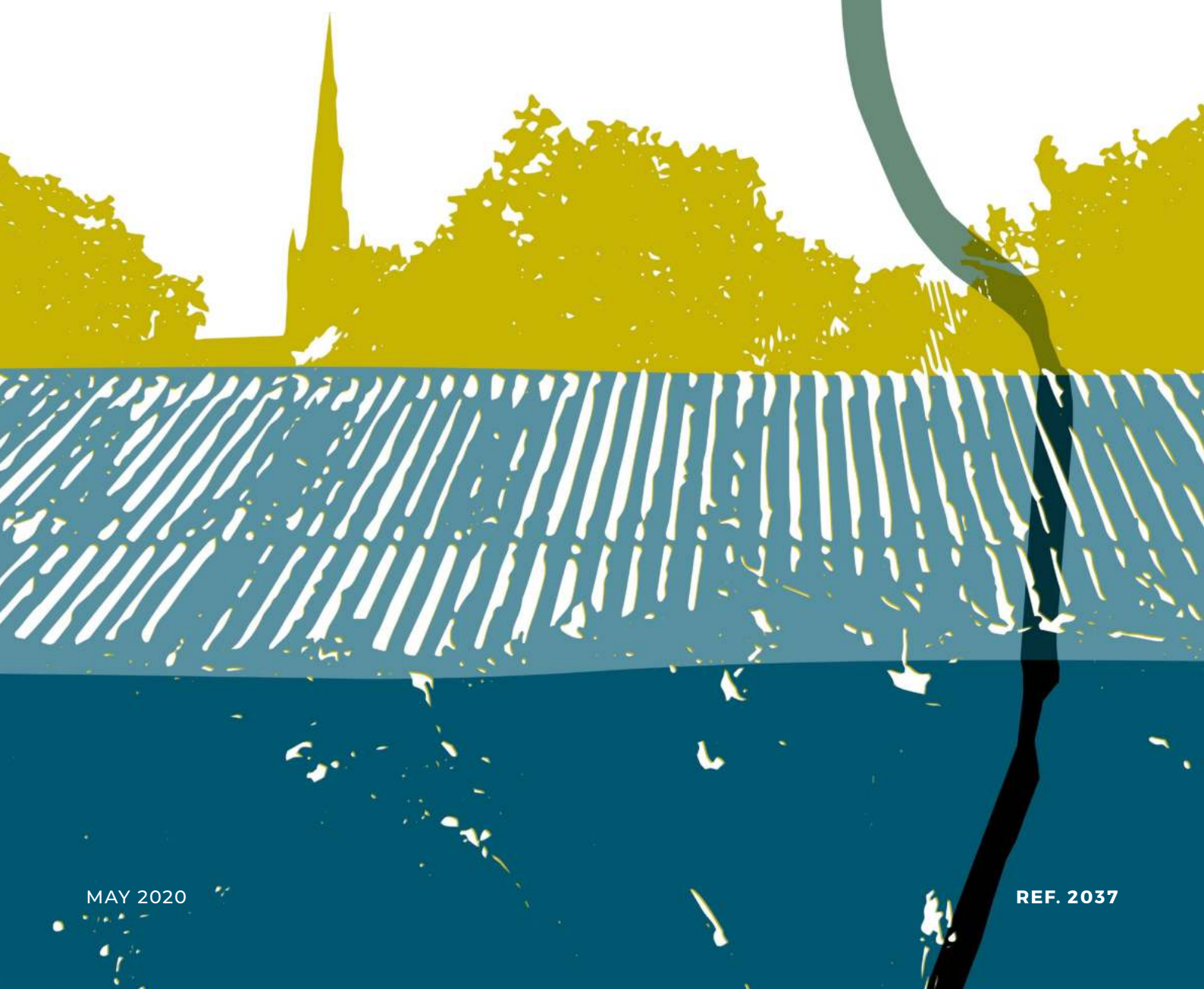




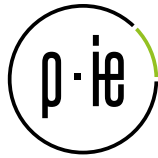
# LANCASTER

CANAL QUARTER

Strategic Regeneration Framework







AVISON  
YOUNG

LANCASTER  
CITY COUNCIL

*Promoting City, Coast & Countryside*

# CONTENTS

Contents	4
Purpose and Background	7
Foreword	8
Executive Summary	11
<b>1 ENGAGING THE COMMUNITY</b>	<b>13</b>
Summary Of Engagement	14
<b>2 THE VISION</b>	<b>19</b>
The Vision	20
<b>3 THE STRATEGIES</b>	<b>23</b>
Sustainability	24
Land Use	32
Connectivity and Movement	42
Approach to Public Open Space	50
Embracing Heritage	60
Scale and Massing	72
<b>4 THE FRAMEWORK PLAN</b>	<b>83</b>
The Framework Plan	84
<b>5 CANAL QUARTER - KEY PLACES</b>	<b>87</b>
Applying the Principles	88
Brewery Square	90
Stonewell Courtyard	92
Community Square	94
The Canal	96
Northern Gateway	98
Moor Lane Mills Pocket Park	100







## PURPOSE AND BACKGROUND

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

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

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

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

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

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





## FOREWORD

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

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

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

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



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

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

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

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

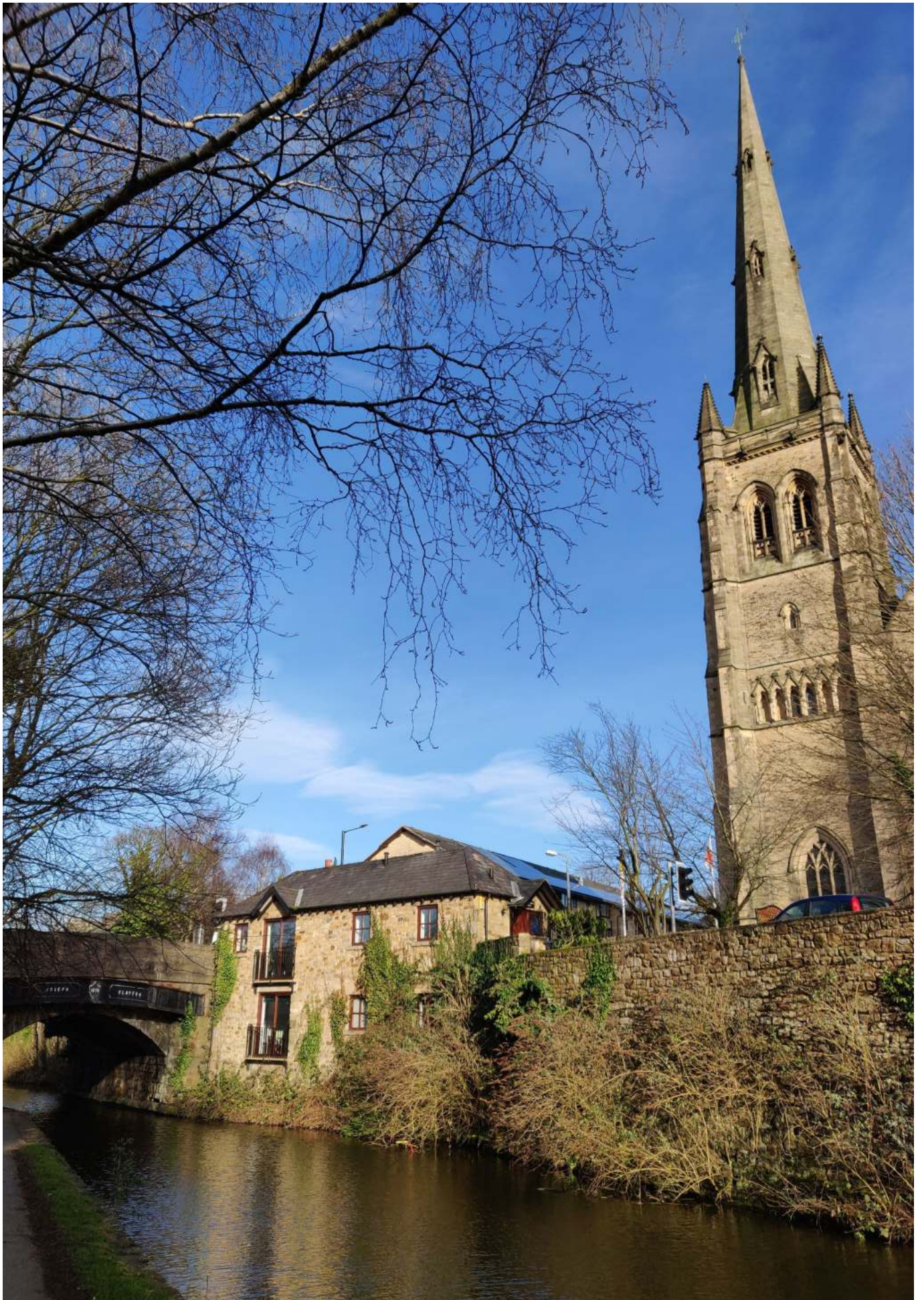
It is the intention that this SRF will become an adopted Supplementary Planning Document that will form part of the Development Plan for the district. Once that happens, it will become a material consideration when determining future planning applications.

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

**Councillor John Reynolds**

Cabinet Member with particular responsibility for Planning Policy







## EXECUTIVE SUMMARY

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

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

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

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

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

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

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

### Sustainability

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

### Land Use

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

### Connectivity and Movement

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

### Approach to Public Open Space

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

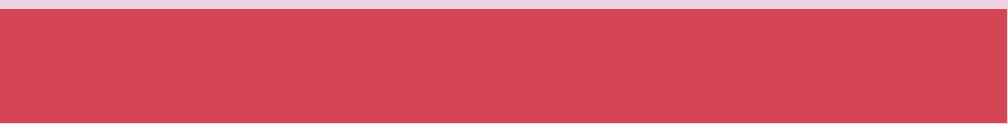
### Embracing Heritage

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





**ENGAGING THE  
COMMUNITY 1**



## SUMMARY OF ENGAGEMENT

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

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

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





## SUMMARY OF ENGAGEMENT

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

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

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

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

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

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

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

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





STAKEHOLDER WORKSHOP 2  
JULY 2019



STAKEHOLDER WORKSHOP 1  
FEBRUARY 2019



STAKEHOLDER WORKSHOP 1  
FEBRUARY 2019



COMMUNITY EXHIBITION MARCH 2019



STAKEHOLDER WORKSHOP 2 JULY 2019



YOUTH WORKSHOP JULY 2019



STAKEHOLDER WORKSHOP 3  
JULY 2019



**THE  
VISION 2**



## THE VISION

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

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

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

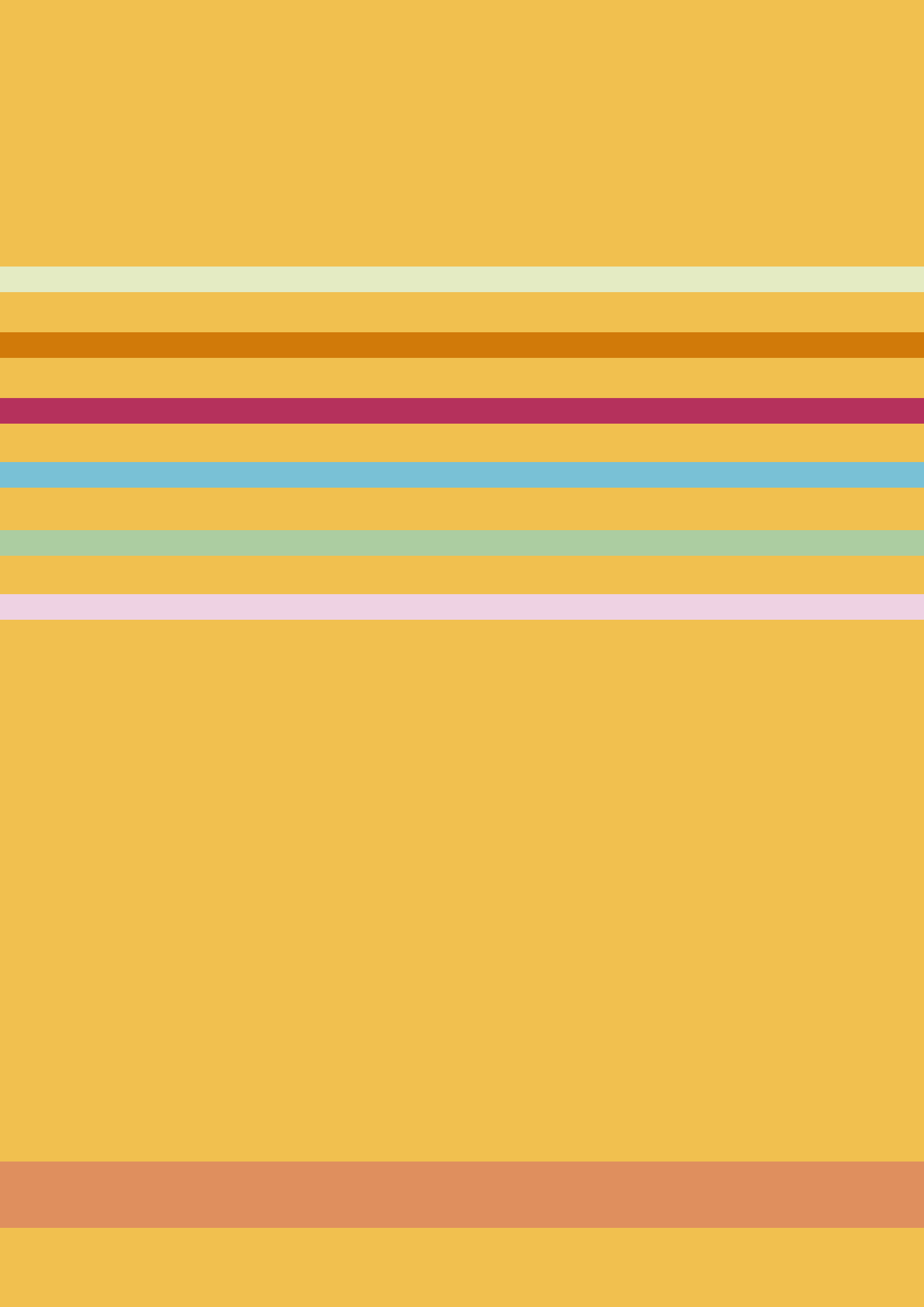
It is vital that through new development we create high quality architecture, new build, retained and refurbished, complemented by dynamic streets and spaces which extend life and activity into the public realm.

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









1

SUSTAINABILITY

2

LAND USE

3

CONNECTIVITY AND MOVEMENT

4

APPROACH TO PUBLIC REALM

5

EMBRACING HERITAGE

6

SCALE AND MASSING

THE STRATEGIES **3**

# SUSTAINABILITY

## INTRODUCTION

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

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

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

## TOTAL PLACE

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

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


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

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

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



KEY

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



SUSTAINABILITY 'TOTAL PLACE' STRATEGY

# SUSTAINABILITY

## BUILDINGS

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



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



## ENERGY

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

## ECOLOGY

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



- Energy saving passivehouse in Vauban, Freiburg, Germany

# SUSTAINABILITY

## TRANSPORT

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



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



## GREEN AND BLUE INFRASTRUCTURE

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



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



# SUSTAINABILITY

## LIFESTYLE

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



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

## ADAPTABILITY AND RESILIENCE

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



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



# LAND USE

## ANALYSIS OF EXISTING SITUATION

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

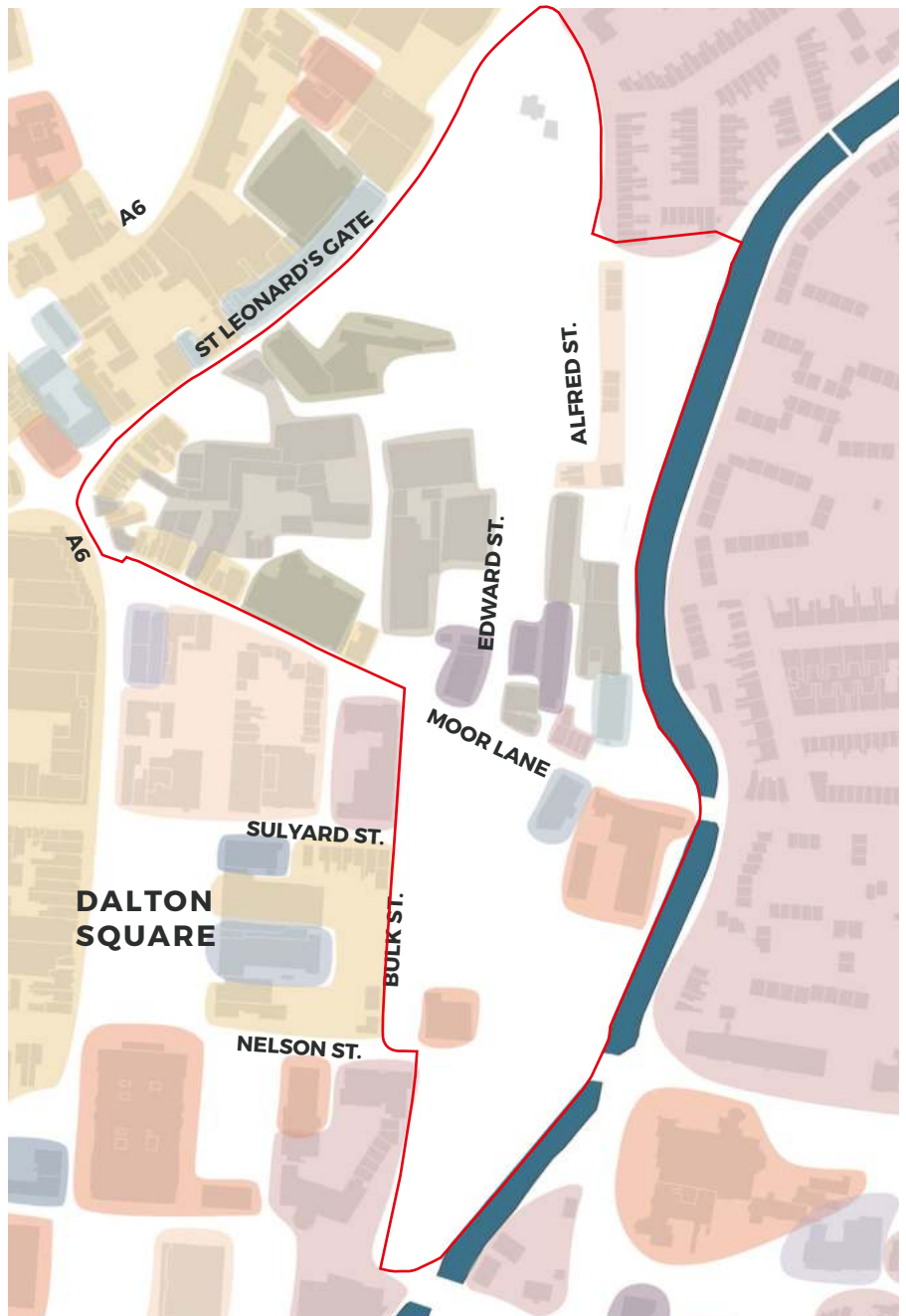
Active uses are concentrated along Moor Lane, St Leonard's Gate, Edward Street and Bulk Street. The existing uses include; arts and cultural uses, a Lancaster District Homeless Action Service, and some small scale retail. There is an abundance of derelict buildings, some of which are of heritage significance.

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

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

**KEY**

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



EXISTING LAND USES

## CORE PRINCIPLES

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

### Commercial

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

### Residential

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

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

### Student Residential

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

### Design Standards

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

## LAND USE

### Retail

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

### Hotel accommodation

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

### Culture, Leisure and the Arts

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

### Car parking

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



# LAND USE

## THE STRATEGY

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

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



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



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



**3** COOPERS FIELDS

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



**4** MOOR LANE SOUTH

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

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

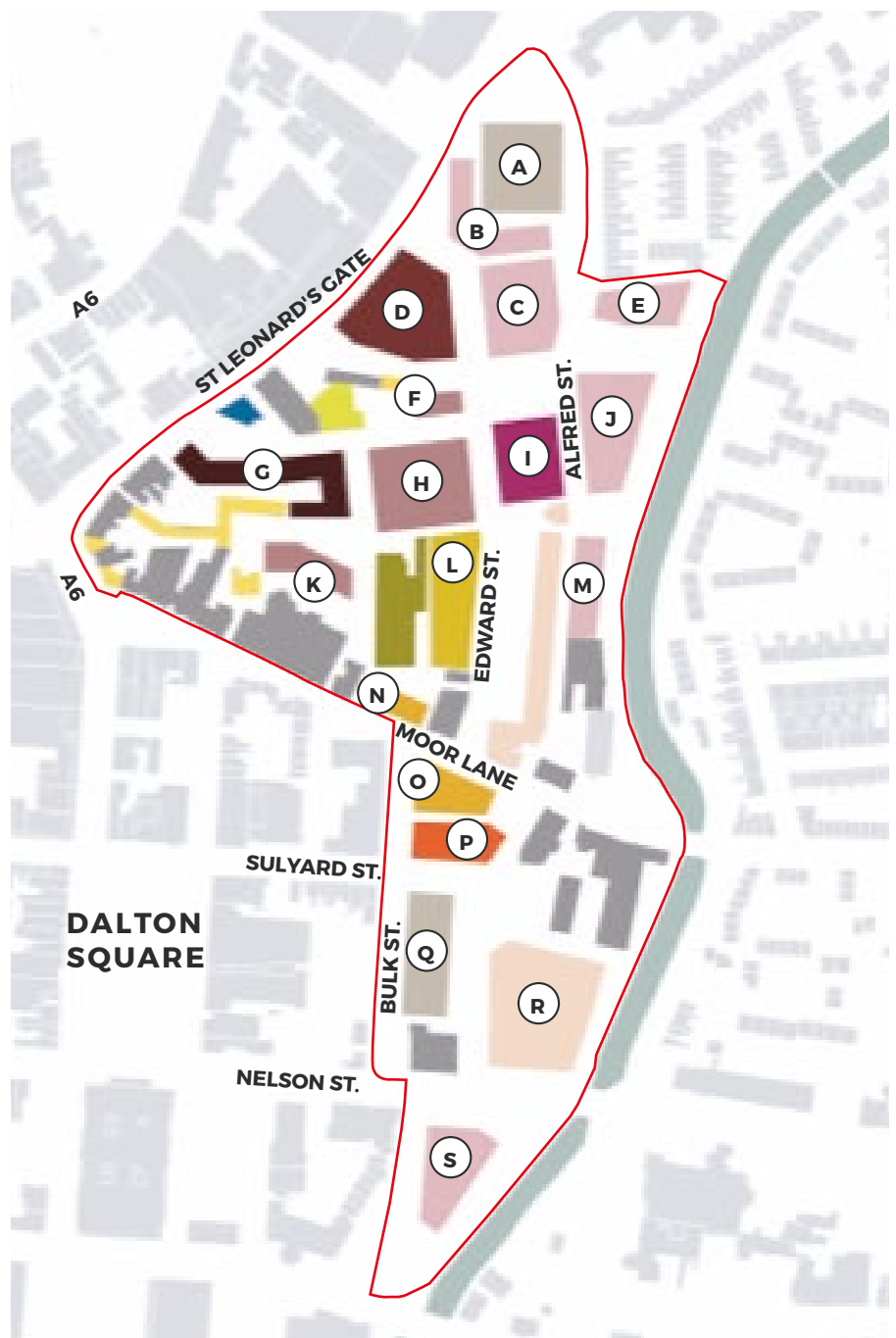
# LAND USE

## THE STRATEGY

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

**KEY**

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



PROPOSED LAND USES

## INDICATIVE DEVELOPMENT SCHEDULE

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

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

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

## LAND USE

### A MIXED USE NEIGHBOURHOOD

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

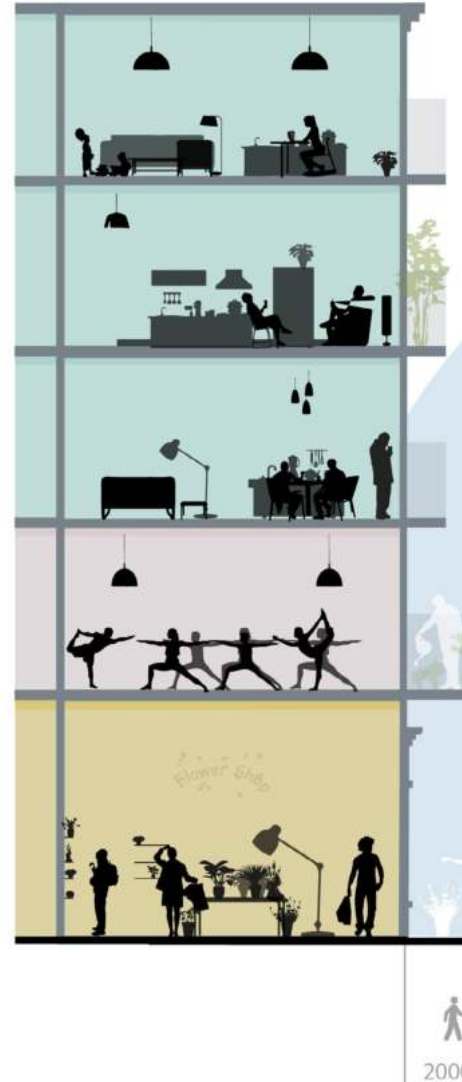
Creating a diverse mix of uses is a key component of the success of the future of the Canal Quarter and its contribution to Lancaster city centre. The previous pages set out how this will happen at the strategic level, across the whole site area and on a plot basis.

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

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

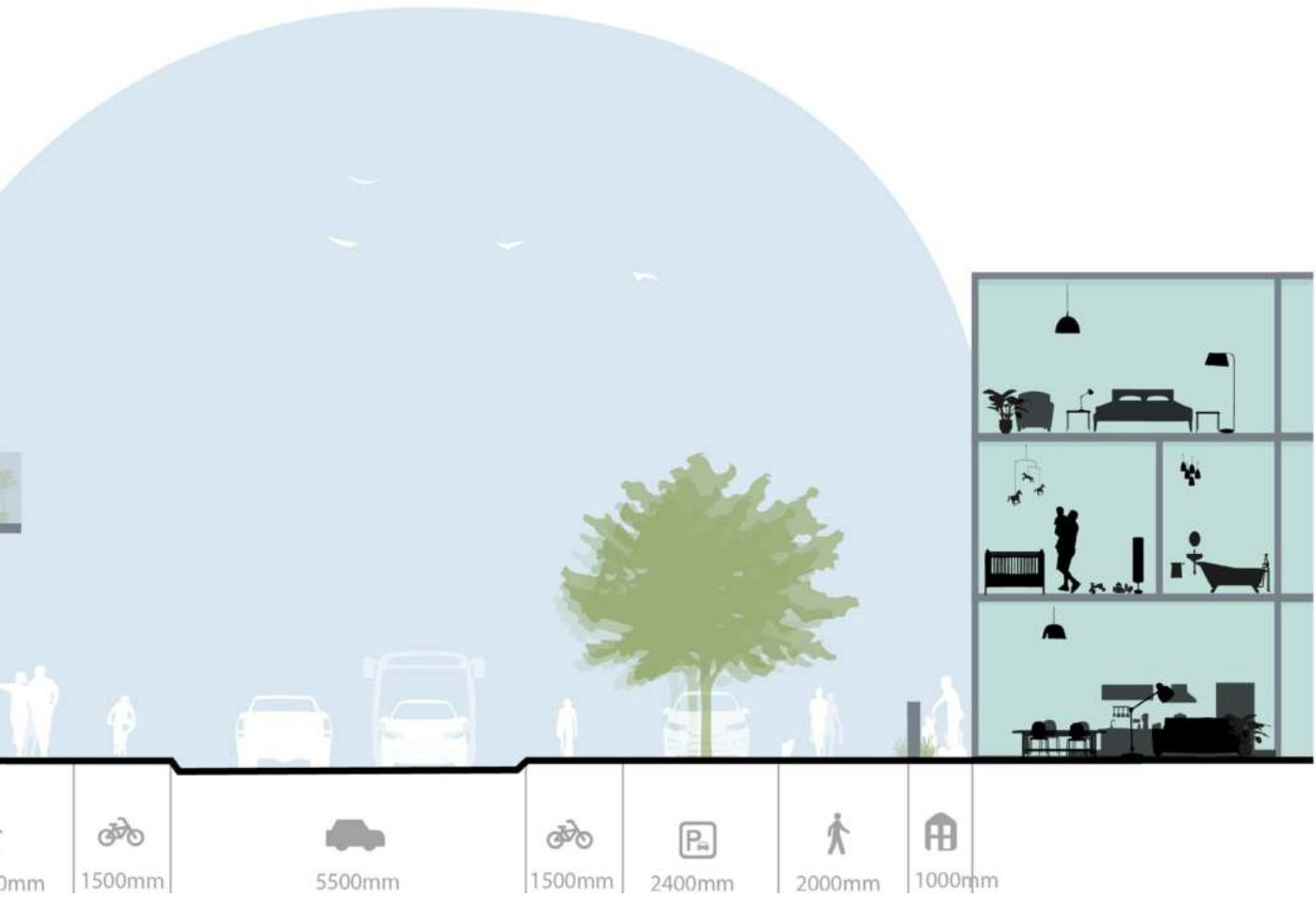
The combinations are numerous. The condition being that they must create active and attractive ground floors and bring animation to streets and space and must be sensitively designed to mitigate any conflict of use.

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





A MIXED USE NEIGHBOURHOOD



RESIDENTIAL



GOOSE GREEN, ALTRINCHAM



MARMALADE LANE, CAMBRIDGE

## CONNECTIVITY AND MOVEMENT

### ANALYSIS OF EXISTING SITUATION

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

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




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

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

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

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

#### KEY

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



CONNECTIVITY AND MOVEMENT CONSTRAINTS





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

# CONNECTIVITY AND MOVEMENT

## CORE PRINCIPLES

### Retention of the distinctive street pattern

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

### The provision of safe and varied streets

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

### Accessible streets for all

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

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

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

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

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

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

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

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

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

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

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

### Parking strategy

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

### Public transport - bus routes

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

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

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

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

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



# CONNECTIVITY AND MOVEMENT

## PROPOSED VEHICLE MOVEMENT STRATEGY










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

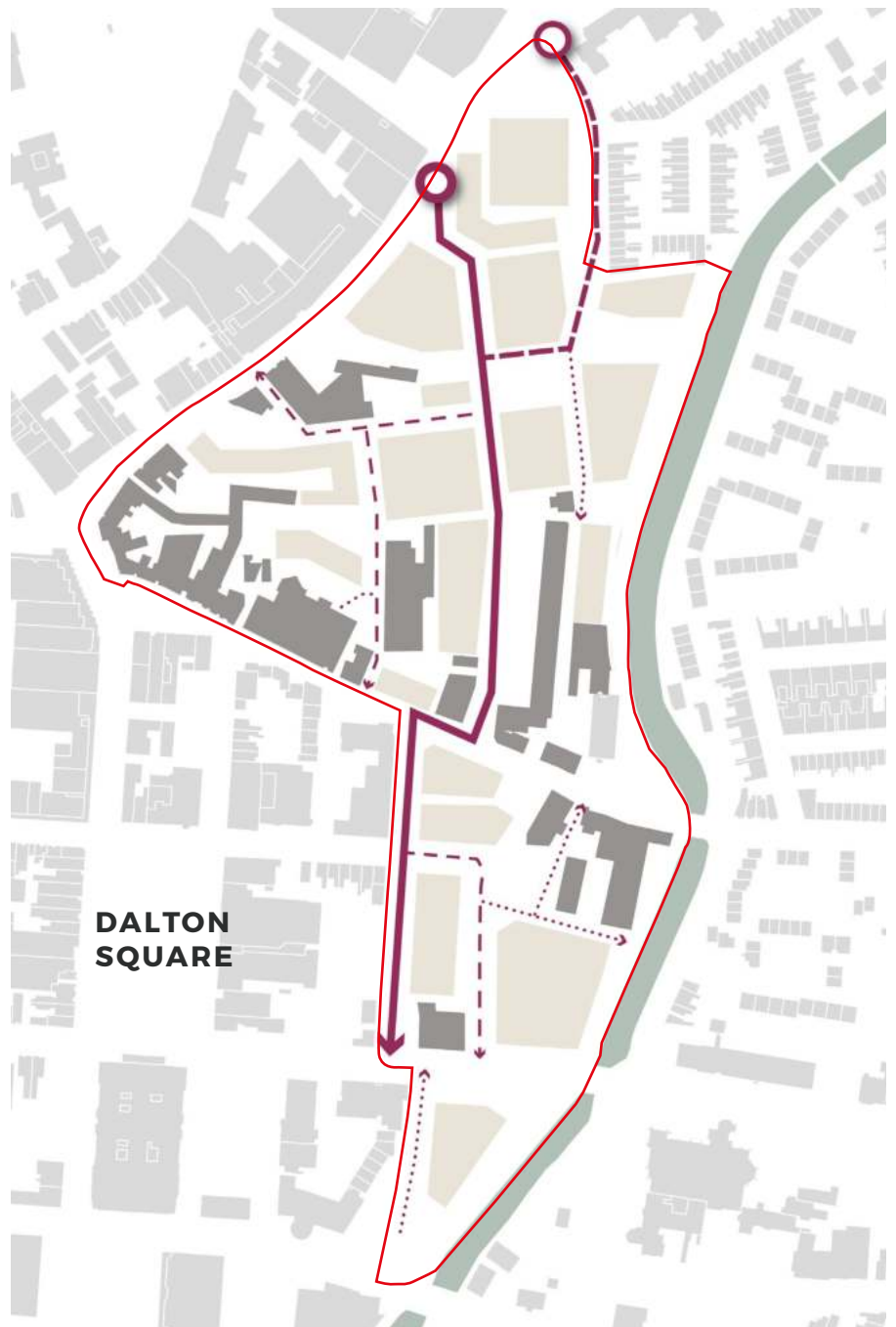
Secondary vehicle routes follow the existing streets of Lodge Street, Seymour and Alfred Street.

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

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

**KEY**

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














PROPOSED VEHICULAR MOVEMENT

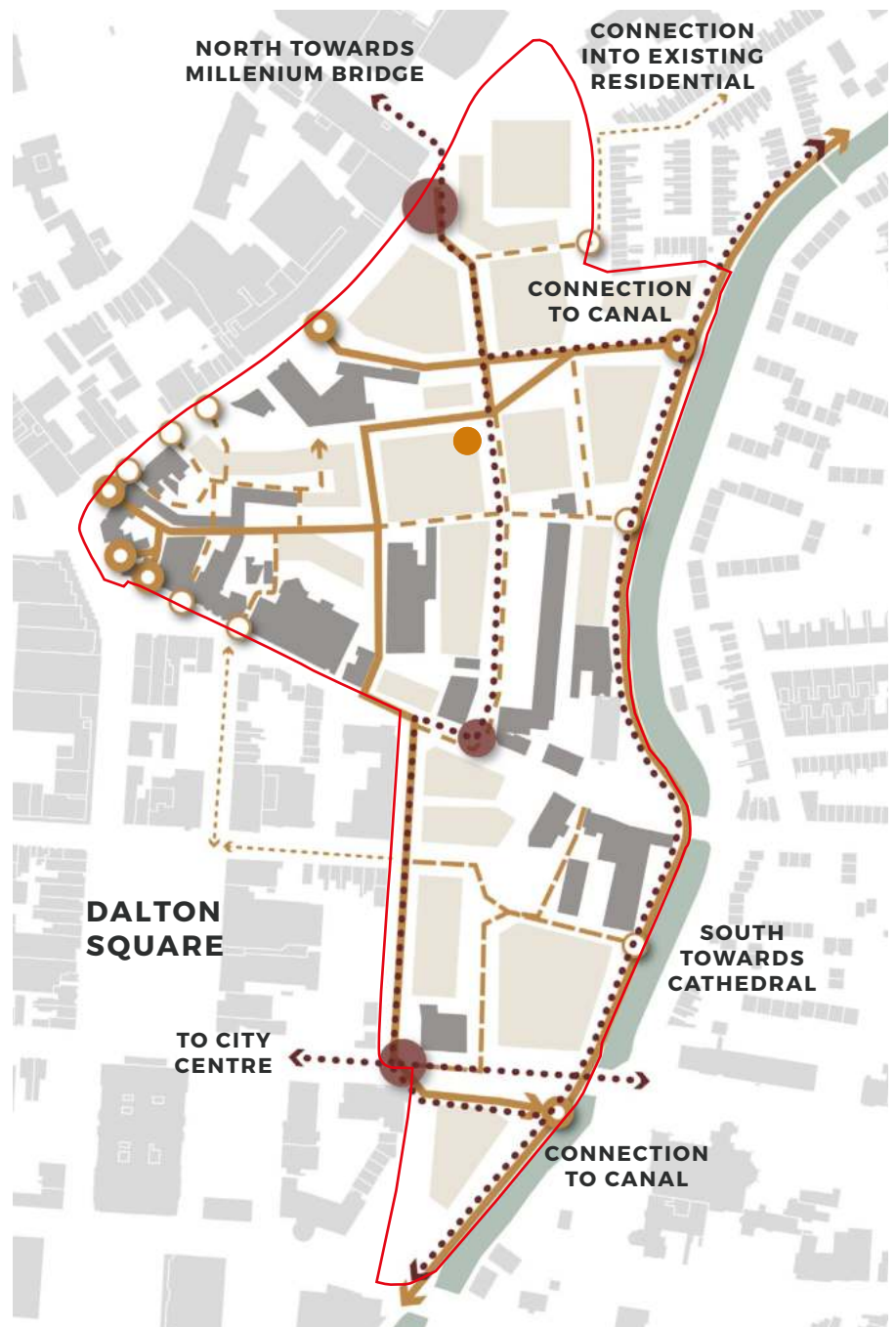
## PROPOSED CYCLE AND PEDESTRIAN MOVEMENT STRATEGY

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

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

### KEY

-  Primary pedestrian movement
-  Primary pedestrian access
-  Secondary pedestrian movement
-  Secondary pedestrian access
-  Tertiary (external connections)
-  Cycling links and movement
-  Cycling nodal points
-  Potential Cycle Hub location
-  Canal
-  Existing buildings retained within site
-  New Development Plots



PROPOSED PEDESTRIAN AND CYCLE MOVEMENT

# CONNECTIVITY AND MOVEMENT

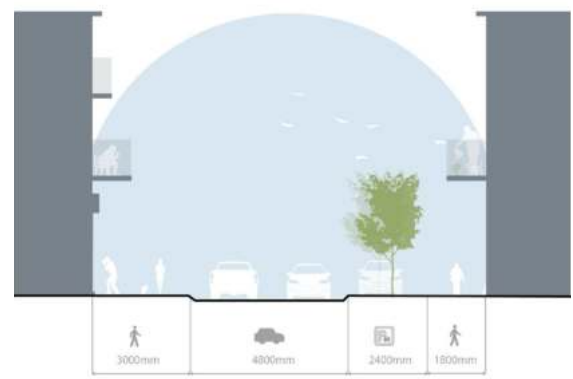
## PROPOSED STREET SECTIONS

### Primary Street (14-16m)



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

### Secondary Street (10-12m)



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



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

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

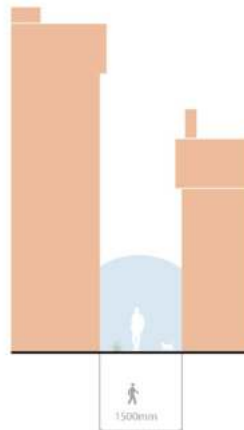


### Tertiary Street (4-6m)



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

### New Ginnels (2-4m)



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



**COPENHAGEN, DENMARK**



**GOOSE GREEN, ALTRINCHAM**

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

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



## APPROACH TO PUBLIC OPEN SPACE

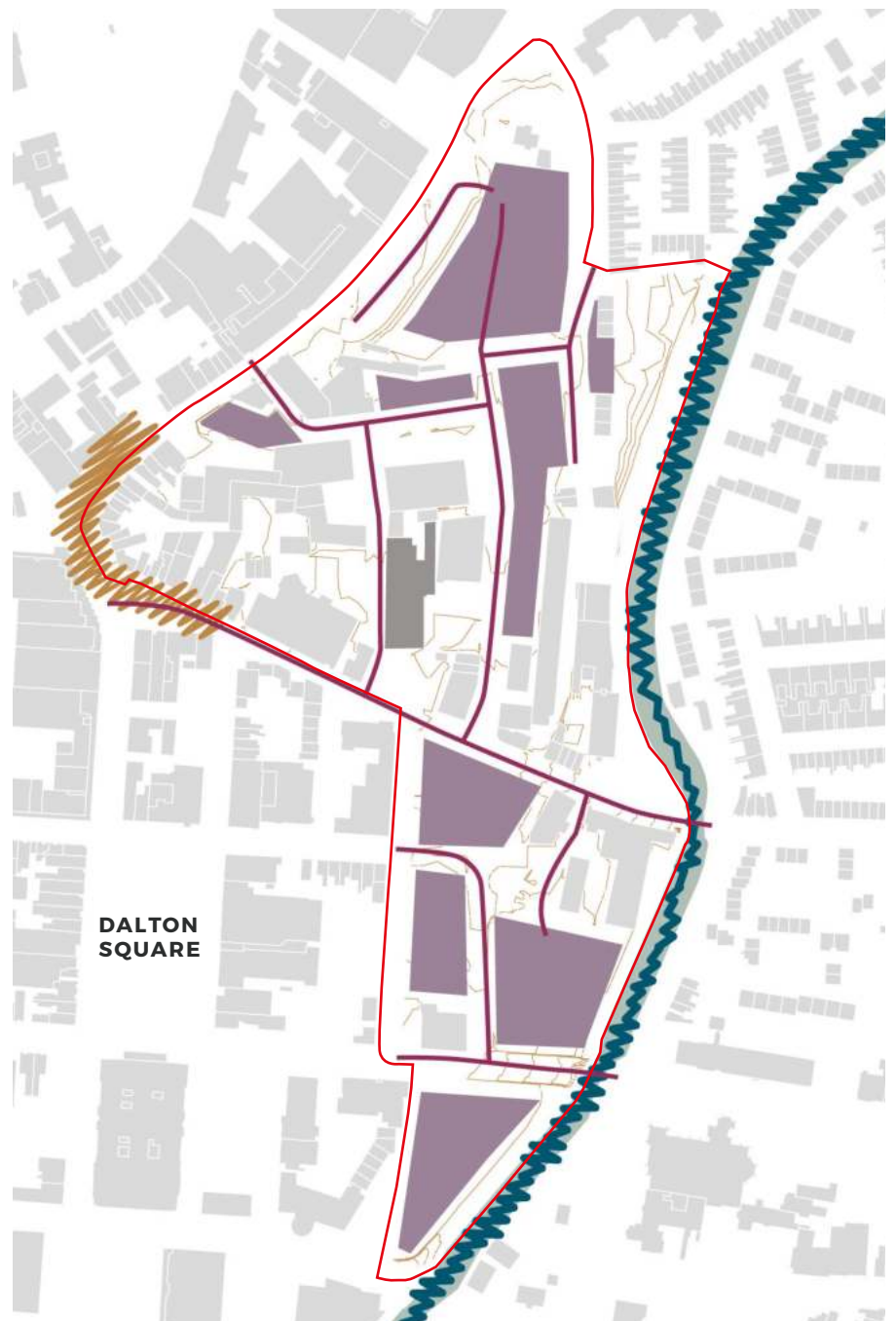
### ANALYSIS OF EXISTING SITUATION

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

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

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

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



#### KEY

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

## CORE PRINCIPLES

### The creation of a public realm hierarchy

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

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

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

### Improve legibility and wayfinding within the area

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

### Create animated, safe and overlooked spaces

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

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

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

### Incorporate blue / green infrastructure

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

### Respond to topography

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

# APPROACH TO PUBLIC OPEN SPACE

## PROPOSED STRATEGY

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

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

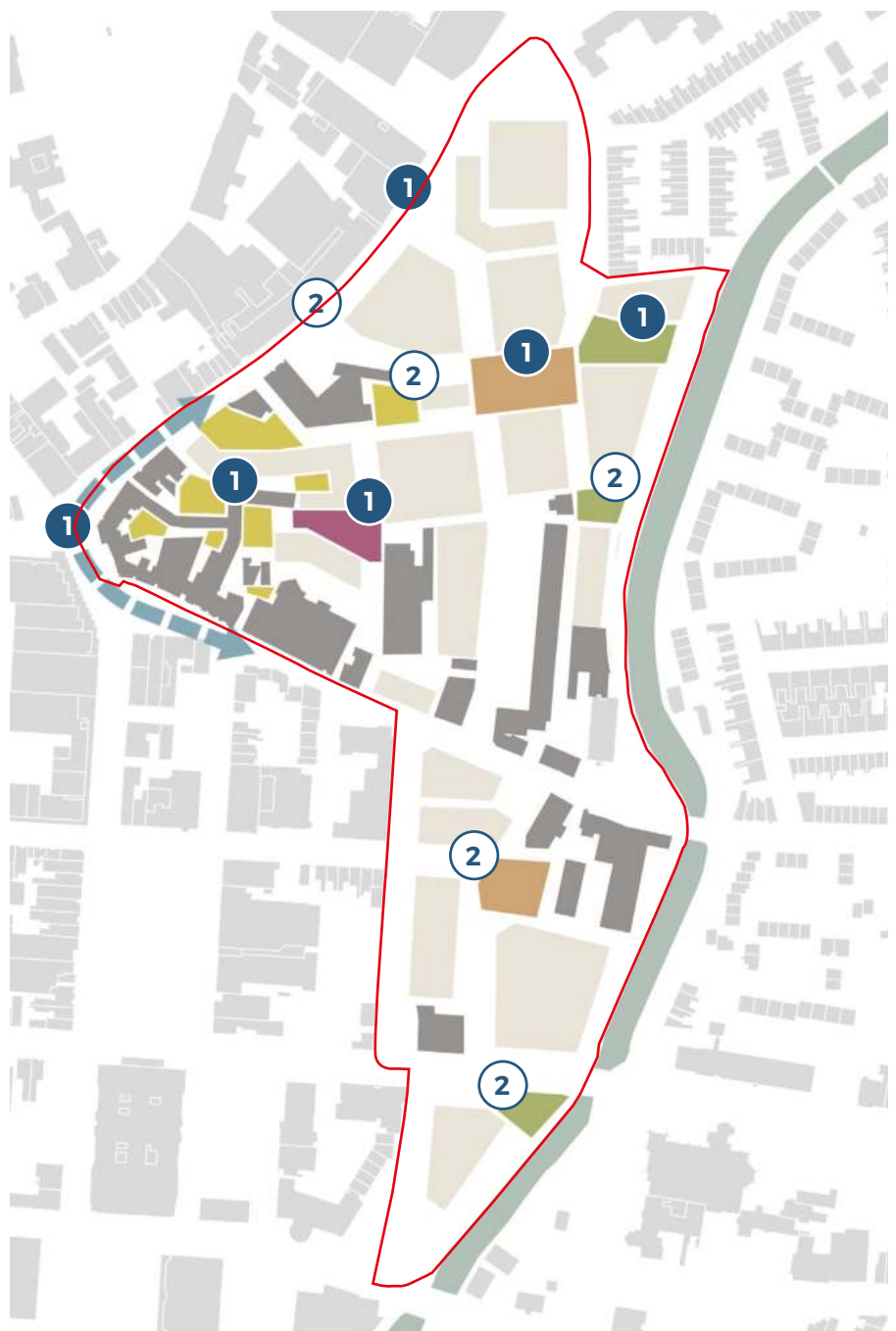
- The Stonewell Nose
- Stonewell Courtyards
- Brewery Square
- Canal-side Spaces
- Community Spaces
- Gateway Spaces

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

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

**KEY**

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



PROPOSED PUBLIC REALM



## THE STONEWELL NOSE

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

## PRECEDENTS



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

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



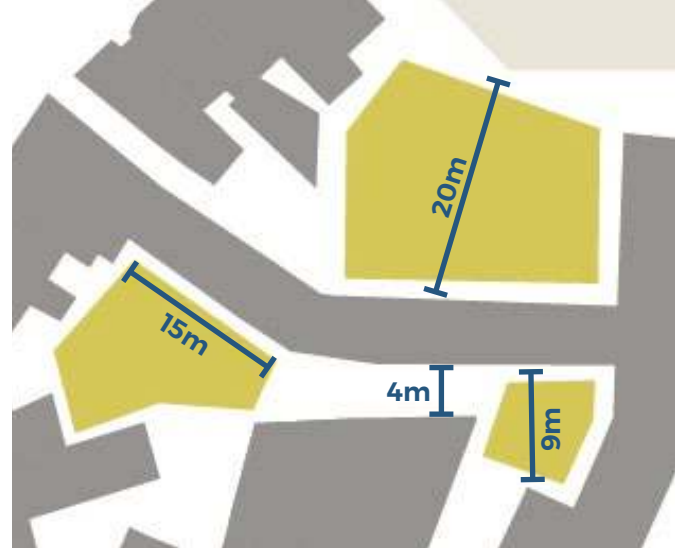
- 1 A change in surface materials creates a pedestrian friendly environment in Brittany, France.
- 2 A giant red ball squished into a ginnel in China draws attention to a narrow route.
- 3 Narrowed carriageway and courtesy crossings create a balanced streetscape in Poynton, Cheshire.



## APPROACH TO PUBLIC OPEN SPACE

### STONEWELL COURTYARDS

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



### PRECEDENTS



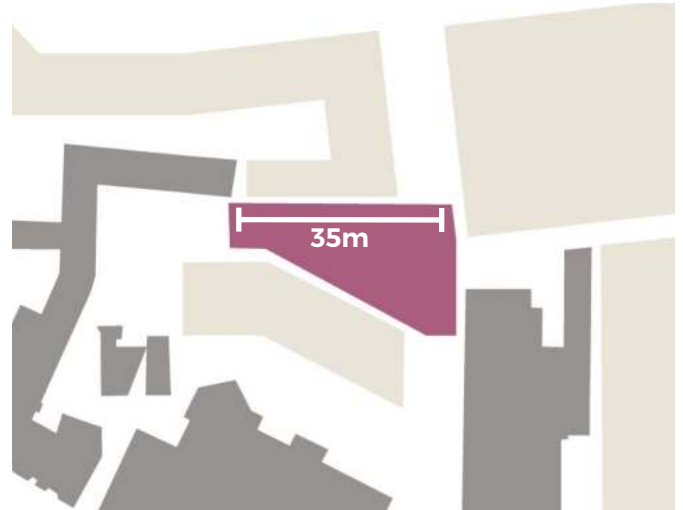
- 1 Greenery and seating in a courtyard in Altrincham (Kings Court).

- 2 Covered passages with artistic interventions draw people through to the courtyard beyond (Hackescher Hoefe, Berlin).

- 3 A small dark yard becomes a cosy place for food and drink at Edinburgh Fringe Festival.

## BREWERY SQUARE

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



## PRECEDENTS



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



## APPROACH TO PUBLIC OPEN SPACE

### CANALSIDE SPACES

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

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

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

### PRECEDENTS

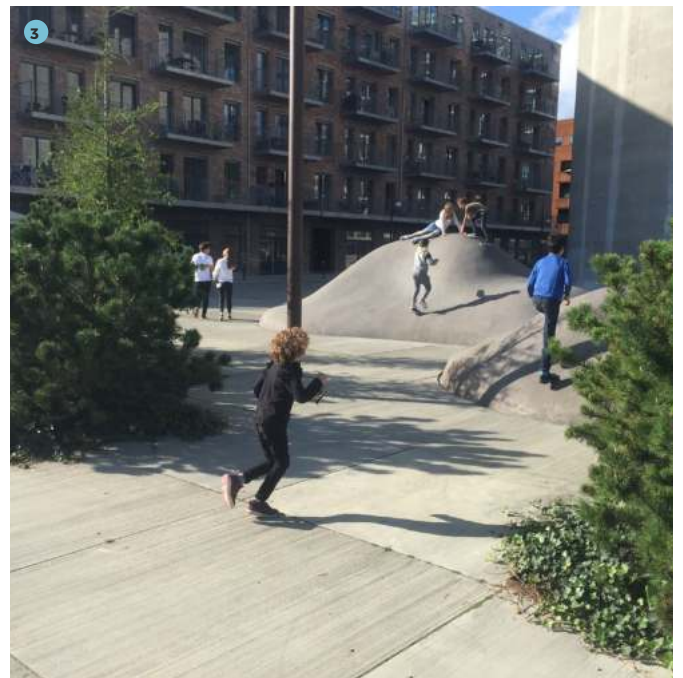


- 1 Terraced landscape adjacent to canal at Granary Square, London.

## COMMUNITY SPACES

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

## PRECEDENTS



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



# APPROACH TO PUBLIC OPEN SPACE

## GATEWAY SPACES

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

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

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

## PRECEDENTS



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

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## EMBRACING HERITAGE

### ANALYSIS OF EXISTING SITUATION

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

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

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

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

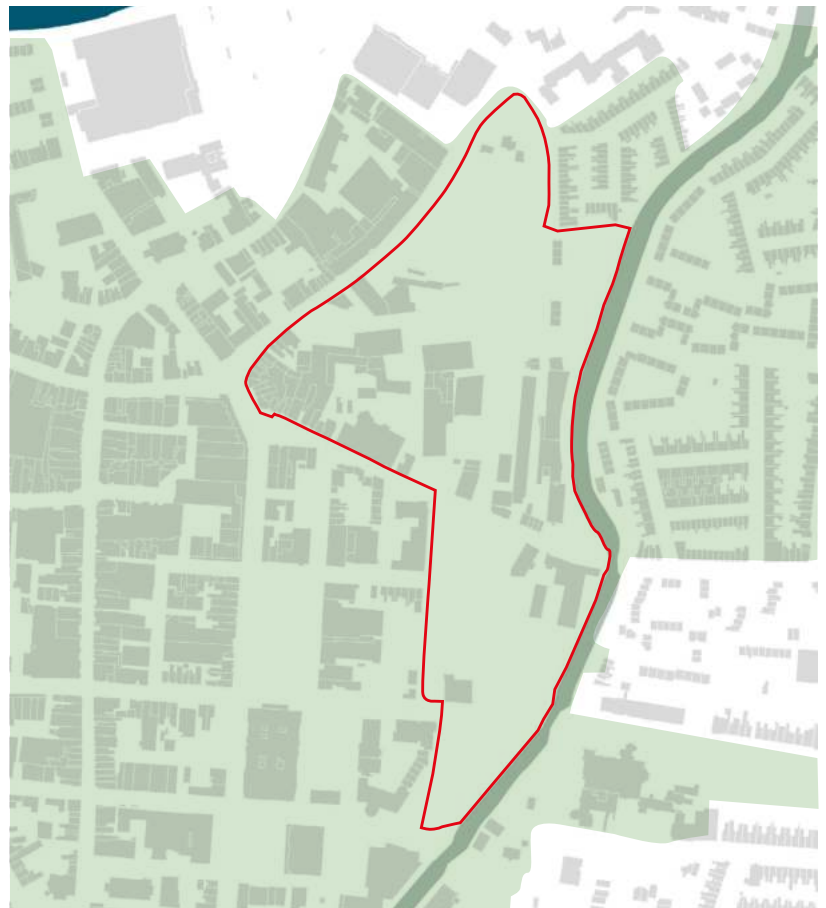
The elevated nature of the canal results in some spectacular views over the city, composed of a distinctive layered roofscape pierced with views of important historic buildings.

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

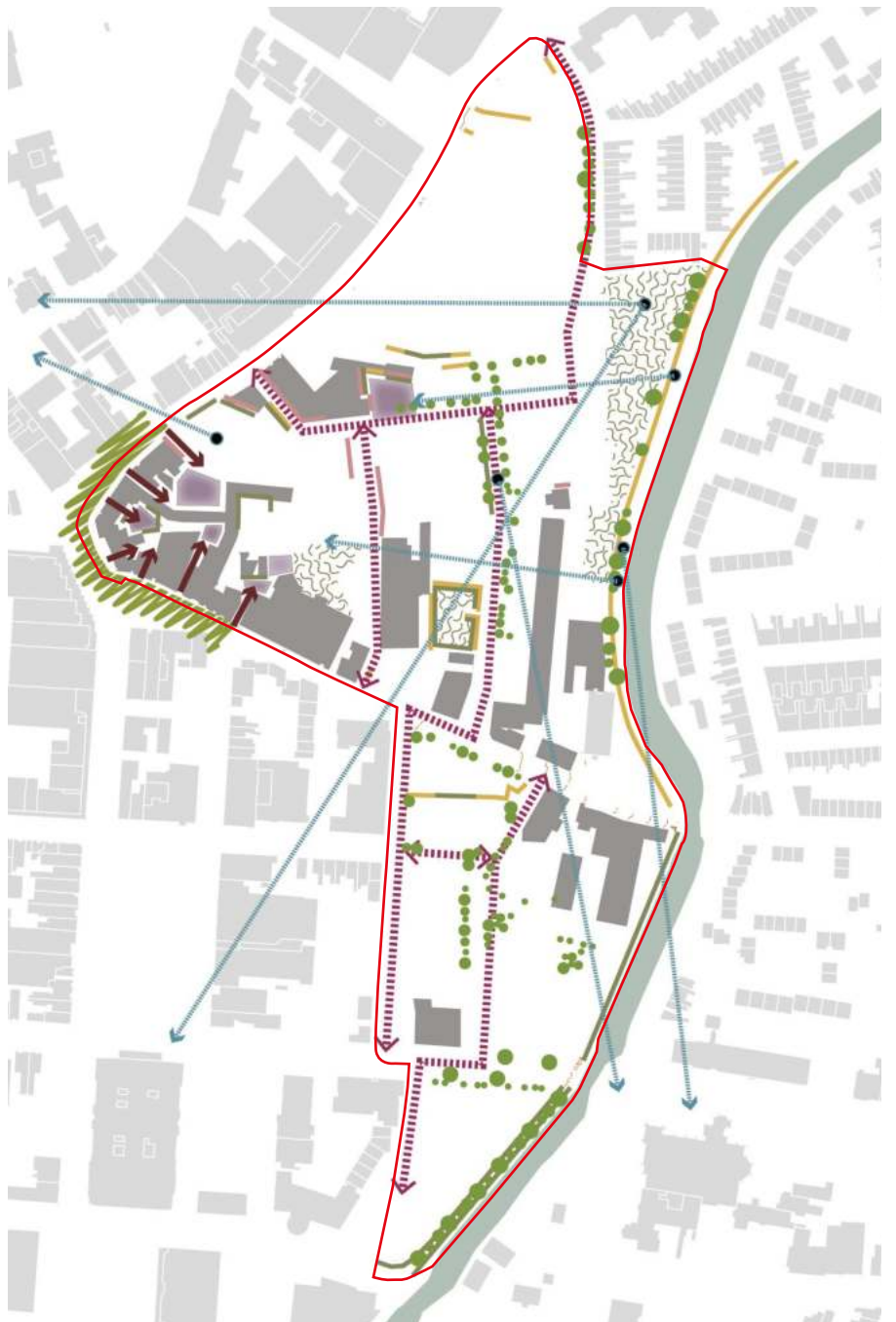
Heritage within Canal Quarter is not confined to one area, it is pepper-potted across the site. It is this multifaceted layering of multiple heritage components that gives the Canal Quarter its identity.

#### KEY

- Site boundary
- Conservation area



CONSERVATION AREA PLAN



KEY

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

EXISTING HERITAGE ASSETS



# EMBRACING HERITAGE

## CORE PRINCIPLES

### Retention of the distinctive street pattern

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

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

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

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

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

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

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

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

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

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

### the Castle to the south and west

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

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

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

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

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

## PROPOSED STRATEGY

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

These heritage components can be broadly categorised into the following:

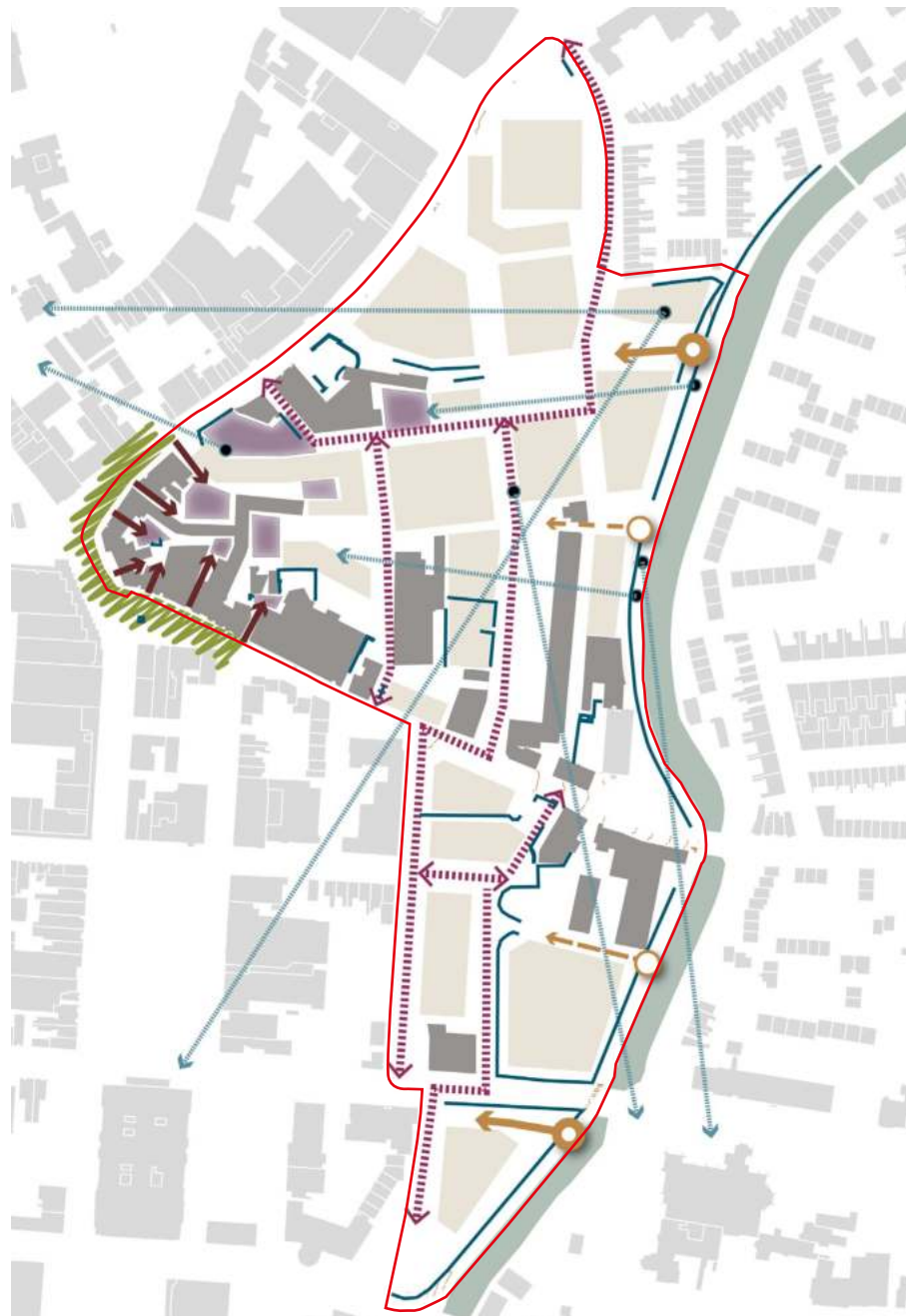
- Heritage buildings
- The Stonewell Nose
- The canal
- Details and materiality

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

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

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

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



PROPOSED HERITAGE STRATEGY

### KEY

- Heritage buildings retained
- The Nose - Stonewell
- Existing walls to be retained
- Existing street pattern
- Existing key views
- Ginnels to be retained / reinstated
- Courtyards
- → Canal links for pedestrians and cyclists
- → Canal links for pedestrians and cyclists

# EMBRACING HERITAGE

## HERITAGE BUILDINGS

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

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

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



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

### KEY

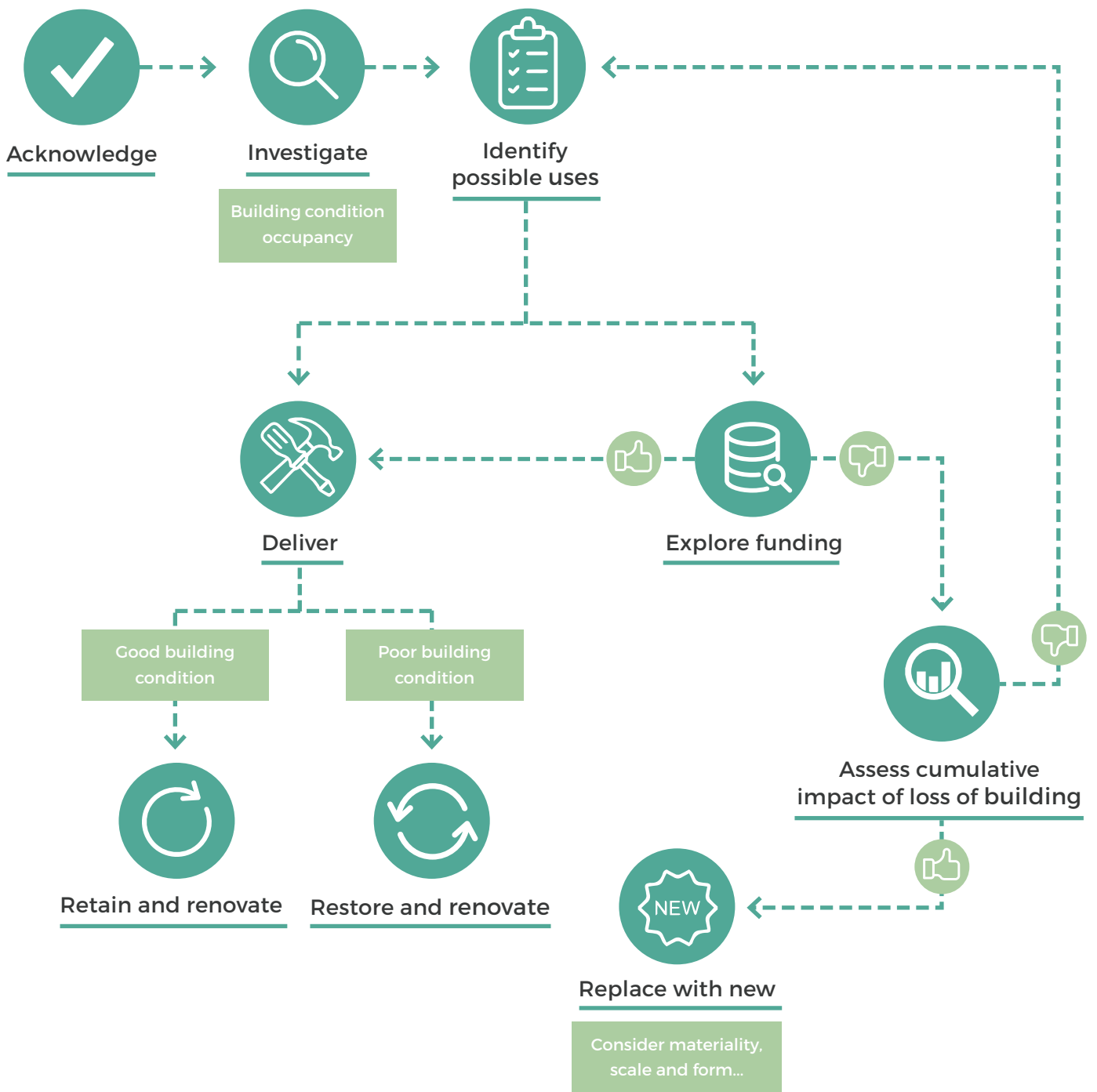
- Study area
- High significance (Grade II listed)
- Medium to high
- Medium
- Low to medium
- Low
- No significance

## LISTED BUILDINGS

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

## APPROACH TO HERITAGE BUILDINGS

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



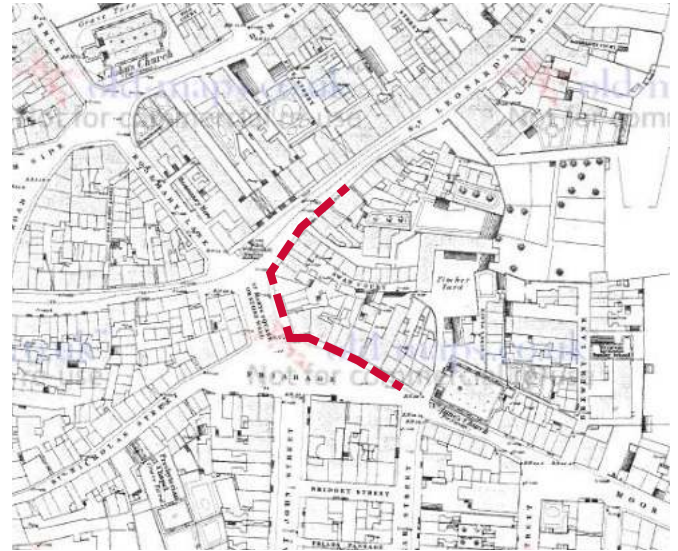


# EMBRACING HERITAGE

## THE NOSE

### What is the Nose?

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



HISTORIC MAP OF THE STONEWELL 'NOSE'

### KEY

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







# EMBRACING HERITAGE

## APPROACH TO THE NOSE

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

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

## EXAMPLE OF APPROACH

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



## EMBRACING THE CANAL

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



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

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

## PRECEDENTS



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

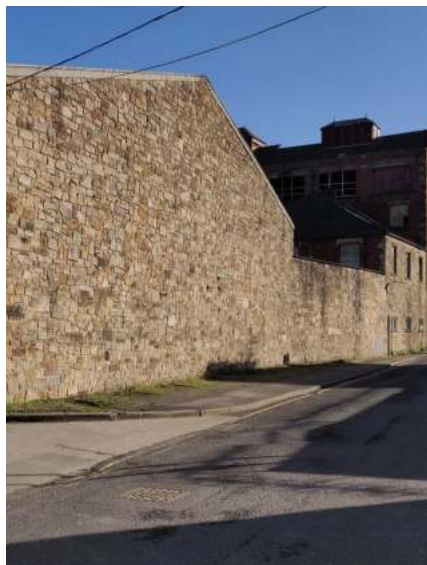


## EMBRACING HERITAGE

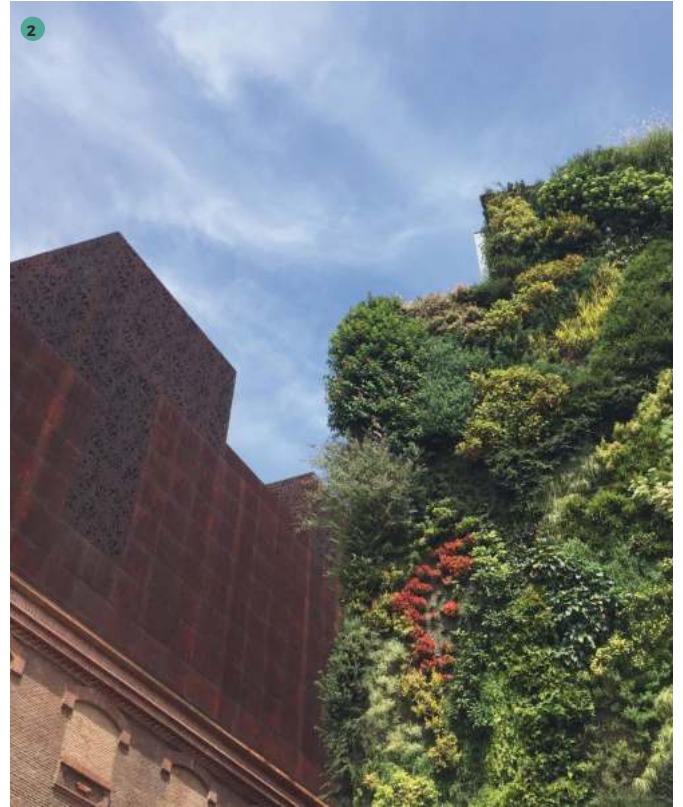
### DETAILS AND MATERIALITY

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

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



## PRECEDENTS



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



## SCALE AND MASSING

### ANALYSIS OF EXISTING SITUATION

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

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

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

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

#### KEY

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



EXISTING SCALE AND MASSING

## CORE PRINCIPLES

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

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

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

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

### Positively contribute to improved legibility and wayfinding

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

### Respond to immediate adjacencies

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



## SCALE AND MASSING

### PROPOSED STRATEGY

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

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

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

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

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

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

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

KEY

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

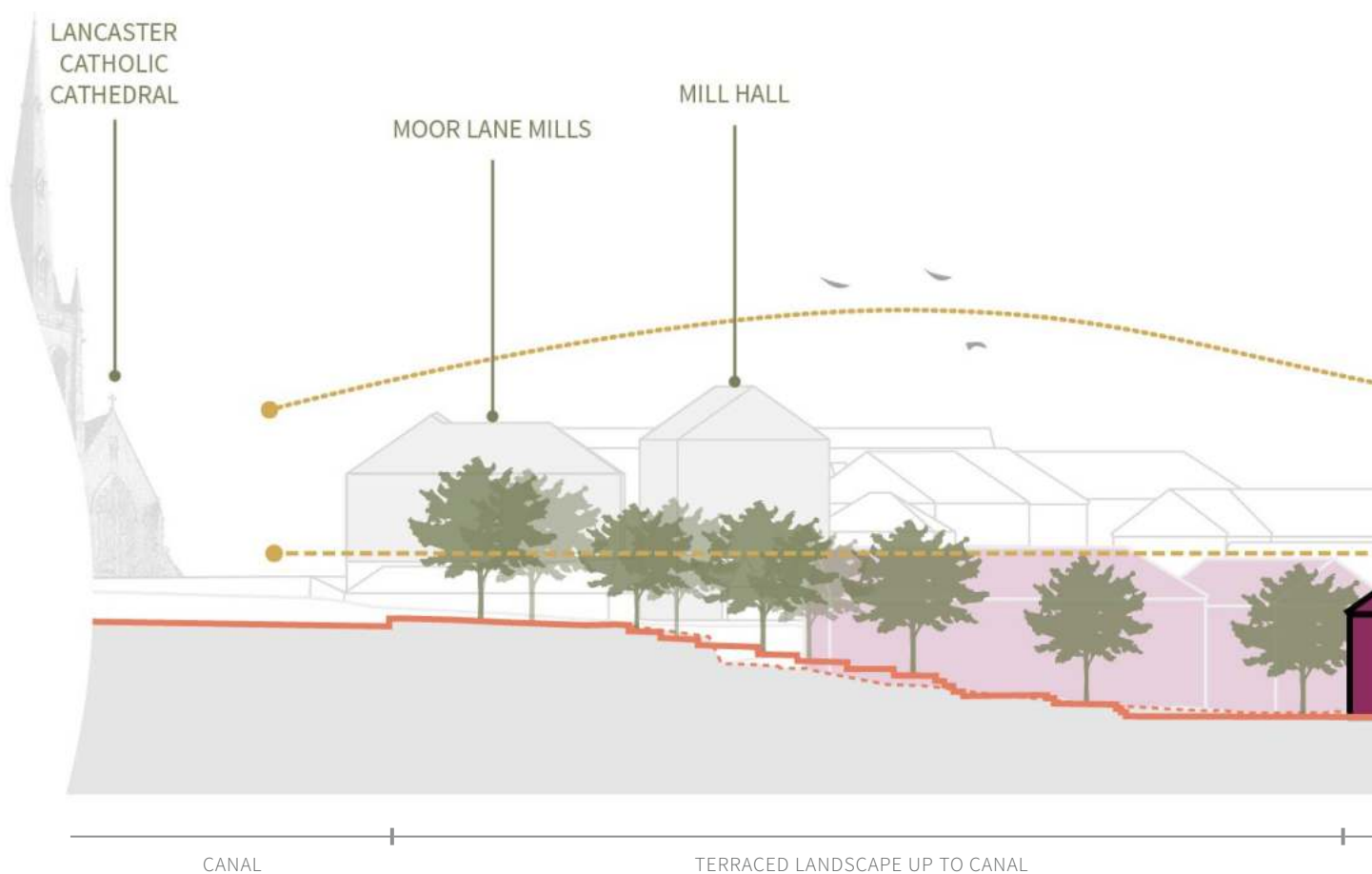


PROPOSED SCALE AND MASSING

## SCALE AND MASSING

### ILLUSTRATIVE TOWNSCAPE

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

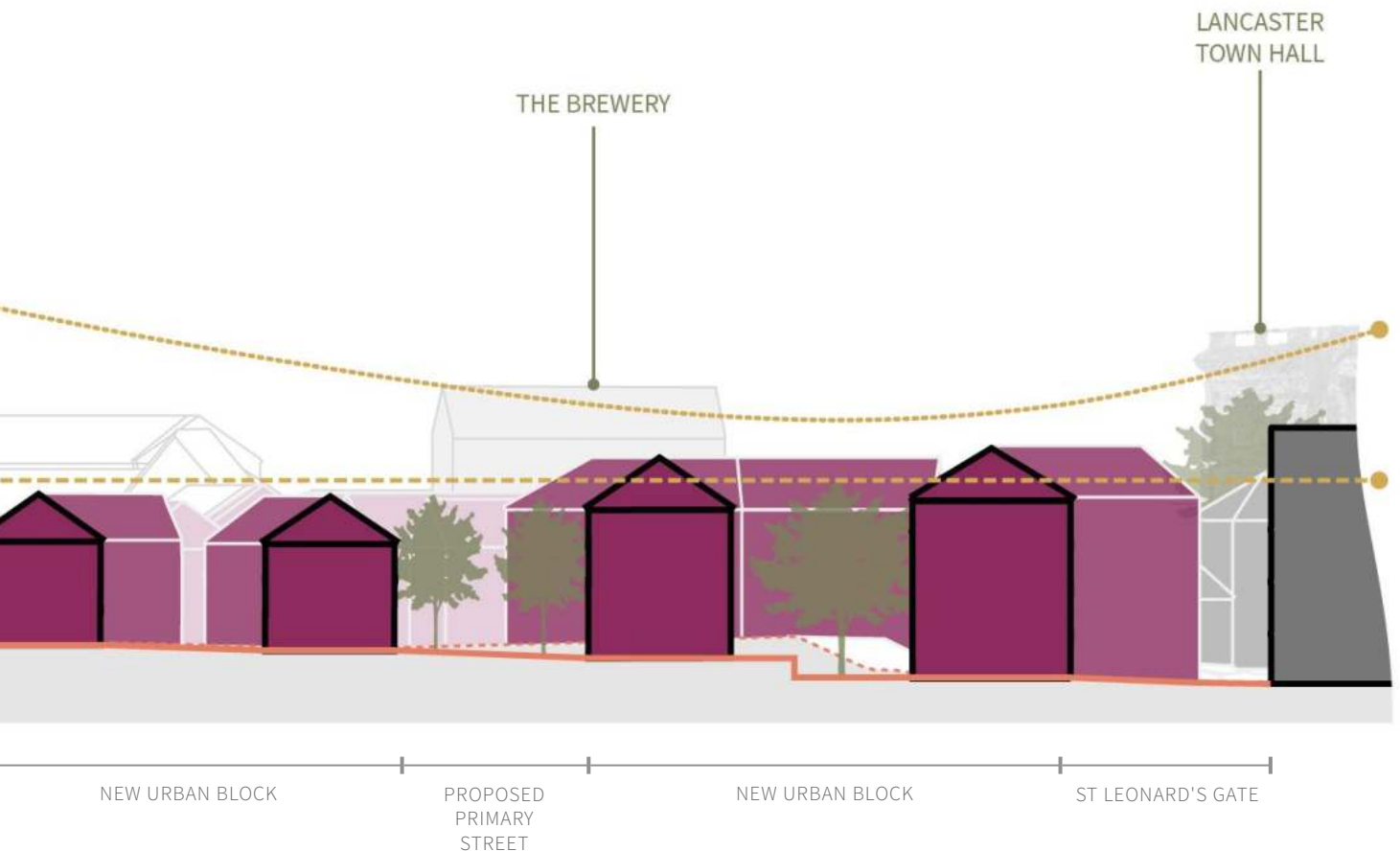


## SECTION ONE

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



LOCATION PLAN



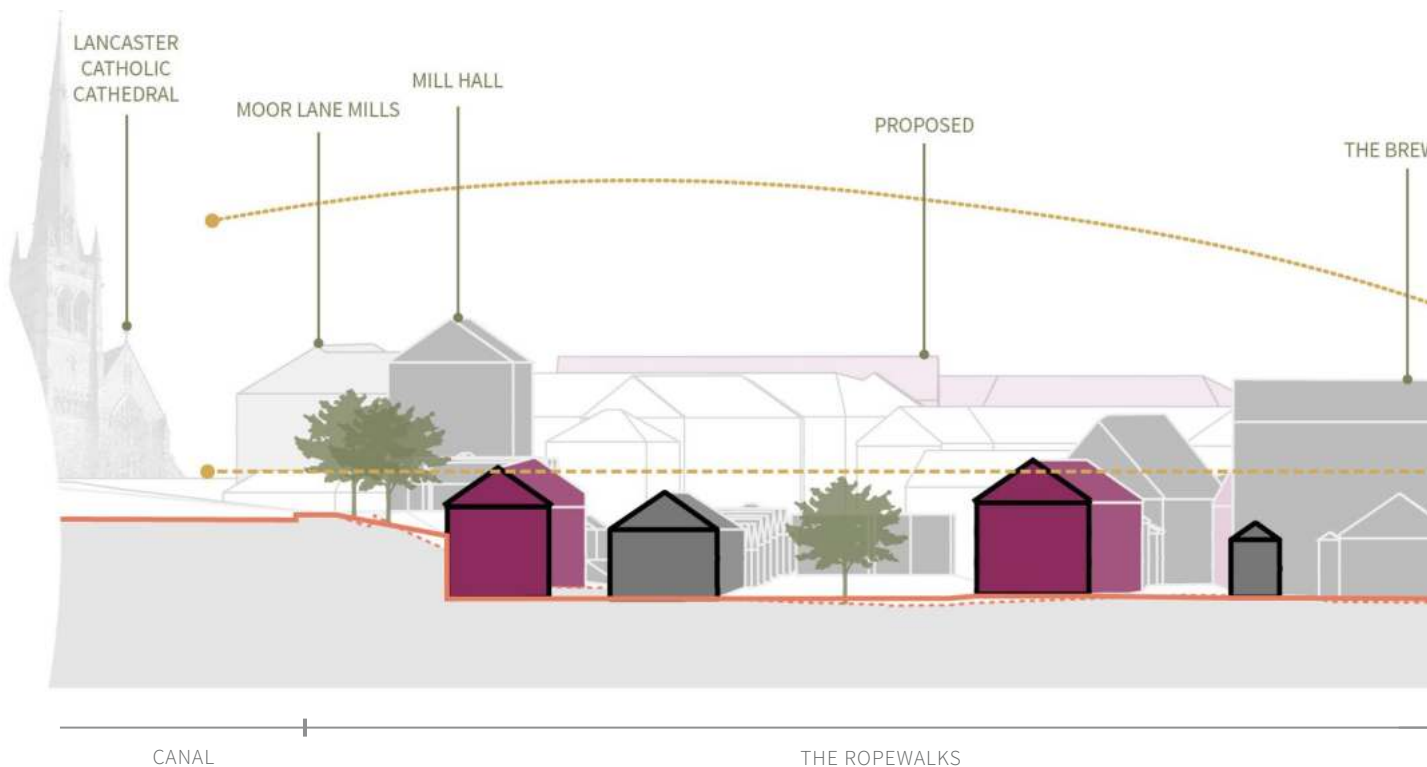
NOTE: SECTIONAL ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY



## SCALE AND MASSING

### SECTION TWO

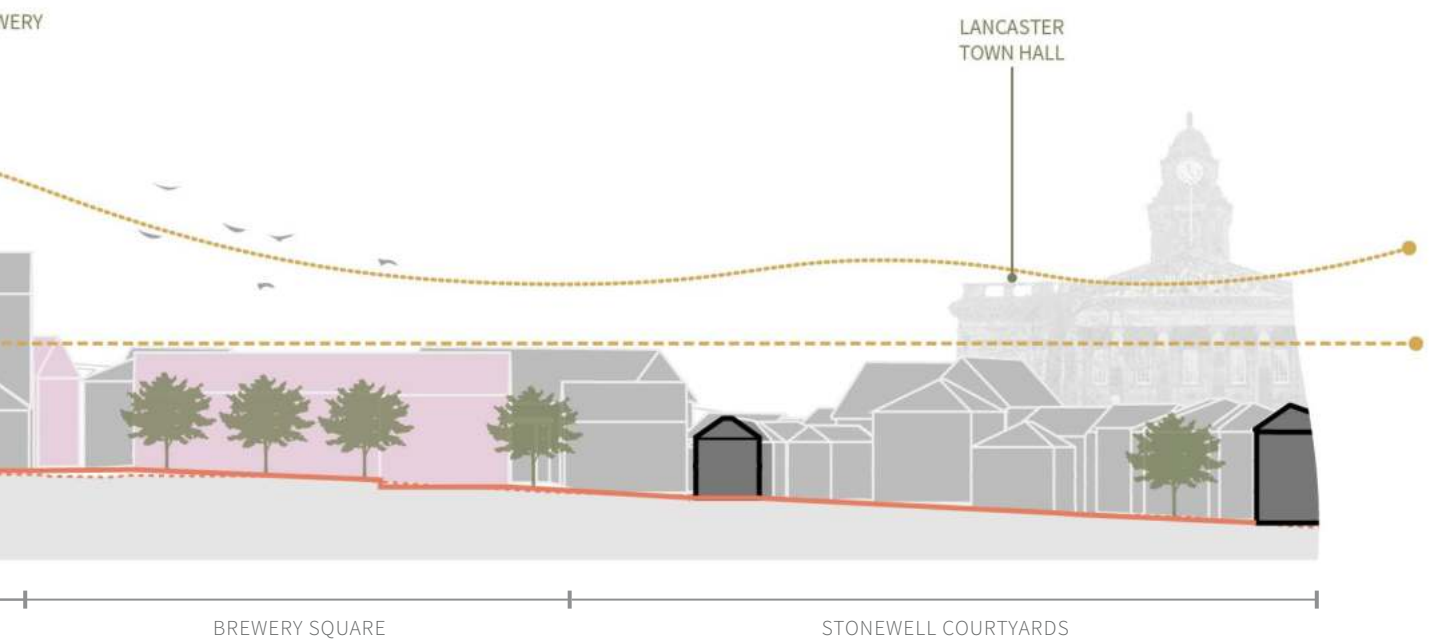
Section two runs through the middle of the site, showing the Stonewell Courtyards, Brewery Square, the Ropewalks and the interface with the canal. Once again the rise in the built form can clearly be seen, from the cluster of 2-3 storey buildings around Stonewell to the 3-6 storey mill buildings at Moor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



### SECTION TWO



LOCATION PLAN



BREWERY SQUARE

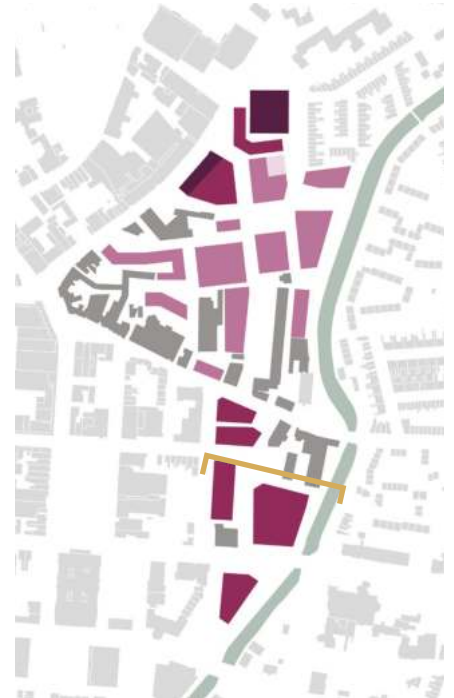
STONEWELL COURTYARDS

NOTE: SECTIONAL ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY

# SCALE AND MASSING

## SECTION THREE

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



LOCATION PLAN



## SECTION THREE

NOTE: SECTIONAL ELEVATION FOR ILLUSTRATIVE PURPOSES ONLY

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**THE  
FRAMEWORK PLAN 4**



# THE FRAMEWORK PLAN

## THE FRAMEWORK PLAN

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

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

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

### Access and Movement

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

### Heritage, Character and Views

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

### Public Open Space

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

### New Development




















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

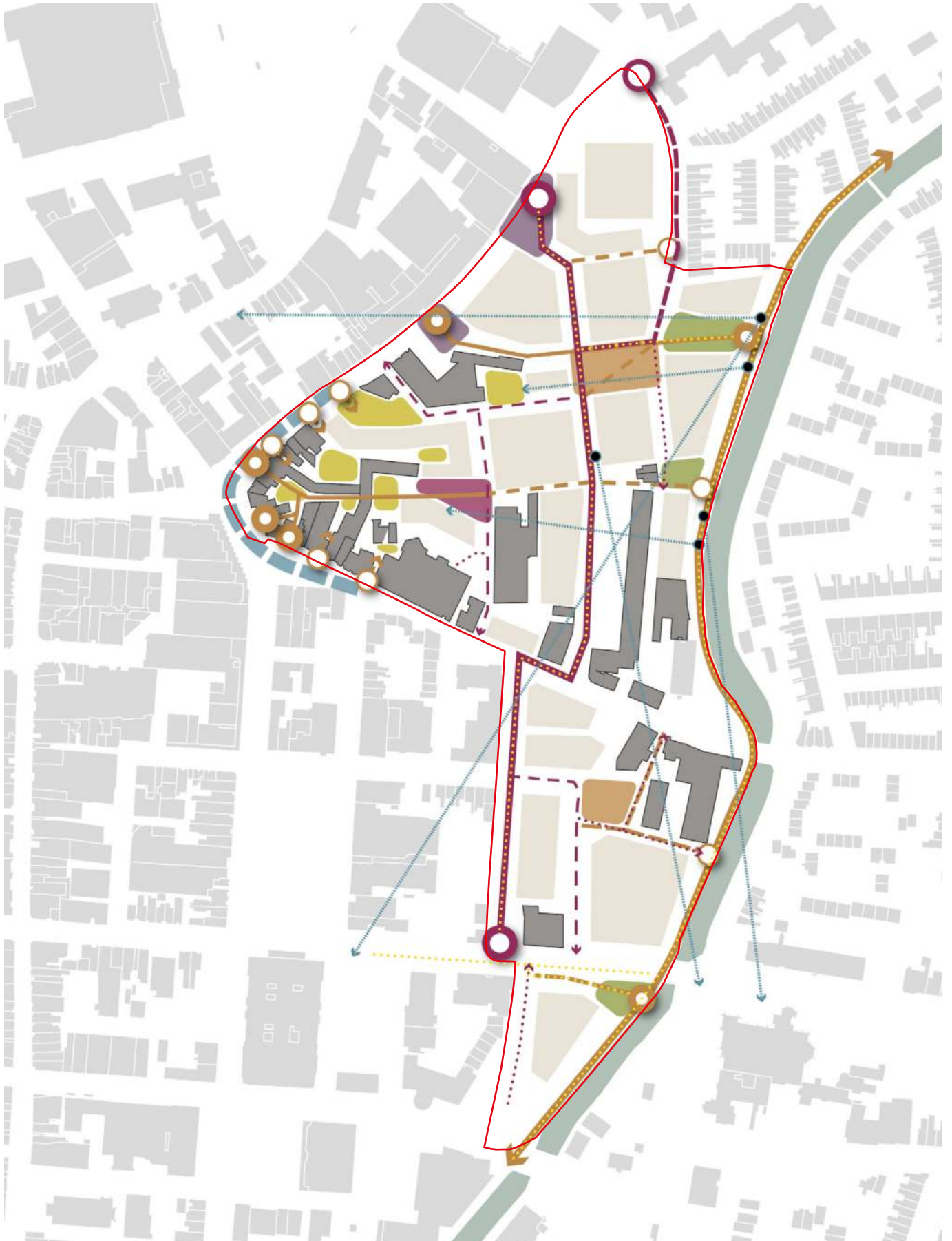
The framework provides the starting point from which to begin to assemble and enable projects to come forward.

### High Quality Design

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

#### KEY

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







**CANAL QUARTER  
- KEY PLACES 5**



# CANAL QUARTER - KEY PLACES

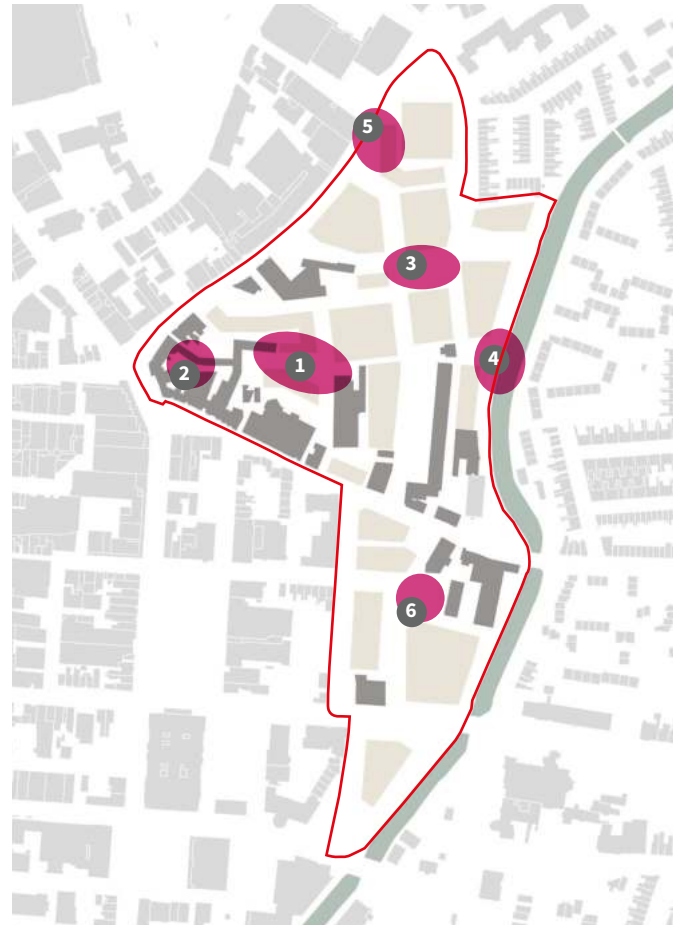
## APPLYING THE PRINCIPLES

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

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

## STRATEGIES

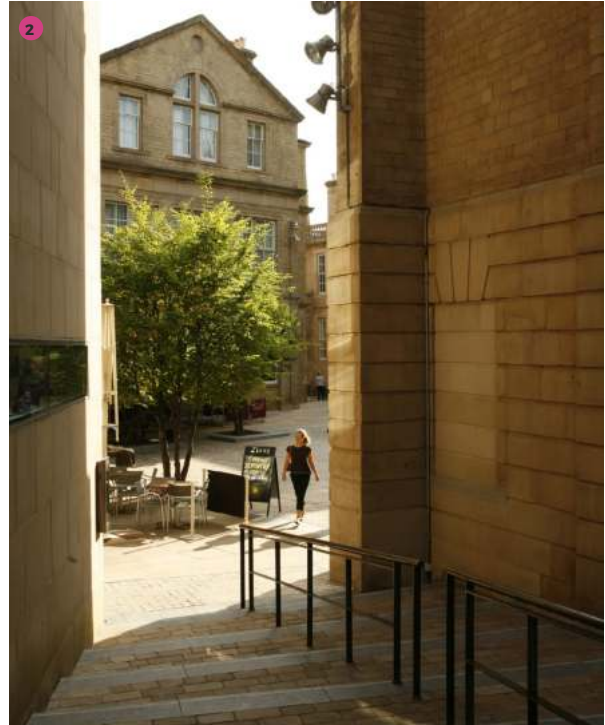
- Sustainability
- Land Use
- Connectivity and Movement
- Public Open Space
- Embracing Heritage
- Scale and Massing



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



BREWERY SQUARE



STONEWELL COURTYARD



COMMUNITY SQUARE



CANAL



NORTHERN GATEWAY

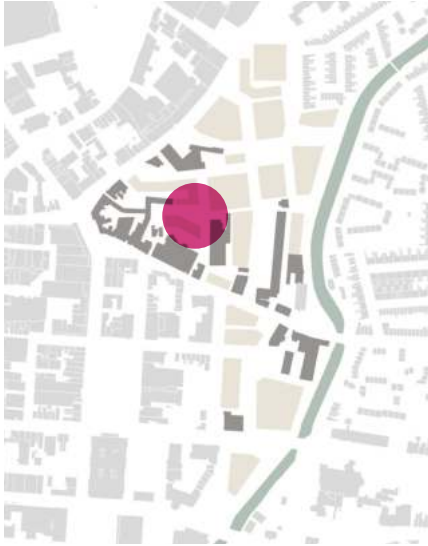


MOOR LANE MILLS POCKET PARK

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



## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### BREWERY SQUARE

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

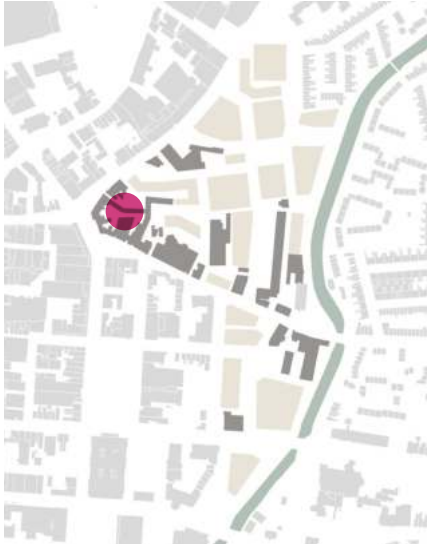
### PRINCIPLES AT PLAY

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





## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### STONEWELL COURTYARD

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

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

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

### PRINCIPLES AT PLAY

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

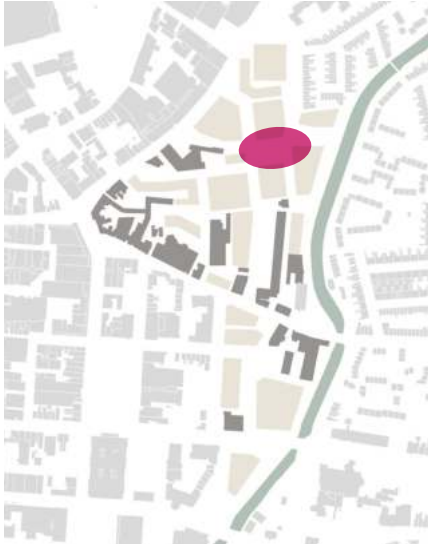








## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### COMMUNITY SQUARE

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

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

### PRINCIPLES AT PLAY

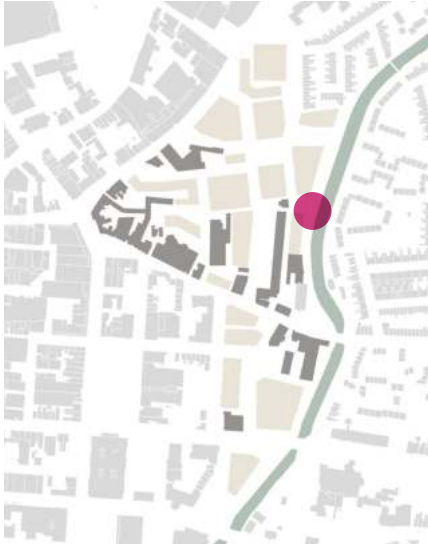
- Provision of new buildings arranged to create a new public space animated by a mix of land uses
- Play a role in improving north-south and east-west connectivity through the Canal Quarter. A key space on route, between city centre and the canal.
- A balanced space which carefully manages vehicle, cycle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







## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### THE CANAL

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

### PRINCIPLES AT PLAY

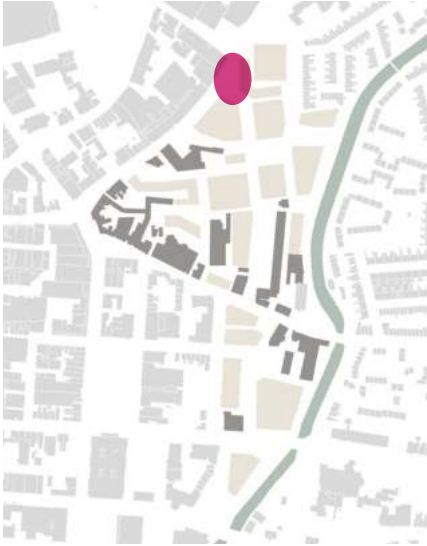
- Protect and enhance the physical and structural integrity of Lancaster Canal and seek opportunities to enhance as a biodiverse leisure and sustainable commuter corridor (on both foot and bike).
- Enhance physical and mental health and wellbeing of community by encouraging active lifestyles.
- Improve connectivity between Canal Quarter and canal - provide new access to canal footpath to ensure greater synergy between site and canal as a resource and key heritage asset.
- Retention of existing lush green character of the canal.
- Explore remedial works to canal footpath to allow boat berths/moorings and further opportunities for leisure and recreational transportation.
- Respond to topography in a sensitive and creative manner - exploit level changes as a place-making feature.
- Protect and enhance views towards landmark buildings and the panorama over the city.







## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### THE NORTHERN GATEWAY

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

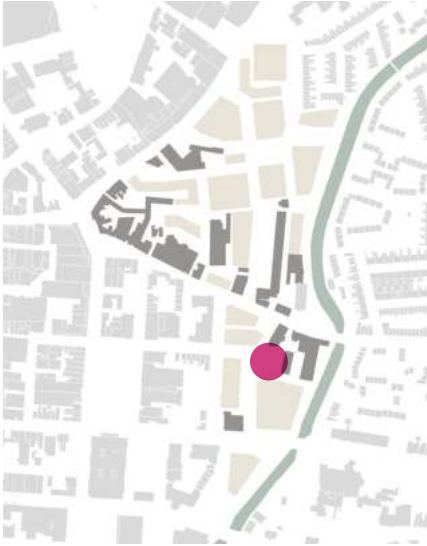
### PRINCIPLES AT PLAY

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





## CANAL QUARTER - KEY PLACES



LOCATION PLAN

### MOOR LANE MILLS POCKET PARK

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

### PRINCIPLES AT PLAY

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











**DELIVERY AND  
PHASING 6**



## DELIVERY AND PHASING

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

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

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

## ESTABLISHING A PLANNING FRAMEWORK

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

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

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

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



# DELIVERY AND PHASING

## INTENDED OUTCOMES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# DELIVERY AND PHASING

## APPROACH TO PHASING

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

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

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

## MEANWHILE STRATEGY

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

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

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

Events could include:

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

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



# DELIVERY AND PHASING

## DELIVERY MECHANISMS AND INFRASTRUCTURE IMPLEMENTATION PLAN

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

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

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

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

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

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

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

## APPROACH TO COUNCIL ASSETS

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

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

## THIRD PARTY LANDOWNER CONSIDERATIONS

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

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

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

## SECURING PUBLIC FUNDING

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

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

## HARNESSING STAKEHOLDER ENERGY

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

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

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

## **MANCHESTER**

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2 Back Grafton Street  
Altrincham,  
WA14 1DY  
+44 (0)161 928 9281

## **LONDON**

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Waterside, 44-48 Wharf Road  
London,  
N1 7UX  
+44 (0)207 253 5678

## **LIVERPOOL**

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Tempest 5.3, 12 Tithebarn Street,  
Liverpool,  
L2 2DT  
+44 (0)151 363 1230

