.
- The key strategic view 01 from the Lancaster Canal should

allow for a view of:

- » The taller element of the Brewery buildings;
  - » The Lancaster Castle; and,
  - » The Priory Church.
- Key strategic view 02 providing views of the Town Hall dome from the pedestrian bridge to Shaw Street also informs the maximums height and roofscapes of blocks within the site.
- Therefore, the maximum height and massing of Blocks F, G and K and the orientation and separation of Blocks Q, N L should allow the provision of this key strategic view.
- Maximum heights are proposed to the north and south of the site considering the existing surrounding blocks of flats in these areas. Special consideration should be given to the maximum heights along Alfred Street to respond to the character of the fronting terrace houses.

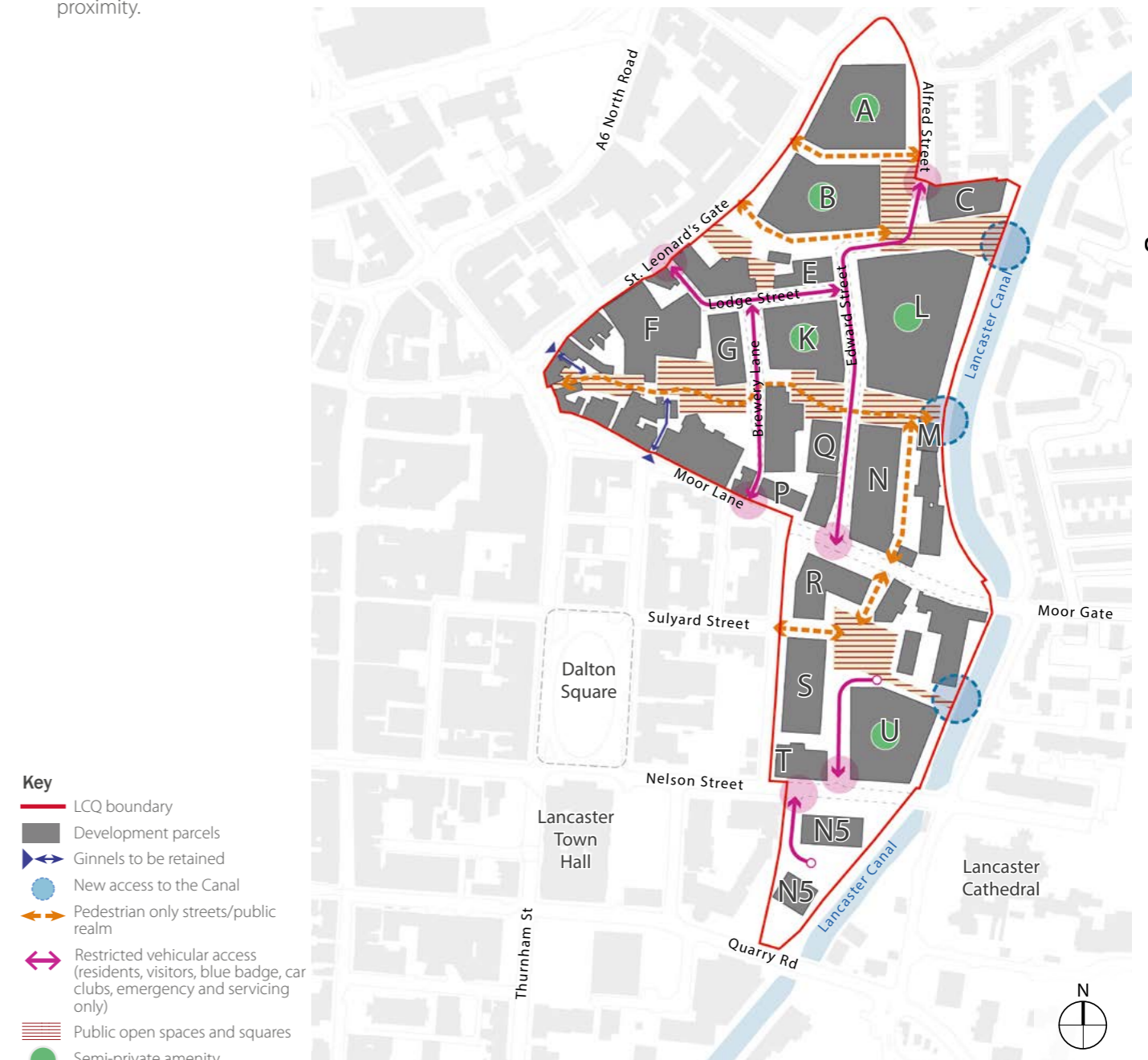


## 7.2 Indicative public realm and open spaces framework

The open space and play provision framework plan defines the broad locations and types of open space to be delivered across the Masterplan. Key design principles:

- The proposed primary open spaces are Stonewell Courtyards, Brewery Square, Theatre Square and Canal Steps. In addition, there is another open space to the end of Alfred Street and another one to the south of Moor Lane. These are key central public squares within the site and will become a destination in the Canal Quarter for existing and new communities.
- Public open spaces are distributed across the Masterplan to ensure all new residents will have open spaces in close proximity.

- Semi-private amenity should be provided within each residential development plot. Location, size and type will be subject to further detailed design.
- The primary open spaces must be defined by active frontages providing natural surveillance. They contribute to the permeability and legibility of the entire site whilst ensuring a positive and diverse experience through a variety of activities.
- The public realm design will be integrated with the primary open spaces to create a coherent and well-linked network within the site.
- Existing mature trees are to be retained wherever possible.





### 7.3 Indicative land uses framework

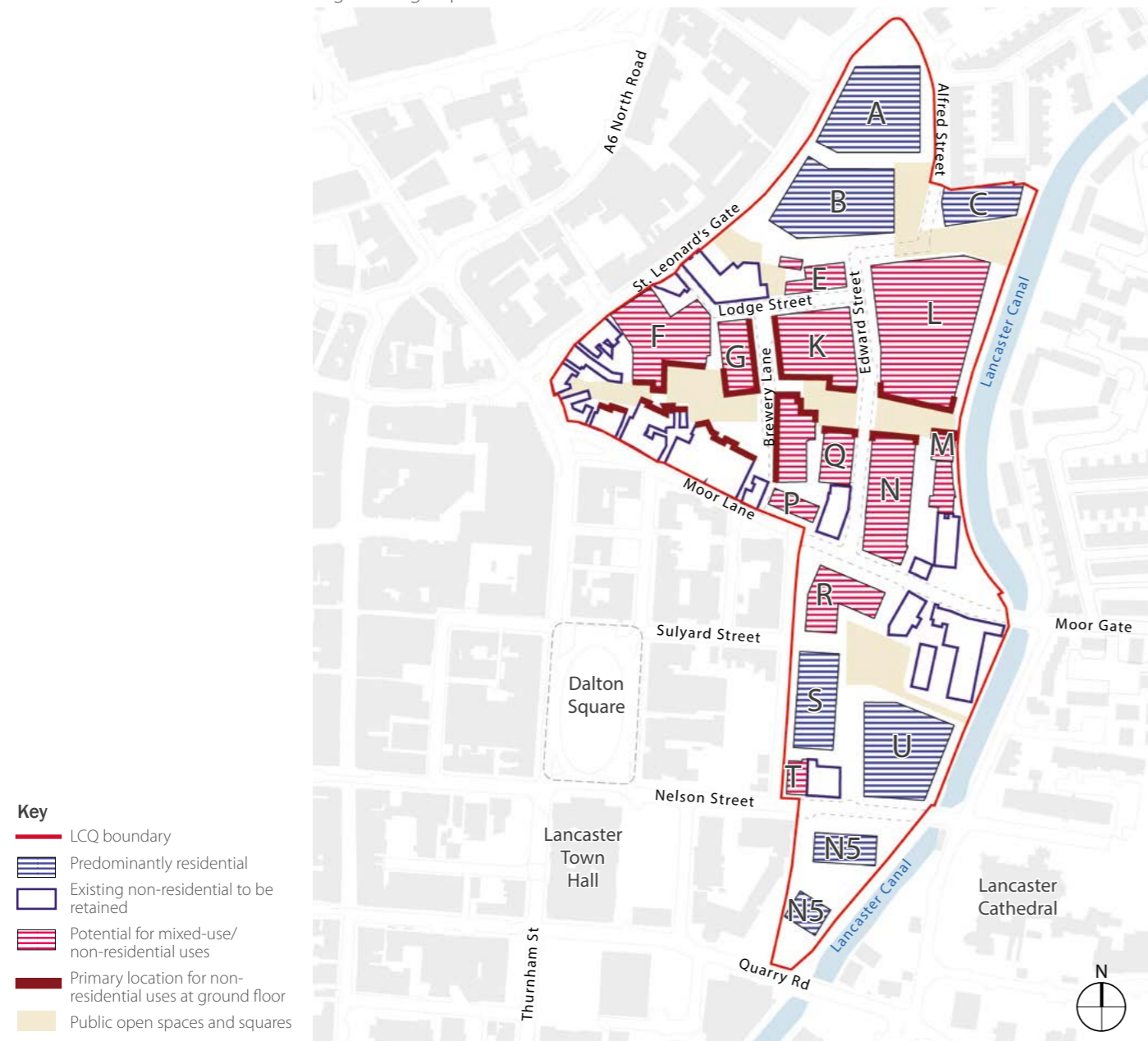
The proposed indicative land use framework plan sets out the location of potential land uses for the development allowing flexibility for future design stages to ensure that the masterplan delivers the Vision and design objectives whilst responding to the market and housing demands.

Key design principles:

- There is potential for non-residential uses to be located to the centre of the site. This approach considers the already existing non-residential uses in the area that can create interesting conglomeration synergies, and the potential for the new uses to complement the existing offer. In addition, the Nose is within the City Centre boundaries and therefore there is a potential to consolidate this area as mixed-use. The land uses design strategies presented in

section 7, offers some opportunities of type of uses although the correct type, quantum and characteristics of future uses should be considered in future design stages.

- Predominantly residential uses are proposed to the north and south of the site. The potential to locate small non-residential uses to the ground floors of these blocks should be considered in future design stages.
- The primary location of non-residential uses to the ground floor should be prioritise along the primary pedestrian route Brewery Street and fronting the key public realm and new proposed squares. Its location should be carefully considered in relation to place-making, pedestrian footfall and connectivity.

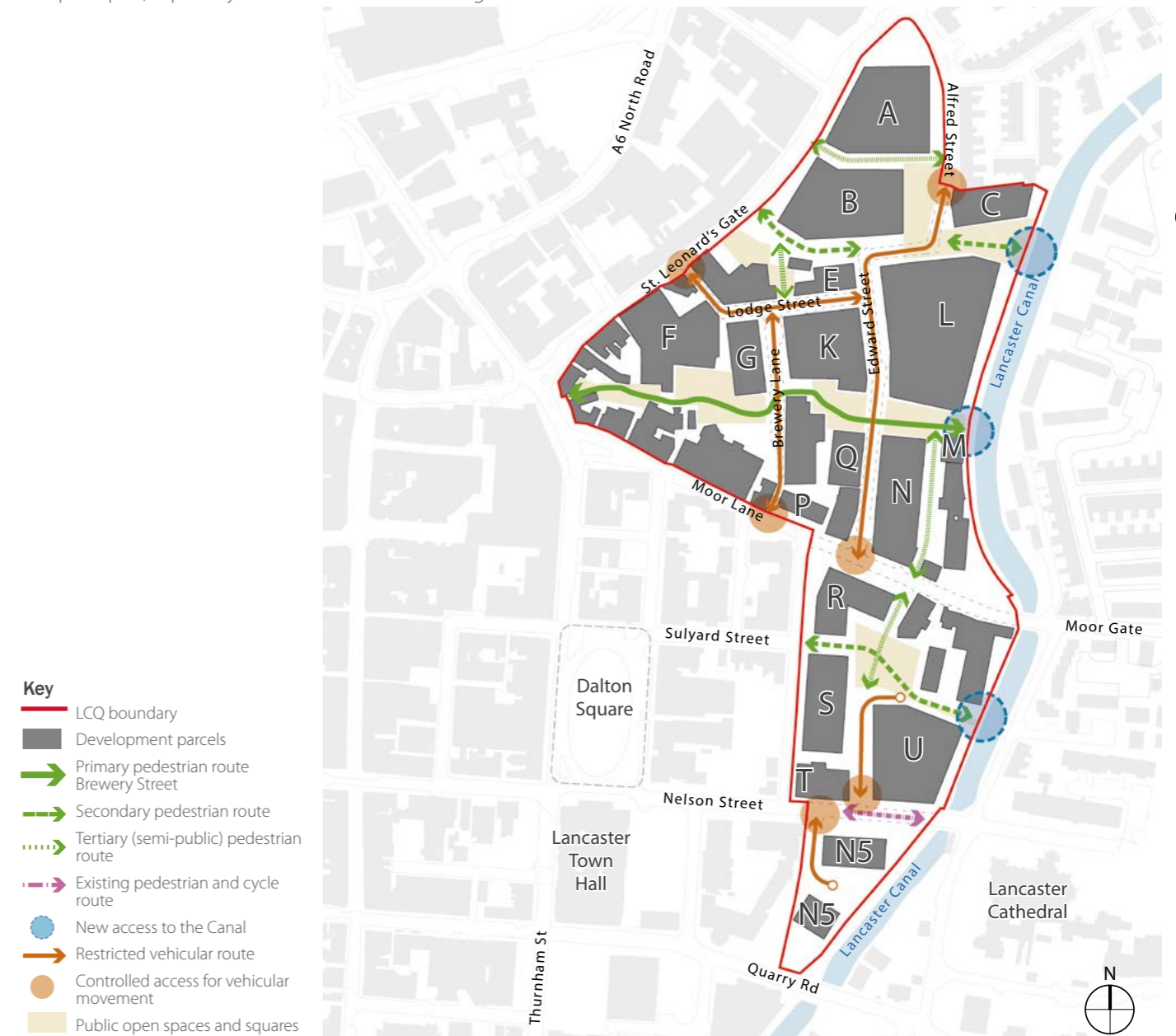


### 7.4 Indicative hierarchy of routes and access framework

The indicative hierarchy of routes and access framework plan will ensure the delivery of a clear hierarchy of streets that are safe and legible. The proposed routes create a permeable development that connects to the surrounding context and is accessible to all. Key design principles are:

- A primary pedestrian route Brewery Street runs east-west, connecting the Stonewell Nose with the Canal.
- Secondary pedestrian routes run throughout the site east-west connecting to new access to the Canal, whilst tertiary route connect with key spaces within the site. ,
- All streets should ensure a pedestrian friendly environment. Surfaces for pedestrians should be accessible and unobstructed and consider inclusive design principles, especially where there are level changes.

- Final vehicle access and vehicle movement options will be developed with reference to wider gyratory option decisions/implementation and consideration of local adjacent neighbourhood impacts. The objective being to considerably improve and mitigate the impact of through traffic.
- Three new pedestrian access points to the Canal are proposed along the eastern boundary.
- Traffic calming measures and crossing points should be provided where necessary to create a safe environment for pedestrians and cyclists.





## 8. Next Steps & Delivery



## 8.1 Phasing & next steps

In November 2021, after extensive consultation with the community and stakeholders, the council approved the Lancaster Canal Quarter Supplementary Planning Document (LCQSPD).

In order to develop the masterplan, the next step for the council will be to explore scenarios to prepare and submit planning applications for the Canal Quarter. The council has procured part of the design team to develop feasibility studies for some areas within the site to inform the next steps for delivery. These feasibility studies are described below.

The masterplan commits itself to a 15 year delivery window on a short/short-medium/medium/medium-long/long term framework, the phasing steps are illustrated below.



Illustrative proposed view along Alfred Street with the existing terrace houses on the right.



Illustrative proposed aerial view of the approved St. Leonard's Gate scheme. This will be developed over the next year using Brownfield Land Release Fund (BLRF2) as an example of tackling the Canal Quarter in phases.

- Key**
- LCQ boundary
  - Private landownership within Canal Quarter
  - Opportunity for community housing

### Feasibility and detailed studies carried out:

#### 1 St Leonard's Gate

PRP and the council Housing Team are currently developing capacity options for this area.

#### 2 Grand Theatre & Coach House

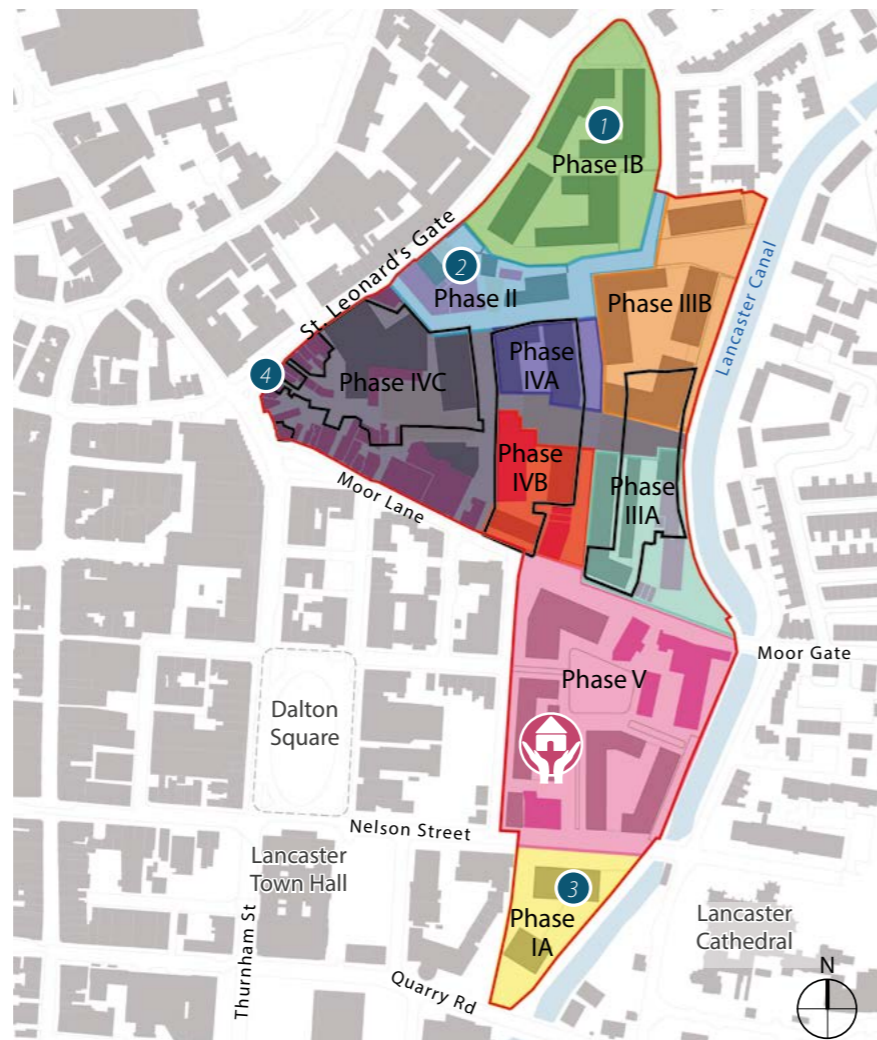
PRP and the council are developing detailed studies for the public realm around the Grand Theatre (taking into consideration current proposals) and developing options for the Coach House.

#### 3 Nelson Street

PRP and the council have undertaken capacity options to deliver the site.

#### 4 133-139 St Leonard's Gate

Feasibility study for 133-139 St Leonard's to develop concept plans accompanied by a costed outline schedule of works eligible for HAZ grant, supported by the creation of a CGI / montage of the terrace.



Indicative phasing plan

## 8.2 Considerations for delivery

### General

- Consider different land ownerships within the site as well as delivery approach
- Consider a phasing strategy in line with funding and viability
- Consider land for potential market development sites
- Consider opportunities for community housing

### Cross-cutting infrastructure

Consideration for the main infrastructure lines which would need cross-cutting delivery:

- North-south green corridor;
- East-west pedestrian movement strategy;
- Design and massing coherence;
- Heat network;
- Surface water flood mitigation infrastructure;
- Full fibre network.

### Values

- Housing and commercial property values in Lancaster are relatively low.
- But market comparisons are in short supply with the few new City Centre apartment blocks delivered recently.
- Downward pressure on scheme Gross Development Value.
- Any early phase carries the risk of testing market demand for new apartments in Lancaster.
- Rental market is relatively strong.

### Costs

- Post-pandemic construction cost inflation is well documented with upward pressure on costs.
- Substantive additional cost in delivering a net carbon zero scheme and high-quality public realm.
- Focus is on "policy compliance" for early phases.

### Viability

- Pressure on viability and even early phases may require an element of grant funding to deliver an outcome and/or increased risk to be accepted by the council to deliver an early win.
- Early-stage Nelson Street viability is challenging – and this is a "clean" site.
- Major grant aid routes (such as Levelling Up Fund) are highly competitive.

- Work with developer partner / grant organisations (such as Homes England) to deliver an approved masterplan in discrete phases over many years.
- Later phases should benefit from a "regeneration uplift" and creation of a destination and an attractive new place.
- The early stages of regeneration are particularly challenging and requires a long-term view to supporting the realisation of ambitions identified in the Canal Quarter Masterplan, and to realise the social, environmental and economic benefits which will be delivered. In addition to viability, there are practical challenges to bringing forward the sites including, flood risk, net carbon zero considerations and parking.

### Funding

There are several public funding routes currently available to support the delivery the Masterplan:

- One Public Estate Brownfield Land Release Fund, the latest funding round (2022-2025) supports projects in early stages of development with abnormal costs such as ground conditions, flood risk. £2.7m funding has been secured for sites in the Canal Quarter to date.
- Homes England has a number of funding options available. The Affordable Homes Programme and the emerging Infrastructure Grants fund are the most appropriate for the Canal Quarter.
- Historic England Heritage Action Zone funding, has been secured for areas within the Canal Quarter. Continued engagement with Historic England will support future grant funding opportunities.
- Levelling Up Funding is a significant opportunity to bring forward the Masterplan, funding is available for up to £20m for each local area through a competitive bidding process. Further funding rounds will capitalise on the £50m levelling up funding bid by Lancaster City Council for the Eden Project in 2023.





# LANCASTER

C a n a l Q U A R T E R

PRP

Masterplan and Project Development Services



# LANCASTER

C a n a l Q U A R T E R

Appendix  
December 2022

**PRP**

Masterplan and Project Development Services





prp-co.uk  
Architecture  
Urban Design  
Masterplanning  
Landscape  
Development Consultancy  
Planning  
Interiors  
Research

BA9567 Lancaster Canal Quarter

First issue: Dec 2022

Project Lead: Carolina Ipes

Author: Nadine Landes

P:\BA9567 Lancaster Canal Quarter\PRP Live Data\Presentation\  
Indesign\20220121 Masterplan Doc













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# | 1. Context & | site analysis







# 1.1 Regional context

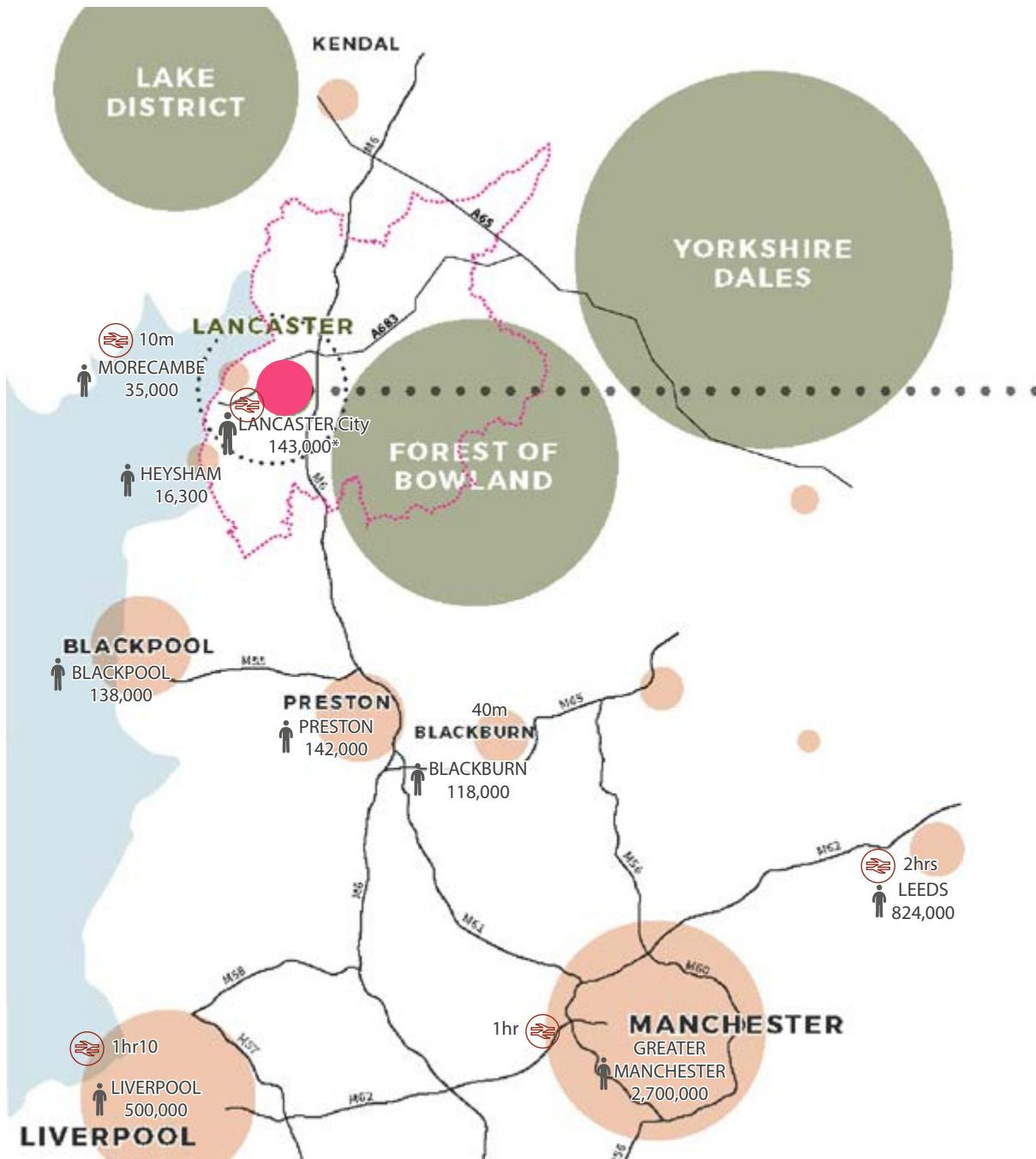
## Regional scale & nearby towns

Lancaster is located in the North West region of England and is the county town of Lancashire. Lancashire District includes Lancaster city centre as well as the coastal towns of Morecambe and Heysham.

Lancaster train station provides services to the West Coast Main Line offering links to London (in about 3 hours) and direct links to Manchester Airport.

**Key**

- ⋯ Lancaster District boundary
- Key destinations
- Major roads



\* Estimated population for mid year 2021. Source: <https://www.lancashire.gov.uk/lancashire-insight/area-profiles/local-authority-profiles/lancaster-district/>



## Key destinations

The England North West region supports a diverse tourism offer for both over-night and day visitors. Key destinations within Lancaster City include the historic town centre and its historic assets, Morecambe Bay and the two Areas of Outstanding Natural Beauty: Forest of Bowland and Arnside & Silverdale along Morecambe Bay.

The Eden Project North will complement the existing range of attractions, strengthening the overall tourism offer and reputation of the region.

Lancaster City is also the gateway to other key destinations in the area such as the Lake District and the Yorkshire Dales, both reachable in approximately 40-60 minutes drive.

Potential tourist visitors to Lancaster:

- Visitors from Manchester, Liverpool, Carlisle can reach Lancaster City Centre in one hour by train.
- Improvements to Lancaster visitor economy should consider improving the infrastructure offer (hotels) and the role the city can have in providing servicing for nearby towns and cities, specially the Lake District.

Number of tourists to popular destinations:

- Lancaster Castle: 47,000 people
- Blackpool day visits: 18,000,000 people
- Lake District: 15,800,000 people
- Yorkshire Dales: 4,700,000 people



Source: <https://www.lancashire.gov.uk/lancashire-insight/area-profiles/local-authority-profiles/lancaster-district/>

Forest of Bowland Area of Outstanding Natural Beauty (AONB).



Source: <https://grimshaw.global/projects>

Proposed Eden Project North in Morecambe.







## 1.2 Site location and context

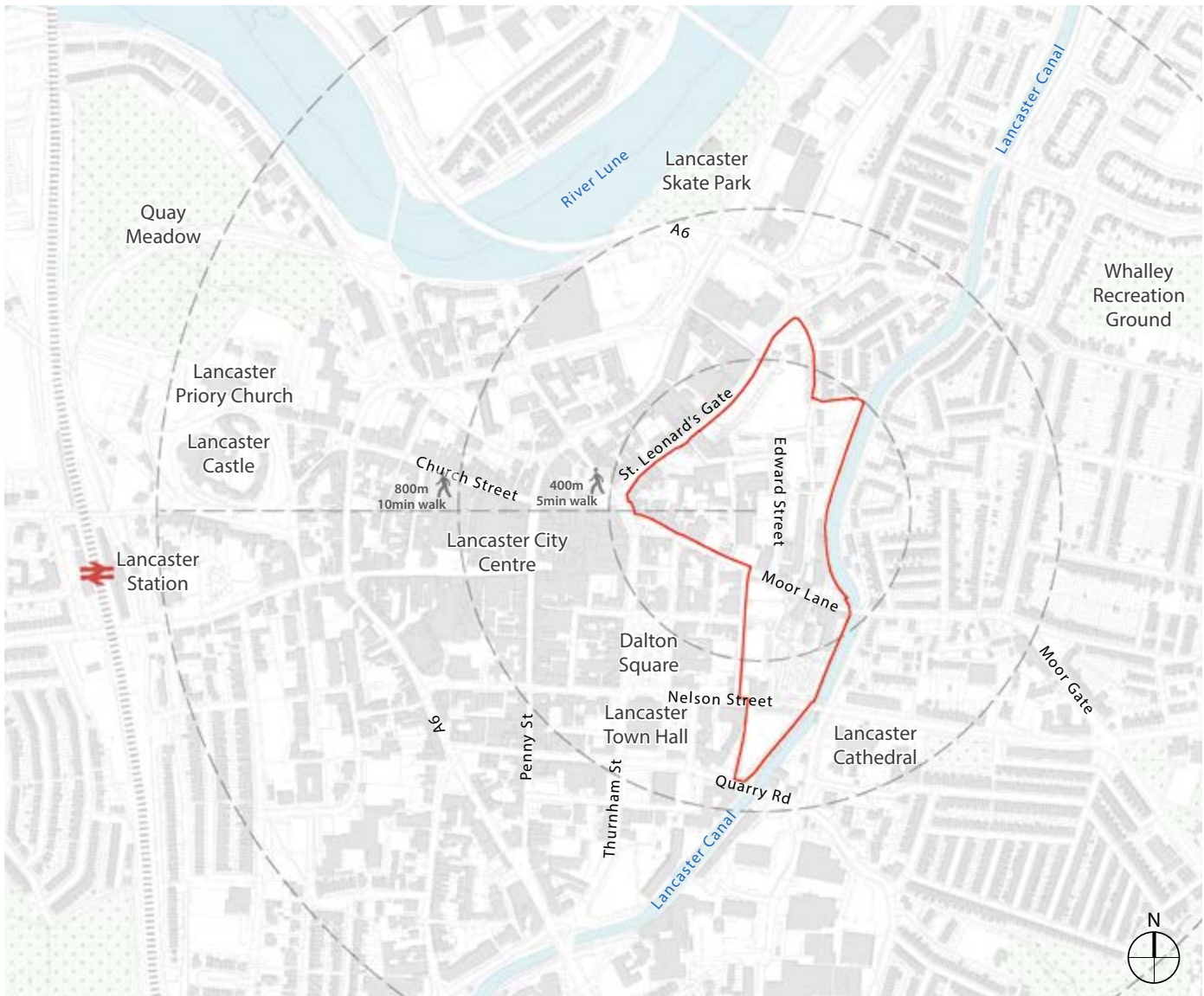
### Local scale

The Lancaster Canal Quarter is located to the east of Lancaster City Centre and Lancaster train station. The Lancaster Canal runs along the immediate eastern boundary of the site and the River Lune runs north-west of the site. There are several landmarks in proximity to the site including Lancaster Castle, Lancaster Cathedral, Lancaster Town Hall and Lancaster Priory Church. The largest open spaces near the site are Quay Meadow, Lancaster Skate Park and Whalley Recreational Ground.

The site is approximately 10 minutes walk from the train station and the site's western part (the nose) forms part of the City Centre boundary.

**Key**

-  LCQ boundary
-  River/Canal
-  Lancaster rail station
-  Distance isochrones





**Site scale**

The site is located to the immediate east of Lancaster City Centre. It is bound along the eastern edge by the Lancaster Canal.

The site currently comprises of 6.5 hectares with car parking areas, industrial buildings and retail, cultural and educational uses.

There are a some land parcels within the site that fall under third party ownership which have been outlined in blue below.

**Key**

- LCQ boundary
- River/Canal
- Third Party Owned Land



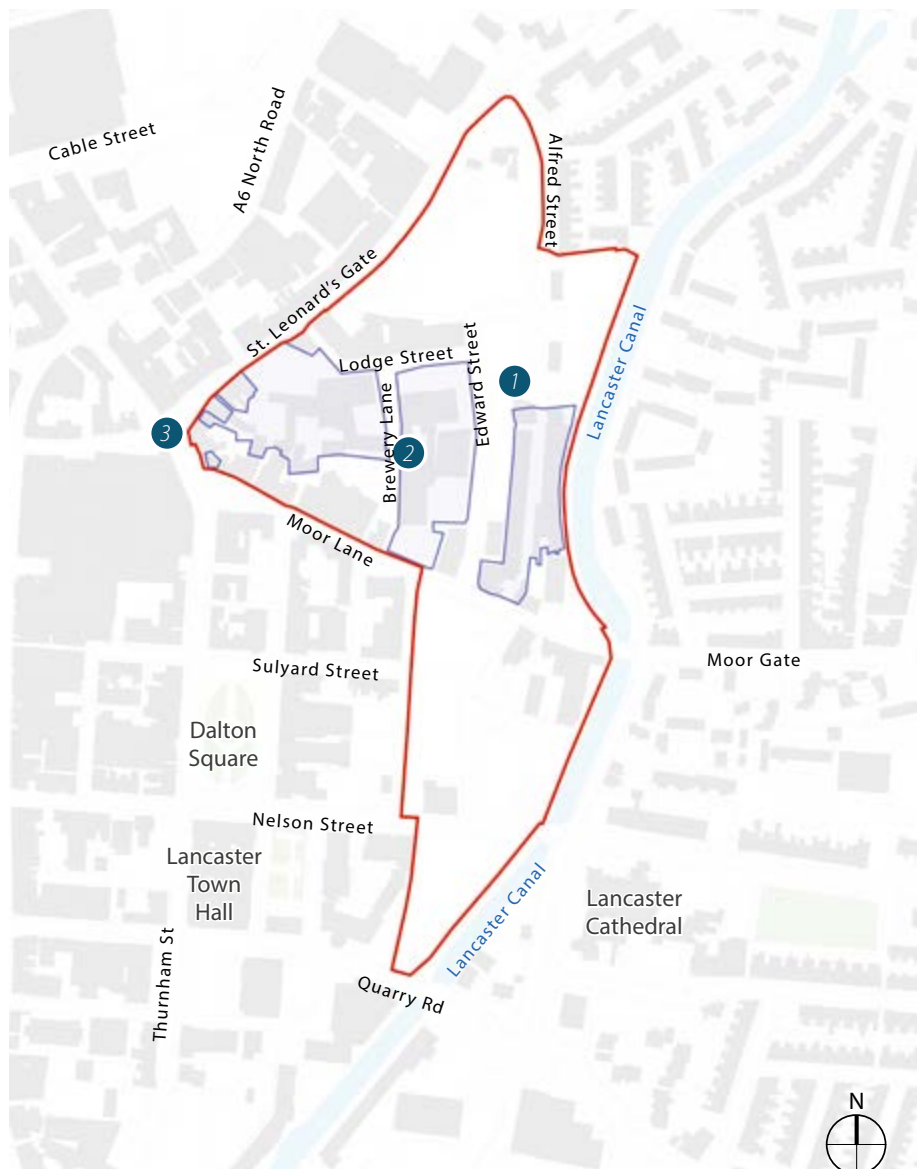
Existing car parking area.



Brewery Lane.



St. Leonard's Gate.

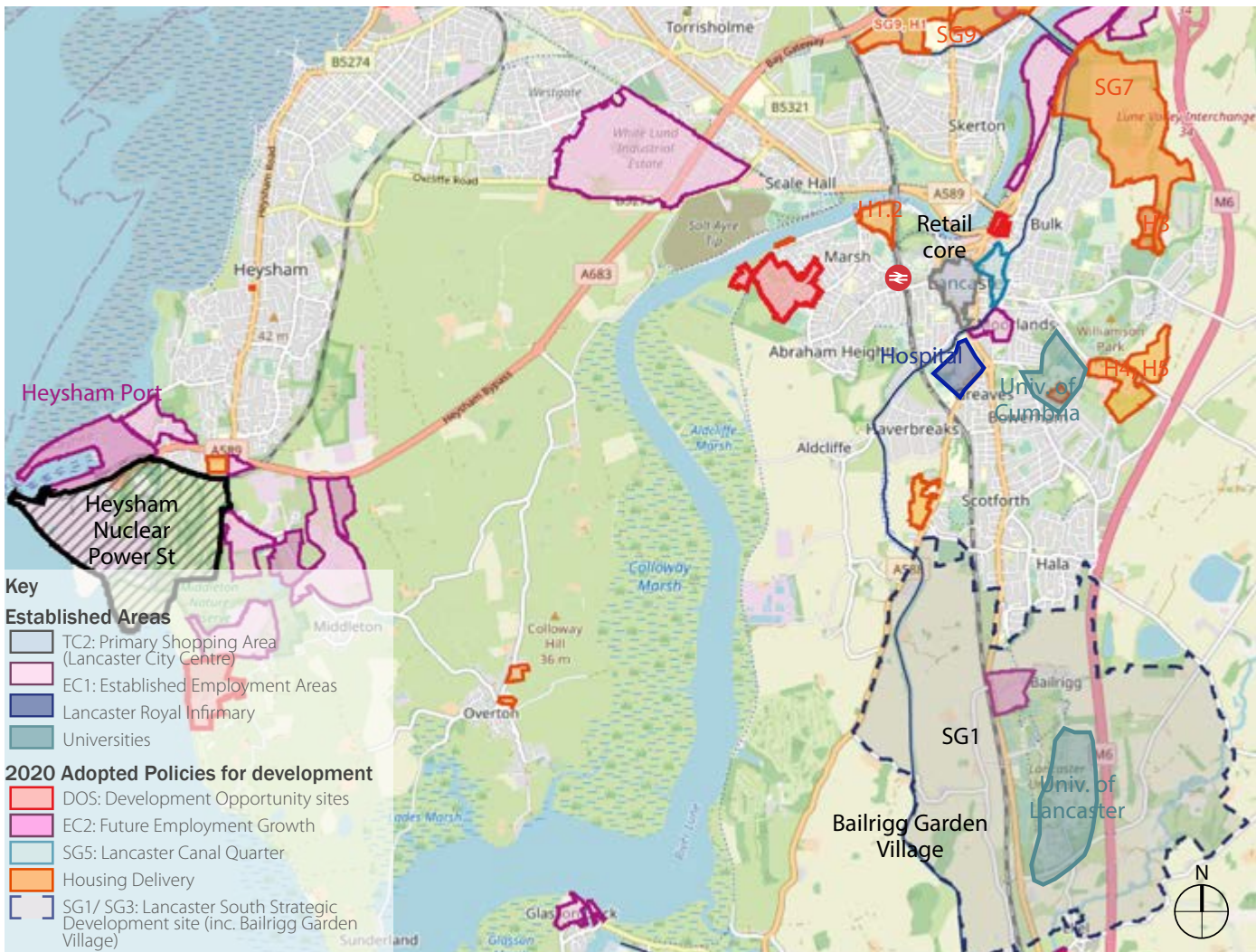




# 1.3 Planning context

## Planning overview:

- Lancaster City Council adopted the new Local Plan in July 2020.
- LCiC declared a Climate Change Emergency in January 2019 - the Local Plan was at an advanced stage and couldn't incorporate changes as a result of the declaration. Instead, following adoption the council embarked on an immediate review of the Local Plan.
- The review addressed: water management, green and blue infrastructure, energy efficiency standards, sustainable design, renewable energy, strategic transport, and heritage considerations.
- The Canal Quarter is allocated in the Local Plan under Policy SG 5.
- The policy seeks to regenerate the Canal Quarter, enhance LCiC, extend the City Centre and incorporate a mix of uses.
- The allocation focuses on: ensuring a mix of uses, ensuring sustainable growth, delivery of jobs, promoting appropriate parking provision, ensuring an appropriate retail hierarchy, supporting heritage assets, protecting and enhancing open space, ensuring sustainable design.
- To support the allocation, the Local Planning Authority (LPA) prepared a Strategic Regeneration Framework which was adopted on 29th November 2021 and became a Supplementary Planning Document to provide more detailed planning guidance for the area.



Map source: <https://lancaster.maps.arcgis.com/apps/webappviewer/index.html?id=8a956391c7ee4c68a74b31f3732476cb>



# 1.4 Socio-economics

As part of the urban design analysis exercise, a socio-demographic and socio-economic baseline study was carried out, the key findings of which are outlined below. For further information, please refer to the Lancaster Socio Economic Baseline within the Appendix carried out by InnerCircle.



Most residents live & work in Lancaster.



Most people work in the City Centre, port and educational campuses.



Above average population of people in the 65+ age range ageing population.



The key priority for the city is to grow the working age population by creating friendly infrastructure for workers, new housing, leisure and lifestyle offer.



Approx. 144,000 people live in Lancaster District with a density of (249hab/km2).



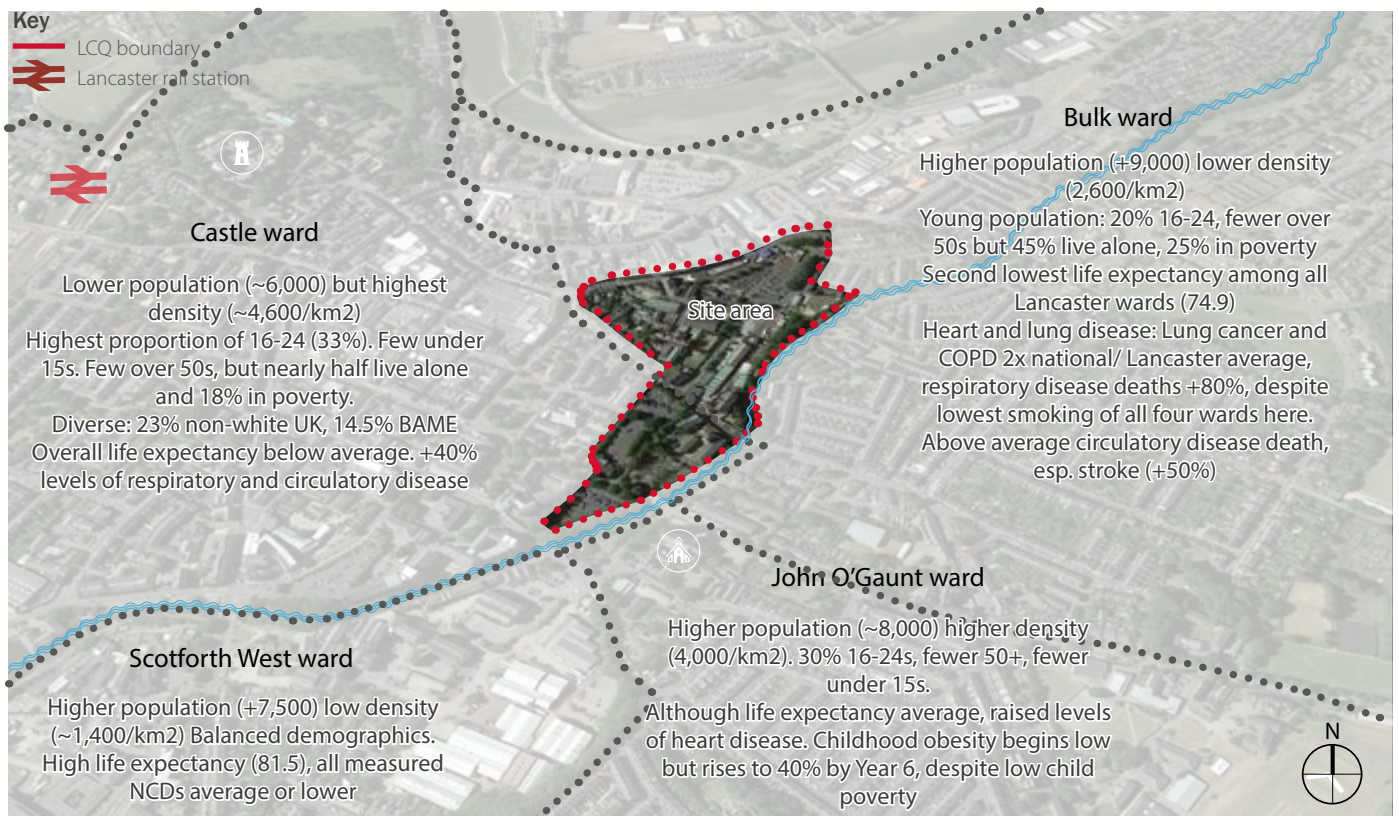
Above average population of people in the 15-24 age range (potential university students), this isn't reflected in the overall working population.



Retirees are due to increase by approx. 40% by 2043, but the working population by only 1-2%.



Overall, there is a north-south pattern in deprivation. This is reflected at Ward level around the site.



Sources: Ward boundaries: <https://www.lancaster.gov.uk/the-council-and-democracy/voting-and-elections/ward-maps>  
 Socio-demographic data: <https://fingertips.phe.org.uk/profile/local-health/data>



# 1.5 Heritage and history

## Evolution of the urban grain

1841-1952



- The map above depicts the original built form of pattern of streets within the site. The Stonewell Nose which contribute to the distinctive pattern of the Canal Quarter today was consolidated at this stage as well as the distinctive ginnels.

1919



- By 1919, the urban grain of the Lancaster Canal Quarter did not change too perceptively.

1931



- This period in the mid-20th Century marks the commencement of large-scale housing clearance in Lancaster.
- The historical street pattern was not significantly different in 1931 as can be seen today, therefore it is important to retain these streets where possible whilst enhancing permeability.

1960



- The urban grain variety shows clearly the development of Lancaster over time and different architectural eras that have influenced the city.
- The housing clearance is extremely visible to the north and eastern parts of the site, which has since been replaced by car parking.

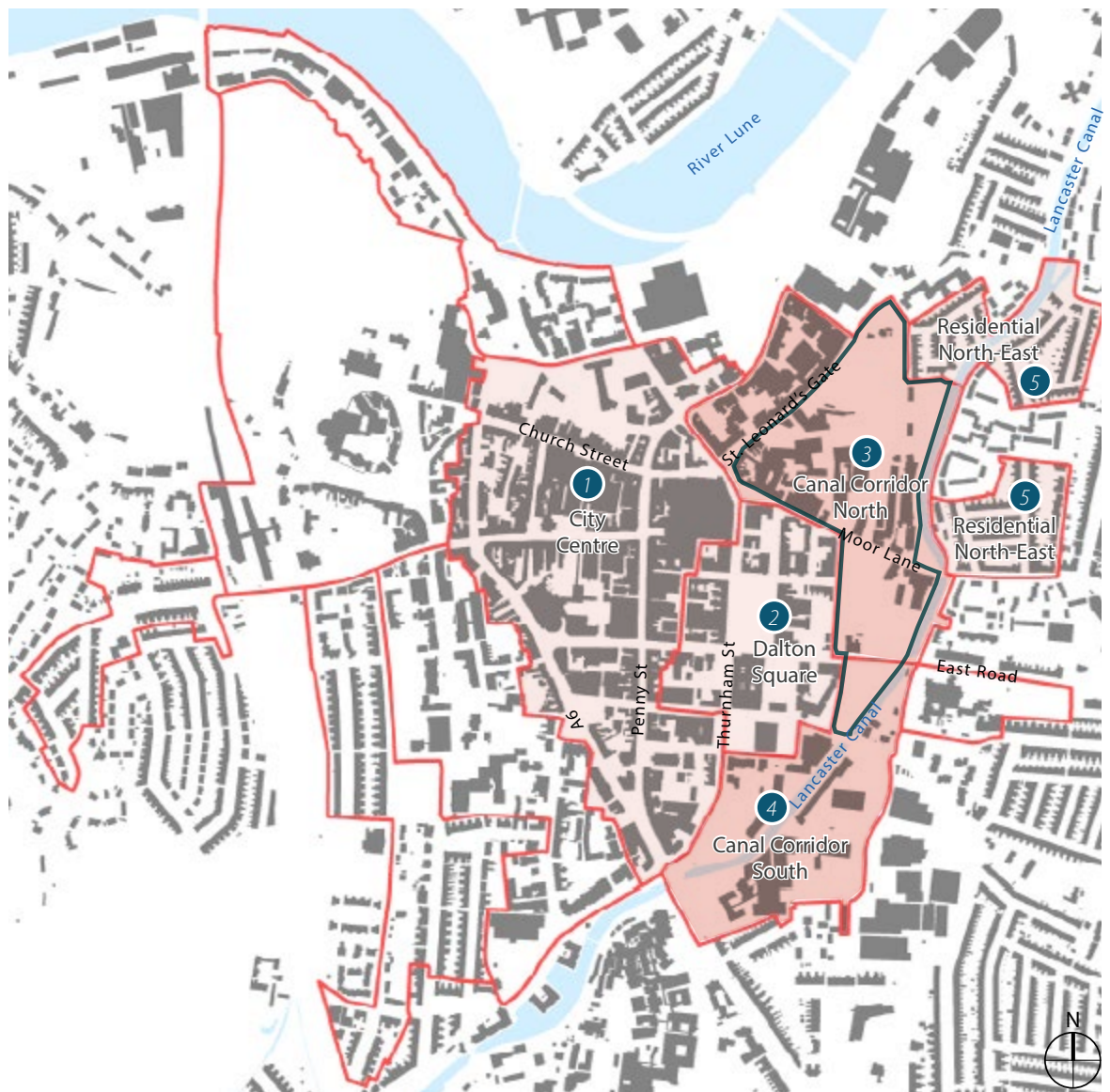
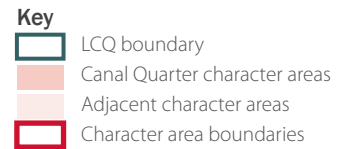
**Key**  
— LCQ boundary



## Character area study

This study has been based on the Lancaster Conservation Area Appraisal which identified eleven different character areas across Lancaster. The five areas with the most relevance to the Lancaster Canal Quarter have been highlighted below. A further in-depth analysis of their built form, streetscapes and open spaces can be found in Appendix of this document.

- 1 City Centre: Historic heart of Lancaster
- 2 Dalton Square: Lancaster's late Georgian heyday
- 3 Canal Corridor North: Canal side industry in transition
- 4 Canal Corridor South: Canal side industry re-use
- 5 Residential North East: Victorian working communities



Map source: Lancaster Conservation Area Appraisal 2013, p.20 (<https://www.lancaster.gov.uk/planning/conservation/conservation-area-appraisal/>)



# 1.5 Heritage and history

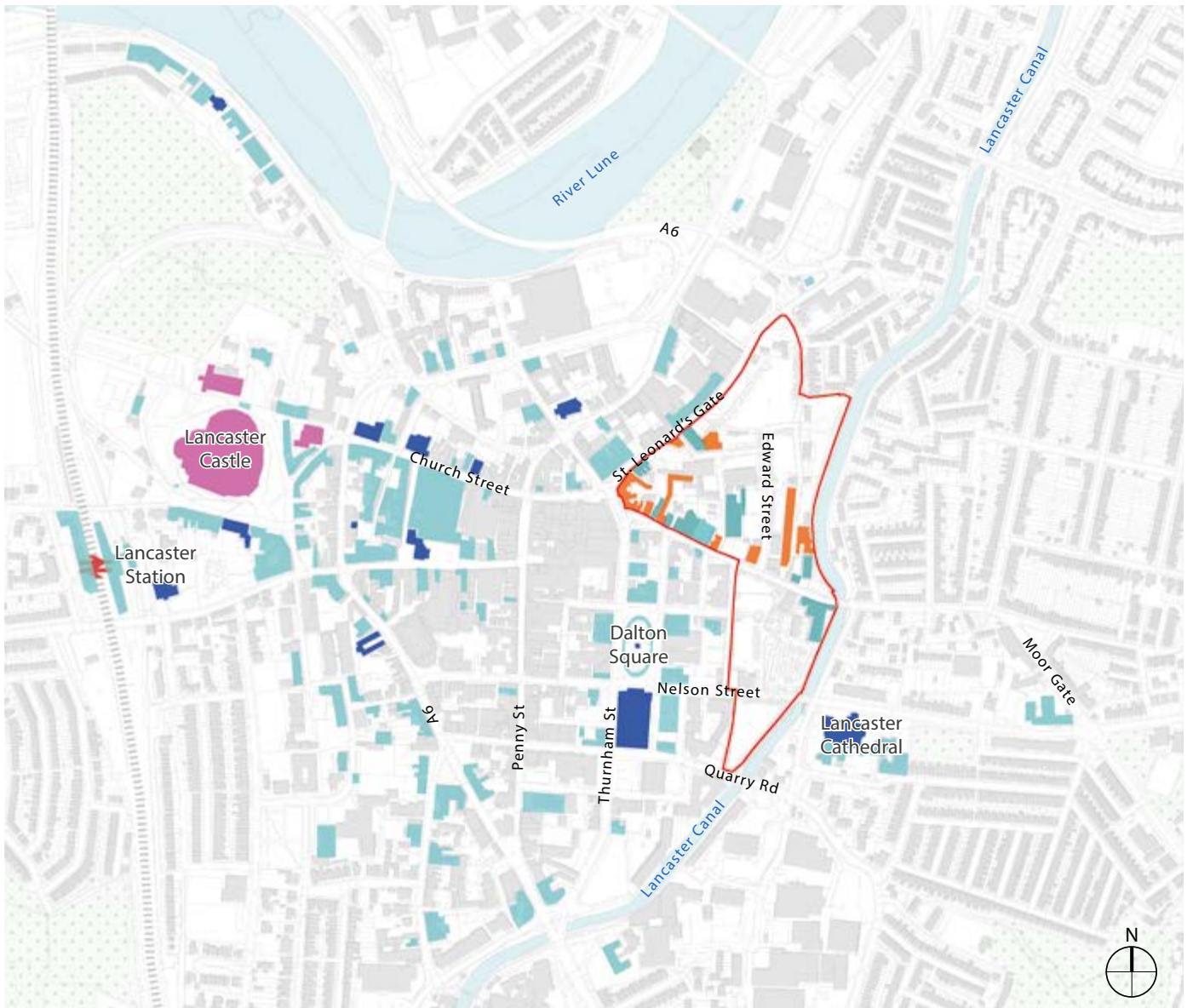
## Local Scale - Listed buildings

Lancaster has a range of heritage assets and a relatively high quantity of listed buildings around the City Centre and wider area.

These include the Grade I listed Lancaster Castle, Judges Lodgings Museum and Lancaster Priory Church of Saint Mary, and Grade II\* listed Lancaster Cathedral and Town Hall, amongst others. There is also a considerable number of Grade II listed buildings dotted around the city, with clusterings to the immediate east of Lancaster Castle, around Dalton Square and along Penny Street.

**Key**

- LCQ boundary
- Grade I Listed
- Grade II\* Listed
- Grade II Listed
- Medium-high importance buildings





### Local Scale - Conservation areas & strategic views

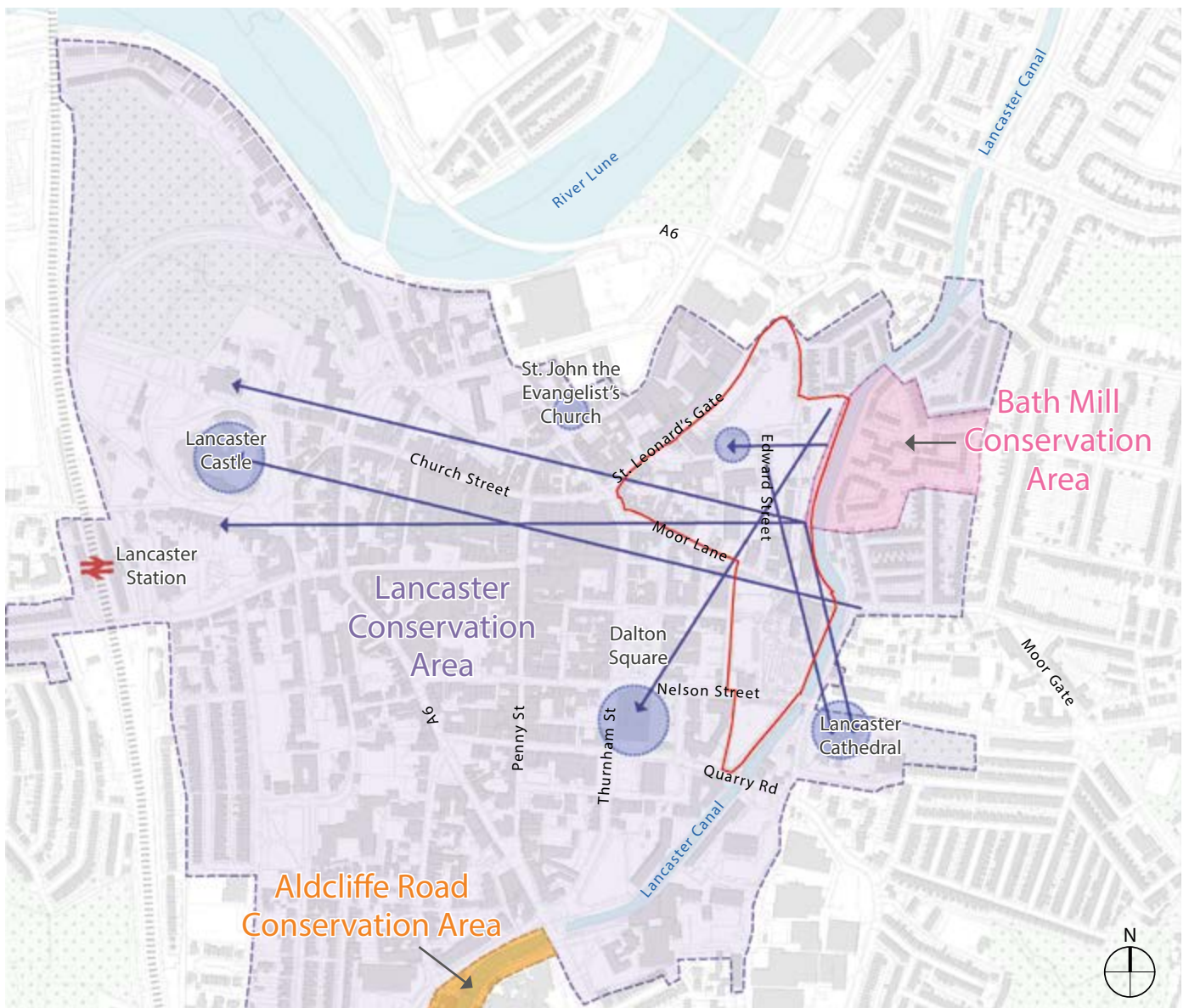
Lancaster has a number of heritage assets, the entire City Centre and Canal Quarter site sits within the Lancaster Conservation Area. Bath Mill and Aldcliffe Road Conservation Areas are also in proximity to the site.

Lancaster Conservation area extends to such a large area because it has resulted from the merging of several previous conservation areas in 2011.

Lancaster has a number of key landmarks that can be seen from strategic locations across the city. These include the historic Lancaster Castle, Lancaster Cathedral, the Town Hall

and some cultural venues. The LCQSPD and the Lancaster Canal Corridor North Assessment of Heritage Values define the strategic views across the site that should be considered for future proposals. Wherever possible the views to these landmarks should be protected and not visually impeded by new built form.

- Key**
- LCQ boundary
  - Lancaster Conservation area
  - Bath Mill Conservation area
  - Aldcliffe Road Conservation area
  - Key landmark
  - Strategic views





# 1.5 Heritage and history

## Site Scale - Listed buildings

There are a number of important heritage assets within the site and the immediate surroundings. Within the site itself there are a number of Grade II listed buildings, in particular around the Stonewell Nose area, and also some buildings that are identified as medium-high importance in relation their heritage value.

In the context surrounding the site there are some Grade II listed buildings as well as the Town Hall, Cathedral and St John the Evangelist's Church, which are all Grade II\* listed.

**Key**

- LCQ boundary
- Grade II\* Listed
- Grade II Listed
- Medium-High importance buildings
- Lancaster High Street Heritage Action Zone



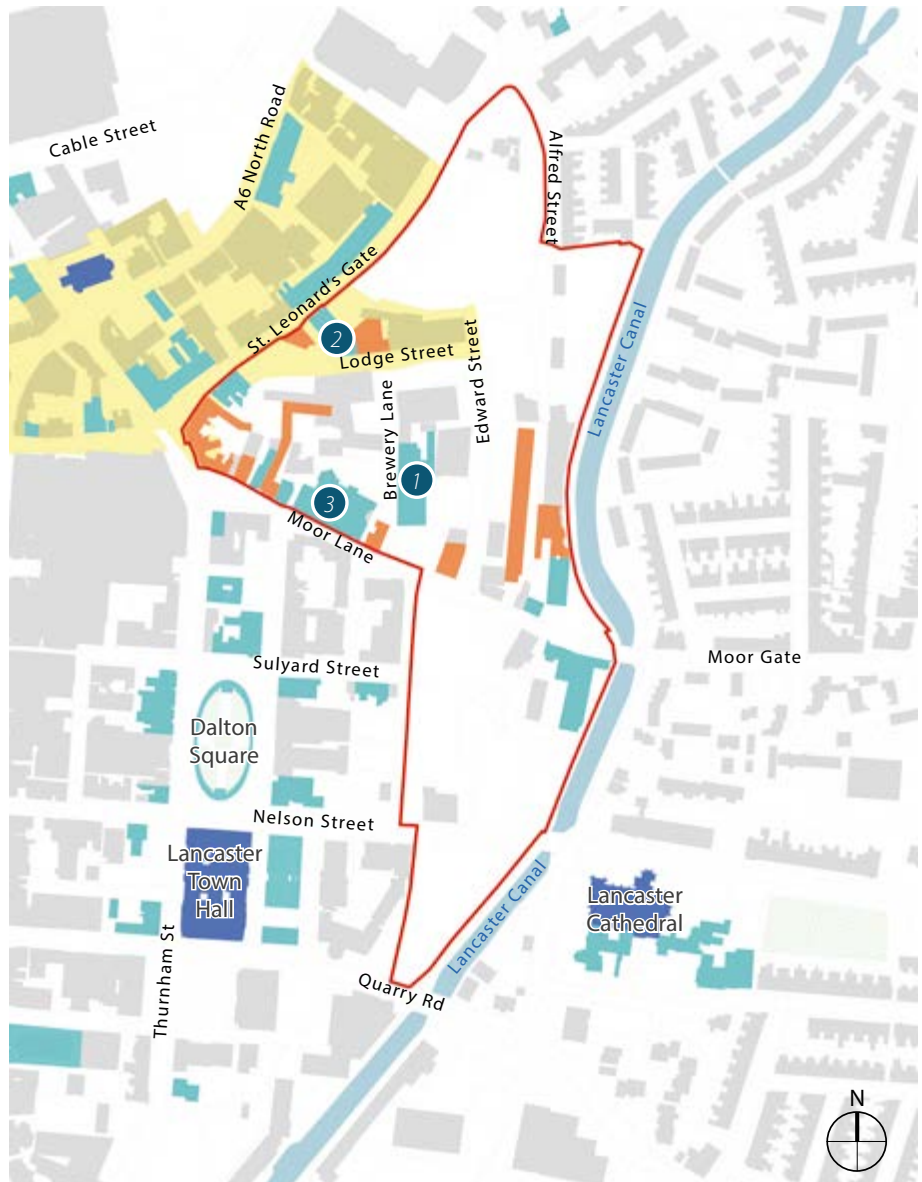
The Brewery building.



Lancaster Grand Theatre.



Dukes Theatre.









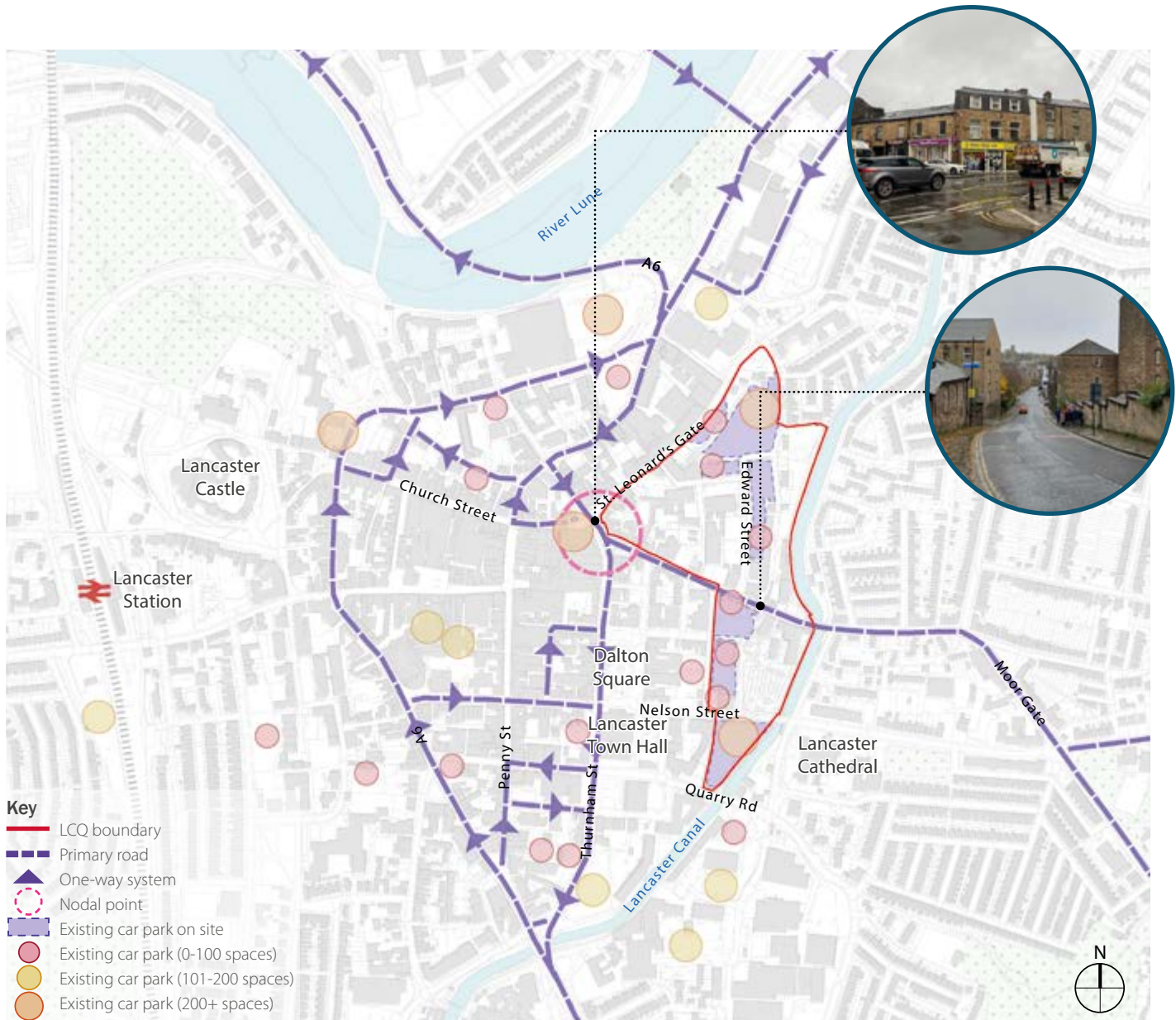
# 1.6 Vehicular movement

## Local Scale

The site is strategically located to the immediate east of the one-way gyratory that surrounds Lancaster City Centre, with the southbound stretch passing by the edge of the Stonewall Nose area of the site. This gyratory connects the City Centre to local destinations such as Scotforth to the south, Morecambe to the north-west and the M6 road to the north-east.

Moor Gate extends east from the City Centre and dissects the site while connecting the residential area to the east to the city itself.

County Highways and Lancaster City Council are at the moment working on different options to improve movement along the gyratory. It is noted that at the moment of writing this document the council is undertaking a parking strategy for Lancaster City Centre to inform future parking provision and promote shift to sustainable ways of travel.





### Site Scale

There are a number of car parks within the site and around the local area, ranging in size from 0-100 spaces to a handful of larger 200+ space locations. East Road and Moor Lane allow heavier vehicular traffic to pass through the site, continuing north up through Sulyard Street and Edward Street, respectively.

**Key**

-  LCQ boundary
-  A-roads
-  B-roads
-  Tertiary roads
-  Existing car park (0-100 spaces)
-  Existing car park (101-200 spaces)
-  Existing car park (200+ spaces)
- SS** Short stay (max. 24 hours)
- LS** Long stay



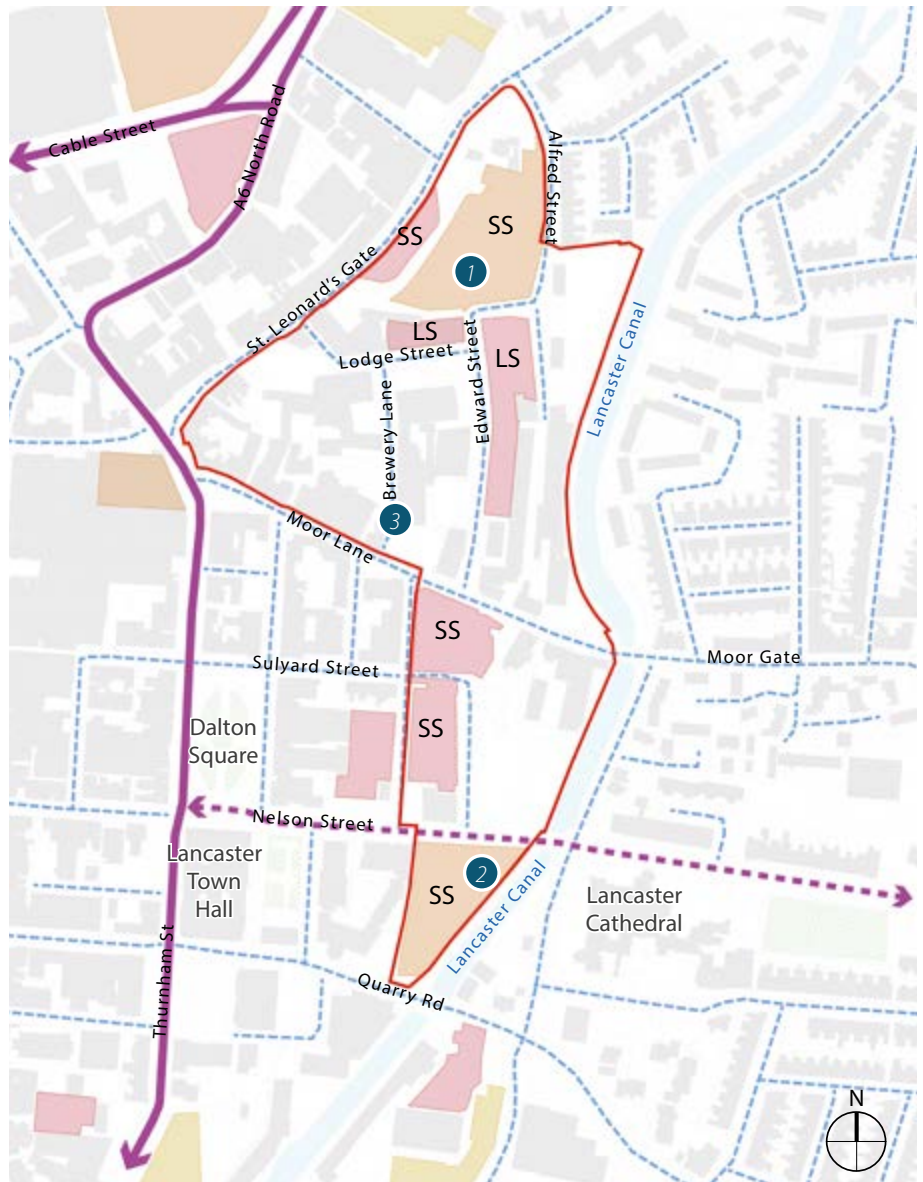
St. Leonard's Gate car park.



View of the existing parking within the site and the existing residential blocks to the west of the site.



Brewery Lane.





# 1.7 Public transport movement

## Local Scale

The site is well-connected to Lancaster and the wider area by public transport. The Lancaster Park and Ride service begins from the M6 junction to the north-east of the city and loops around the City Centre, connecting to the hospital to the south. This service has a stop along North Road which is in close proximity to the site.

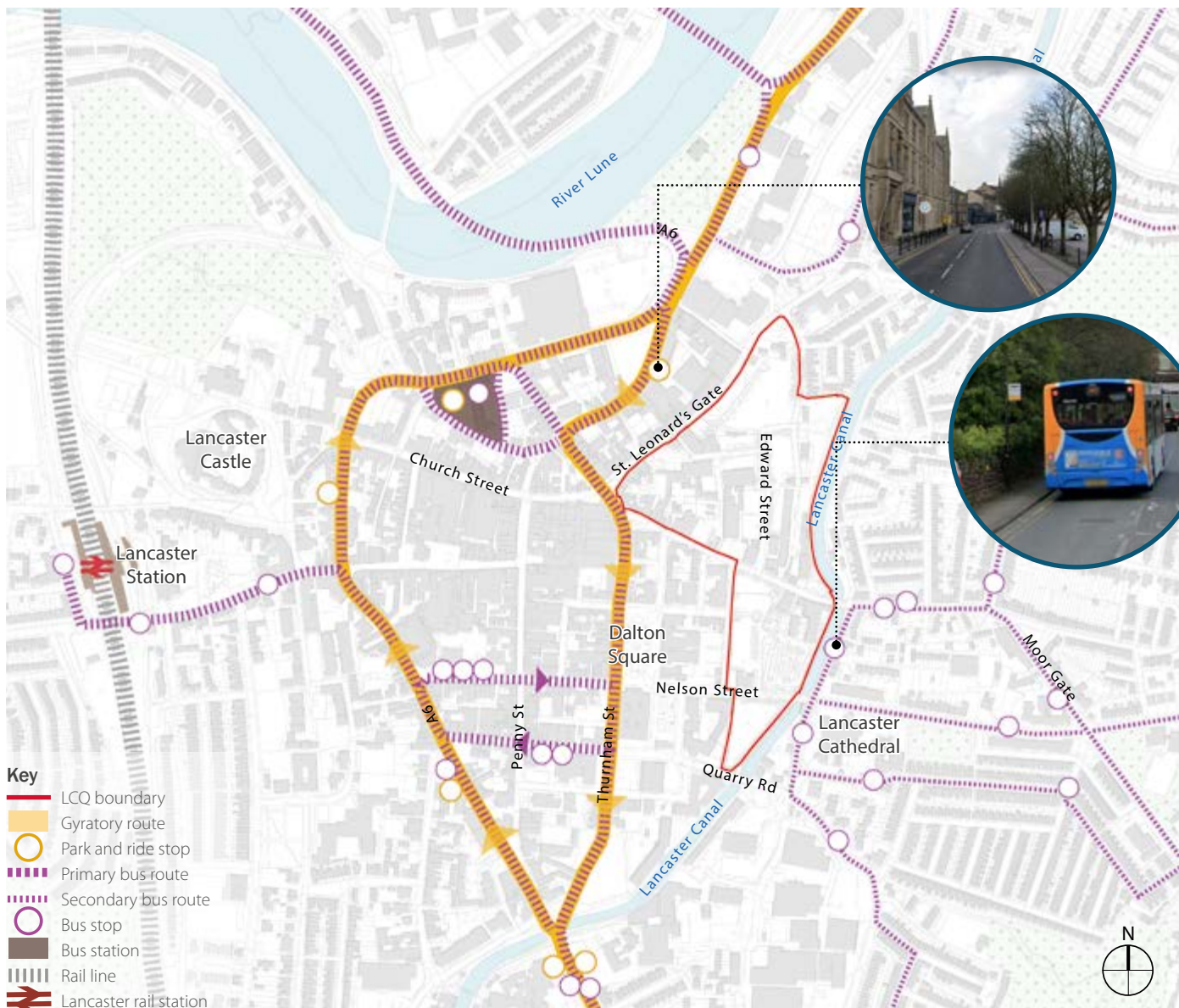
In terms of buses, there are many routes around the City Centre and suburbs, with the site connected around all sides. Lancaster Rail station is around 800m from the site and can be accessed by foot or by bus. The site is served well by public transport.

A primary bus route runs along Thurnham Street and connects

the City Centre to the suburban parts of Lancaster. Local bus routes cover the residential area to the east of the site with a number of routes and accessible bus stops.

The Lancaster Park and Ride service starts to the north-east of the site and has a stop-off point along North Road. From here the route travels south along the one-way gyratory along Thurnham Street and then loops back towards the City Centre.

There is a proposed bus hub to the north-east of the site in the existing Cable Street car park between Cable Street and North Road.



Photograph source: Google Maps (2022)



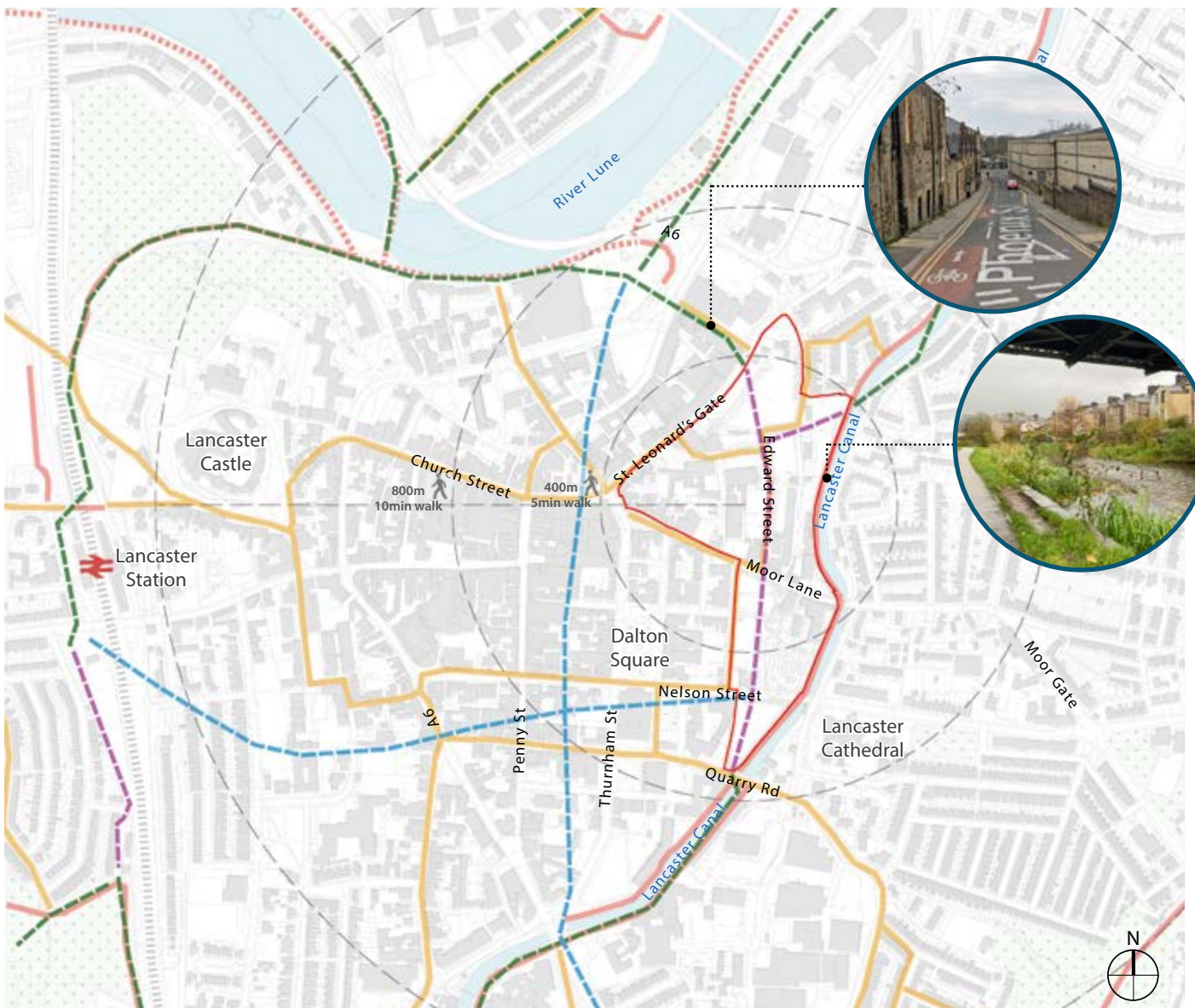
# 1.8 Cycle network

## Local Scale

Lancaster has a range of off-road and on-road cycle paths that connect the City Centre to the open spaces, Canal and other destinations. There are some on-street cycle routes that connect from the site to the City Centre and residential areas to the south-east. There is a traffic-free cycle route that extends along the Lancaster Canal path.

There is a City Centre cycle loop that circles the city, with an incomplete section to the south-west below Lancaster rail station and also within the Lancaster Canal Quarter site. Any proposal on site should complete the cycle loop on this section.

- Key**
- LCQ boundary
  - City Centre Loop cycle route
  - Proposed City Centre Loop within the site
  - City Centre Loop indicative arterial route
  - On-street cycle route (vehicles and pedestrians)
  - Traffic-free cycle route
  - - - Traffic-free route on National Cycle Network
  - Distance isochrones



Photograph source: Google Maps (2022)














# 1.9 Pedestrian movement

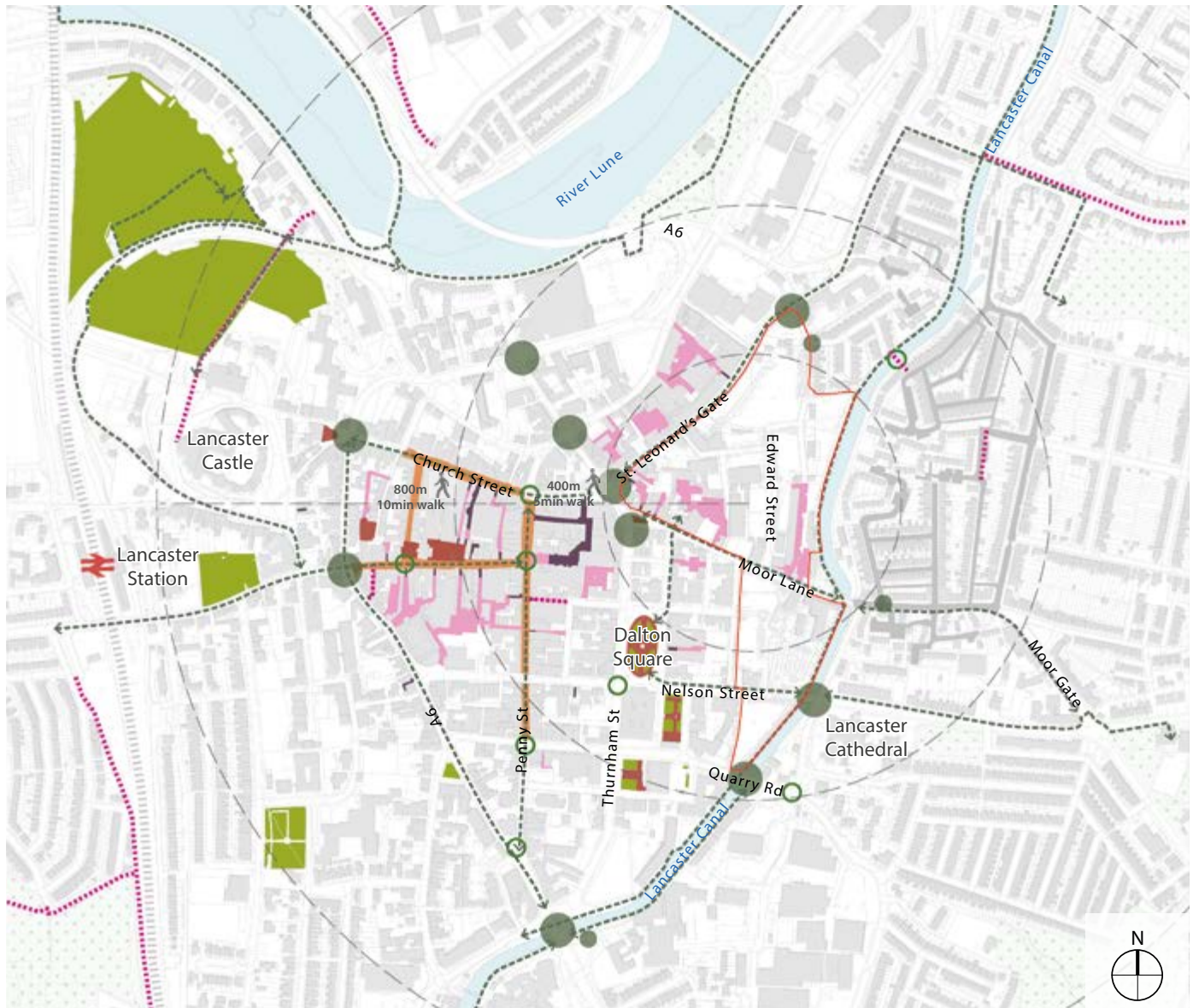
## Local Scale

There are a number of safe walking routes around the city that connect the City Centre, open spaces and other destinations to the site.

There is a strong, primary pedestrian route leading from Lancaster rail station to the City Centre, and a strong north-south route through the City Centre along Penny Street.

There is a pedestrian route running along the Lancaster Canal and adjacent to the site.

- Key**
-  LCQ boundary
  -  Distance isochrones
  -  External gateway
  -  Internal node
  -  Public realm
  -  Public green space
  -  Pedestrianised streets
  -  Ginnels/covered external spaces
  -  External alleys/courtyards
  -  Key pedestrian route
  -  Public Rights of Way





### Site Scale (arrival to the site)

The area is relatively permeable for connectivity with the exception of the barrier formed by the Lancaster Canal. Pedestrian crossing points along the Canal are somewhat limited, in particular to the north where there is only one that includes stepped access to a bridge.

Elsewhere, there are a number of pedestrian-only or minor vehicle access routes that provide good permeability for pedestrians.

There are a number of pedestrian routes that are private or have limited access but there is an opportunity to consider opening these up for more public use.

There are a number of historic ginnels in the area that provide narrow pedestrian routes alongside or through buildings and are characterful.



Frances Passage.



Narrow passageway around the Stonewell Nose along St. Leonard's Gate.



- Key**
- LCQ boundary
  - External gateway
  - Internal node
  - Public realm
  - Public green space
  - Pedestrianised streets
  - Ginnels/covered external spaces
  - External alleys/courtyards
  - - - Key route



# 1.10 Land uses

## Local Scale

















There are a large mix of uses across Lancaster that tend to be found in clusters. Broadly the site is bordered by commercial activity to the West and South, and residential areas to the East and North, separated by the Canal and the parking areas on site.

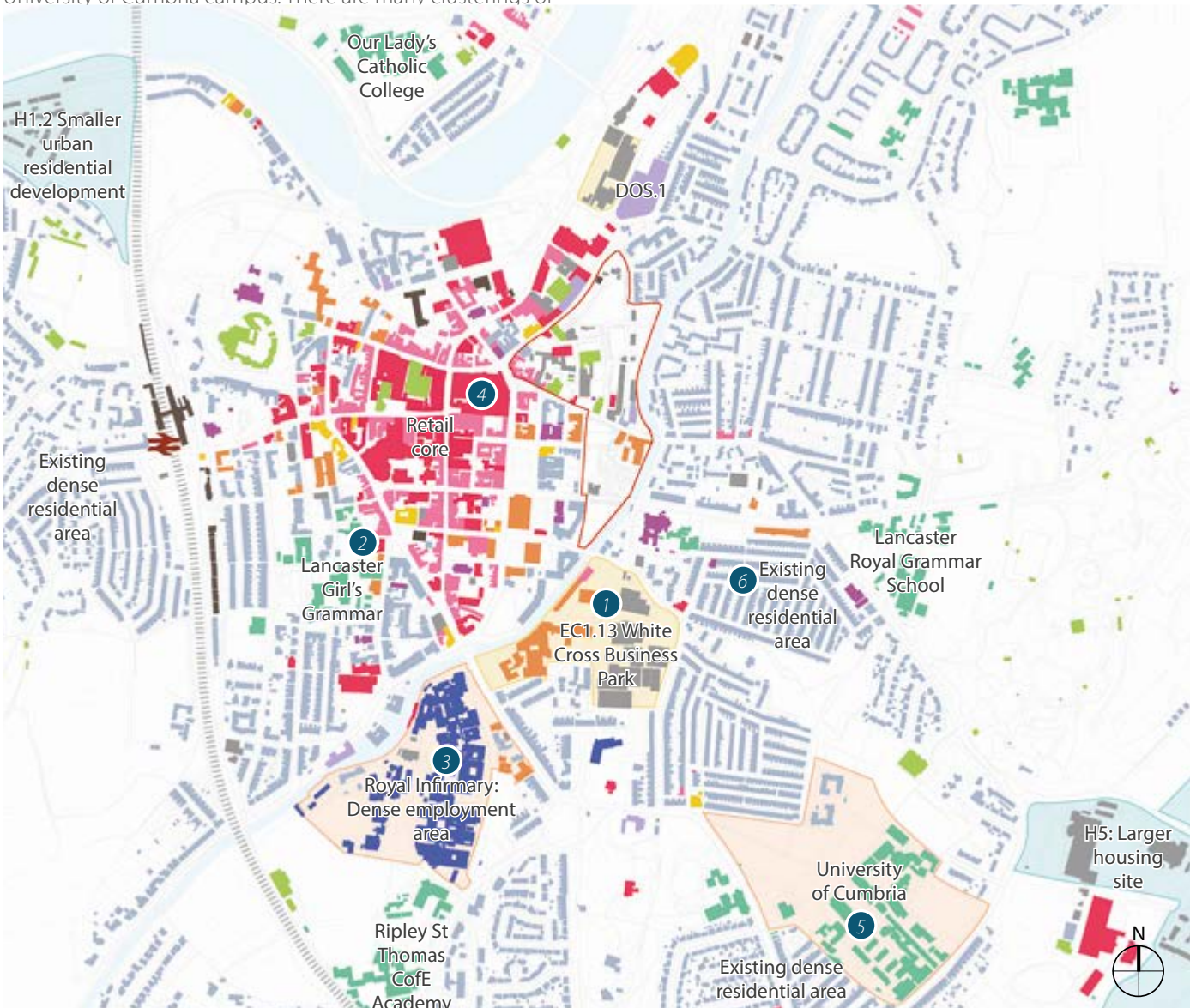
The retail core to the west of the site within the City Centre contains a mix of uses including: food and drink; retail; business; leisure and culture; and business uses.

The area to the south of the site and City Centre has clusters of uses including business and employment uses within the White Cross Business Park, health uses within the Lancaster Royal Infirmary campus, and education uses within the University of Cumbria campus. There are many clusterings of

medium to dense residential areas around Lancaster, in particular to the east of the site on the opposite side of the Lancaster Canal.

### Key

- |   |  |
|---|--|
|  LCQ boundary        |  Business/office          |
|  Residential         |  Light industry/services  |
|  Future residential  |  Dense workspace          |
|  Education           |  Future commercial        |
|  Retail/Food & drink |  Health services          |
|  Retail mixed-use    |  Religious venue          |
|  Leisure/Culture     |  Transport/Infrastructure |
|  Hotels              |  Student accommodation    |







1

Source: Google Maps (2022)

White Cross Business Park.



2

Source: Google Maps (2022)

Lancaster Girls Grammar School.



3

Source: [https://commons.wikimedia.org/wiki/File:The\\_Royal\\_Lancaster\\_Infirmary.jpg](https://commons.wikimedia.org/wiki/File:The_Royal_Lancaster_Infirmary.jpg)

Lancaster Royal Infirmary.



4

St. Nicholas arcade.



5

Source: <https://www.geograph.org.uk/photo/715574>

University of Cumbria.



6

Source: Google Maps (2022)

Existing dense residential area.



# 1.10 Land uses

## Site Scale

The site is surrounded by a mix of uses. The area to the north-east and east is predominately housing with some supporting community, retail, education and religious uses nestled within.

The area to the west of the site is the City Centre and main retail core offering shops and food and beverage services. There are also some business uses as well as a small number of hotels and residential buildings.

There are some light industrial uses to the north and south of the site, as well as within the site itself. Business use, leisure and culture, retail, religious and food and drink uses can also be found dotted around the site, with a particular concentration of uses around the Stonewell Nose area.

Much of the site remaining is used for publicly available car parking.







1

Source: <https://kanteena.co.uk>  
Kanteena 760sqm.



2

Source: <https://www.geograph.org.uk/photo/5167519>  
The Duke's Theatre.



3

Source: Google Maps (2022)  
Caton Court new student housing.



4

Lancaster Grand Theatre.



5

Source: [https://commons.wikimedia.org/wiki/File:Sugar\\_House\\_-\\_Mae\\_Reddaway.JPG](https://commons.wikimedia.org/wiki/File:Sugar_House_-_Mae_Reddaway.JPG)  
Sugarhouse night club venue -1205sqm.



6

Source: Google Maps (2022)  
Golden Lion Pub.



7

Shops around the Stonewell Nose.



8

Mill Hall.



# 1.11 Open space & play: recreation and green infrastructure

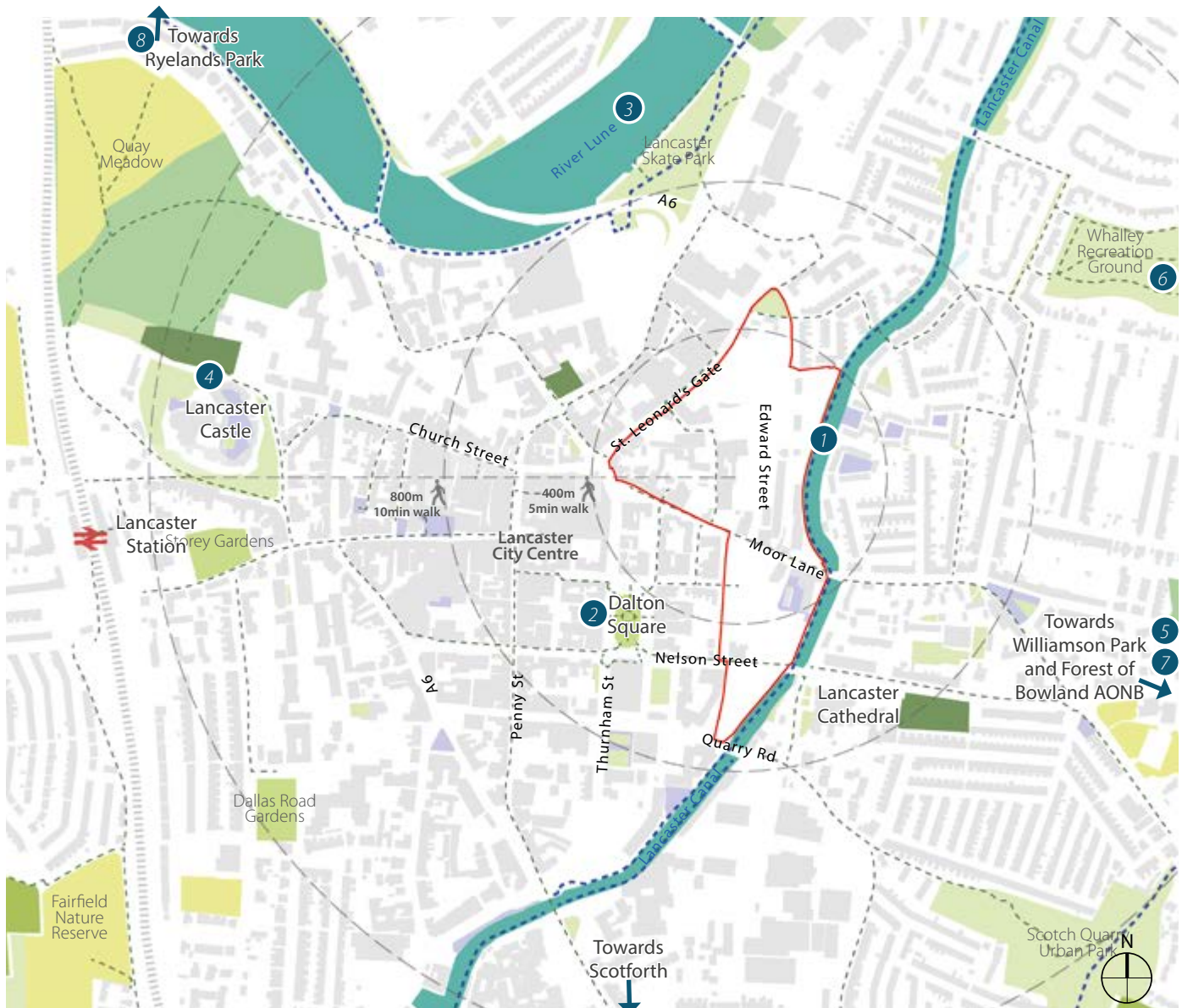
## Local Scale

Although Lancaster is set close to countryside and coast, there is a lack of green open space in City Centre, especially in immediate surroundings of the Canal Quarter.

The River Lune and Lancaster Canal provide key green corridors. The Canal runs along the east boundary of the site and is connected by a long distance walk from the Ribble across the Fylde and through Lancaster to the Lake District. Walks along River Lune connects to Forest of Bowland AONB. Key open spaces close to site include Dalton Square and a series of civic squares. Lancaster Skate Park, Whalley Recreation

Ground, Quay Meadow and Scotch Quarry Urban Park provided amenity green space within 10 minute's walk. Larger open spaces like Ryelands Park, Fairfield Nature Reserve and Williamson Park are 15-20minutes away.

Forest of Bowland AONB and Morecambe Bay are both within 15min drive away. The site itself is relatively low density overall, largely due to the high number of car parks across the site. The historic Stonewell Nose area to the west is comparatively dense.







1 Blue Corridors

Lancaster Canal walk.



2 Parks and Gardens  
Civic Spaces

Dalton Square - 5 min. walk.



3 Blue Corridors

River Lune - 5 min. walk.



4 Natural & Semi-natural Green Spaces  
Amenity Greenspace  
Provision for children and young people  
Cemeteries

Quay Meadow and Castle - 10 min. walk.



5 Natural & Semi-natural Green Spaces

Forest of Bowland AONB - 15 min. by car.



6 Amenity Greenspace

Whalley Recreation Ground - 10 min. walk.



7 Parks and Gardens  
Provision for children and young people

Williamson Park - 20 min. walk.



8 Parks and Gardens  
Provision for children and young people

Source: <https://www.geograph.org.uk/photo/3875643>

Ryelands Park - 10 min. walk.



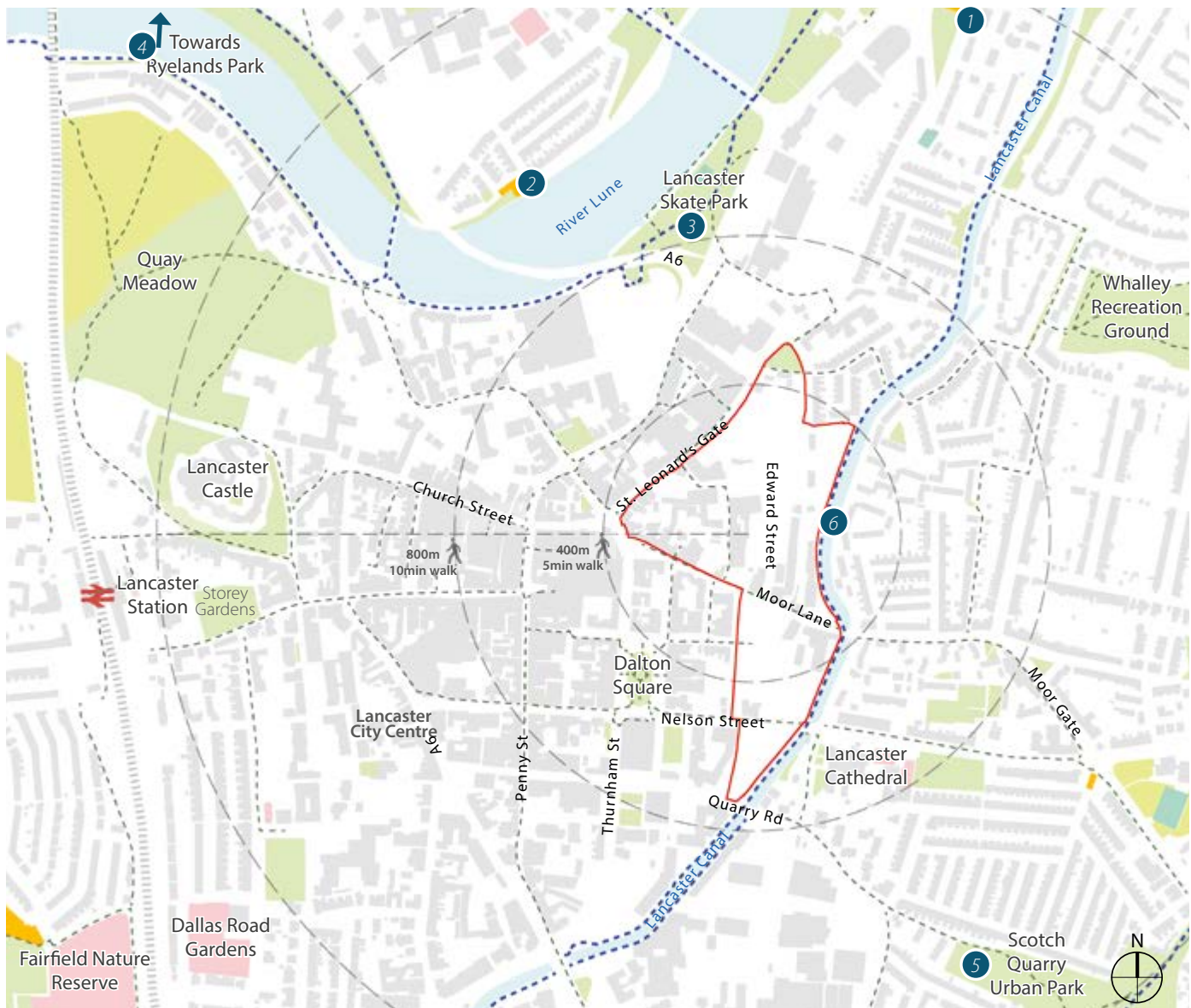
## 1.12 Open space and play: fitness and play

### Local Scale

There is a general deficiency of fitness and well-being facilities for all ages in Lancaster City Centre, with no public facilities for sports or play within the site or within 5 minutes' walk.

A few equipped playgrounds are scattered around the site within 10 minutes walking distance in the residential areas providing play opportunity for children up to 12 years old. Most of the playgrounds require upgrading. Ryelands Park provides playground, outdoor gym and sports field and is within 10 min walk away from the site. Open spaces surrounding the site offer informal play opportunities for people of all ages.

Lancaster Skate Park is located 7 min. away from the site providing skating facilities. Quay Meadow is within 12 minutes walk and it provides outdoor sport pitches to the public. Further way from the site, Ryelands Park offers three football pitches; Multi games area for tennis, basketball and 5-a-side football and accessible play area.





The Canal edge provides long distance cycling and walking routes from the Ribble across the Fylde and through Lancaster to the Lake District. It also offers opportunity for water activities like paddling. The walking and cycling route along River Lune provides connections to the countryside and to Morecambe Bay.

Forest of Bowland AONB in the countryside offers some of the most beautiful and remote walks in the country, from the grandeur and isolation of the moorland hills to the undulating lowlands with their distinctive pattern of settlements, woodland and river valleys.



1

**Play Facility**  
 - Spring animals, roundabout, see-saw, infant and junior climbing frames with slides and infant and junior swings.

Source: Google Maps (2022)

Newton Play Area - 12 min walk.



2

**Play Facility**  
 - Infant climbing frames with slide, infant swings, see-saw, spinner and spring toys.

Source: Google Maps (2022)

Derby Road Play Area - 10 min walk.



3

**Sports Facility**  
 - Back and forth based concrete skate park

Source: Google Maps (2022)

Lancaster Skate Park - 6 min walk.



4

**Play Facilities**  
**Sports Facility**  
**Sports Pitches**  
 - Infant swing, climbing frame, slide, football pitch, multi-games, fitness.

Source: Google Maps (2022)

Ryelands Park - 10 min walk.



5

**Play Facility**  
 - Climbing frames with slides, spring animals and infant swings.

Source: Google Maps (2022)

Scotch Quarry Park - 10 min walk.



6

**Cycling and Walking routes**  
 - Canoeing and Kayaking

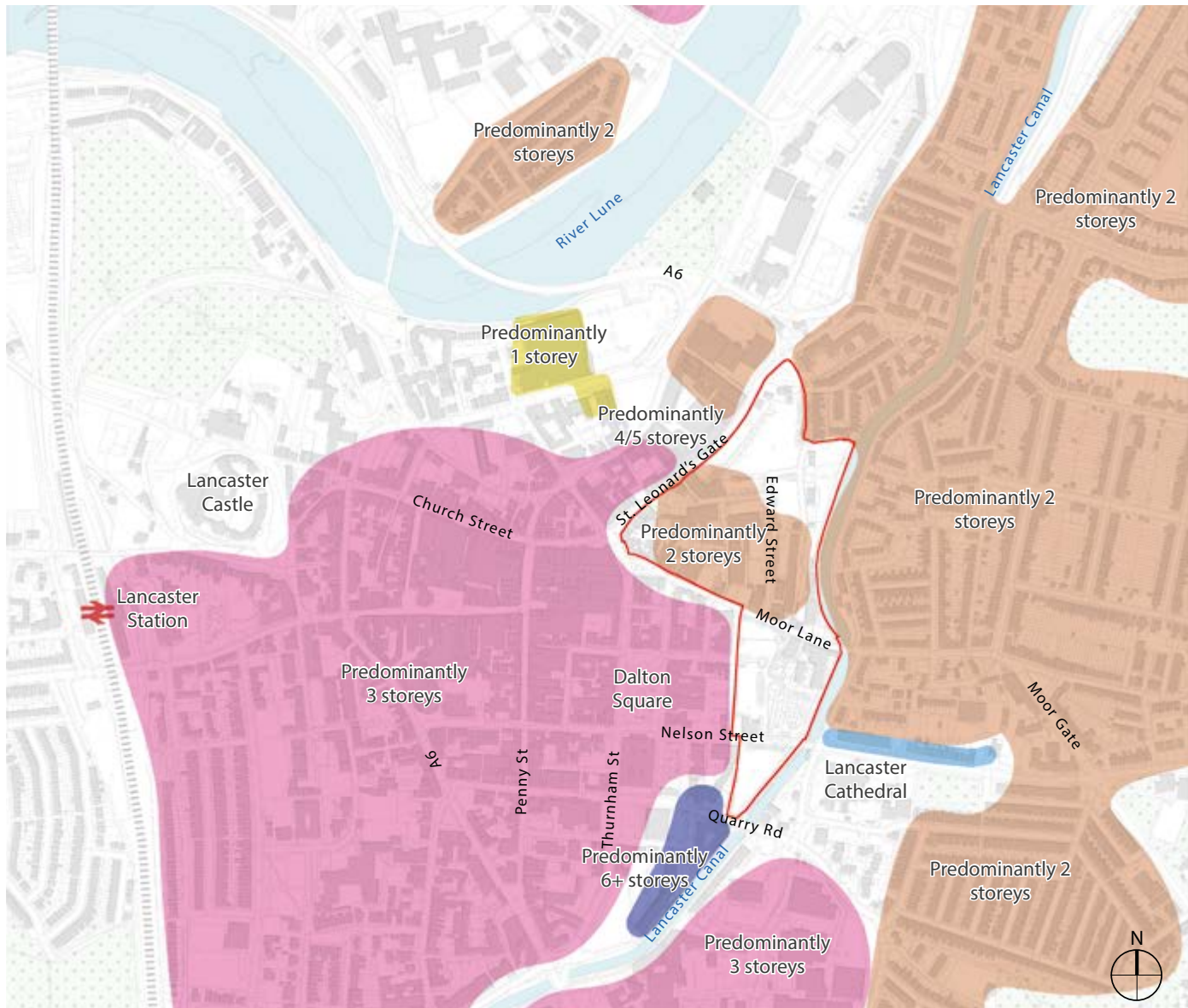
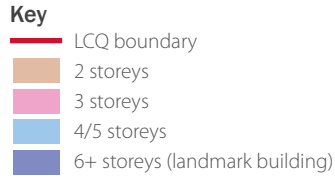
Lancaster Canal.



# 1.13 Building heights

## Local Scale

Similar to the urban grain, there are a variety of building heights between the City Centre and surrounding residential areas. The majority of height is concentrated in the City Centre, with buildings generally varying between 3-4 storeys. Due to topography and land uses there are some buildings/structures adjacent to the site with massing of 5-6+ storeys. Lancaster Cathedral is a landmark building in the area; strategic views to the Cathedral should therefore be protected and enhanced to aid legibility.



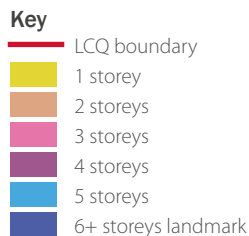


### Site Scale

Building heights in the surrounding area are predominately 2-3 storeys, with a higher proportion of 2 storeys to the east and 3 storeys to the west.

There are some taller buildings dotted around the site with a number of 4-5 storey buildings and some 6 storeys and higher.

The topography of the area plays a role in the townscape, with some taller elements making use of the difference of levels to maximise views and dwellings provision.



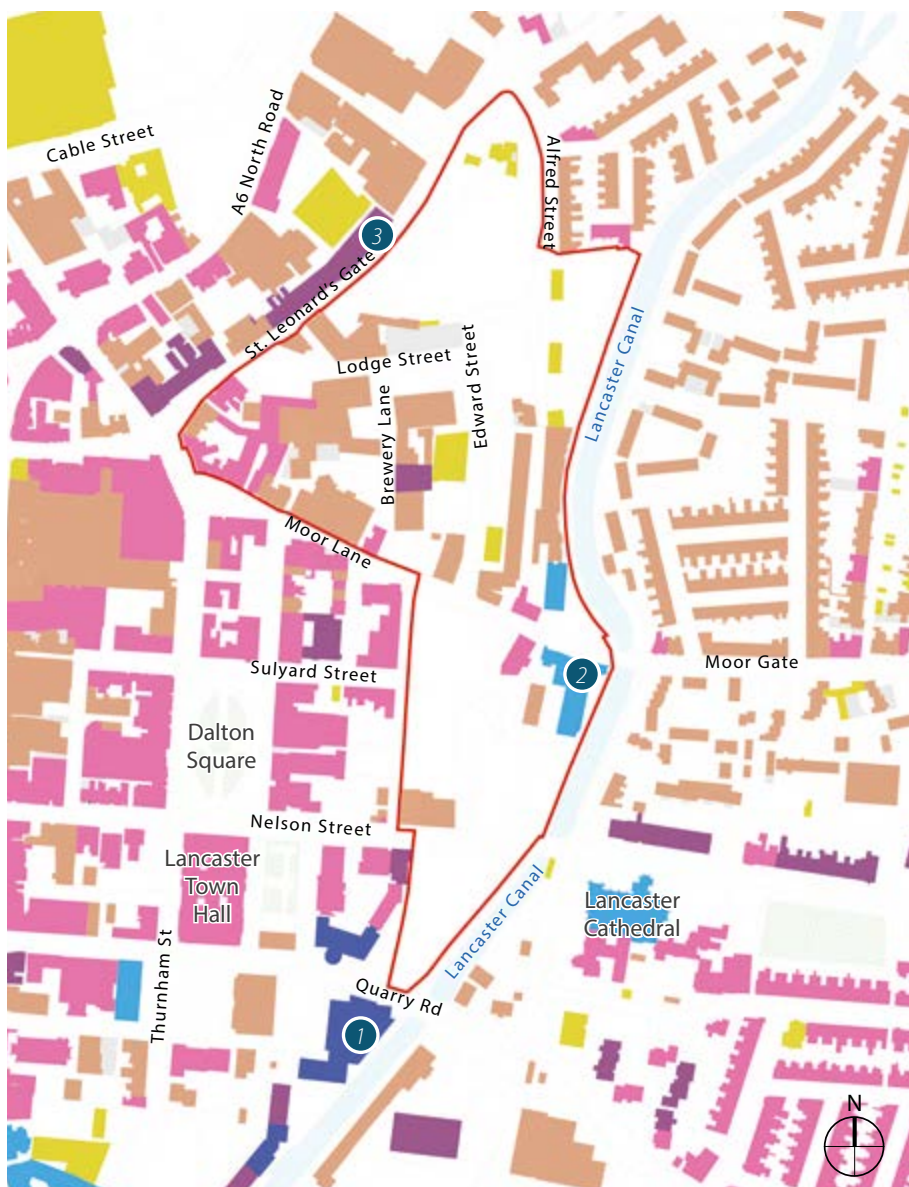
More than six storey flats on Quarry Road.



Moor Lane Mills NHS.



St. Leonard's House student accommodation.



# 1.14 Pattern of built plots

## Local Scale

The pattern of the existing urban built form on plots (urban grain) variety shows clearly the development of Lancaster over time and different architectural eras that have influenced the city.

Lancaster City Centre is located to the immediate west of the site includes Marketgate Shopping Centre and other non-residential uses, including some historic sites. This area in general forms a dense urban grain.

Some retail, business and light industrial uses are found to the north and south of the site which create large building

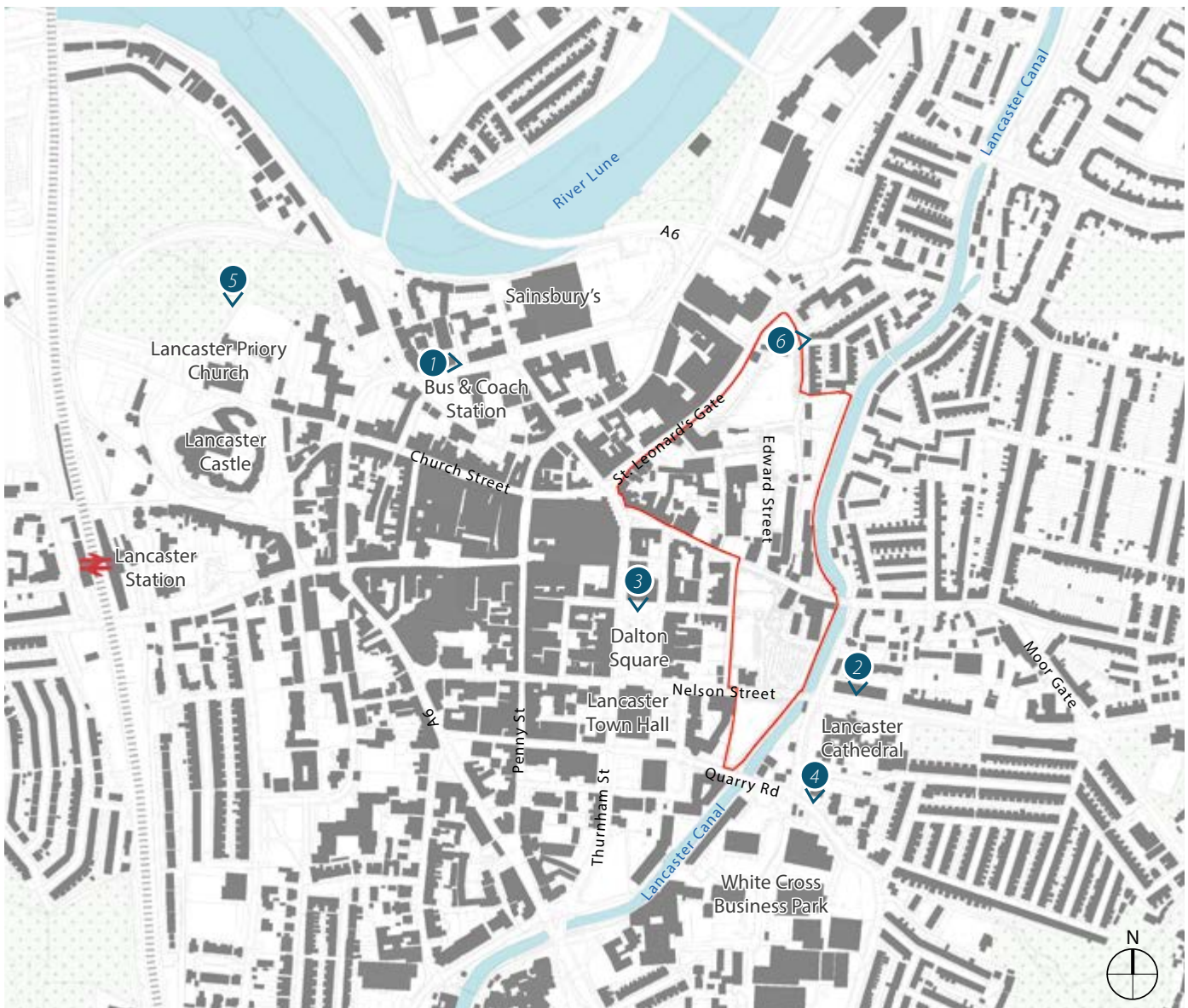
footprints in a relatively dense formation.

Elsewhere to the east of the site are medium-high density residential areas with traditional street layouts. Density reduces towards the outer regions of the map where locations become more suburban in character.

The site itself is relatively low density overall, largely due to the high number of car parks across the site. The historic Stonewell Nose area to the west is comparatively dense.

**Key**

- LCQ boundary
- Built form







Aerial photo of the area showing large footprint non-residential uses.



Aerial photo of the east of the site with the Cathedral and dense residential use.



Aerial photo of the dense City Centre and Dalton Square.



Aerial photo of the south of the site with residential and large retail/light industrial use.



Aerial photo showing the rail station and Lancaster Castle.



Aerial photo showing the dense residential area to the north-east of the site.



# 1.15 Topography

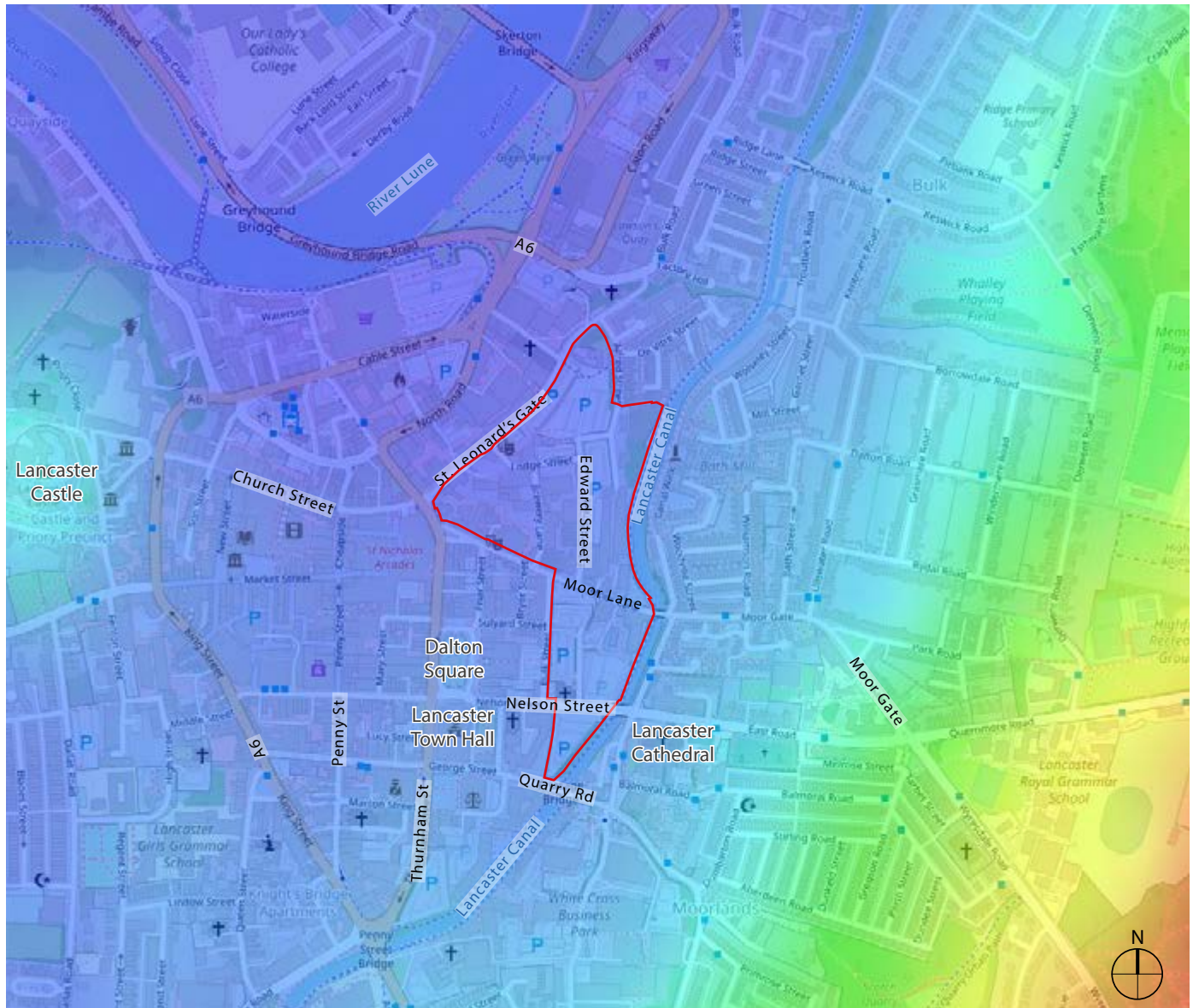
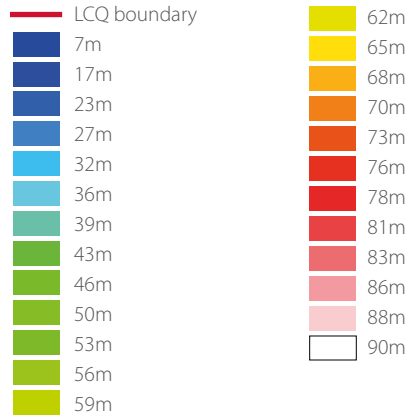
## Local Scale

The diagram below shows the general topography across Lancaster City Centre.

The high points in the area are in the south-west of the map towards Williamson Park, where there are far-reaching views across the city and beyond.

Elsewhere there is a high point at Lancaster Castle, which can be seen across the city, including several spots from within the site. Views to this landmark should be celebrated and retained where possible.

### Key





## 1.16 Flood risk

### Local Scale

The site is largely in Flood Zone 1. A small area of Flood Zone 2 is identified to the western extent.





The majority of the Site is at low risk of surface water flooding, however, small isolated pockets are medium-high.

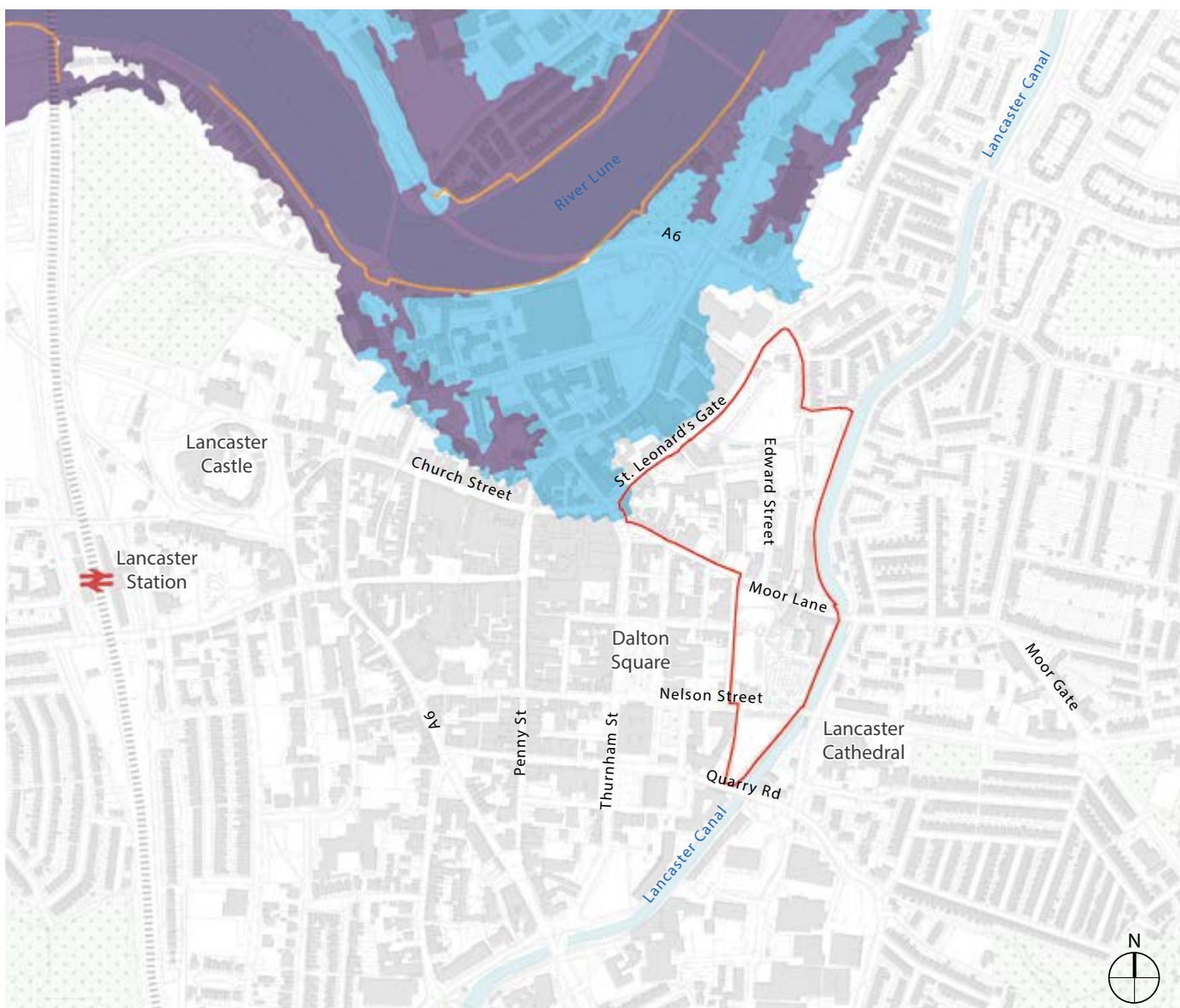
Based on the Environmental Assessment's long term risk mapping, the Canal does not pose a risk to the development, however, an easement (potentially up to 8m) will be required for built development.

In terms of drainage, future proposals will need to consider surface water attenuation up to 1 in 100 years plus climate

change event. This will need to be considered within SuDs options (ponds, swales and porous paving, etc) throughout the site.

#### Key

-  LCQ boundary
-  Flood zone 2 (area with a medium probability of flooding)
-  Flood zone 3 (area with a high probability of flooding)
-  Existing flood defences







## 1.17 Wider opportunities

### Opportunities

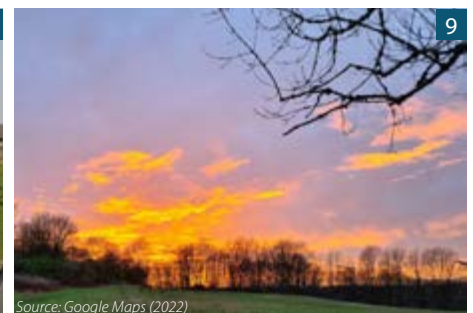
- 1 Opportunity to improve/enhance green, blue and heritage connections.
- 2 Heritage routes dominate in the City Centre, whereas green routes dominate further afield. Blue routes create important spines that link green spaces and heritage streets together.
- 3 These City Centre heritage connections consider not just heritage assets, but also where food services, hotels, shops and leisure destinations are located, to create routes that support all the elements of a good day out.
- 4 Opportunity for City Centre heritage connections focus on linking East-West, to connect the heritage core and Canal, and promote pedestrian connectivity to and from Dalton Square.
- 5 Opportunity for green routes within the site that draw on existing trees and historic routes.
- 6 Denser housing areas present insufficient access to green and open spaces.
- 7 Opportunity to improve historic street patterns where car parks exist.



Lancaster Skate Park.



Whalley Recreation Ground.



Quay Meadow .



Dallas Road Gardens.



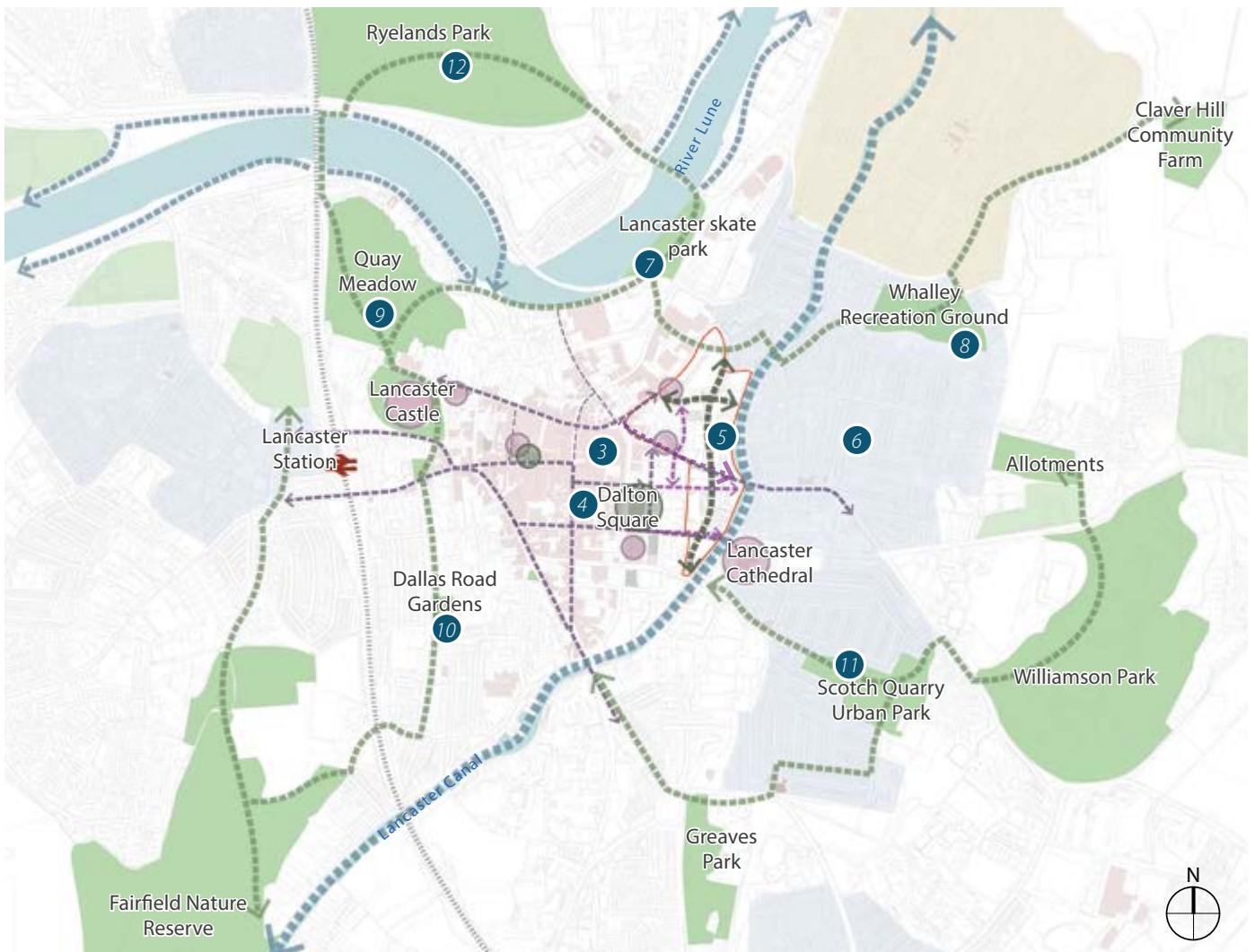
Scotch Quarry Urban Park.



Ryelands Park.

**Key**

- LCQ boundary
- Green Spaces**
  - Public open to all
  - Semi-public
- Key built up areas**
  - Commercial/ leisure
  - Dense housing
  - Residents report health impacts daily activity a lot
- Key landmarks**
  - Public realm
  - Heritage
- Key routes**
  - Canal and riverside
  - Green/ quiet routes
  - City Centre routes
- Route opportunities**
  - Link into City Centre routes
  - Link into green/quiet routes





# 1.18 Site constraints

## Heritage, built form and land uses

### Key constraints:

- 1 The site's valuable heritage assets will require careful consideration, as their position, scale and character introduce constraints for future development.
- 2 The historic stonewall running along the north portion of the site's boundary is a significant barrier for pedestrians to access to the Canal.
- 3 Key strategic views running through the site create potential restrictions to the future development of taller buildings.
- 4 The existing ginnels and built form configuration around the Nose should carefully be considered to achieve placemaking and way-finding.
- 5 New built form should consider the character, massing and scale of the surrounding existing buildings, specially along Bulk Street and Alfred Street.
- 6 Consideration should be given to the inactive frontage of the St Nics fronting the Nose.
- 7 Some of the heritage assets are located within different landownerships and therefore a comprehensive heritage strategy will be required for the whole site.



Existing view from the Canal to the Brewery, Lancaster Castle and The Priory. Key strategic view.



Key strategic view from Moor Lane, the Castle should be visible from this point.

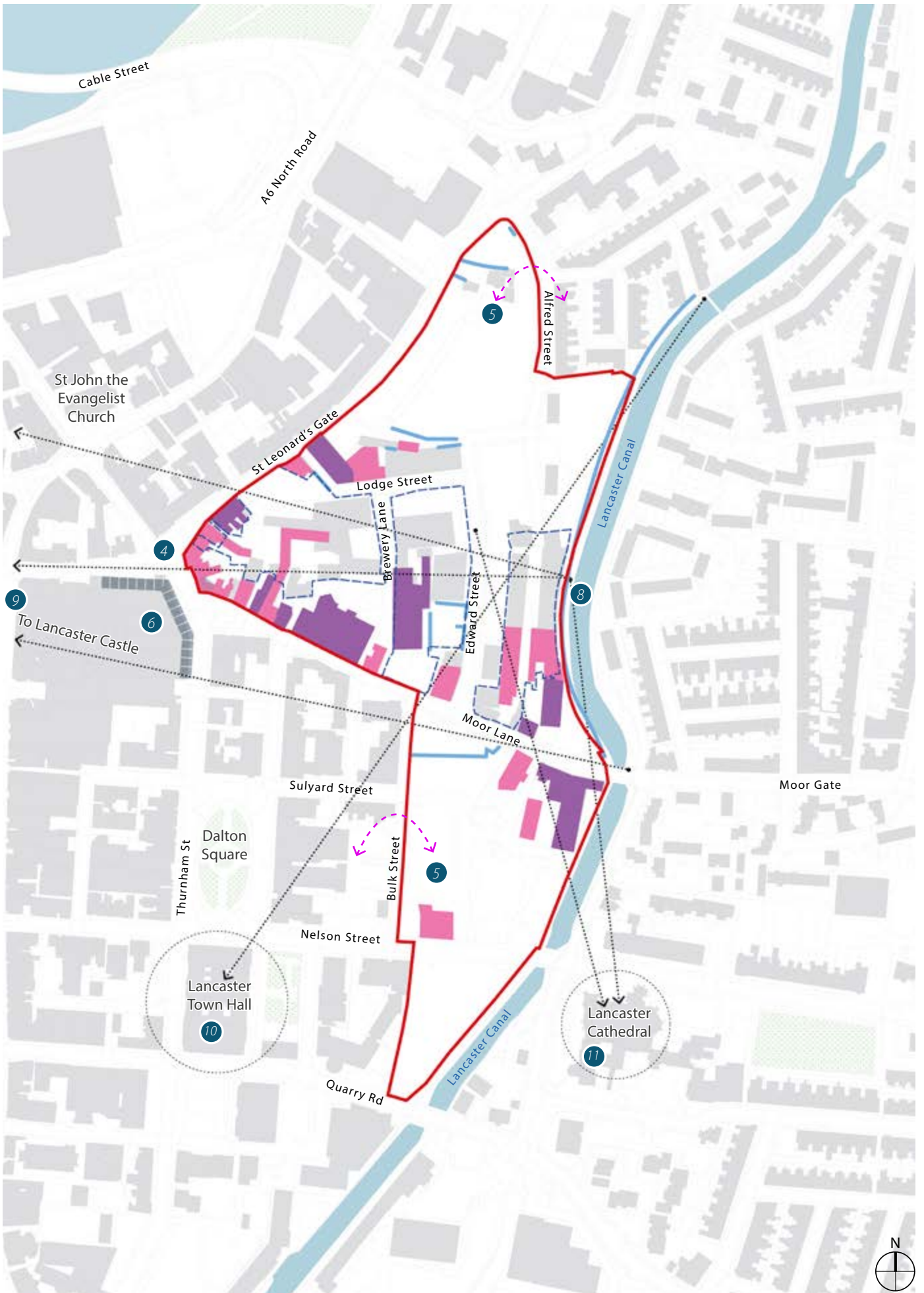


Lancaster Town Hall dome should be visible from the pedestrian bridge to Shawn Street.



Views to the Lancaster Cathedral spire contribute to way-finding.

- Key**
- LCQ boundary
  - Grade II Listed Building
  - Positive building
  - Areas in private ownership
  - Inactive frontages facing site
  - Historic stone walls
  - Key view corridors through the site
  - Key buildings for visibility




















## 1.18 Site constraints

### Movement & connectivity

#### Key constraints:

- 1 Traffic flow is quite intense around the Nose resulting in a constraint for pedestrian flow, specially between the City Centre and the Nose.
- 2 Options for the gyratory route should be considered for future proposal as this may impact pedestrian connectivity though the Nose and vehicle movement through the site.
- 3 There is a lack of continuity of the cycle network within the site.
- 4 Existing stonewalls along the Canal and the difference of levels between the site and the Canal present a barrier for pedestrian to access to Lancaster Canal. There is approx. 350m between existing access to the Canal.
- 5 Existing access to the Canal from Moor Lane presents steps. There are more than 500m between level access to the Canal impacting on ensuring fully accessibility to this important natural asset for everyone to enjoy.
- 6 Intense vehicular flow through the site along Edward Street has negative impacts on promoting pedestrian and cycle movement.
- 7 The existing large car parking areas within the site do not present a safe environment for pedestrian movement.
- 8 The existing streets within the site promote vehicular movement (due to the location of the car parks) and therefore the existing streets are not safe, well-overlooked and easy to navigate for pedestrians.
- 9 There is not clear pedestrian routes though the site between the City Centre and the Canal.
- 10 The number of ginnels around the Nose require a clear strategy to ensure legibility and way-finding through the site.

#### Key

-  LCQ boundary
-  Existing car parks within the site
-  Very heavy traffic routes
-  Heavy traffic routes
-  Key streets within the site
-  Streets outside the site with poor legibility for pedestrians/cyclists
-  Ginnels within the site
-  Crossings with traffic lights
-  Stone walls within site
-  Limited access to Canal
-  Canal access/crossings with steps
-  Step free Canal access/crossing
-  Proposed bus hub
-  Lancaster Canal
-  Areas in private ownership



Intense traffic flow around the Nose.



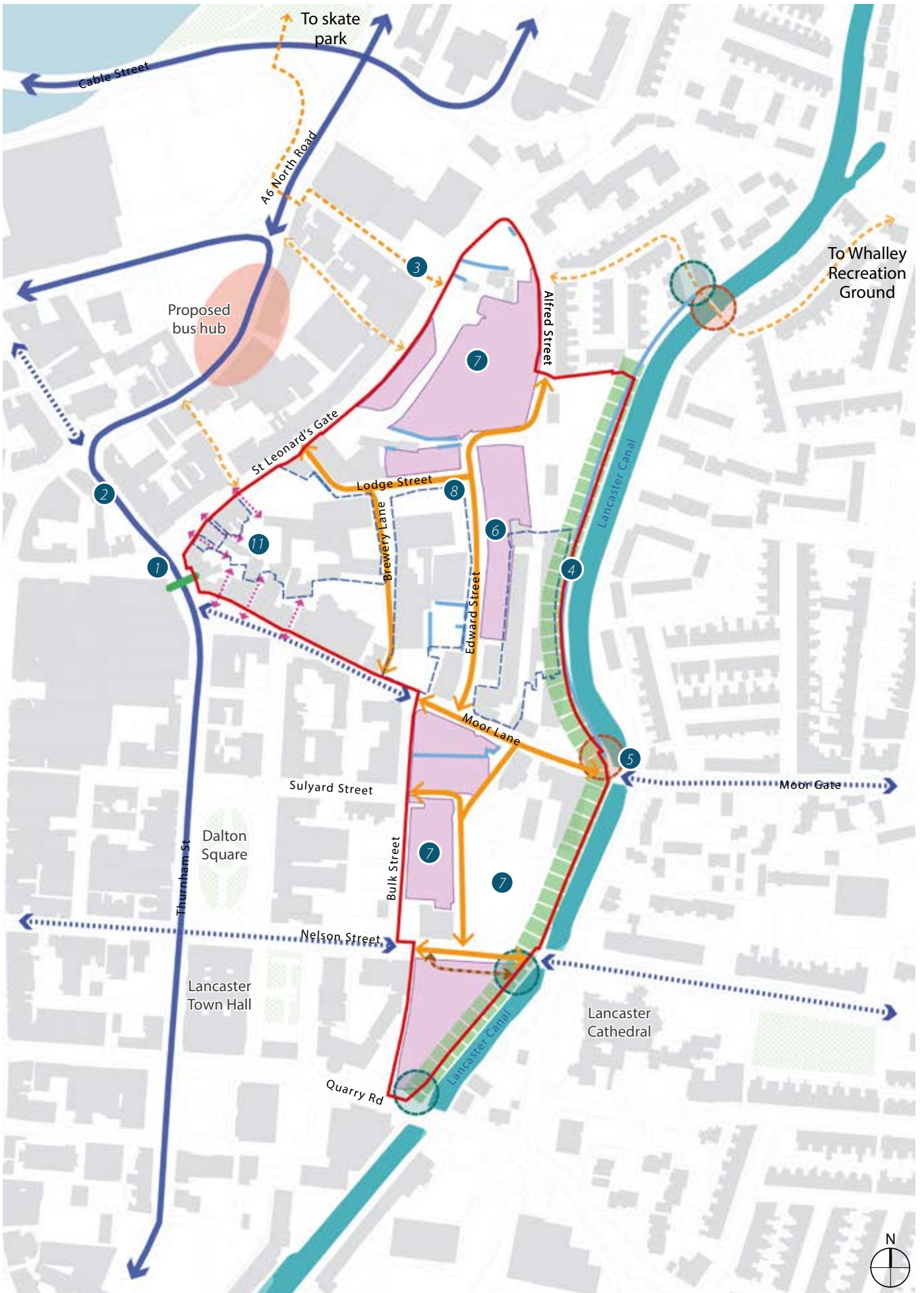
Existing canal access steps from Moor Lane.



Existing ginnel through the Stonewell Nose to Swan Court.



Large areas of car parking within the site.





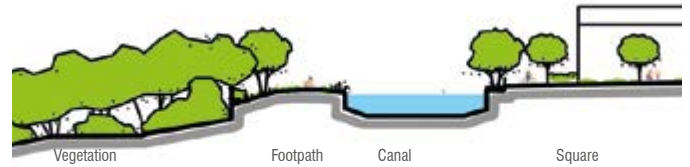
# 1.18 Site constraints

## Open space and public realm

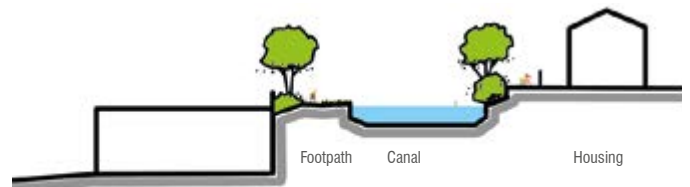
### Key constraints:

- 1 Significant change of levels through the site is a key challenge for accessibility to the Canal.
- 2 Consider the location, quality and character of the existing trees across the site. Consider the retention of Category A trees.
- 3 Proposals should consider the requirements for Biodiversity Net Gain (minimum gain of 10% mandatory).
- 4 There are no open spaces within the site. The closest open space is Dalston Square (outside the site), approximately 3-5 minutes walk from the site.
- 5 Traffic flow compromised the public realm environment around the Nose.
- 6 Pedestrian route north east to the nearby Whalley Recreation Ground green space is quite difficult to find and navigate from the site.
- 7 Existing public realm within the site is dominated by car parking and vehicle flow detracting from pedestrian and cycle movement.
- 8 The Lancaster Canal is an important green assets for everyone to enjoy however there are not sufficient entrance points to ensure pedestrian access.
- 9 New development should consider to retain the existing character and towpath along the Canal.

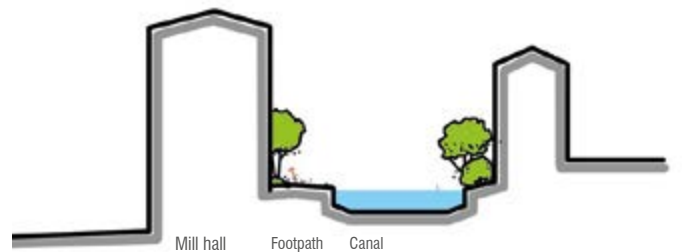
### Schematic sections across the Canal edge



Section A-A



Section B-B

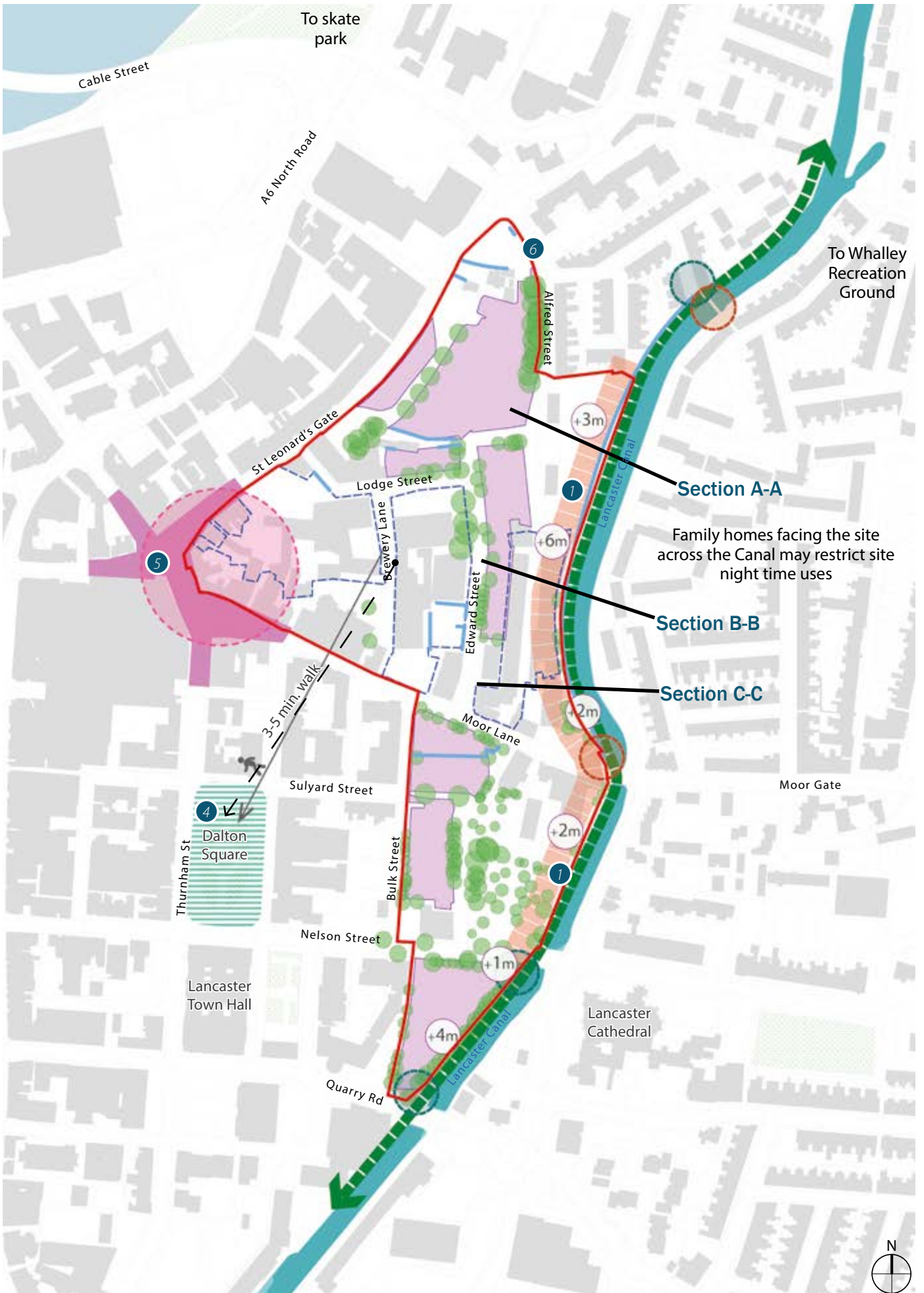


Section C-C

- Key**
- LCQ boundary
  - Existing trees to be retained where possible
  - Privately owned land
  - Public realm to improve
  - Historic stone walls within site
  - Limited access to Canal
  - Canal access/crossings with steps
  - Step free Canal access/crossing
  - Lancaster Canal
  - Existing car parks within the site
  - Dalton Square
  - Consideration for ecology along the Canal



The towpath along the Lancaster Canal.





## 1.19 Site opportunities

### Heritage, built form and land uses

#### Key opportunities:

- 1 Existing valuable heritage assets to be retained and to inform design proposals. Opportunity to create a new neighbourhood where heritage is celebrated and to bring back into use many of its important buildings and derelict structures.
- 2 Provide a built form that is responsive of the heritage assets and provide key strategic views to listed buildings surrounding the site such as the Lancaster Castle, The Priory and Lancaster Cathedral.
- 3 Opportunity to re-instate the historic street pattern into the proposals and create pedestrian friendly public realm.
- 4 Opportunity to reuse and re-purpose heritage assets across the site and use their distinctive character in the design of the new buildings.
- 5 Potential to incorporate historic stone walls across the site into landscape and public realm.
- 6 Co-ordinate massing and scale approach with third party landowners to align proposals and ensure a consistent heritage approach.
- 7 Opportunity to create a 'heritage trail' that links existing heritage assets within the site and across the city.
- 8 Opportunity to create new squares and public spaces that celebrates the history of the site and that draws inspiration from Lancaster character.

#### Key

-  LCQ boundary
-  Grade II Listed Building
-  Positive heritage building
-  Grade II listed building (outside site)
-  Grade II\* listed building (outside site)
-  Consider strategic views within the massing and scale of emerging proposals
-  Key buildings for visibility
-  3rd party land ownership to consider for a holistic approach to massing and scale
-  Opportunity to integrate historic stonewalls into landscape and public realm proposals
-  Opportunity to create new squares
-  Landmark buildings
-  Opportunity to re-instate the historic street pattern into the proposals
-  Opportunity to integrate and enhance existing Ginnels into the public realm proposals
-  Lancaster High Street Heritage Action Zone



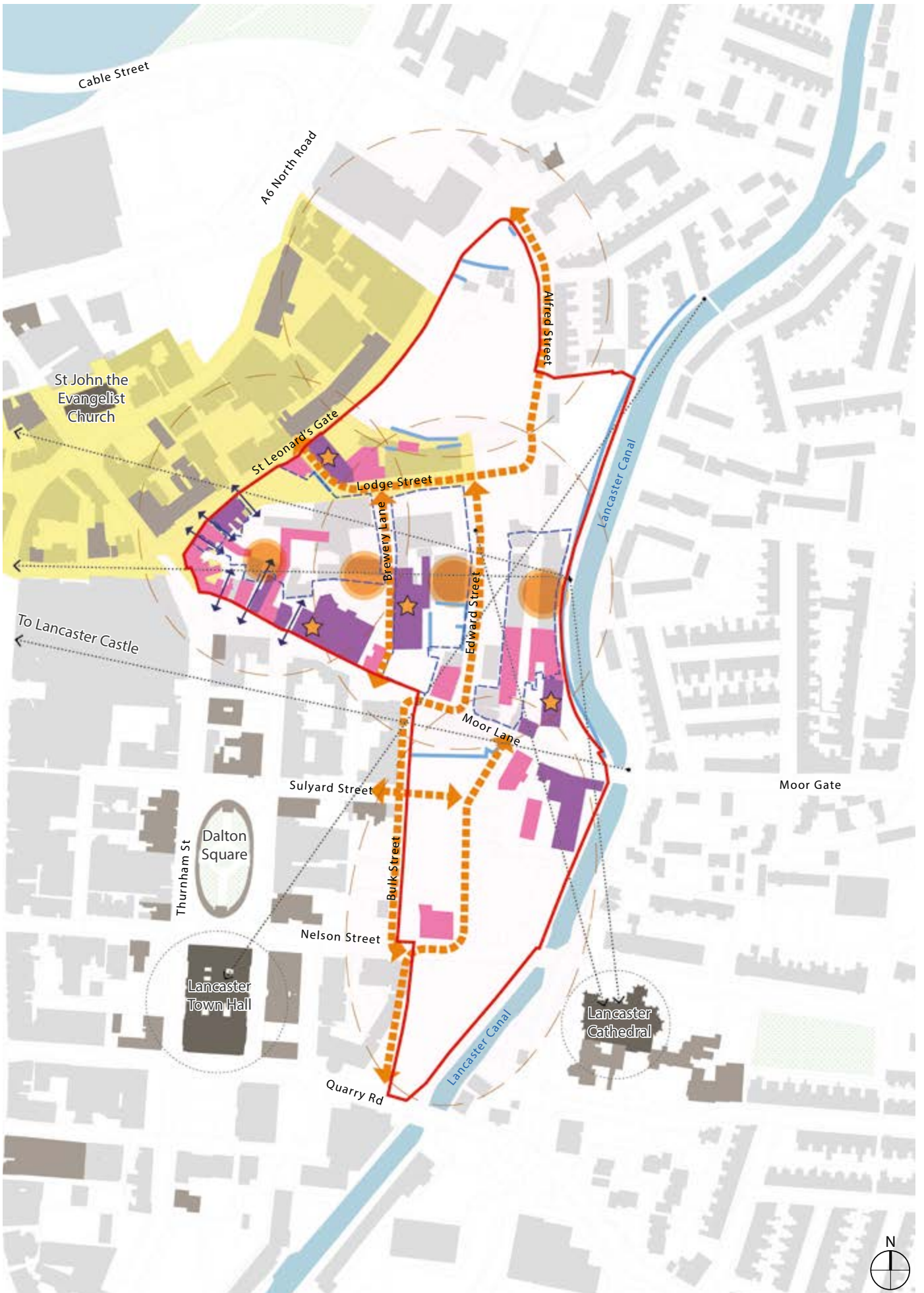
Heritage buildings to be retained and to inform the design proposals.



There is an opportunity for the Brewery building to become the new landmark building within the site.



Lancaster Cathedral (Grade II\*).





# 1.19 Site opportunities Movement & connectivity

## Key opportunities:

- 1 Opportunity to create pedestrian friendly environments along the existing streets within the site with a mix of uses that will contribute to the creation of a 15min neighbourhood.
- 2 Opportunity to create legible east-west pedestrian only routes through the site to link the City Centre to the Canal. Potential to create a "journey" through the site with a series of open spaces and squares along the pedestrian route.
- 3 Opportunity to create a green street or corridor running north-south across the site connecting further with the surrounding green ecological network.
- 4 Create new pedestrian access to the Canal for everyone to enjoy of this natural asset.
- 5 Opportunity to improve the pedestrian/cycle environment around the Stonewell Nose.
- 6 Rationalise the ginnels through the Stonewell Nose to contribute to legibility and way-finding.
- 7 Opportunity to create safe, well-overlooked and inclusive streets that invite pedestrian and cycle movement.
- 8 Consider pedestrian routes that link to surrounding key routes and destinations.

### Key

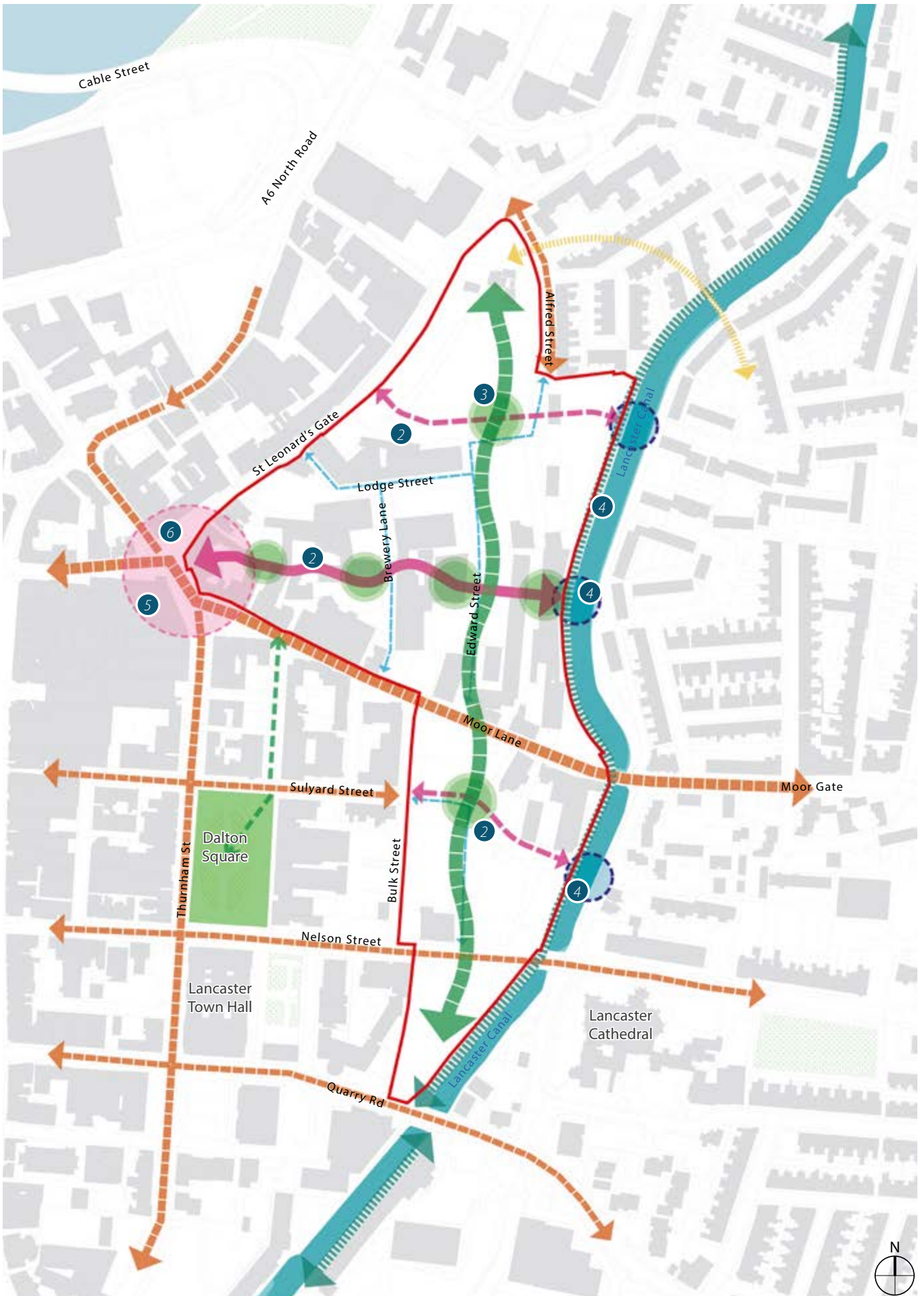
- LCQ boundary
- Key existing pedestrian heritage routes
- Opportunity to transform the existing vehicle routes within site into friendly pedestrian environments
- Potential for a green route/street (with landscape and/or tree planting) running north to south
- Opportunity to create a primary pedestrian route connecting a series of public open spaces
- Improve pedestrian movement east-west through the site, connecting to existing key pedestrian routes
- Opportunity to improve the Canal path pedestrian and cycle path and integrate this route into the new proposals
- Potential to enhance pedestrian/cycle crossing points and experience at Stonewell Nose node
- Potential to improve pedestrian connectivity with residential area to eastern residential areas
- Potential to connect to existing open spaces around the site
- Opportunity to create new public open spaces
- Potential to create new access points to the Canal walk
- Lancaster Canal

The opportunity at Stonewell / Moor Lane ▶

**STREET TREES IMPROVE BIODIVERSITY AND REDUCE AIR POLLUTION**



Opportunity at Stonewell/Moor Lane. Source: Lancaster City Centre Movement and Public Realm Strategy.

















# 1.19 Site opportunities

## Open space & public realm

### Key opportunities:

- 1 Re-purpose existing car parking in line with a sustainable pedestrian strategy and the creation of a 15min neighbourhood.
- 2 Open up the Lancaster Canal for amenity purposes and incorporate the Canal into the new proposals.
- 3 Improve the public realm and arrival space around the Stonewell Nose to maximise benefit of this gateway entrance between the City Centre and the Canal.
- 4 Opportunity to create a green corridor connecting a series of open spaces through the site that links to the wider green infrastructure.
- 5 Consider the location of the existing trees to inform location of new open spaces and public realm.
- 6 Opportunity to create a series of squares along a pedestrian route creating a "journey" through the site. Potential for the new squares and public realm to draw inspiration from Lancaster heritage and history.
- 7 Opportunity to incorporate SuDs to the design of the new public realm.

### Key

-  LCQ boundary
-  Consider the existing trees to inform the location of new open spaces and public realm
-  Future public realm improvements around Dalton Square
-  Opportunity to utilise Stonewell Nose for public realm gateway into site - improvements to the public realm to improve pedestrian and cycling connectivity to the site and the City Centre
-  Potential to create green links to existing green infrastructure
-  Potential to re purpose existing car parks on site
-  Opportunity to create a green corridor connecting a series of open spaces/new squares through the site that links to the wider green infrastructure.
-  Opportunity to open up the Canal path for pedestrian/cycle activity and general amenity
-  Opportunity to create new public open spaces
-  Opportunity to create a primary pedestrian route east-west linking a series of squares
-  Improve pedestrian movement east-west through the site, connecting to existing key pedestrian routes
-  Lancaster Canal



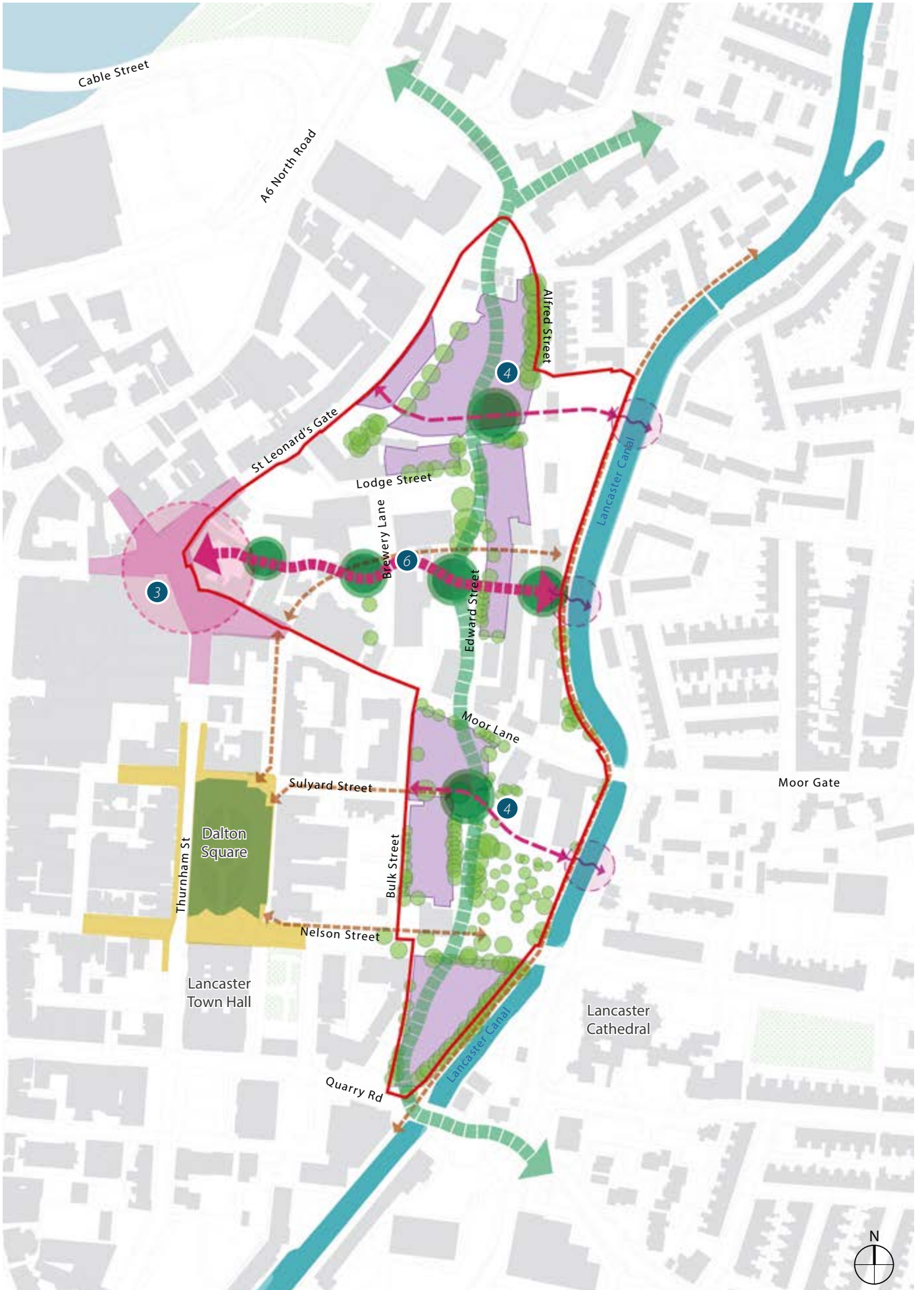
Opportunity to create pedestrian friendly environments.



Potential to create new squares that draw from Lancaster heritage and history.



The Lancaster Canal is a great opportunity for people to enjoy time next to green and nature.







## 2. Character study





# 2.1 Character study

## Character areas

PRP

### Location of selected character areas



Canal Quarter site boundary  
 Canal Quarter character areas  
 Adjacent character areas

Map source: Lancaster Conservation Area Appraisal 2013, p.20 (<https://www.lancaster.gov.uk/planning/conservation/conservation-area-appraisal>)

- ③ **City Centre: Historic heart of Lancaster**
- ④ **Dalton Square: Lancaster's late Georgian heyday**
- ⑤ **Canal Corridor North: Canalside industry in transition**
- ⑥ **Canal Corridor South: Canalside industry re-use**
- ⑦ **Residential North East: Victorian working communities**

### Connections



Canal quarter site boundary  
 Character area boundaries  
 Busy vehicle routes  
 Bus routes  
 Waterside routes  
 Canal crossings  
 Key pedestrian routes

- ③ City Centre: Most pedestrianised routes are in this character area, but it is also encircled by the traffic heavy A6 ring road.
- ④ Dalton Square: A6 ring road is a barrier between this area and the city centre (few pedestrian crossings). Weak legibility among routes east.
- ⑤ Canal Corridor North: Movement focused along the edges of this character area. Most through routes are dead ends or have weak legibility.
- ⑥ Canal Corridor South: Insular area, with vehicle routes serving individual land plots.
- ⑦ Residential North East: Divided into separate sub-areas, linked by the canal.

## Character areas

PRP

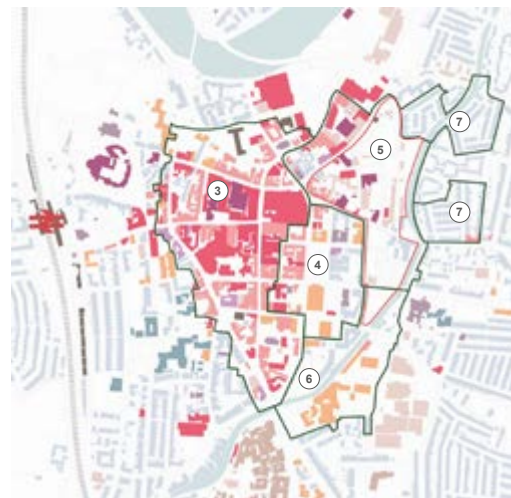
### Heritage assets



Grade I listed buildings  
 Grade II\* listed buildings  
 Grade II listed buildings  
 Canal quarter site boundary  
 Character area boundaries

- ③ City Centre: Clustered to the west around the Cathedral. Focal point at Market Square framing the City Museum.
- ④ Dalton Square: Town Hall and Georgian homes, focused around the Square.
- ⑤ Canal Corridor North: Georgian Grand Theatre, plus former homes and church, line key routes.
- ⑥ Canal Corridor South: Former Barracks stands out in height and Scottish Baronial style.
- ⑦ Residential North East: No listings. Strong Victorian terrace character.

### Current functional roles



Residential  
 Office  
 Retail/ Food & drink  
 Education  
 Light industry  
 Retail mixed use  
 Health  
 Transport & energy  
 Religion  
 Leisure/ culture  
 Hotels  
 Canal quarter site boundary  
 Character area boundaries

- ③ City Centre: Commercial core, mainly retail, food and drink, hotels. Some office and residential.
- ④ Dalton Square: Mainly civic, with retail to the west and some offices to the east.
- ⑤ Canal Corridor North: Cluster of cultural venues. Some retail and residential.
- ⑥ Canal Corridor South: Office and light industry, with newer residential along the west of the canal.
- ⑦ Residential North East: Residential, with limited retail/ community.



### 3 City Centre

Historic heart of Lancaster

#### 3a Layout and street pattern

##### Connections

- > **Good onward connectivity:** Bus station at north, railway station a short walk via clear pedestrian routes.
- > **Pedestrian conditions mixed:** Most of Lancaster's pedestrianised streets are within this area, however the A6 ring road constrains movement in and out.
- > **Pollution** from the A6 ring road also damages the area's historic buildings.

##### Gateways and key internal junctions

- > **North: Weak,** currently surface car park.
- > **South: Traffic dominated.** Lancaster Canal bridge forms clear gateway, leading to node of King Street and Penny Street fork junction.
- > **East: Traffic dominated,** gateway at Stonewell.
- > **West: Strong,** gateway marked by Storey Centre and King Street/ Market Street junction to city centre pedestrian area.

##### Street network and land plots

- > **Medieval street pattern encourages lively varied pedestrian environment:** Narrow streets aligned with land topography, historic pedestrian alleyways and ginnels.
- > 1960s St Nicholas Arcade shopping centre breaks the street and plot pattern.
- > **Key streets: King Street, Church Street and Penny Street** are Roman/ early medieval and form a triangle shape. Church and Penny Street part pedestrianised, King Street suffers heavy traffic.
- > **Medieval long, narrow building plots largely remain:** Now mainly occupied by Georgian and Victorian buildings. Good examples: plots lining Church Street and Market Street.



Development clustered between Church Street and Market Street, the latter extending to Stonewell. Market Square is the key public space. Constrained to north by Mill Stream and to east by the Friary (Doctor map, 1684)



Development grows into the triangle form of the key streets. Culverting of Mill Stream in 1750s extends growth north. Queen Square public space visible to south west (Mackreth map, 1778)

Character area boundary	Public realm
External gateway	Public green space
Internal node	Pedestrianised streets
Character area key route	Urban blocks
Busy vehicle route	Ginnels/ covered external spaces
Quieter vehicle route	External alleys/ courtyards

#### 3b Public realm and street character

PRI

##### Vehicle routes

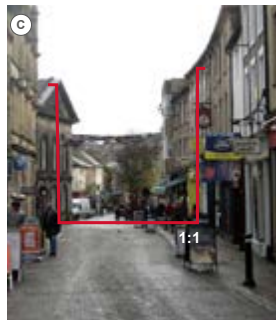
Street space constrained; narrow pavements and no street trees.



King Street (12.5m wide, 7.5 - 9m carriageway). View SE from Market Street junction

##### Major pedestrianised

Modern setted/ paved surfaces, some street trees.



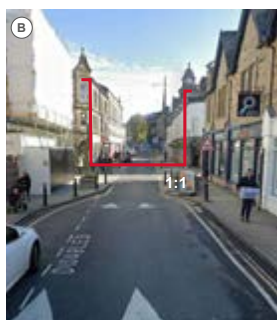
Market Street pedestrianised area (8.5 - 12m wide). View east from King Street junction.

##### Alleys and ginnels

Some with modern setted surfaces, some with historic paving/ cobbles.



Golden Ball Lane (3.5m wide). View south from Market Street.



Common Garden Street, view east. (10.5 - 12.5m wide overall, 9.5m two lane carriageway, 3.5m when narrowed to one lane).



Church Street pedestrian area (9.5 - 11m wide), view east.



Frances Passage (2.7 - 3m wide), looking to ginnel into Cheapside



## 2.1 Character study

### 3b) Public realm and street character

PRP

#### Key public spaces



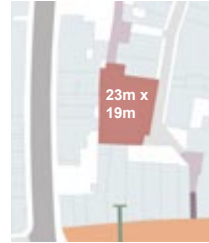
**Civic public space: Market Square (37m x 24m, and 18m x 18m)** Visible on historic maps from the 1680s (see previous page). Seven ginnels north and south form a permeable human scale pedestrian environment.



**Local public space: Queen Square (21m x 24m at longest/ widest point)** by the area's south gateway. Visible on historic maps from the 1770s. Benefits from seating and shade from mature trees. Faces busy road on one side, other sides low traffic.



**City Centre hidden gem: Sun Square (23m x 19m)** Quiet square sometimes hosting events. Framed by Grade II\* listed 1730s pavillion to former town house, now managed as rental accommodation by the Landmark Trust.



### 3c) Built environment

PRP

#### Development periods and distinctive architectural features

- > **Building heights** low overall, except some Georgian civic buildings.
- > **Materials: Local sandstone** (some red brick). Roofs Cumbrian slate.
- > **Little pre-17th C building** remains: Most destroyed by fire in 1690s
- > **Many Georgian stone town houses:** Funded by trans-Atlantic trade, replaced medieval timber buildings. Features inc. moulded door/window surrounds, small-pane sliding sash windows, timber panel doors, fanlights, raised quoins, cornices and stone chimneys. Many became shops/offices, with good quality Victorian shop fronts inserted.
- > **Good examples of 18th century warehouses:** From industrial revolution and beyond. Features inc. loading slots, gabled canopies.
- > **Some small scale former workshops/ workers houses:** Also industrial revolution period, 2-4 storeys, occupy city centre small courts. Most cleared in 1920s.
- > **Good examples of 19th century commercial buildings:** Market Street HSBC (1887), Church Street Natwest (1870) and Co-op (1901)



Georgian town houses, Church Street



18th C warehouses, Dye House Lane



HSBC, Church Street

#### The area's functional role today

- > Commercial and cultural core of Lancaster. Dominated by retail and cafes/ restaurants, plus some hotel, office and residential.
- > Primary shopping areas: St Nicholas Arcades (indoor, contemporary building), and the pedestrian streets (Penny Street, Cheapside, Market Street, New Street, Church Street).

#### Streetscape



**Cheapside:** Late 19th century ground floor timber shop fronts form strong horizontal plinth atop of regular vertical glazed bays. Three storey residential buildings (mixed Georgian/ Victorian), two horizontal upper layers.



**Church Street junction with New Road:** Early C18 Grade II\* listed former home (centre) and 1885 Grade II listed Jacobean style former Masonic Hall. They share a triangular plinth motif emphasised by pillars.

#### Key built heritage assets

##### Civic and social



Lancaster City Museum (1782), Market Square. Greek revival style.



Former Assembly Rooms, 1759, event venue for Georgian high society

##### Travel and trade



Inns were built to serve travellers between England and Scotland. The Sun Inn, Church Street (1785). Georgian period building of rubble faced sandstone.

### x) Implications for the site

Canal Quarter site boundary includes the eastern gateway to the City Centre, underlining the importance of connecting to the City Centre from Stonewell.



## 4 Dalton Square

Lancaster's late Georgian heyday

### 4a Layout and street pattern

PRP

#### Connections

- > Good onward connectivity: Bus stops on George Street and Common Garden Street very close by.
- > **Pedestrian conditions mixed:** More generous pavements than in the City Centre, but the A6 ring road cuts through the area, constraining East West pedestrian movement, including to Dalton Square.

#### Gateways and key internal junctions

- > North: Moor Lane and Stonewell junction
- > South: Thurnham Street only extended South of George Street to meet Penny Street in c.1900. This forked junction with the Canal is now the south gateway.
- > East: Approaching from across the Canal along Nelson Street (marked by the Cathedral) or Quarry Road (marked by apartment block)
- > West: Legible via clear east-west view along Common Garden Street

#### Street network and land plots

- > City Centre's **Medieval street network never extended East** towards the Canal. This area was formerly a Dominican Friary land enclosed by a wall, from the now pedestrianised Penny Street (west) to Bulk Street (east).
- > **Georgian street grid** laid out in 1780s by Edward Batty.
- > **Rectilinear blocks** lined with **continuous frontages**.
- > **Clear street hierarchy:** Buildings present their primary elevation to one block frontage, with side/ rear elevations to other streets.
- > **Larger plot size** than city centre, designed for homes for the wealthy. Smaller, denser plots on side/ service streets.
- > Some plots developed much later (with different buildings) due to declining trade wealth.



Former Dominican Friary occupies land south of Moor Lane and east of the now pedestrianised Penny Street (Mackreth map, 1778)



Prior to construction of the Town Hall in 1906, over 50 years after the area's plan was laid out, many land plots not developed (OS map, 1844)

### 4b Public realm and street character

PRP

#### Vehicle routes



Generally, streets around Dalton Square and Town Hall benefit from wide stone-flagged pavements. The A6 three lane carriageway (above, 15m wide, 10m carriageway) is hard to cross, with traffic light crossings only at north and south ends.

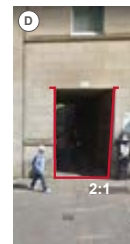


North side of Dalton Square quieter than the south (fewer onward routes east). Public realm here due to improve. Shown above temporarily as a market during Covid-19.

#### Quiet routes and alleys



Historic stone paving, setts and kerbs retained on some streets and back lanes to the north of the area. Friar Lane (above, 12m wide) is a very attractive route north from Dalton Square to Moor Lane.



This ginnel (2.6m wide) is the only connection east from Dalton Square (left) towards Bulk St (right), through a large block framing the Square.



#### Key public spaces: Civic character



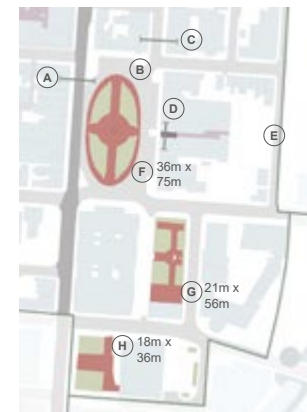
**Dalton Square:** 1906 redesign. Stone balustrades, simple flag paving, mature trees, grass, Queen Victoria statue central feature. Paving could be improved and statue better maintained.



**Town Hall gardens:** Wide stone-flagged pavements, stone balustrades, mature trees.



**Courthouse gardens:** Benefits from mature tree shade and seating.



# 2.1 Character study

## 4c Built environment

PRP

### Development periods and distinctive architectural features

- > Building heights mainly 3 storey residential, with some 2 storey terraced houses on side streets.
- > Materials: High quality sandstone walls, roofs of Cumbrian slate.
- > No trace of former Dominican Friary: Fell into ruin after Dissolution of the Monasteries (16th century).
- > Many Georgian stone town houses: Georgian features inc. 12 pane sash windows, timber panel doors with fanlights, pediment/ moulded cornice, raised quoins, stone chimneys. The Square's higher status buildings have pedimented elevations and rich carved details.
- > Warehouses and workshops to the west of the Square extensively adapted, altering original features.
- > Good examples of late 19th century timber shop fronts: Inserted into Georgian homes at West of Square (e.g. Brock Street, Moor Lane).
- > 19th century Revival buildings with more elaborate carved stone details (Co-op warehouse Bulk Street, 1901, and Methodist church, 1874, now both converted to residential)



Georgian houses, Dalton Square



Listed home and shop front, Moor Lane



Former Co-op warehouse Bulk Street

### The area's functional role

- > Civic functions: Town Hall, buildings extending south to Aalborg Place, Magistrate's Court, buildings to the north up to Palatine Hall on Dalton Square.
- > Offices: Eastern side of the square, inc. some leisure/ community use.
- > Retail: West of the square, joining up with city centre retail core.
- > Residential: Side streets off the square to the north, inc. homes within converted large historic buildings.

### Streetscape



Dalton Square east side: Georgian homes converted to offices, with some recent office infill development. Unified horizontal windowline, vertical bays of 2 or 3.



Dalton Square west side: Late 19th century ground floor timber shop fronts form strong horizontal plinth on top of regular vertical glazed bays. Three storey, two bay former residential buildings (Georgian).

### Key built heritage assets: Civic and social



**Civic:** Town Hall (1909), Grade II\* listed city-wide landmark. Edwardian Baroque style, rich carved details. 2 and 3 storeys, pedimented 11 bay entrance elevation. Sandstone ashlar, slate roof.



**Religious:** Palatine Hall (above, 1798). Late Georgian former Catholic church at north of Dalton square, surrounded by historic stone paving. Other notable churches inc. the Methodist church (1874) and Baptist Chapel (1896) both Gothic Revival.

## 4d Implications for the site

Text

## 5 Canal Corridor North

Canalside industry in transition

### 5a Layout and street pattern

#### Connections

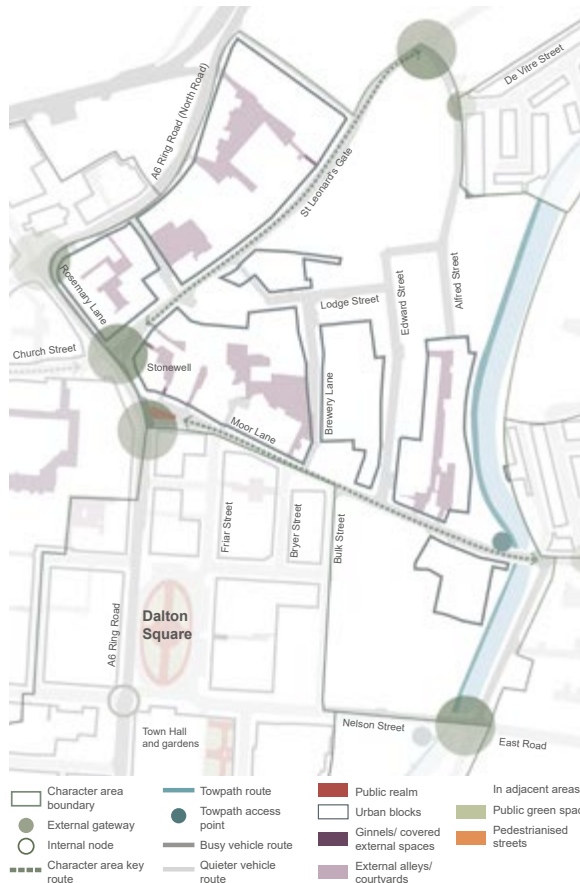
- > A6 ring road creates a pedestrian barrier at the area's Western boundaries. Bus routes run along the A6, but no bus stops within the area (all located within the City Centre).
- > Pedestrian routes through courtyards connect North Road and St Leonard's Gate, but those between St Leonard's Gate and Moor Lane are currently inaccessible and/or dead ends.

#### Gateways and key internal junctions

- > North: Weak. Junction of St Leonard's Gate and Alfred Street. On high ground, good views, but views blocked by trees, lack of built frontage, and poor public realm.
- > East: Strong. Moor Lane canal bridge, clear frontages and views along the canal.
- > South West: Strong. Two adjacent gateways. Rosemary Lane and St Leonard's gate junction marked by Congregational Church. Moor Lane and Stonewall junction framed by strong built form.

#### Street network and land plots

- > Topography rises away from the City Centre; south along Moor Lane, east along St Leonard's Gate. These key roads largely follow the natural contours, creating a triangle shape. Therefore, there's no regular rectilinear grid, and some land plots are tapered.
- > Stonewall was an important junction, likely on a Roman route and visible on historic maps from the mid 1600s. Links Church Street, St Leonard's Gate and Moor Lane, and formerly linked to Market Street as well.
- > Vehicle routes connecting cleared plots in the area's centre and north (now parking) follow historic street pattern.
- > Closely packed large footprint, long frontage mills to south and west. Narrower footprint Georgian and Victorian homes line parts of Moor Lane and St Leonard's Gate.



Earliest development fronts key roads St Leonard's Gate and Moor Lane. Brewery built in 1740s. (Mackreth map, 1788)



Opening of the canal (1789) supported the establishment of the Moor Lane textile mills (1820-30). Open area in front of Stonewall named St Mary's Square (OS map, 1844)



Mills developed on both sides of the canal, as well as workers' housing (1820-30) (OS map, 1891)

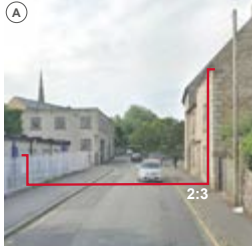


5b Public realm and street character

PRP

Vehicle routes

Utilitarian highways-dominated material and surface treatment.



Edward Street (11m wide, 6.5m carriageway): Two lane main vehicle route through the area.



St Leonard's Gate (13m wide street, 7.5m carriageway). Vehicle dominated environment at the North of the area.

Quiet routes and alleys

Stone flags and setted surfaces on back lanes and parts of Moor Lane (see below).



Ginnel (2.5m wide) connecting courtyard behind Stonewell to Moor Lane.



Ginnel (2.4m wide) connecting courtyard behind Stonewell to St Leonard's Gate vehicle route.

Key public spaces



**Moor Lane at the junction with Stonewell (above):** Former St Mary's Square area. Although vehicles can travel through, this is a quieter route than St Leonard's gate. Cobbled paving creates visual connection with attractive route north from Dalton Square along Friar Street (see Dalton Square Character Area).



**Canalside:** Key current public realm asset. Part of long recreational route (approx. 2-3m wide), extensive local flora and fauna. Moor Lane Mill North shown adjacent.



**Potential public space: High elevation point Alfred Street (right):** At the gateway to the Residential North East area, this current car park has mature trees and views south.



5c Built environment

PRP

Development periods and distinctive architectural features

- Building heights:** 3 storey homes (Georgian townhouses, workers' cottages), 2-3 storey 19th century purpose built shops/ industrial buildings, 4-5 storey mill buildings.
- Materials:** Sandstone dominates. Red brick on some homes/early 20th century industrial buildings. Roofs of Cumbrian/ Welsh slate, some now concrete tiles/ profiled sheeting.
- Trade:** Early industry from shipping trade (sugar processing, rope-making), and market town trade (tanning, brewing). Listed brewery maltings (1754) in poor condition.
- Georgian town houses, good quality 19th century shop fronts added:** Larger homes on St Leonard's Gate and Moor Lane have ashlar stone facades, sash windows, classical pediments and architraves. Many re-built on earlier plots, some (e.g. on Moor Lane) retain previous 17th century timber frame homes behind new frontages. Many became shops after the area's post 1850s decline.
- Georgian style churches:** Nelson Steet's now Polish Catholic Centre (1829), and St. Anne's Church (1796), now Duke's arts centre.
- Industry:** Canal opening (1789) supported the Moor Lane textile mills (1820-30). Heron Chemical Works followed in 1860s and Gillows furniture works in the 1880s.
- Workers' housing:** Built to north of the area after the 1860s. Most cleared in 1960s, St Peter's Street brick terrace and Swan Court three storey cottages remain.



St Leonard's Gate Georgian townhouses



Moor Lane stone & timber homes, now shops

Streetscape



Moor Lane, looking east: 2 - 3 storey Georgian townhouses, 2 - 3 bays wide. Strong horizontal line of ground floor shop fronts (Victorian or later).



Moor Lane Mill South: Landmark building part of historic mill complex. Simple detailing further emphasises extremely regular horizontal layers.

Key built heritage assets



**Georgian society:** Grand Theatre (1781). Rendered sandstone rubble, slate roof. Main facade has chamfered quoins and is of 3 storeys and 4 bays.



**Industry:** Industrial buildings central to the area's character. Moor Lane Mill North (1819) (above) and South (1825) stand out on the skyline. Gillow offices and works (1882, Tudor style gables and windows), and the Gothic revival style former carriage showroom stand out as unusual in style.

The area's functional role today

- Employment:** Some employment uses have come in to re-occupy vacant Victorian/ early 20th century buildings (all or in part), or occupy newer smaller-scale industrial buildings.
- Culture:** Grand Theatre and The Dukes theatre, Kanteena food and live music venue, Music Co-op (rehearsal, recording).
- Retail:** Small scale edge of centre shops and services along Stonewall and north along Rosemary Lane.
- Parking:** Surface parking on sites cleared in the 1960s for an eastern relief-road (planned but not built).



Gillows furniture showroom

5d Implications for the site

text

# 2.1 Character study

## 5c Built environment

PRP

### Development periods and distinctive architectural features

- > **Building heights:** 3 storey homes (Georgian townhouses, workers' cottages), 2-3 storey 19th century purpose built shops/ industrial buildings, 4-5 storey mill buildings.
- > **Materials:** Sandstone dominates. Red brick on some homes/early 20th century industrial buildings. Roofs of Cumbrian/ Welsh slate, some now concrete tiles/ profiled sheeting.
- > **Trade:** Early industry from shipping trade (sugar processing, rope-making), and market town trade (tanning, brewing). Listed brewery maltings (1754) in poor condition.
- > **Georgian town houses, good quality 19th century shop fronts added:** Larger homes on St Leonard's Gate and Moor Lane have ashlar stone facades, sash windows, classical pediments and architraves. Many re-built on earlier plots, some (e.g. on Moor Lane) retain previous 17th century timber frame homes behind new frontages. Many became shops after the area's post 1850s decline.
- > **Georgian style churches:** Nelson Street's now Polish Catholic Centre (1829), and St. Anne's Church (1796), now Duke's arts centre.
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- > **Workers' housing:** Built to north of the area after the 1860s. Most cleared in 1960s, St Peter's Street brick terrace and Swan Court three storey cottages remain.



St Leonard's Gate Georgian townhouses



Moor Lane stone & timber homes, now shops



Gillows furniture showroom

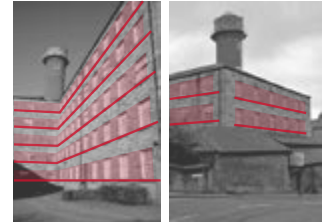
### The area's functional role today

- > **Employment:** Some employment uses have come in to re-occupy vacant Victorian/ early 20th century buildings (all or in part), or occupy newer smaller-scale industrial buildings.
- > **Culture:** Grand Theatre and The Dukes theatre, Kanteena food and live music venue, Music Co-op (rehearsal, recording).
- > **Retail:** Small scale edge of centre shops and services along Stonewall and north along Rosemary Lane.
- > **Parking:** Surface parking on sites cleared in the 1960s for an eastern relief-road (planned but not built).

### Streetscape



Moor Lane, looking east: 2 - 3 storey Georgian townhouses, 2 - 3 bays wide. Strong horizontal line of ground floor shop fronts (Victorian or later).



Moor Lane Mill South: Landmark building part of historic mill complex. Simple detailing further emphasises extremely regular horizontal layers.

### Key built heritage assets



**Georgian society:** Grand Theatre (1781). Rendered sandstone rubble, slate roof. Main facade has chamfered quoins and is of 3 storeys and 4 bays.



**Industry:** Industrial buildings central to the area's character. Moor Lane Mill North (1819) (above) and South (1825) stand out on the skyline. Gillow offices and works (1862, Tudor style gables and windows), and the Gothic revival style former carriage showroom stand out as unusual in style.

### 5d Implications for the site

text

## 6 Canal Corridor South

Canalside industry re-use

PRP

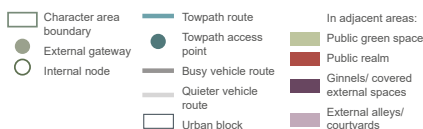
### Street network and land plots

- > Canal opened in 1797, sparking industry growth.
- > Canal bridges improved. Earliest connection (Quarry Road) previously called Friarage Bridge. Lead to Medieval Friary formerly on Dalton Square site. Nelson Street bridge added in 1876. Penny Street Bridge widened in 1900.
- > Large land plots in no obvious pattern, growing out of former industrial land uses.
- > Weak/ confusing street form: No through roads. Disparate/separated access to individual uses. Large surface car park areas.
- > Most of the area's significant (old and new) building frontages face the canal.

### Gateways and key internal junctions

- > Overall, no strong gateways from the road network.
- > South: Penny Street Bridge. Approach to bring via South Road framed by Barracks.
- > Low key entrance to South of the area and towpath via White Cross Street.
- > North: No access to the area from Nelson Street, only from towpath cycle route.
- > Although not a gateway, area more open and visible from Quarry Road and bridge. Access to canal towpath, canalside activity visible.

### 6a Layout and street pattern



### 6b Public realm and street character

#### Main vehicle routes



Area node at Quarry Road near Quarry Road bridge. 14m street width between building lines. Modern tarmac surfaces. Benefits from canalside street trees.

#### Vehicle access routes



South gateway, with former Barracks visible on the right. 10m street width, modern tarmac surfaces. Relatively narrow (1.7m) pavements.



White Cross Street access road and parking. 5m carriageway, but almost 6m pavements and surface parking give open impression. Modern hard surfaces, limited greening.

#### Key public spaces



Canalside (by Quarry Road Bridge): Buildings in active use with historic features face onto the canal. Historic setted towpath surface.



Towpath going south to Penny Street Bridge: Buildings with historic features face onto the canal. Local flora and fauna.



Former Barracks approach framed by green space. Next to busy road with no shade or seating, but potential for future improvement.



6c Built environment

Development periods and distinctive architectural features

- > **Building heights:** Mill buildings range from single storey canal-side warehouses to 5 storey mills and 6 storey modern apartments.
- > **Materials:** Sandstone walls, Welsh slate roofs.
- > All buildings/ structures date from the 19th or 20th centuries.
- > **White Cross Mill complex:** Built as a spinning factory in 1802; very early user of steam power. White Cross Mill grew between 1850 and 1900, taking over former Barracks (in 1880s) and Baptist Chapel (in 1894). Factories in use until 1985.
- > **Mill features:** Overall: Stair towers, conical roofs, circular windows. Earlier 19C buildings: Plain roof verges, regular window pattern, stone sills and lintels. Later 19C buildings: Some have cross-stepped gables and conical turrets, reflecting the style of the Barracks.
- > **Former Barracks:** Part of Mill complex. Scottish baronial style. Key features: Small-paned casement windows with fine glazing bars.
- > **Bridge features:** Penny Street Bridge (ashlar stone parapet, moulded copings). Nelson Street Bridge (stone, with cast iron arches)
- > **Residential:** Larger scale apartments recently developed along Canal North edge.



White Cross Mill buildings



Former Barracks



Nelson Street Bridge

The area's functional role

- > Office and light industry: Decline of Former White Cross Mills after WW2. Majority of the buildings became White Cross Business Park.
- > Residential: Newly build apartment buildings on the west side of the canal. Some historic buildings inc. part of White Cross Mill are now student housing.
- > Education: Adult College within largest building in the White Cross Mills complex
- > New bar/restaurant use for some single storey canalside mill buildings
- > Surface parking: Nelson Street car park

Streetscape



Towpath looking north from Penny Street Bridge: Long low building line, 2-3 storeys, limited detailing leaves emphasis on how windowline echoes the towpath.



New apartments from Quarry Road Bridge looking south: Vertically much stronger than horizontality, horizontal roof and window lines fragmented.

Key built heritage assets



**Industrial revolution:** White Cross Mill, pictured above and far left (top), Lancaster's first steampowered mill (1802). **Former Springfield Barracks:** 1856, Grade II listed, pictured far left (centre).



**Former Baptist Chapel and White Cross Mill gatehouse:** Chapel built in 1872, integrated into the Mill complex in 1894, and new gatehouse built (1899) creating a Mill entrance near Penny Street Bridge.

6d Implications for the site

Text

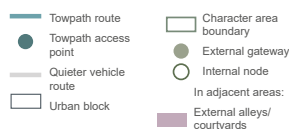
7 Residential North East

Victorian working communities

7a Layout and street pattern

Street network and land plots

- > Typical Victorian grid overlaid onto steep topography, within property boundaries of former farm fields. This resulted in a series of short streets laid out at acute angles, especially at the north of the area. Blocks are often irregular, with rear yards of different lengths.
- > Terraced blocks present an active frontage with doors and habitable rooms facing the street. However, terraces are placed directly at the back of pavements, with no defensible space. Small rear alleys run behind most of the terraces.
- > Although the three parts of this area are connected together by the canal, homes themselves mainly present rear or side elevations to the towpath, losing out on natural surveillance.



Gateways and key internal junctions

- > Overall, these are small residential areas and do not have gateways.
- > North entrance point: Junction of Alfred Street and De Vitre Street.
- > South entrance points: Entrances from Moor Gate onto Williamson Road and Woodville Street.
- > Node: Shaw Street canal footbridge links northern halves of the area, canal access point, link to wider city centre..

7b Public realm and street character

Vehicle access routes Pedestrian routes Key public space

Modern tarmac and concrete paving. Most streets are narrow, and there are very few trees.

Some pedestrian alleys have historic stone paving flags and sets.

Towpath is the area's key public space. Views south from Shaw Street bridge, north from Moor Lane Bridge.



South area entrance route along Moor Gate: 13m overall, 7m carriageway.



Shaw Street towards footbridge: 6m carriageway, 1.5m pavements.



Towpath looking north to Shaw Street iron footbridge (1882).



North gateway at De Vitre Street: 9m overall, 6m carriageway



Alleyway links Woodville and Williamson Street: 3m cobbled alley



Denis Street looking south to canal and Shaw Street footbridge. Only rear elevations and rear windows face onto the canal.

# 3. Socio-economic baseline





### 3.1 Socio-economic baseline





1.0

What is the data?



DEMOGRAPHICS

- Growing population skewed towards young adults and early-stage professionals (aged 15-29)
- High share of older population (aged 65+) compared to regional and national figure
- Retirees due to increase by ~40% by 2043 (vs. 1-2% increase in working age population)
- Relatively low share of high skilled workforce (NVQ4+)



EMPLOYMENT

- Unemployment on the rise since 2015
- Low job density compared to county, regional and national figures
- High share of population employed in public sector
- Gross weekly average lower than regional and national averages
- Exporter of labor
- High value developing sectors accounting for close to 20% of the jobs in the district



ECONOMY & BUSINESS

- Slow GVA and productivity growth compared to other county districts
- The top sectors in terms of GVA contribution:
  - Agriculture, mining, electricity, gas, water and waste
  - Wholesale and retail trade
  - Real estate activities
  - Education
- High value developing sectors (i.e., digital, energy, and nuclear) representing 28% of the business base of the district



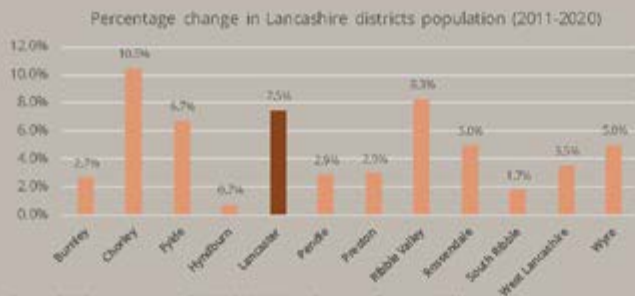
PLACES

- Relatively affordable houses
- Tight supply of commercial space
- Concentrated pockets of deprivation (including areas within the city center)
- Relatively low crime rates
- Pockets of exceptional digital infrastructure
- Unrealized tourism offer

SUMMARY

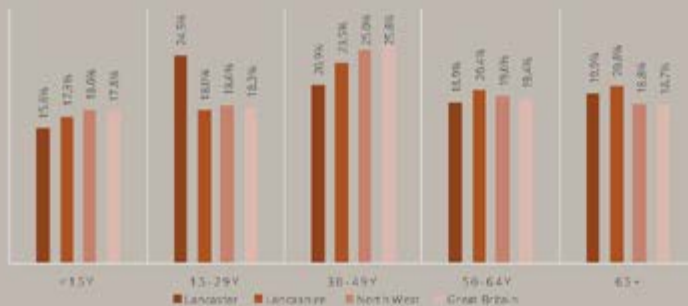
1.0

What is the data?



Source: ONS Population versus 2011 & ONS Mid-Year Population Estimates, 2020

Lancaster demographics



Source: NOMS Population estimates - local authority based by five-year age band

- Between 2011 and 2020, the district has recorded one of the highest rates of population growth within Lancashire (7.5%).
- A continuation of recent demographic trends would result in a 11.4% growth in Lancaster's population by 2043 (ONS, Mar 2020).
- Lancaster population is skewed towards young adults and early-stage professionals lagging behind in terms of middle-aged professionals. +50% of the population aged 15-29 are students.
- Although Lancaster has a high proportion of 20-30yr olds, this is not reflected in the overall working population. Retirees are due to increase by ~40% by 2043 (vs. 1-2% expected increase in working population).
- Growing the working age population should be a key priority for Lancaster.
- Providing opportunities for graduate retention could assist the district in addressing its demographic and economic challenges.

DEMOGRAPHICS

### 3.1 Socio-economic baseline

GROSS VALUE ADDED

#### 1.0 What is the data?

**GVA 2018 vs. GVA per hour worked 2019**

District	Productivity 2019	GVA 2018
Wyre	86	2,182
West Lancashire	83	2,548
South Ribblesdale	85	3,688
Ribble Valley	74	1,108
Pendle	80	1,386
Prescott	85	4,471
Pendle	80	2,272
Lancaster	86	2,755
Hyndburn	84	1,508
Fylde	80	2,131
Chorley	81	2,074
Barnley	87	2,332

Source: ONS regional gross value added by industry; local authorities by NUTS1 report & Subregional productivity in the UK

Sector	GVA 2018	% of Lancaster total GVA	% change 2011-2018
Agriculture, mining, electricity, gas, water and waste	415	15.06%	61.48%
Manufacturing	195	7.08%	-25.86%
Construction	124	4.50%	5.08%
Wholesale and retail trade; repair of motor vehicles	369	13.39%	49.39%
Transportation and storage	100	3.63%	25.00%
Accommodation and food service activities	98	3.56%	34.25%
Information and communication	78	2.83%	41.82%
Financial and insurance activities	70	2.54%	-23.91%
Real estate activities	354	12.85%	-4.58%
Professional, scientific and technical activities	117	4.25%	82.81%
Administrative and support service activities	65	2.36%	12.07%
Public administration and defence	79	2.87%	19.70%
Education	340	12.34%	23.19%
Human health and social work activities	273	9.91%	13.75%
Arts, entertainment and recreation	27	0.98%	42.11%

Source: ONS regional gross value added by industry; local authorities by NUTS1 region

- > 3<sup>rd</sup> GVA contribution among Lancashire county districts
- > Relative slow GVA and productivity growth
- > Emerging high-value sectors: nuclear, energy, digital
- > High growth sectors: Professional, scientific and technical activities, Agriculture, mining, electricity, gas, water and waste, and Wholesale and retail trade

BUSINESS

#### 1.0 What is the data?

**Business size**

Region	Micro (20-99)	Small (100-499)	Medium-sized (500-2499)	Large (2500+)
Lancaster	61.1%	34.1%	3.1%	1.7%
Lancashire	61.1%	34.1%	3.1%	1.7%
North West	61.1%	34.1%	3.1%	1.7%
Great Britain	61.1%	34.1%	3.1%	1.7%

Source: ONS Business demography in the UK 2021

**Net business creation**

District	Net business creation
Barnley	78
Chorley	220
Fylde	20
Hyndburn	70
Lancaster	20
Pendle	180
Prescott	165
Ribble Valley	45
Rossendale	55
South Ribblesdale	30
West Lancashire	23
Wyre	10

Source: ONS Business demography in the UK 2021

**Business size by sector**

Source: NDMS, UK Business Counts - enterprises by industry and employment size band

- > Business scene dominated by micro businesses, with a share of small businesses slightly above county, regional and national figures
- > Slower business growth compared to county, regional and national figures (i.e., 5.42% vs. 8.41% in Lancashire, 14.83% in the North-West region, and 12.85% nationally)
- > Most business growth concentrated in the city centre, and in the North-East of the district
- > Poor business dynamism (30 net business creation in 2020)
- > Dominating sectors in terms of business size: Construction (9.85%), Professional, scientific and technical (12.53%), Agriculture, forestry & fishing (9.85%), and Accommodation, food and services (9.1%)
- > Developing sectors represent 28% of the business base of the district (i.e., digital 14%, energy 14% and nuclear 0.7%)

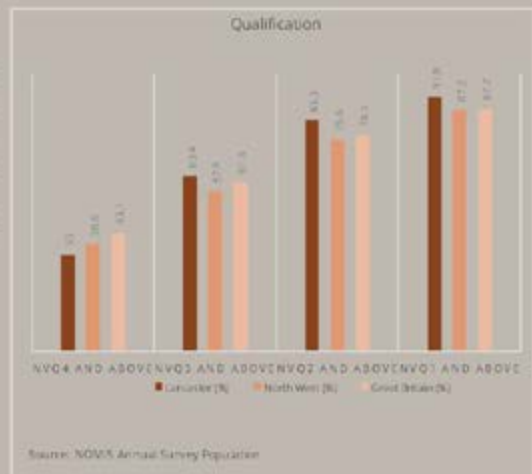
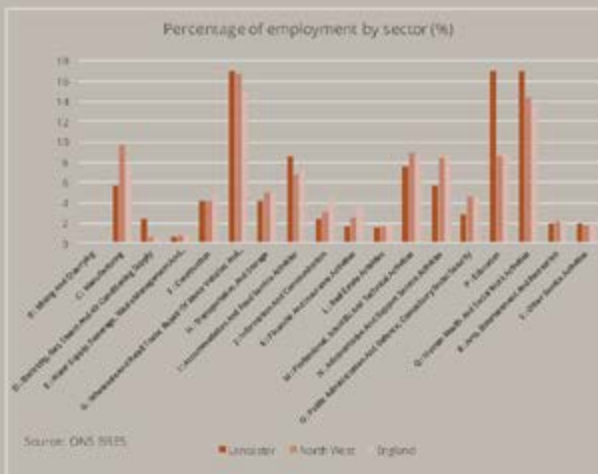


1.0

What is the data?

- Unemployment in the district is on the rise, surpassing county, regional and national figures in 2021 (i.e., 6.6% vs. 4.4% in Lancashire, 4.8% in the North West region and 4.9% nationally)
- +50% of Lancaster employees in Lancaster work in education, public administration and defence, or the retail industry
- Lancaster's developing sectors (nuclear, energy and digital) account for close to 20% of the jobs in the district
- 18% of the local workforce is employed in the public sector vs. 17% in Lancashire and 16% across England
- Low job density (i.e., 0.7 in 2020 vs. 0.78 in Lancashire, 0.82 in the North-West region and 0.84 nationally)
- In 2021, full-time workers in Lancaster district earned a gross weekly average pay of £569.3 vs. £558.4 in Lancashire, and £612.8 nationally
- Resident-based earnings remain higher than workplace-based earnings, reflecting commuting
- Reduced labour force competitiveness given a relatively low proportion of highly skilled workers (NVQ4+)

EMPLOYMENT



1.0

What is the data?



District	2015	2016	2017	2018	2019	2020
Burnley	3.68	3.92	3.87	4.00	3.92	3.98
Chorley	6.65	6.87	6.91	6.61	6.83	6.28
Fylde	5.32	5.81	5.87	5.40	5.45	5.83
Hyndburn	4.05	4.14	4.14	4.23	3.74	3.66
Lancaster	5.35	5.14	5.42	5.73	5.67	5.48
Pendle	3.83	3.87	4.04	3.66	4.41	4.82
Rimington	5.08	4.90	5.39	5.21	5.31	5.57
Ribble Valley	6.57	7.59	6.76	7.11	7.06	6.03
Rosendale	5.78	6.27	6.43	5.88	5.63	5.35
South Ribblesdale	6.31	6.28	6.12	6.58	5.81	5.43
West Lancashire	6.47	6.47	6.51	6.54	6.70	6.22
Wyre	6.09	6.31	6.69	6.54	6.09	6.29

Source: ONS housing affordability in England and Wales

Commercial Space	Vacancy 2016 (%)	Vacancy 2020 (%)	Rent per sq. ft. 2016 (£)	Rent per sq. ft. 2020 (£)
Industrial	1.67	0.78	156	193
Office	1.41	0.64	210	231
Retail	0.75	0.39	287	342

Source: Hatch, 2021, Original Source: Colliers

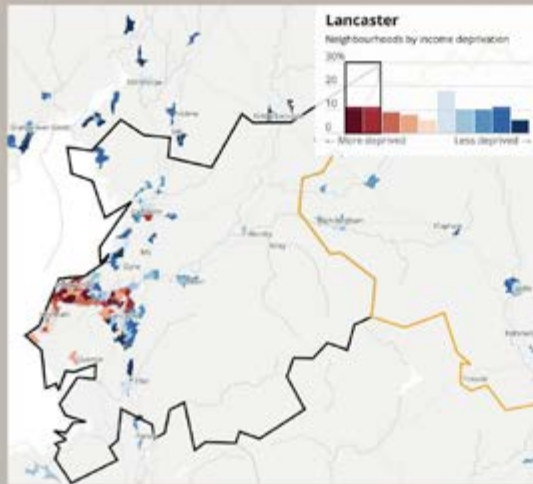
- Between January 2015 to December 2021, the average house price in Lancaster increased by 38.8% (vs. 47.14% increase in North-West region and 44.11% nationally).
- Relatively affordable house market compared to other county districts i.e., 5.48 affordability ratio in 2020 vs. 6.29 in Wyre, 6.28 in Fylde, and 6.22 in West Lancashire. Affordability ratios are calculated by dividing house prices by gross annual workplace-based earnings.
- Data on the commercial property market in Lancaster District points towards a relatively tight supply of office space.
- Between 2016 and 2020 the commercial property vacancy rates in Lancaster dropped across industrial, office and retail space while prices per square metre increased.
- Supply of workspace suitable to local needs will be necessary for supporting small business, subject to commercial viability.

PLACES

## 3.1 Socio-economic baseline

2.0

## What is the data?



## Deprivation &amp; Crime

- In 2019, 12.9% of the population in Lancaster was income deprived. Lancaster was ranked the 110th most income-deprived local authority in England (out of 316 total).
- Out of the total 89 neighbourhoods in the district, 20 were among the most income deprived neighbourhoods in England and 15 were among the top 20 per cent least income deprived neighbourhoods in England.
- Relatively low crime rates. In 2021, the total number of crimes reported per 1,000 population was 70 vs. 85 average Lancashire figure.



## Tourism

- Good connectivity; visitors from Manchester, Liverpool, Carlisle can reach Lancaster in 1h (by rail).
- The district is missing out on capturing the large number of tourists that already travel to nearby areas, in particular the Lake District.
- As part of the 2020 Smart Growth Tourism Strategy for Lancashire (2020), Lancaster's ambition is to become a tourism destination that is sustainable, mutually beneficial, accessible, radical and tech-led.

PLACES

2.0

## Why is it a problem?

A sluggish economy coupled with reduced labour force competitiveness driven by an ageing population, low graduate retention and a relatively lower-skilled workforce is likely to hinder Lancaster's future growth.

Ongoing struggles to retain young people, capitalize on high-value developing sectors, stimulate business growth, define and promote tourism offer.

PROBLEM



3.0

MITIGATION

### What is the mitigation?

Problem	Mitigation	Development contribution
Poor youth retention	Boost homes, leisure and lifetime offer	<ul style="list-style-type: none"> <li>✓ Provision of high quality, new-built houses</li> <li>✓ Build on/ complement existing leisure, culture, and heritage facilities</li> </ul>
	Strengthen ties with universities; support graduate retention Attract and retain high-skilled workforce Boost jobs	<ul style="list-style-type: none"> <li>• Develop innovation hub with close ties with local universities and Lancaster's strategic growth sector</li> </ul>
Aging population	Adequate design, planning and service provision	<ul style="list-style-type: none"> <li>• Design and plan to support the silver economy</li> </ul>
	Support business start-ups and SME growth	<ul style="list-style-type: none"> <li>• Provide workspace for Lancaster strategic growth sectors (e.g., energy, digital, health) subject to viability vs. long term economic benefit considerations.</li> </ul>
Sluggish economy	Support emerging high-value/ strategic growth sectors	<ul style="list-style-type: none"> <li>✓ Bridge commercial to West and South, with homes to East and North</li> <li>✓ Improve vehicular and pedestrian movement</li> <li>✓ Improve access to the Canal and provide new open spaces.</li> <li>✓ Build in high-quality public realm</li> <li>✓ Build on Lancaster's leisure, culture and heritage offer</li> </ul>
	Enhance connectivity	
Deprivation	Proactively tackle the socio-economic disparities, support inclusive growth	<ul style="list-style-type: none"> <li>✓ Improve tourism infrastructure (e.g., hotels) and curation (e.g., interpretation, wayfinding).</li> <li>✓ Consider relevant heritage assets to create legibility and wayfinding.</li> </ul>
Untapped tourism offer	Strengthen tourism offer	

✓ Included in the masterplan framework    
 • Not yet included in the masterplan framework

11

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12






LANCASTER

Canal QUARTER

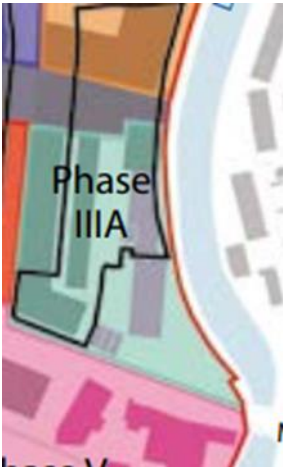

PRP



Main Phase	Sub Phases	Phase Area (See Masterplan Section 8)	Summary Progress / Next Steps
Phase I Early Housing Regeneration Proposals	Phase IA Nelson Street  Major land interest: Lancaster City Council		<p>The council's Homes Strategy recognises the urgent need to deliver housing across all typologies and tenures to a high environmental standard. Officers are aware of significant market interest and consider the private sector could potentially deliver sustainable housing at a much earlier stage than if the land were "banked" for future council-led delivery. The preferred approach for this site is therefore to test the appointment of a preferred delivery/developer partner on the open market, and for the council to be open to considering a range of tenures and typologies whether it be from a commercial market provider, Registered Provider, or a combination of interests. The Invitation to Tender stage is ongoing and Cabinet will consider the merits of the initial proposals and consider the way forward for this important early phase site.</p>
	Phase IB Coopers fields  Major land interest: Lancaster City Council		<p>This involves the Upper and lower St. Leonardsgate council owned surface car parks, to be promoted and implemented by Council Housing team for an affordable housing opportunity. A feasibility and capacity study for the main housing element has been completed by Council Housing. In summary the core Council Housing proposal seeks to deliver: 139 affordable homes currently modelled as a mix of 100 affordable rent / social rent / key worker homes and 39 shared ownership homes. Council Housing team and their retained consultant project manager (Anderton Gables) have assumed the lead on the Coopers Fields affordable housing proposal and are proceeding with design work with the intention to submit a planning application later in the year. Eric Wright are the council's preferred contractor partner for delivery, working with the council on an "early engagement" basis.</p>

<p>Phase II Northern Gateway</p>	<p>No sub phase</p> <p>Major interests: Lancaster City Council, Lancaster Footlights &amp; Grand Theatre CIO, Lancaster Music Co-op</p>		<p>The council will continue its focus on assisting, enabling, current proposals and aspirations for:</p> <ul style="list-style-type: none"> <li>- Grand Theatre: The development of the extension and foyer at St Leonard’s Gate and associated public realm improvements.</li> <li>- 1 Lodge Street, Carriage Works: The council is working with Lancaster Music Co-op to explore asset transfer and funding solutions to the significant building dilapidations.</li> <li>- Coach House: The building formerly used as a Dance Studio owned by the council and in disrepair.</li> <li>- Linking public realm to provide context for the above activities and the development opportunity highlighted for the Lodge Street car park.</li> </ul> <p>It is recognised that the specific building issues here require significant funding which will be challenging given the aspirations and condition of some of the structures. However, there is good current cost information for all major elements in this area, with more detailed investigations and building studies having been supported by the Lancaster High Streets Heritage Action Zone. The above proposals provide an attractive package in terms of potential cultural and economic outcomes and vibrant end-users/uses.</p> <p>There are links with Phase IB, for example: reviewing whether benefits can “spill over” from the Coopers Field housing proposals or linking with future funding bids/scheme proposals for Phase IV which stress cultural and arts capital investment.</p>
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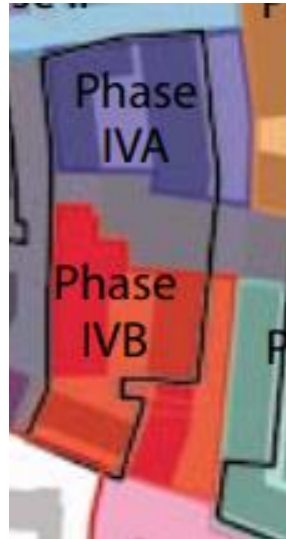


<p>Phase III: Heron Works and Canalside</p>	<p>Phase IIIA Heron Works</p> <p>Major land interests: Maple Grove Developments, Lancaster City Council</p>		<p>The Lancashire based developer Maple Grove (part of the Lancashire based Eric Wright Group) has a long-standing optioned interest on a major part of this phase and is working with the council to bring forward a commercial proposal. Part of the council's neighbouring land interest on Edward Street car park is likely to be required to enable development.</p> <p>The site of Lancaster District Homelessness Action Centre will also potentially be used, but this organisation is in the process of moving to new premises, with the underlying land returning to the council as freeholder.</p> <p>Eric Wright Group are a long-standing public sector partner, being the county council's 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.</p>
	<p>Phase IIIB Canalside</p> <p>Major land interest: Lancaster City Council.</p>		<p>The council's Homes Strategy recognises the urgent need to deliver housing across all typologies and tenures to a high environmental standard. The council has yet to decide its preferred route for delivery against this discrete phase. There is an existing third-party minority land interest to the north-east corner and development plot issues to be resolved between the council and Maple Grove in the related proposal for the Heron Works.</p> <p>However, subject to the resolution of the land issues and plot definition, taking forward site development for an exemplar housing solution is a realistic and relatively straightforward proposition.</p>

Phase IV: Stonewell Courtyards and Former Mitchell's Brewery

Phase IVA & IVB  
"Kanteena"  
meanwhile use  
and former  
Brewery  
complex

Major land  
interest:  
Lanmara Ltd  
(represented by  
Riverstone  
Developments  
ltd),

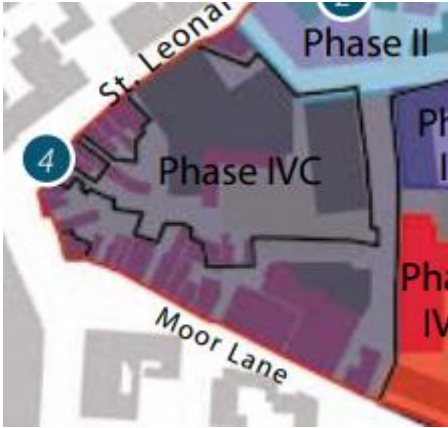


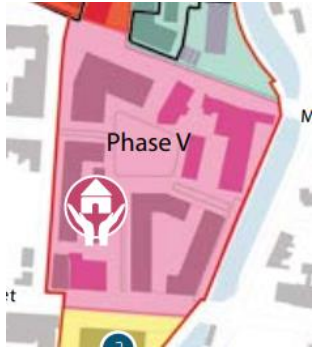
Major assets in the central part of this area, including the former Brewery Michell's Brewery complex, are owned by Lanmara Developments Ltd., a vehicle owned by the investment firm Revcap. Riverstone Developments have been engaged to progress the landowner's interests and are keen to promote a planning application in line with the masterplan aspirations to bring greater certainty to proposals and engage funding partners and investors.

Over the masterplan development period, various third parties have shown commercial interest in the Brewery site, albeit these ideas have not progressed due to the underlying expense in overcoming site-abnormal issues. The Kanteena "meantime" use has shown there is a local market for a leisure offer of similar scale / capacity and a higher quality, more formal venue / offer could be envisaged as an element of a future development package here.

There is a significant "heritage deficit" to overcome on the former Mitchell's Brewery building and a need to retain coherence with the proposed core public realm strategy, but the site phases here present a relatively easier development proposition than the land to the west in Phase IVC (see below). As part of a coherent approach to Phase IV as a whole, it is likely a deliverable commercial solution – supported by some grant aid - could be found to deliver these sub-phases. Particularly if progress can be made on neighbouring Canal Quarter phases to bring greater market confidence which would support investor interest.



	<p>Phase IVC</p> <p>Stonewell courtyards</p> <p>Major land interest: Lanmara Ltd (represented by Riverstone Developments Ltd), Lancaster City Council (freehold) / Dukes (leasehold)</p>		<p>The masterplan promotes a housing, leisure, and commercial mix and new public realm. As with the Phases IVA and IVB, major assets in this area are owned by Lanmara Developments Ltd., with Riverstone Developments progressing the landowner's interests. As noted above Riverstone are keen to promote a planning application in line with the Masterplan aspirations to bring greater certainty to proposals and engage funding partners and investors.</p> <p>The city council holds significant freehold property interest in the Dukes Theatre complex and the associated land. The Dukes have major building and business improvement ambitions. The Masterplan supports the re-orientation of the building to face the proposed new square, alongside a new accessible foyer area and extension of new creative professional workspace. A viable solution for this phase is likely to be achievable only with significant public sector lead, grant funding to overcome the heritage deficit / deliver the core public realm strategy, provide a suitable development platform for commercial interest, and support the proposed improved cultural offer. However, the major funds which could be targeted are highly competitive and planning permission is ordinarily a critical requirement as a signifier of deliverability.</p> <p>The package of public-led and private investment opportunities, likely to be attractive to external funders, needs further work. Progression through further design and business planning stages will require significant further funding, particularly around the council's and Dukes' interests. Discussions with strategic public funders (such as Homes England) and interested third party investors are ongoing.</p>
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Phase V	<p>No sub phase.</p> <p>Major land interests: Lancaster City Council, NHS (leaseholder)</p>		<p>The masterplan envisages development in this area to progress as a medium term to long term prospect. However, part of the area has been identified as a potential community-led housing opportunity which the council is keen to promote.</p>
Cross-cutting infrastructure	<p>The city council will set up a discrete cross-cutting infrastructure theme and programme management as part of its delivery actions covering the main infrastructure ambitions and demands across the site. This should ensure that discrete site proposals are “knitted” into a whole and contribute to more than the sum of Phase parts:</p> <ul style="list-style-type: none"> <li>• <b>North to South Green Corridor</b> Based on the existing public highway platform the approach needs to be developed in close partnership with Lancashire County Council, with management, delivery and funding considered as part of the Lancaster Movement Strategy. Contributions should be sought from the individual phases to ensure progression of this important scheme element.</li> <li>• <b>East to West Pedestrian Movement and Public Squares</b> The challenge is to ensure proposals for the individual phases continue to “speak to each other” in a coherent way and each phase respects the overall direction and vision.</li> <li>• <b>Design and massing</b> Retaining the overall coherence of the masterplan in implementation will be important and the council should ensure it champions the approach set out in the masterplan through future design phases.</li> <li>• <b>Area Heat Network</b> An important underpinning for the whole of the Canal Quarter to move towards carbon net zero and an area where the city council must take the lead in strategy, design, and providing an initial energy load/demand through its Phase I housing proposals.</li> <li>• <b>Surface water flood mitigation</b> Both county and city councils are seeking improvements and infrastructure beyond what can be achieved in individual phases, for example utilising the canal quarter for strategic run off storage/slowing capacity. The city / county councils need to lead the design development / integration of this element.</li> <li>• <b>Full Fibre Network</b> Ensuring opportunities to link the area into the emerging district-wide proposals are taken.</li> </ul>		



**CABINET**

**Appointments to Outside Bodies**

**11 July 2023**

**Report of Chief Officer Governance**

<b>PURPOSE OF REPORT</b>			
To enable Cabinet to appoint members to a number of Outside Bodies and Partnerships.			
<b>Key Decision</b>	<input type="checkbox"/>	<b>Non-Key Decision</b>	<input checked="" type="checkbox"/> <b>Referral from Cabinet Member</b>
<b>Date of notice of forthcoming key decision</b>	n/a		
<b>This report is public</b>			

**RECOMMENDATIONS**

- (1) That Cabinet appoint a member to each of the Outside Bodies, Partnerships and Boards as set out in Appendix 1 to the report.

**1.0 Introduction**

- 1.1 At Council on 21 June 2023 Council agreed that Cabinet should continue to appoint to a number of outside bodies. The list of outside bodies is appended to the report.

- 1.2 The appointments would be made for a 4 year period (2023/24 to 2026/27) and subject to confirmation at each Annual Council meeting and the first Cabinet meeting of each municipal year.

**2.0 Options and Options Analysis (including risk assessment)**

Cabinet is requested to appoint members to the Outside Bodies listed in Appendix 1 to the report.

Members are reminded that Members nominated to outside bodies, partnerships and boards by Cabinet are representing the views of Cabinet in such positions, rather than any views they might hold as individuals. It is recommended that appointments be aligned as closely as possible to individual Cabinet Members’ portfolios.

**RELATIONSHIP TO POLICY FRAMEWORK**

Representation on Outside Bodies is part of the City Council's Community Leadership role.

**CONCLUSION OF IMPACT ASSESSMENT**

**(including Health & Safety, Equality & Diversity, Human Rights, Community Safety, HR, Sustainability and Rural Proofing)**

The content of the report has no impact in itself.

**LEGAL IMPLICATIONS**

No legal implications directly arising from the report.

**FINANCIAL IMPLICATIONS**

Members of outside bodies are entitled to travel expenses. Costs resulting from any appointment should be minimal and will be met from existing democratic representation budgets.

**OTHER RESOURCE IMPLICATIONS**

No other implications arising directly from this report.

**SECTION 151 OFFICER'S COMMENTS**

The 151 Officer has been consulted and has no comments to add.

**MONITORING OFFICER'S COMMENTS**

The Monitoring officer has been consulted and has no comments to add.

**BACKGROUND PAPERS**

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**E-mail:** ebateson@lancaster.gov.uk



BID Company Ltd (Morecambe)
Community Safety Partnership (Cabinet Member and reserve)
Growth Lancashire Limited (Cabinet Member and reserve)
Health and Wellbeing Partnership (Cabinet Member and reserve)
Lancashire Leaders Meeting (Leader of the Council)
Lancashire Waste Partnership
Lancaster Community Fund Grants Panel (1 place; the other place is by nomination and voting at Council)
Lancaster Business Improvement District (BID) Management Group
LGA Coastal Issues Special Interest Group
LGA General Assembly (Leader of the Council)
Lancashire Police and Crime Partnership (appropriate Cabinet Member)
Yorkshire Dales National Park Board

**CABINET****Cabinet Advisory Groups****11 July 2023****Report of Chief Officer Governance**

PURPOSE OF REPORT			
To enable Cabinet to consider whether to continue or stand down the various Cabinet Advisory Groups that were established in the previous administration.			
Key Decision	<input type="checkbox"/>	Non-Key Decision	<input checked="" type="checkbox"/> Referral from Cabinet Member
Date of notice of forthcoming key decision	n/a		
This report is public			

**RECOMMENDATIONS**

- (1) That Cabinet determines which if any of the Advisory Groups should be stood down.
- (2) That Cabinet determines whether any additional Advisory Groups should be established.
- (3) That Cabinet considers arrangements for officer support to future Advisory Groups

**1.0 Introduction**

1.1 Advisory Groups are informal bodies that may be created by Cabinet. They are purely consultative and not decision-making. At its meeting on 6 August 2019 Cabinet agreed for the following Advisory Groups to be established.

[link](#)

- Building Community Wealth Partnership Advisory Group
- Financial Resilience Advisory Group
- Community Wellbeing Advisory Group
- Canal Quarter Advisory Group
- Bailrigg Garden Village Advisory Group
- Climate Emergency and Environment Advisory Group
- Culture, Heritage, Arts & Leisure Advisory Group



- Housing & Homelessness Advisory Groups
- Economic Development & Regeneration Advisory Group

The terms of reference for these Advisory Groups can be found [here](#). The minutes refer to the Climate Change and Environment Advisory Group being renamed as the Climate Emergency and Environment Advisory Group and the Community Wealth-Building Partnership being renamed as the Building Community Wealth Partnership Group with amended terms of reference appended to the minutes. [link](#).

The Local Plan Review Group was established in October 2019 and has met on a number of occasions since its inception and November 2022. Further details can be found [here](#).

The following additional Advisory Groups were established in 2022:

- Morecambe Vision Advisory Group (Terms of reference can be found [here](#))
- Voluntary, Community and Social Enterprise Advisory Group (Terms of reference can be found [here](#))

The following revisions have been made to the Advisory Groups established in 2019:

- The Culture, Heritage, Arts & Leisure Advisory Group met a couple of times prior to Covid. It was reconvened meeting in November 2022 with a revised name (Cultural Heritage Cabinet Advisory Group.) and terms of reference which can be found [here](#)
- The Financial Resilience Advisory Group is **no longer** an Advisory Group and has become an Internal group: renamed the Financial Resilience Group.

## 2.0 Proposal Details

2.1 Cabinet are asked to consider which Advisory Groups should be retained or stood down. It should be noted that a number of the advisory groups have not met since 2019/20 and one does not appear to have met at all.

2.2 The following information may assist Cabinet in determining whether the Advisory Groups need to be retained or stood down. Links to the Terms of Reference for the advisory groups have been inserted into this report.

The following Advisory Groups met prior to Covid but do not appear to have met since then and there are no notes from these meetings.

- *Bailrigg Garden Village Advisory Group*
- *Building Community Wealth Partnership Advisory Group*
- *Canal Quarter Advisory Group*
- *Community Wellbeing Advisory Group*

The following last met in October 2020 via Teams:

- *Climate Emergency & Environment Advisory Group*

The following Advisory Groups which are supported by officers in Housing meet regularly:

- **Homeless & Homelessness Advisory Groups:**
  - **Homeless Advisory Group**
  - **Housing Advisory Group** – This was set up at the adoption of the Homes Strategy and has split into two separate sub-groups Developing Green Skills and Increasing the Supply of Social and Affordable Housing.

The following Advisory Groups were convened in 2022 and have been supported by Democratic Support:

- **Cultural Heritage Cabinet Advisory Group** – this has met twice face to face since November 2022
- **Morecambe Vision** – this group met face to face 7 times since being convened in May 2022.
- **Voluntary, Community and Social Enterprise Advisory Group** – this Advisory Group has met on 3 occasions via Teams and face to face since being established in May 2022 having last met in September 2022.

The following Advisory Group does not appear to have met:

- **Economic Development & Regeneration Advisory Group**

### **3.0 Officer Support**

3.1 Whilst officers can be participants in any Advisory Group it should be noted that the officer support of these groups can be an onerous task and not always possible due to staffing demands and resources.

3.2 Cabinet is asked to note that Teams meetings for Advisory Groups would be preferable as participants can record the meeting themselves for a record. It also negates use of officer support outside of normal working hours or the booking of rooms which can be problematic.

3.3 Consideration should also be given to the frequency of meetings.

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

Cabinet is requested to consider each current Advisory Group and confirm whether the Advisory Group should be reconvened, whether the terms of



reference need revising for any reconvened Advisory Group or whether it should be stood down.

If Cabinet is minded to reconvene an Advisory Group consideration should be given to both the frequency of the meetings and as to where/how the Advisory Groups should meet.

**RELATIONSHIP TO POLICY FRAMEWORK**

Advisory Groups provide an opportunity for Cabinet Members to meaningfully engage with communities and stakeholders on significant topics across the policy landscape, with members benefiting from an enhanced range of perspectives to inform decision-making.

**CONCLUSION OF IMPACT ASSESSMENT**

**(including Health & Safety, Equality & Diversity, Human Rights, Community Safety, HR, Sustainability and Rural Proofing)**

The content of the report has no impact in itself.

**LEGAL IMPLICATIONS**

No legal implications directly arising from the report.

**FINANCIAL IMPLICATIONS**

No financial implications directly arising from the report.

**OTHER RESOURCE IMPLICATIONS**

No other implications arising directly from this report.

**SECTION 151 OFFICER'S COMMENTS**

Members should consider the current number of advisory groups and the resource implications of supporting each group. In line with the Council's digitalisation agenda weighting should be given to expanded use of Teams or other platforms to facilitate these groups.

**MONITORING OFFICER'S COMMENTS**

The Monitoring Officer has been consulted and has no further comments to add.

**BACKGROUND PAPERS**

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