

# LANCASTER

Canal QUARTER

Appendix  
December 2022

**PRP**

Masterplan and Project Development Services

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Architecture

Urban Design

Masterplanning

Landscape

Development Consultancy

Planning

Interiors

Research

BA9567 Lancaster Canal Quarter

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











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# | 1. Context & | site analysis





# 1.1 Regional context

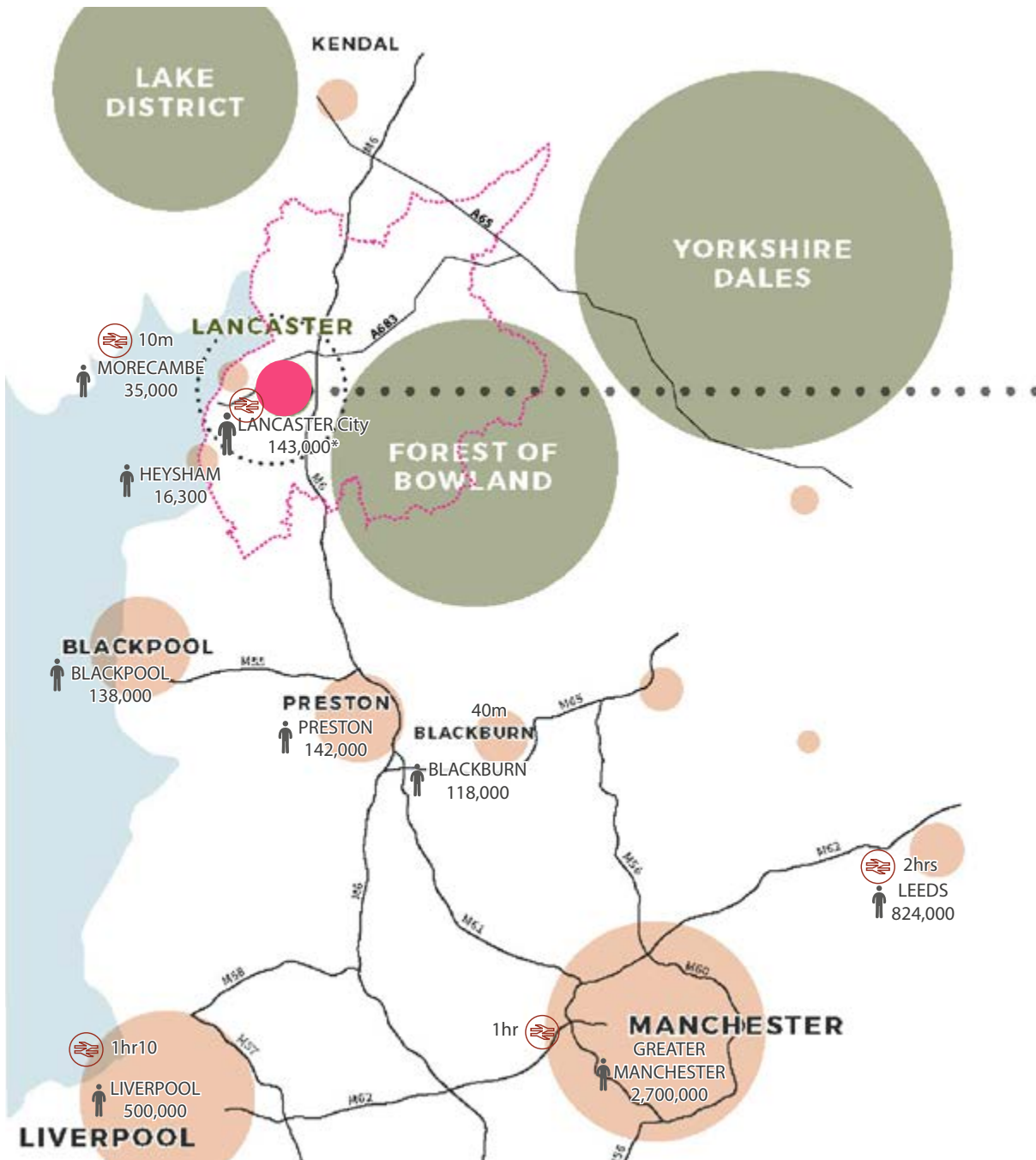
## Regional scale & nearby towns

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

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

**Key**

- ⋯ Lancaster District boundary
- Key destinations
- Major roads



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



## Key destinations

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

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

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

Potential tourist visitors to Lancaster:

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

Number of tourists to popular destinations:

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



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

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



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

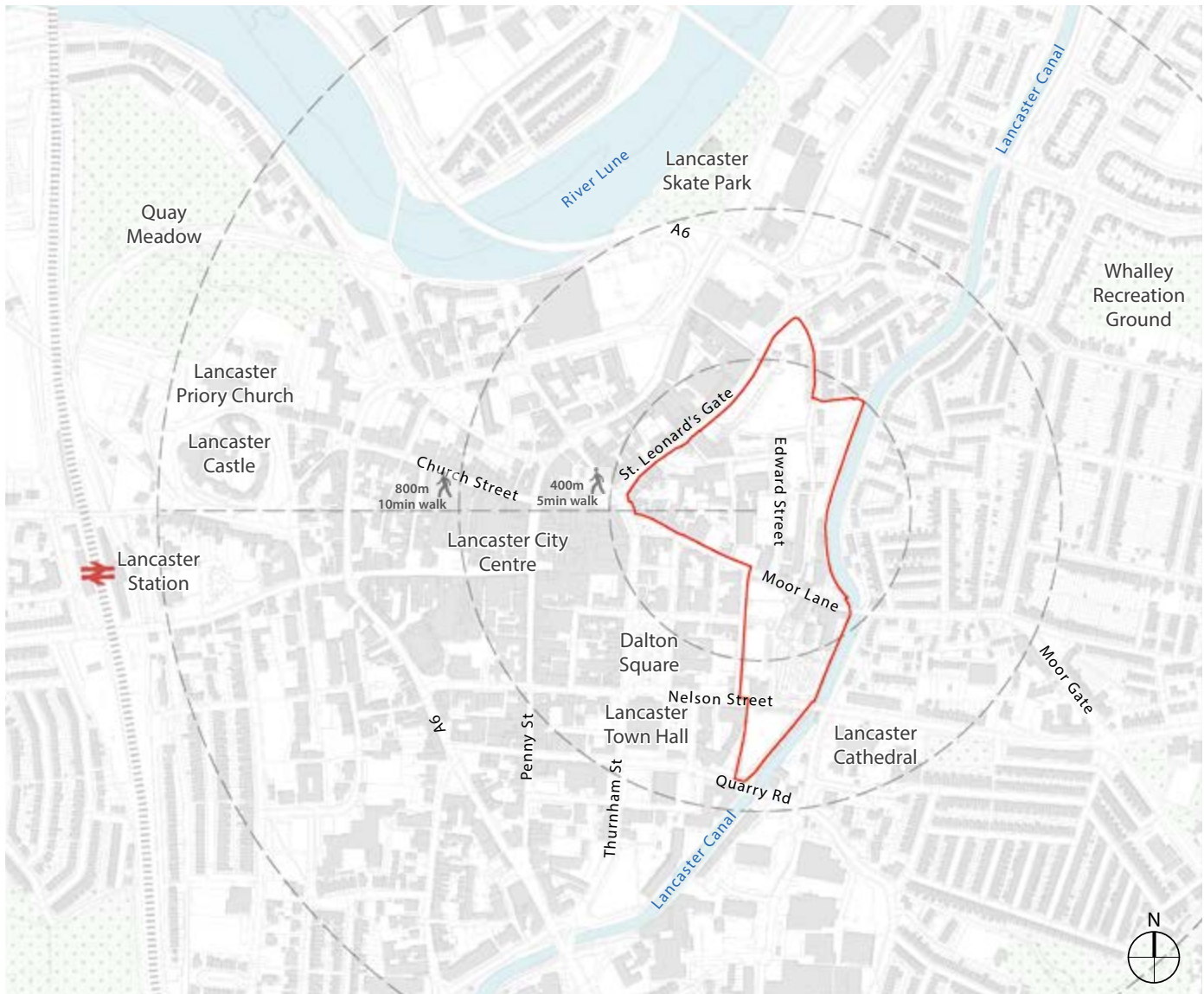
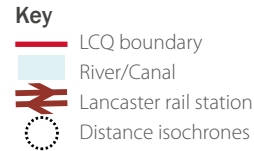
Proposed Eden Project North in Morecambe.

## 1.2 Site location and context

### Local scale

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

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



## Site scale

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

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

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

**Key**

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



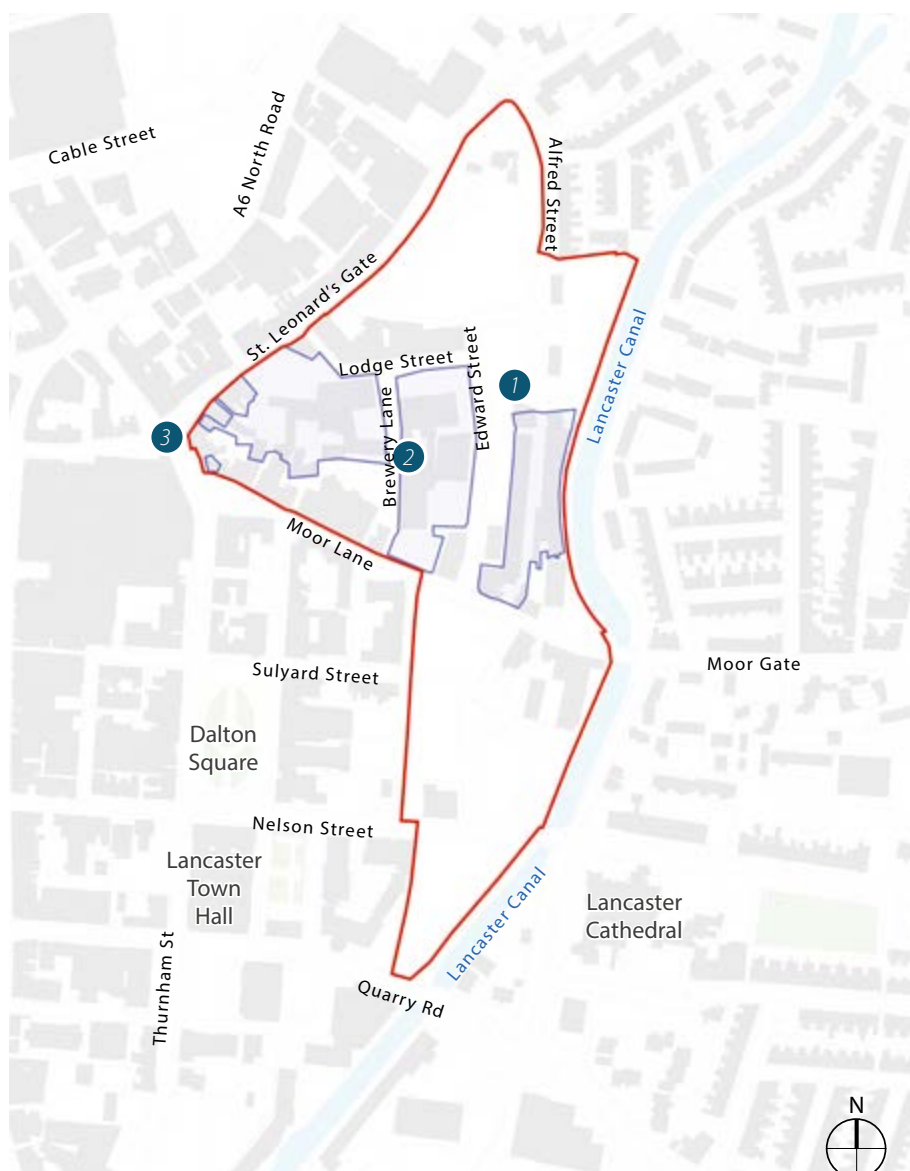
Existing car parking area.



Brewery Lane.



St. Leonard's Gate.

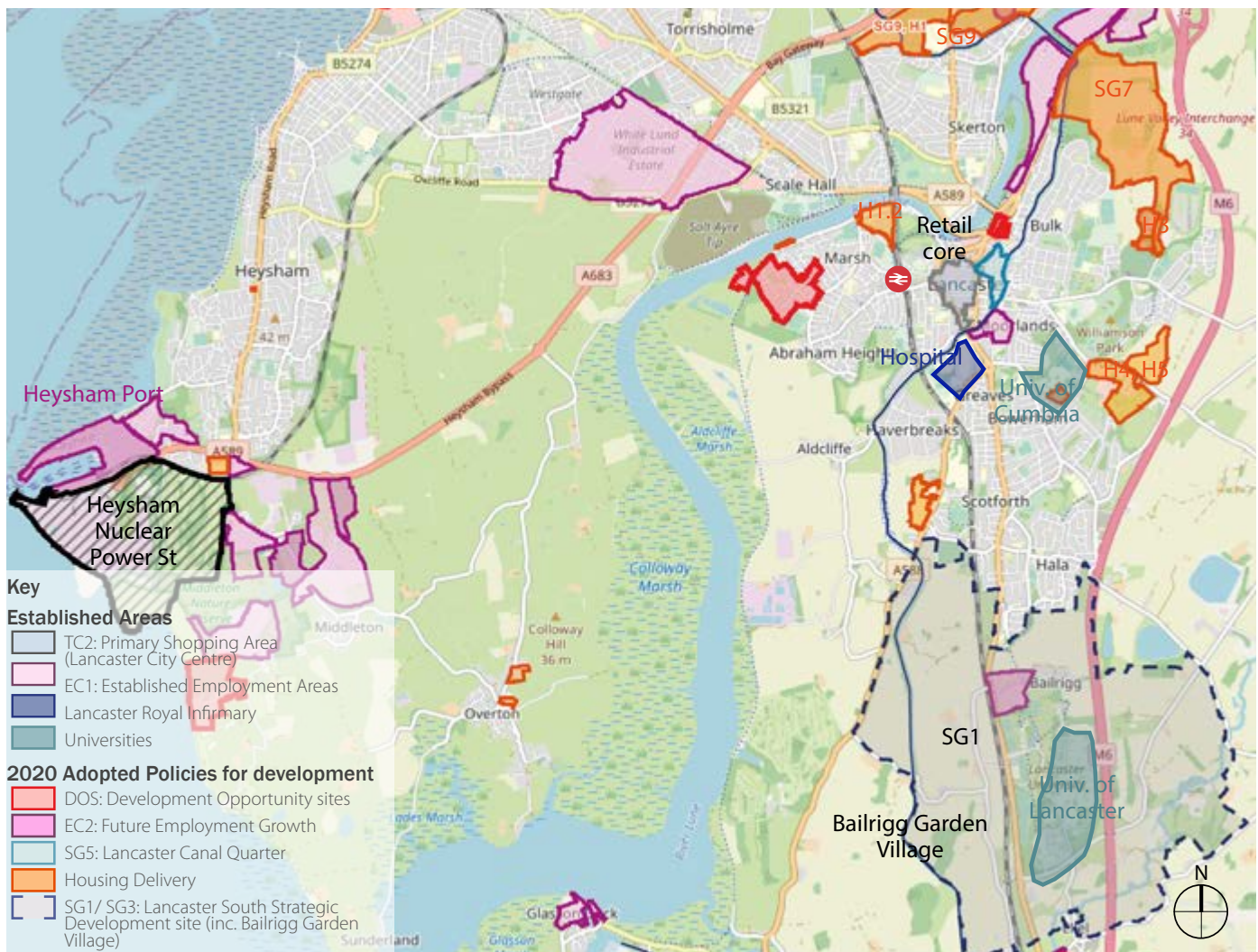




## 1.3 Planning context

### Planning overview:

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



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

## 1.4 Socio-economics

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



Most residents live & work in Lancaster.



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



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



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



Approx. 144,000 people live in Lancaster District with a density of (249hab/km<sup>2</sup>).



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



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



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





## 1.5 Heritage and history

### Evolution of the urban grain

1841-1952



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

1919



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

1931



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

1960



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

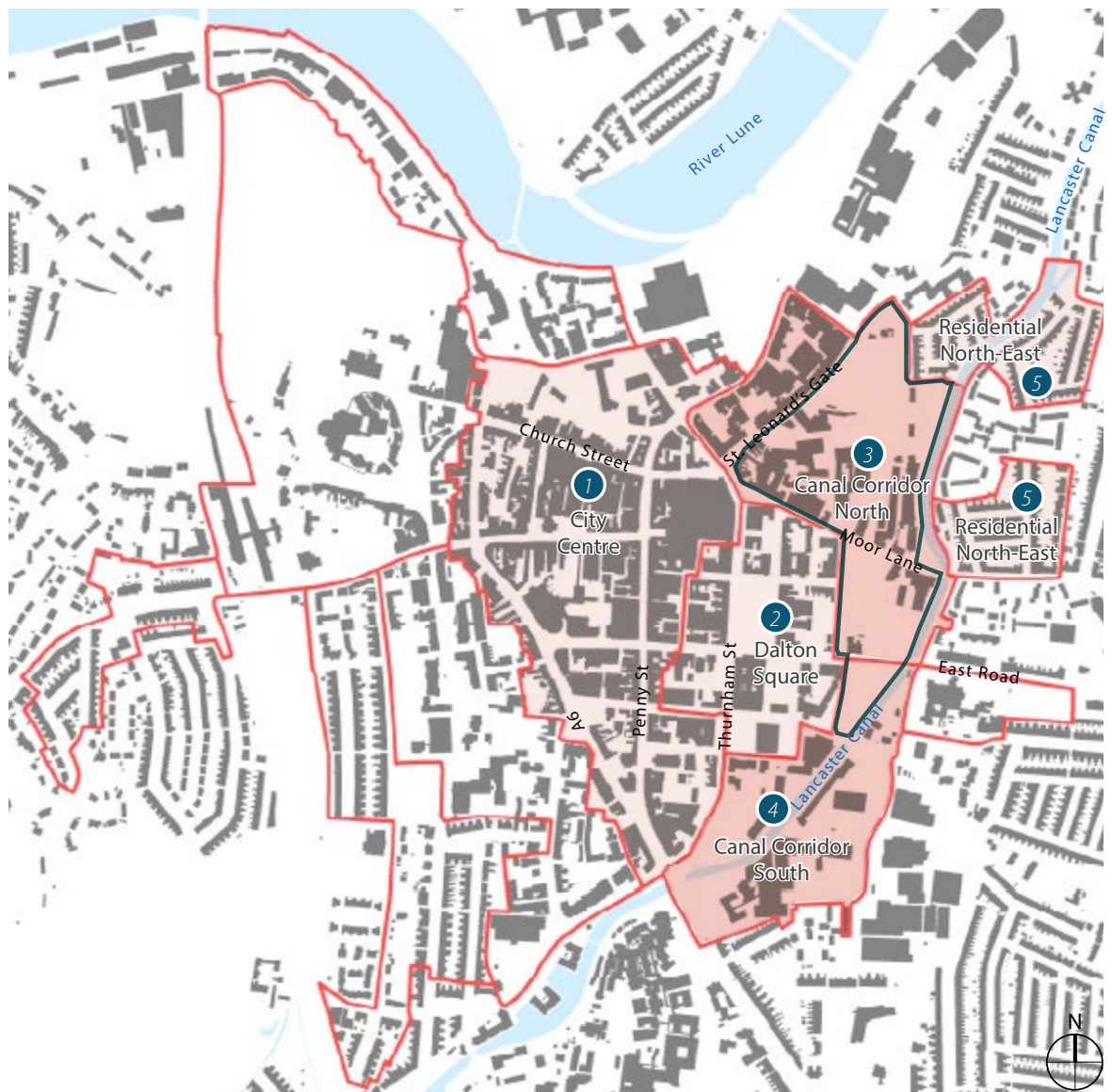
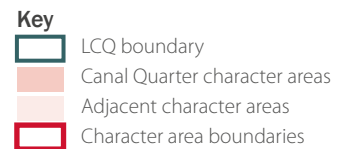
**Key**  
— LCQ boundary



## Character area study

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

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



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

# 1.5 Heritage and history

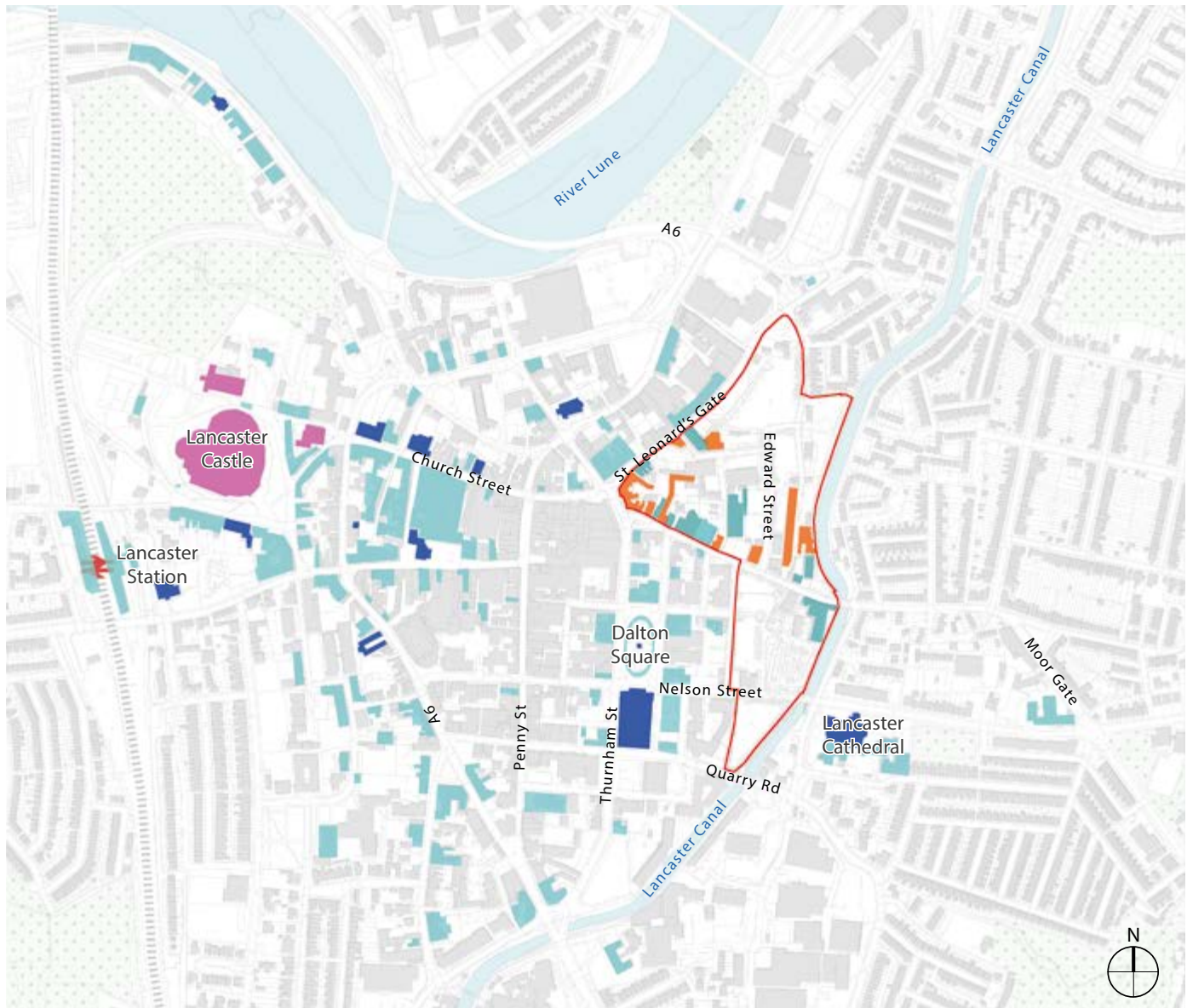
## Local Scale - Listed buildings

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

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

**Key**

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





## Local Scale - Conservation areas & strategic views

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

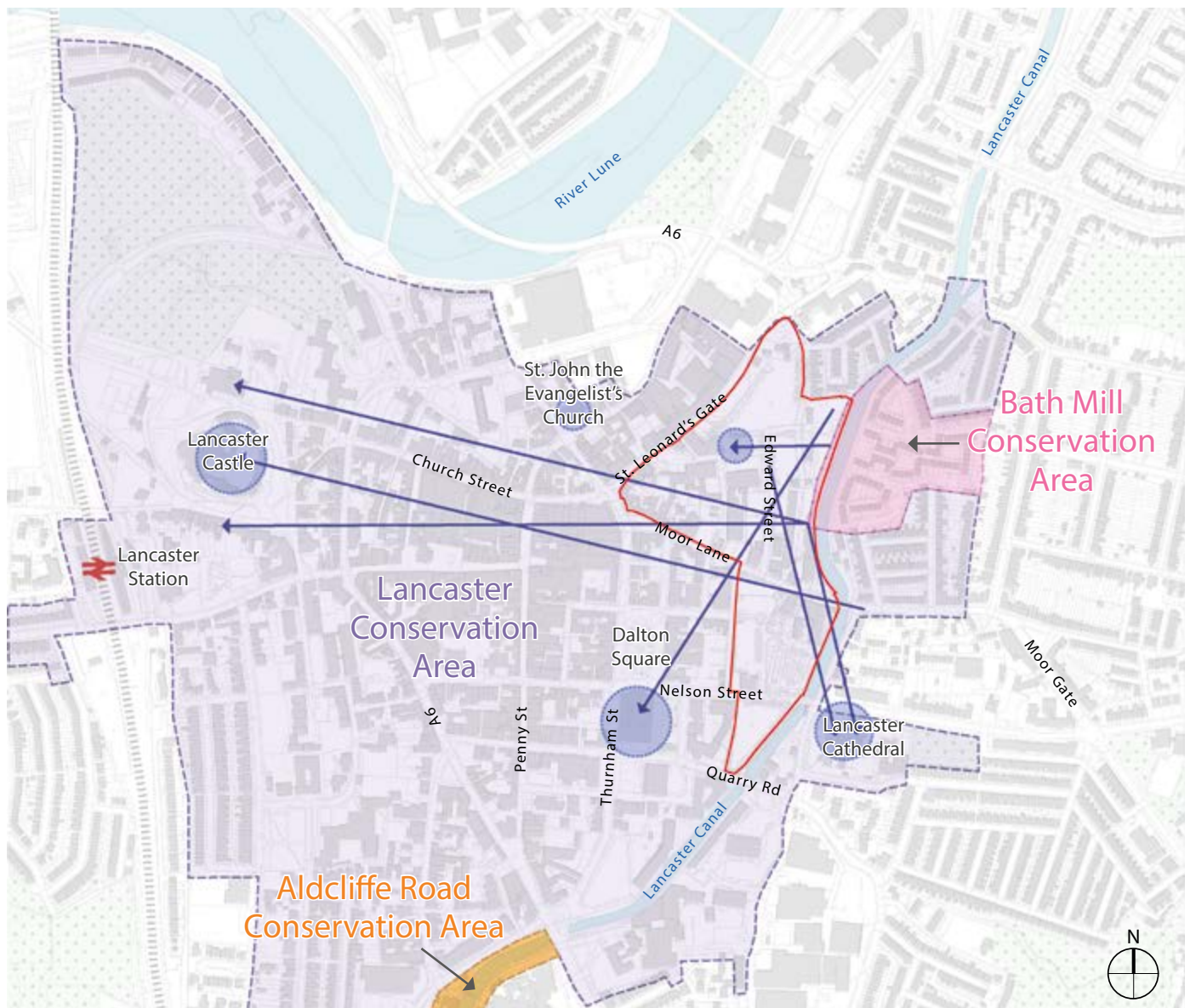
Lancaster Conservation area extends to such a large area because it has resulted from the merging of several previous conservation areas in 2011.

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

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

### Key

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





# 1.5 Heritage and history

## Site Scale - Listed buildings

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

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

**Key**

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



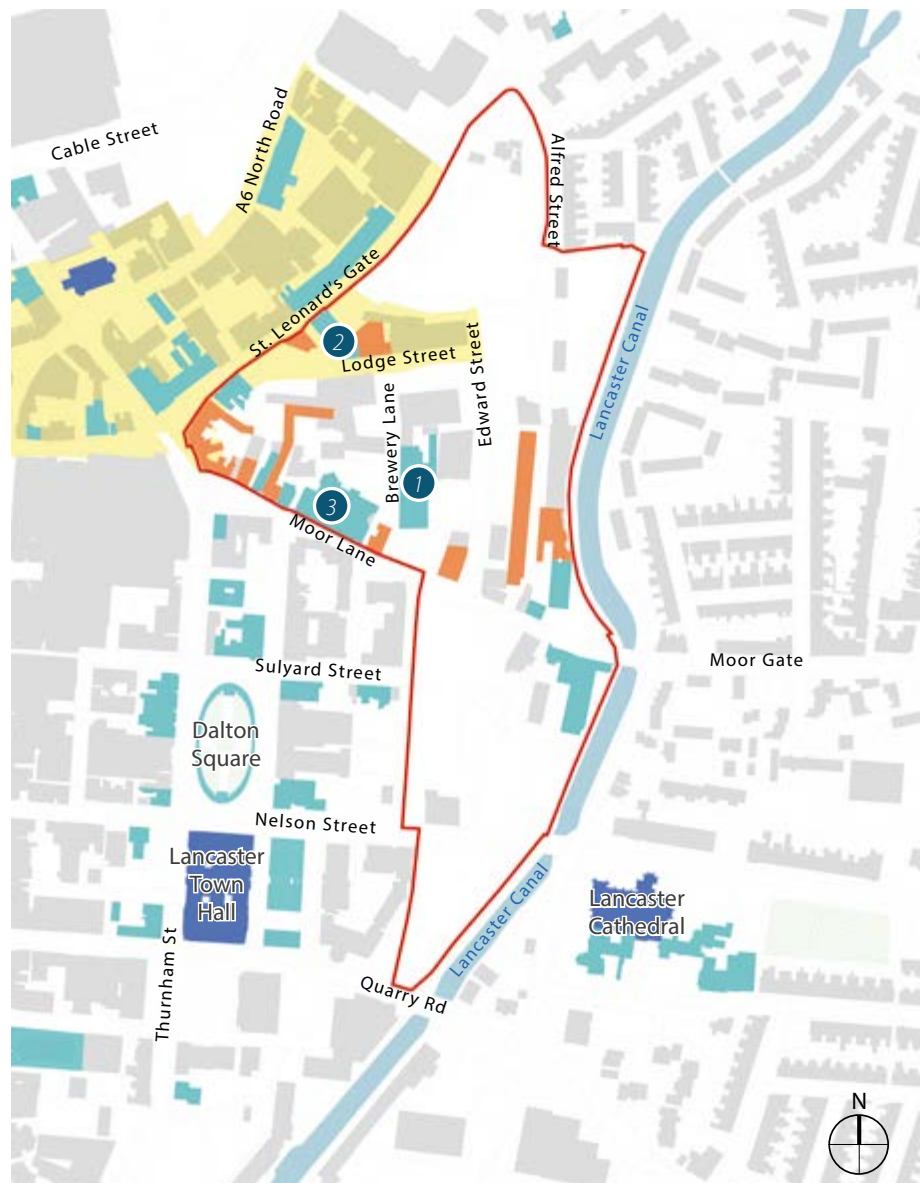
The Brewery building.



Lancaster Grand Theatre.



Dukes Theatre.







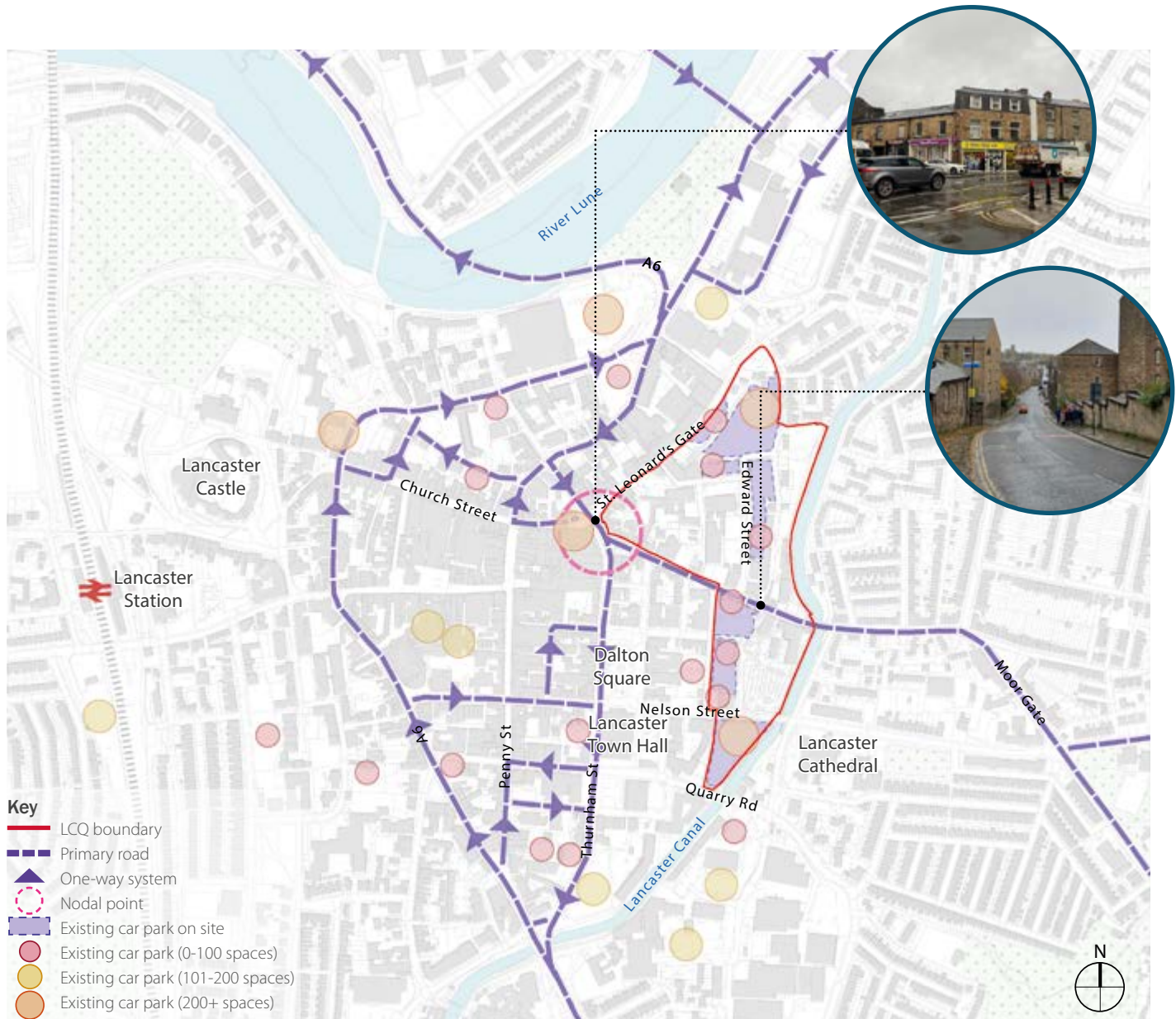
## 1.6 Vehicular movement

### Local Scale

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

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








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



## Site Scale

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

### Key

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



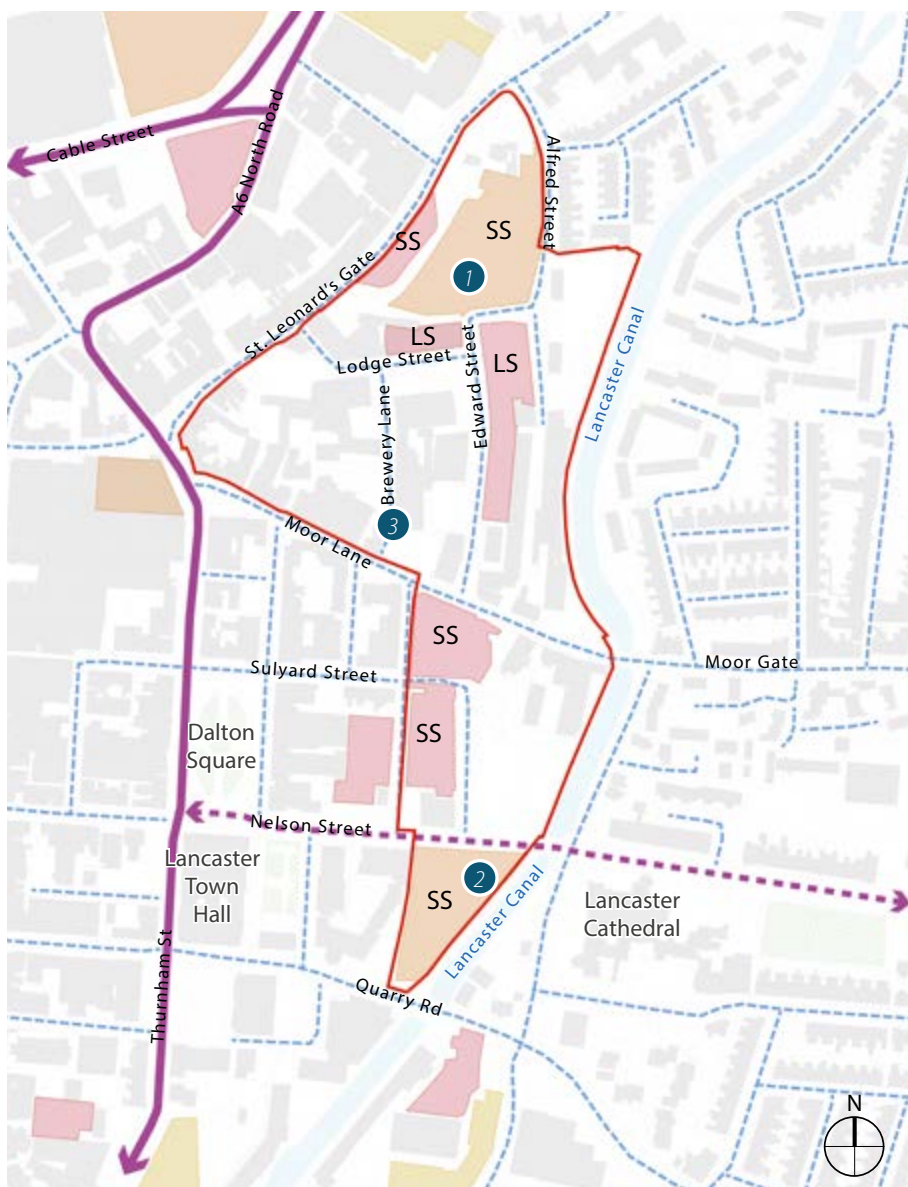
St. Leonard's Gate car park.



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



Brewery Lane.





# 1.7 Public transport movement

## Local Scale

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

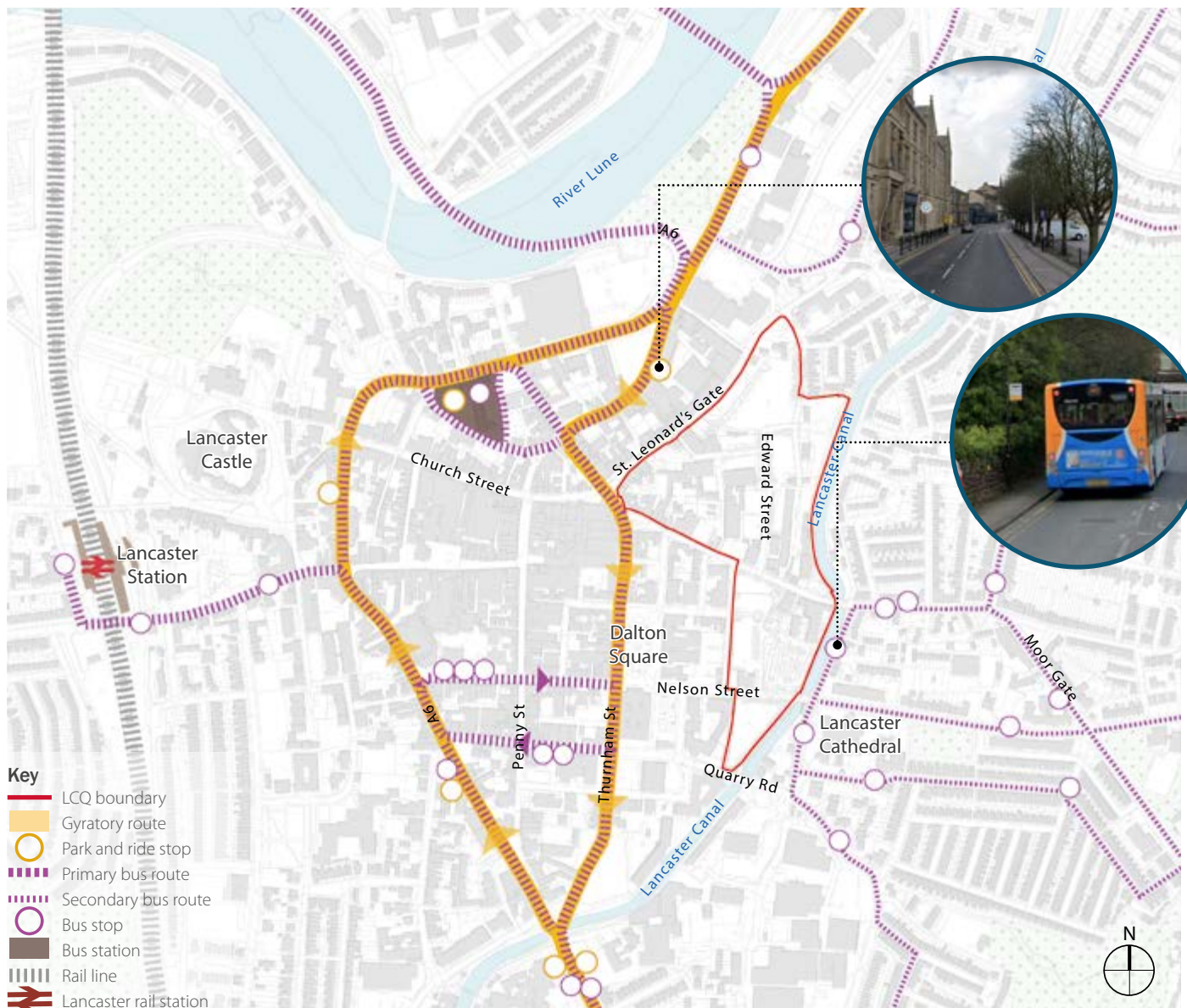
In terms of buses, there are many routes around the City Centre and suburbs, with the site connected around all sides. Lancaster Rail station is around 800m from the site and can be accessed by foot or by bus. The site is served well by public transport.

A primary bus route runs along Thurnham Street and connects

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

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

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











Photograph source: Google Maps (2022)

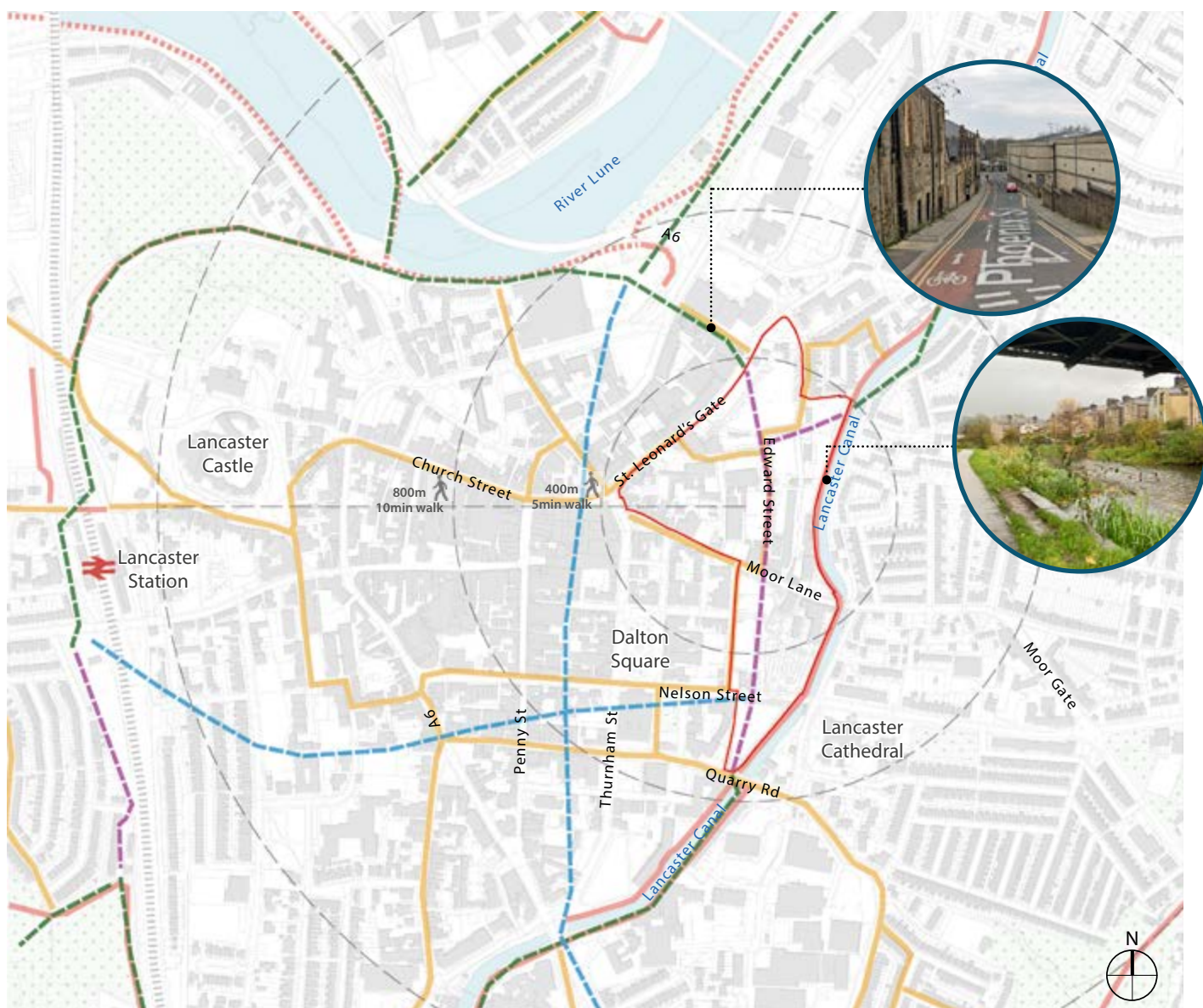
## 1.8 Cycle network

### Local Scale

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

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

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



Photograph source: Google Maps (2022)



# 1.9 Pedestrian movement

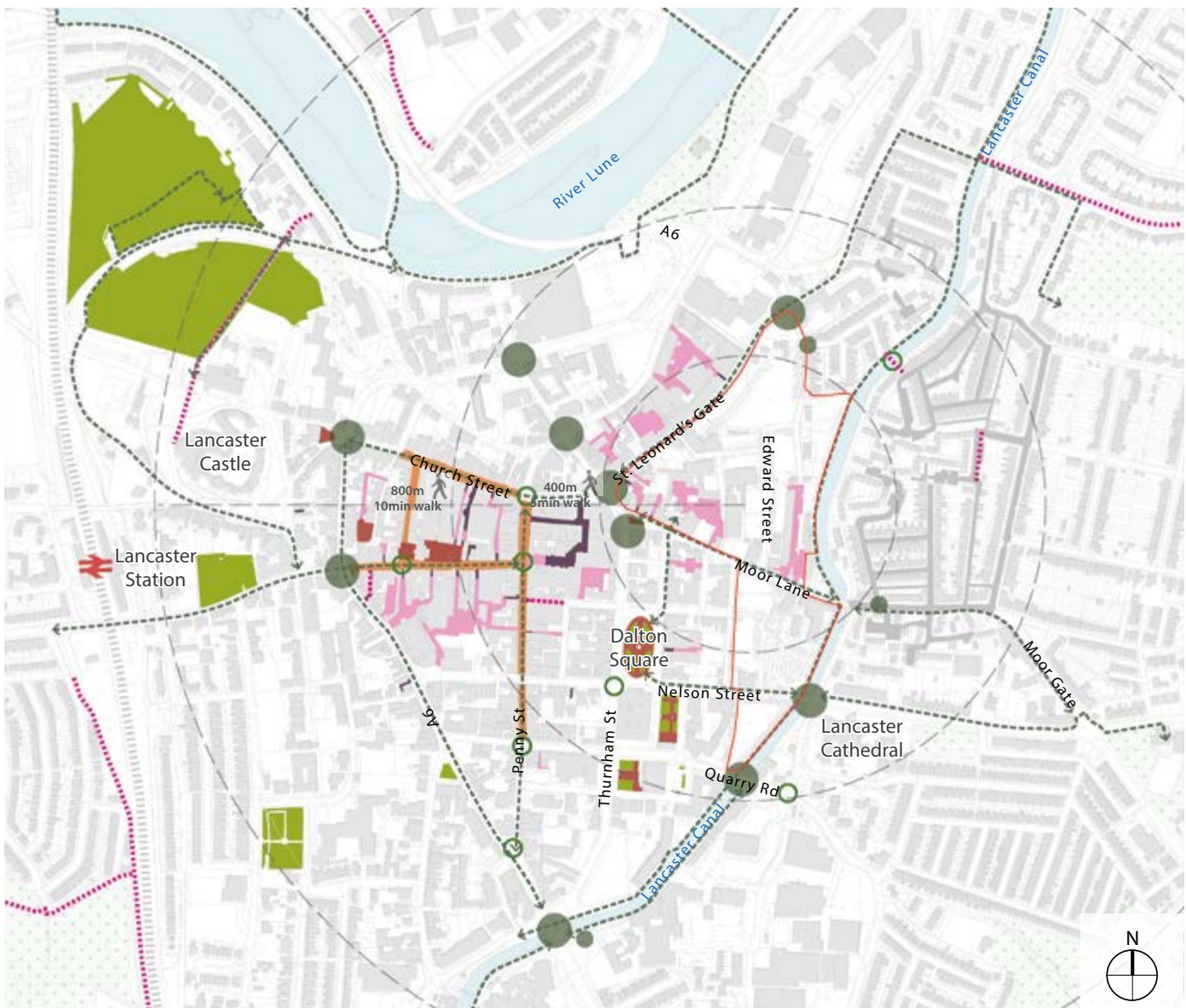
## Local Scale

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

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

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

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



## Site Scale (arrival to the site)

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

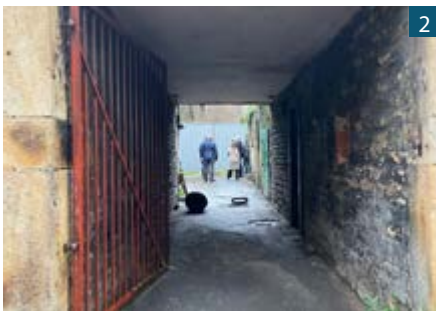
Elsewhere, there are a number of pedestrian-only or minor vehicle access routes that provide good permeability for pedestrians.

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

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



Source: <https://www.geograph.org.uk/photo/586022>  
Frances Passage.



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



### Key

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



# 1.10 Land uses

## Local Scale

















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

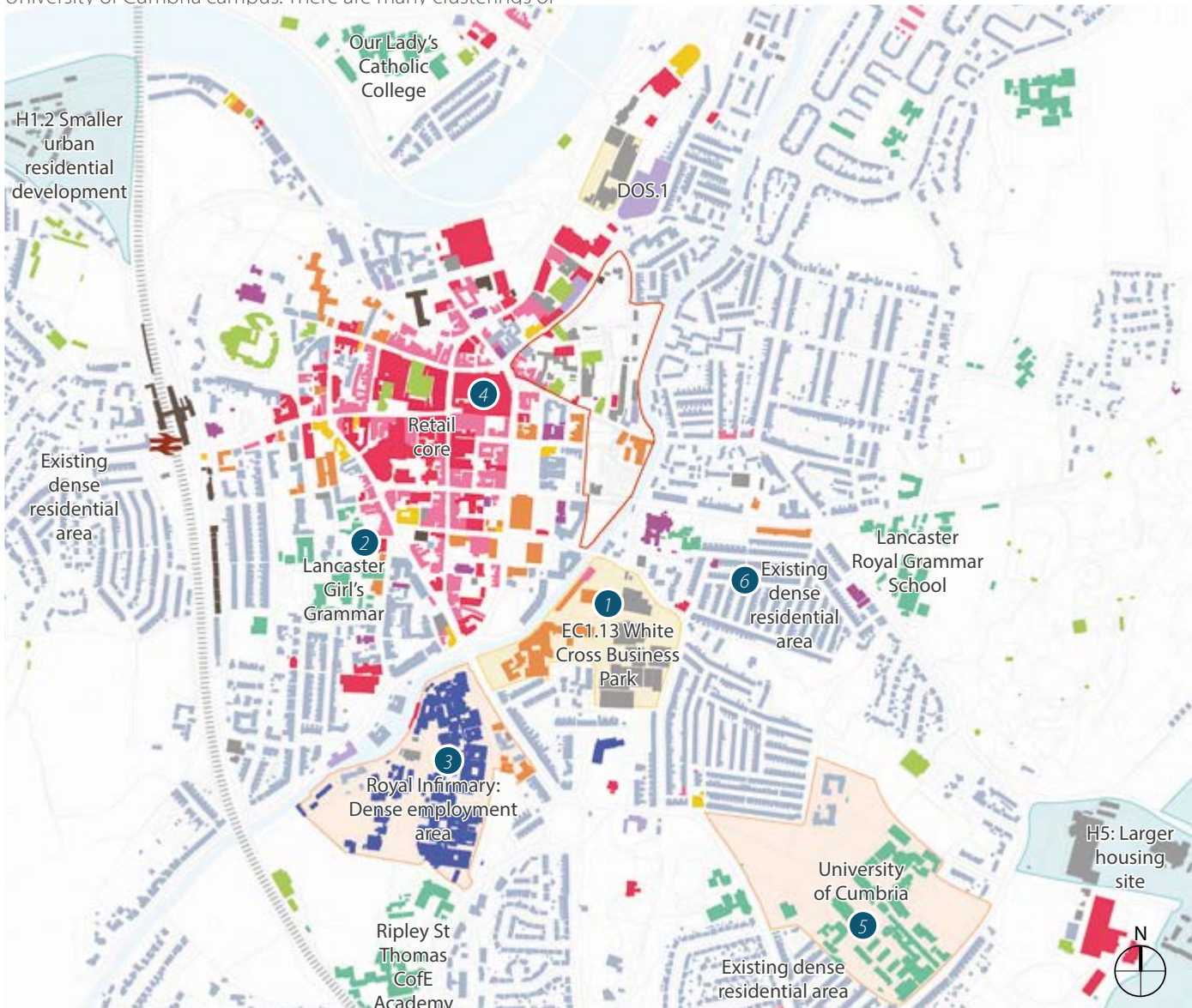
The retail core to the west of the site within the City Centre contains a mix of uses including: food and drink; retail; business; leisure and culture; and business uses.

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

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

### Key

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







Source: Google Maps (2022)

White Cross Business Park.



Source: Google Maps (2022)

Lancaster Girls Grammar School.



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

Lancaster Royal Infirmary.



St. Nicholas arcade.



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

University of Cumbria.



Source: Google Maps (2022)

Existing dense residential area.



# 1.10 Land uses

## Site Scale

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

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

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

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





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



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



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



Lancaster Grand Theatre.



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



Source: Google Maps (2022)  
Golden Lion Pub.



Shops around the Stonewell Nose.



Mill Hall.



# 1.11 Open space & play: recreation and green infrastructure

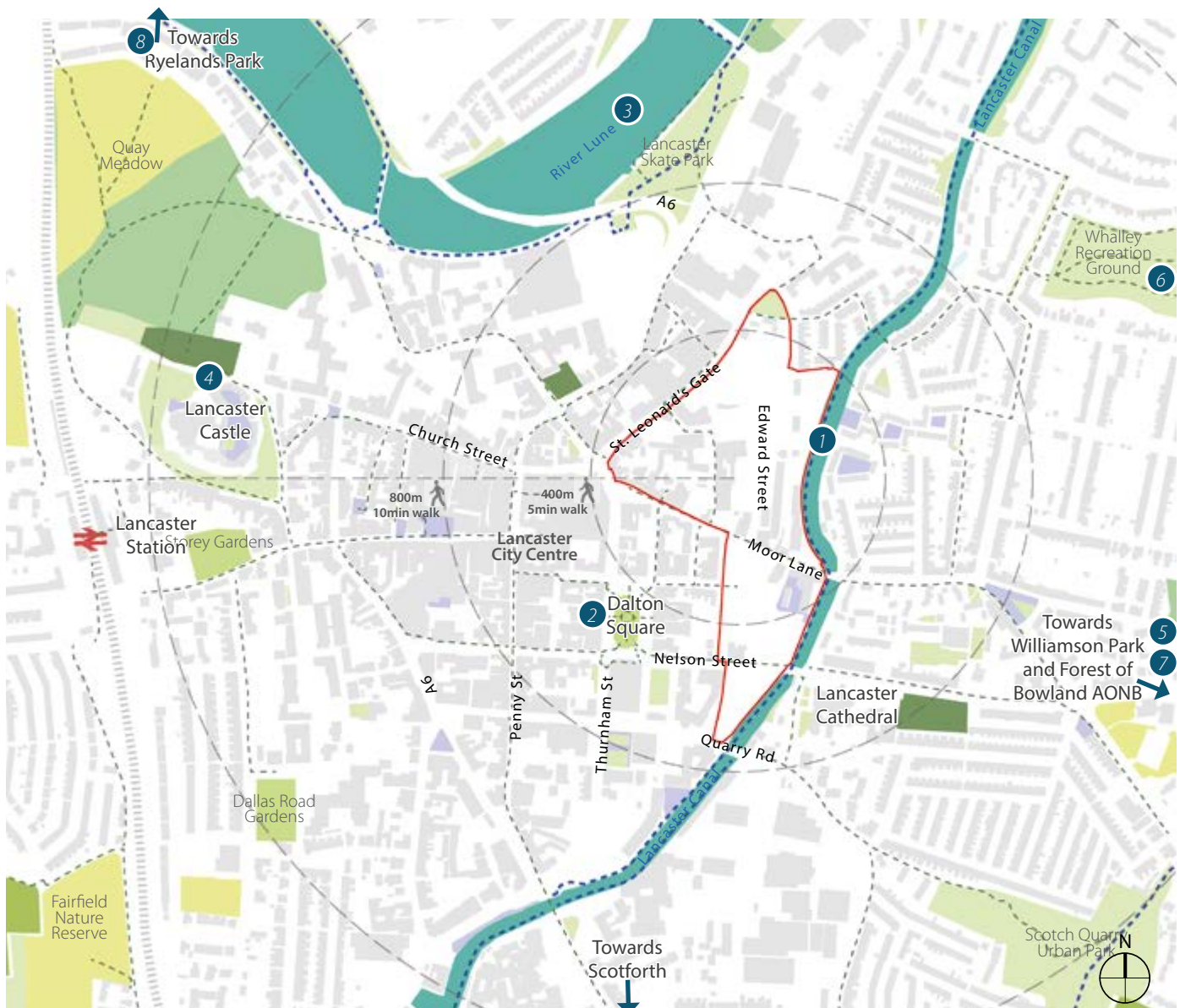
## Local Scale

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

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

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

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





1 Blue Corridors

Lancaster Canal walk.



2 Parks and Gardens  
Civic Spaces

Dalton Square - 5 min. walk.



3 Blue Corridors

River Lune - 5 min. walk.



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

Quay Meadow and Castle - 10 min. walk.



5 Natural & Semi-natural Green Spaces

Forest of Bowland AONB - 15 min. by car.



6 Amenity Greenspace

Whalley Recreation Ground - 10 min. walk.



7 Parks and Gardens  
Provision for children and young people

Williamson Park - 20 min. walk.



8 Parks and Gardens  
Provision for children and young people

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

Ryelands Park - 10 min. walk.



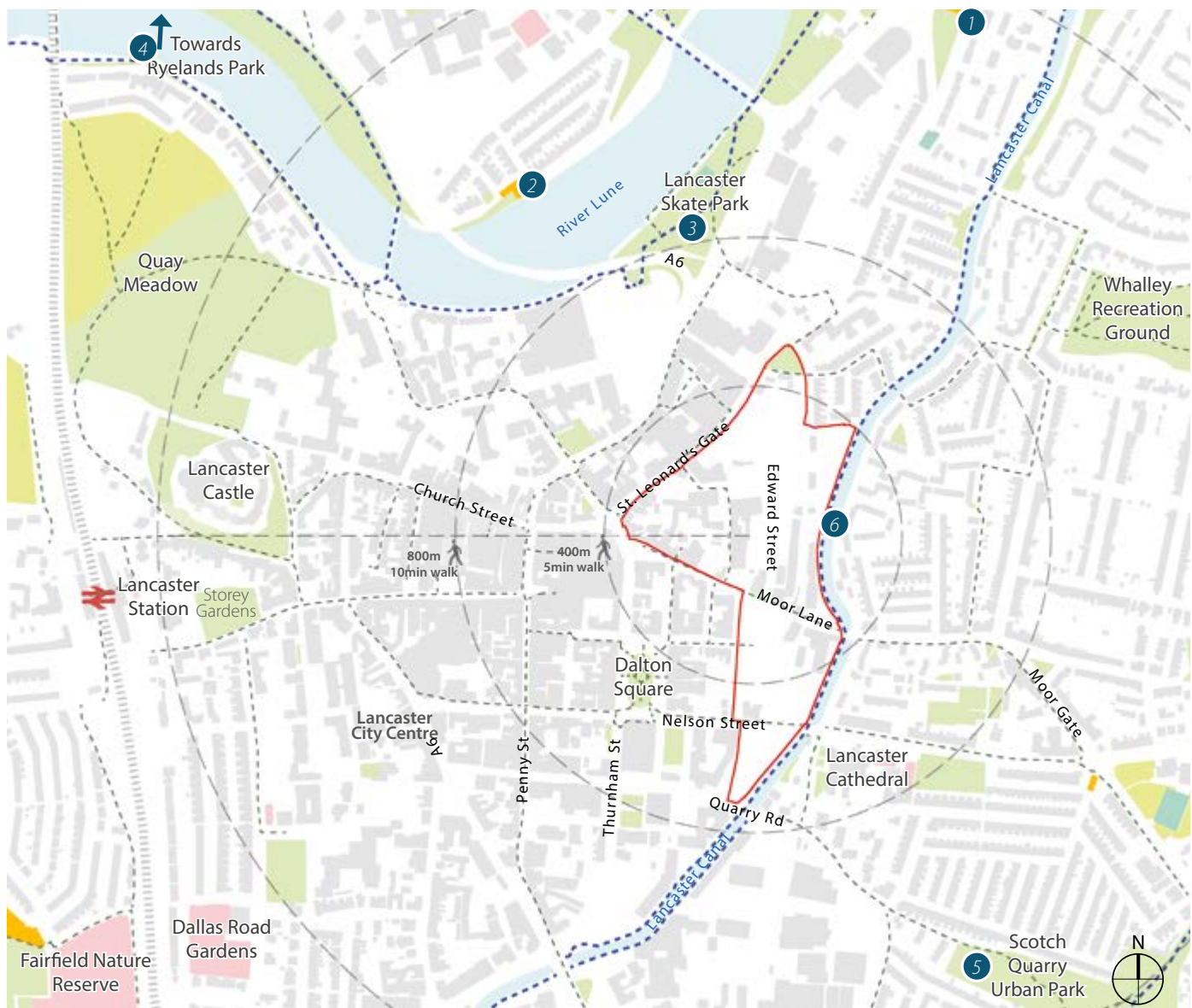
## 1.12 Open space and play: fitness and play

### Local Scale

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

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

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



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

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



Source: Google Maps (2022)

Newton Play Area - 12 min walk.

1

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



Source: Google Maps (2022)

Derby Road Play Area - 10 min walk.

2

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



Source: Google Maps (2022)

Lancaster Skate Park - 6 min walk.

3

- Sports Facility
- Back and forth based concrete skate park



Source: Google Maps (2022)

Rylands Park - 10 min walk.

4

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



Source: Google Maps (2022)

Scotch Quarry Park - 10 min walk.

5

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



Lancaster Canal.

6

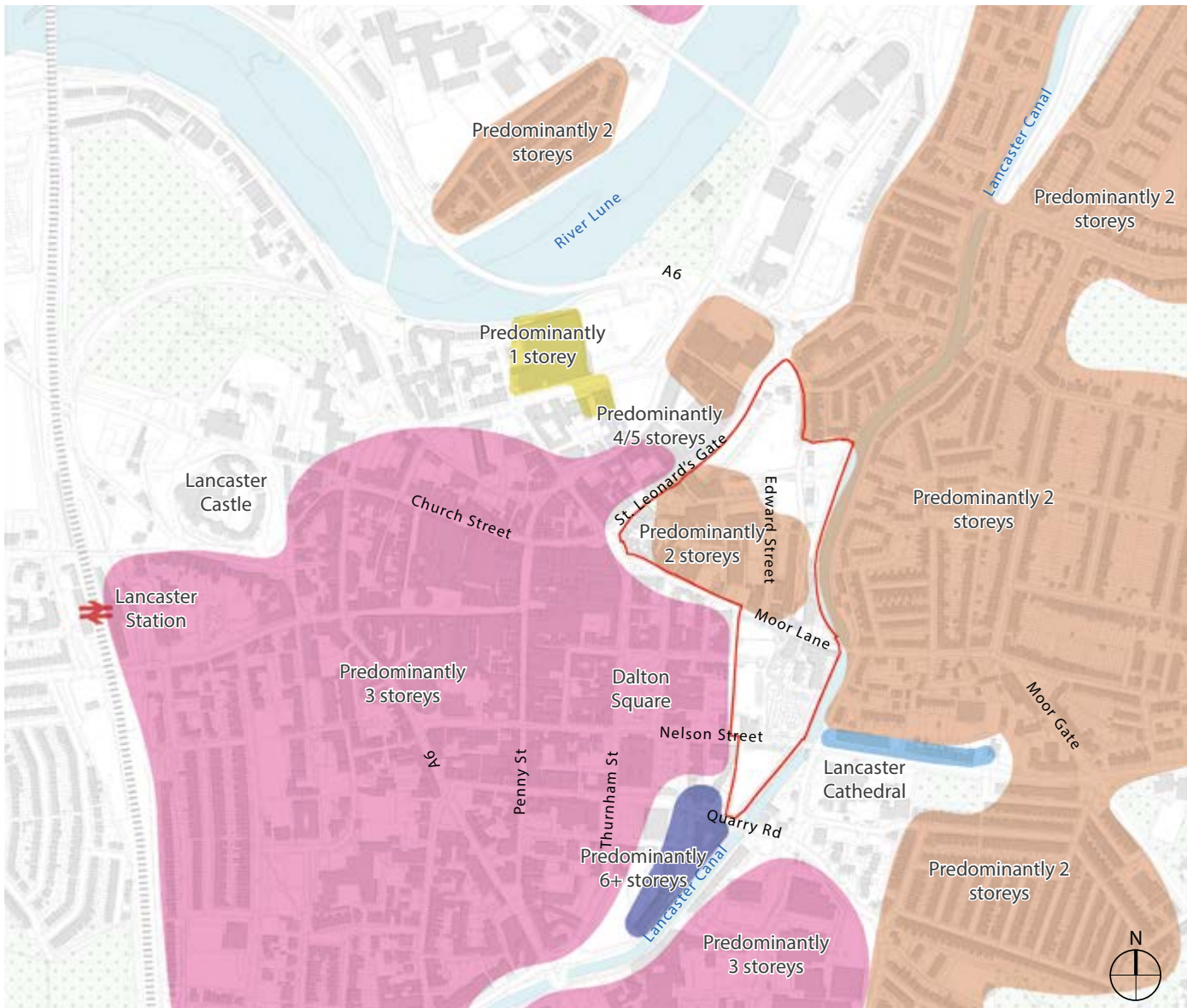
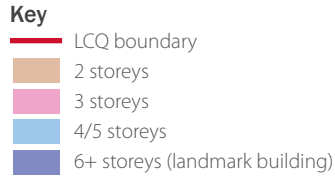
- - - Cycling and Walking routes
- - - Canoeing and Kayaking



# 1.13 Building heights

## Local Scale

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










### Site Scale

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

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

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

**Key**

-  LCQ boundary
-  1 storey
-  2 storeys
-  3 storeys
-  4 storeys
-  5 storeys
-  6+ storeys landmark



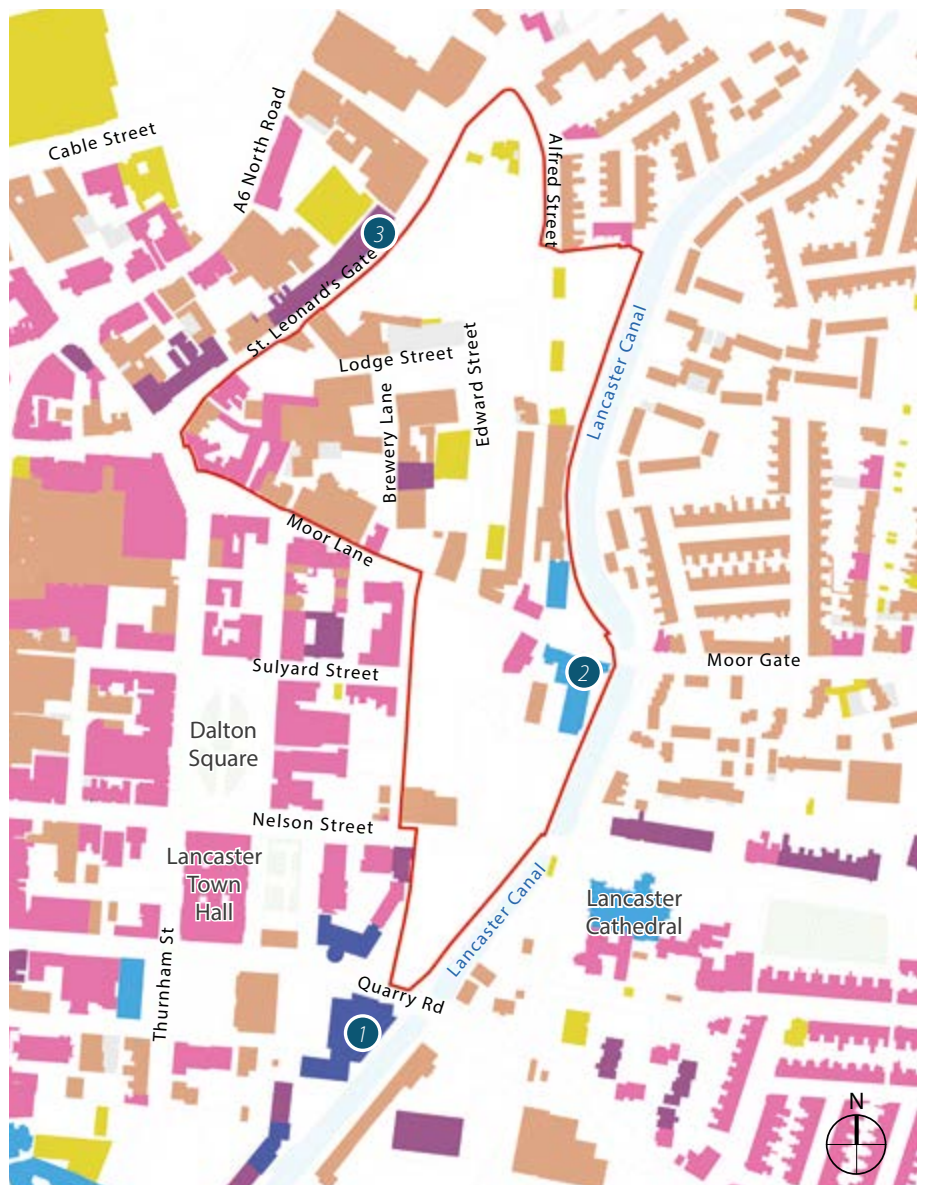
More than six storey flats on Quarry Road.



Moor Lane Mills NHS.



St. Leonard's House student accommodation.





## 1.14 Pattern of built plots

### Local Scale

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

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

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

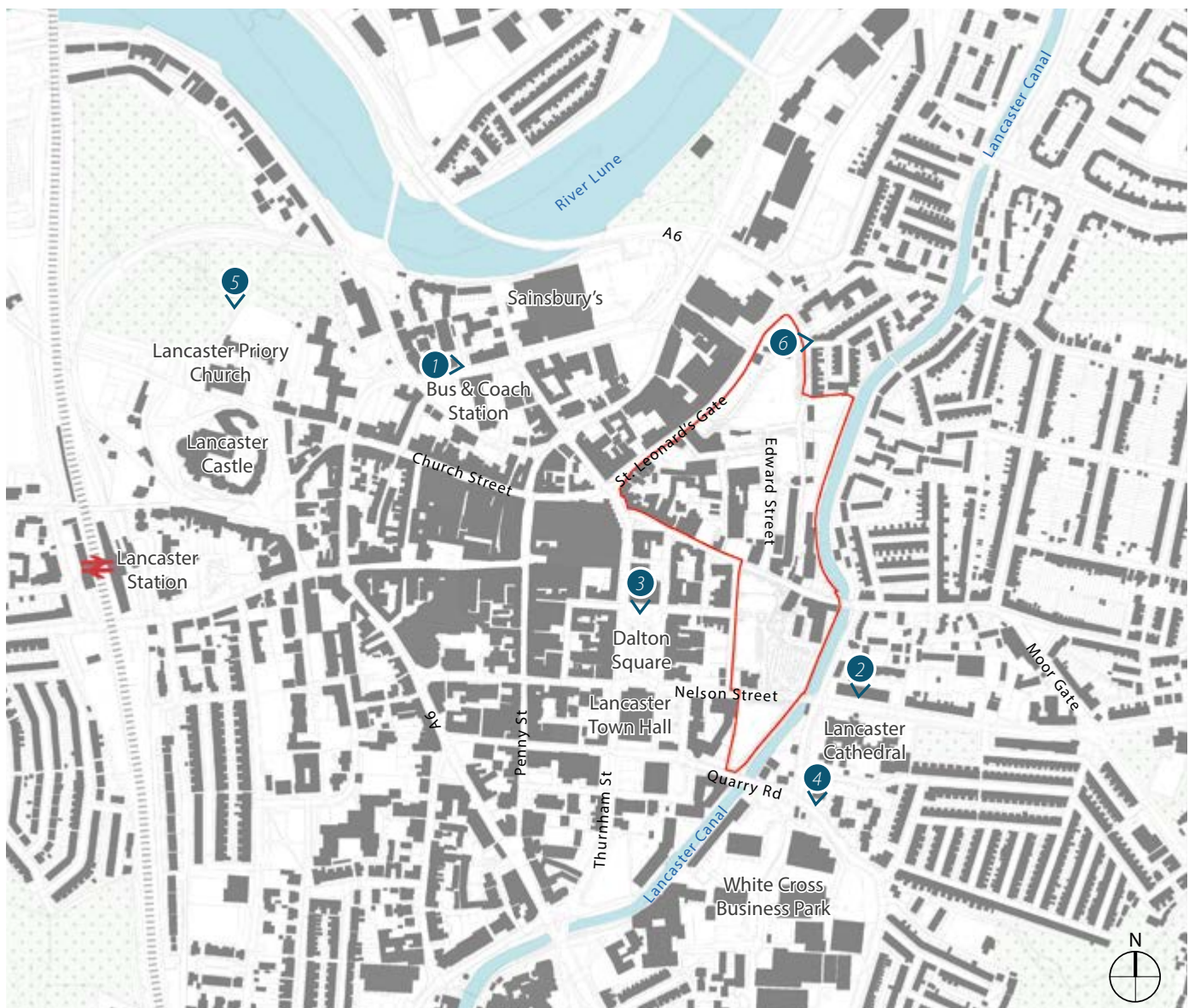
footprints in a relatively dense formation.

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

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

#### Key

- LCQ boundary
- Built form







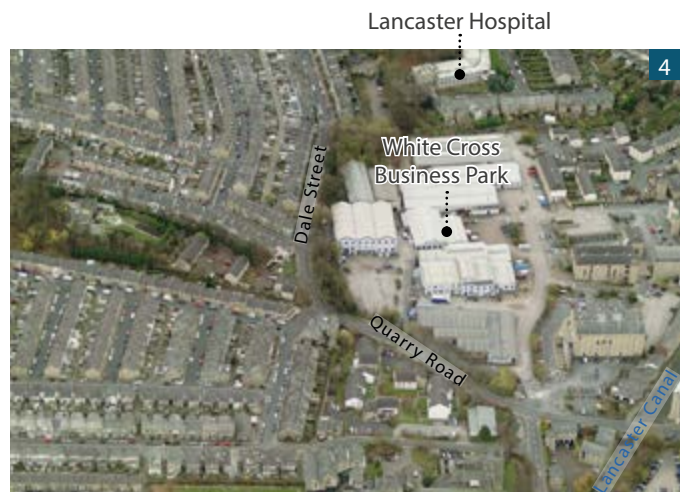
Aerial photo of the area showing large footprint non-residential uses.



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



Aerial photo of the dense City Centre and Dalton Square.



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



Aerial photo showing the rail station and Lancaster Castle.



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



# 1.15 Topography

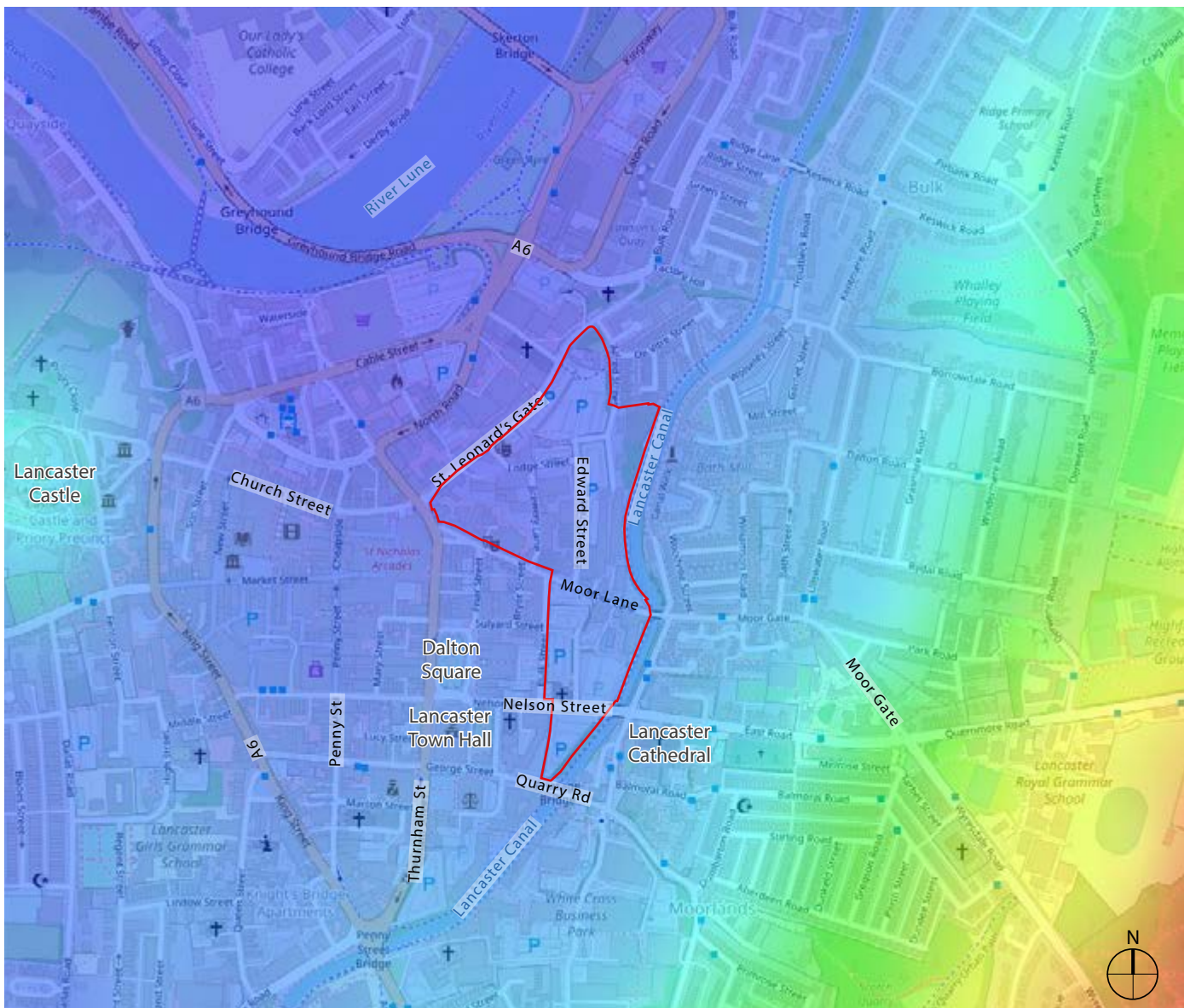
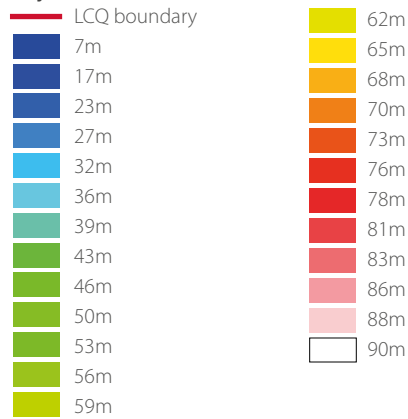
## Local Scale

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

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

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

### Key



## 1.16 Flood risk

### Local Scale

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





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

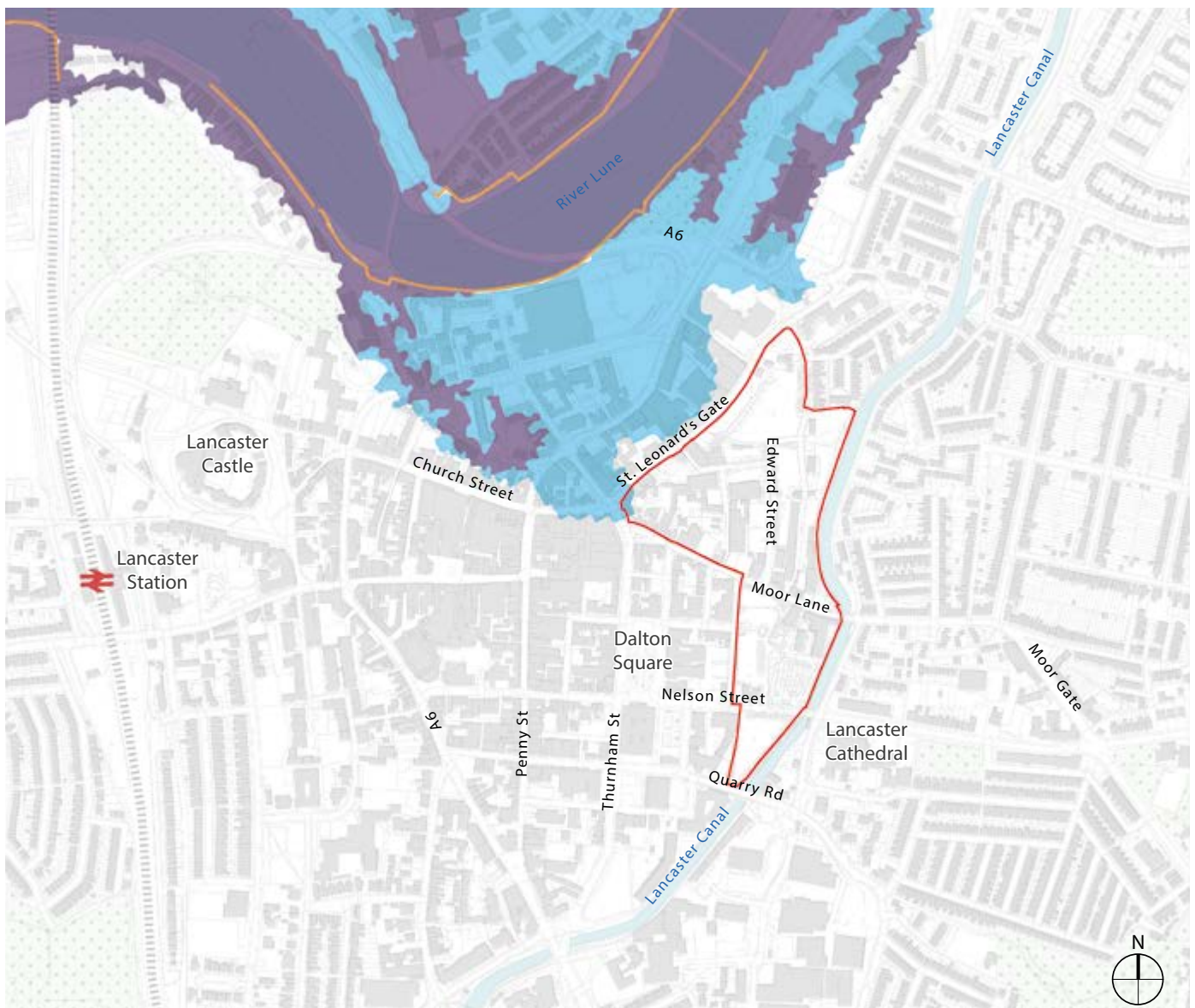
Based on the Environmental Assessment's long term risk mapping, the Canal does not pose a risk to the development, however, an easement (potentially up to 8m) will be required for built development.

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

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

#### Key

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







## 1.17 Wider opportunities

### Opportunities

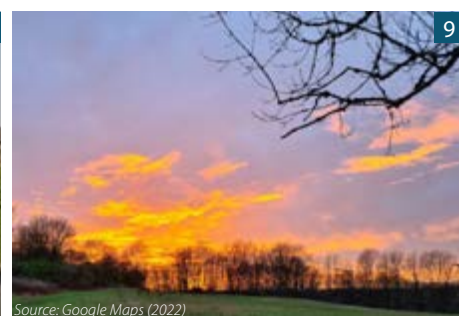
- 1 Opportunity to improve/enhance green, blue and heritage connections.
- 2 Heritage routes dominate in the City Centre, whereas green routes dominate further afield. Blue routes create important spines that link green spaces and heritage streets together.
- 3 These City Centre heritage connections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



Source: Google Maps (2022)  
Lancaster Skate Park.



Source: Google Maps (2022)  
Whalley Recreation Ground.



Source: Google Maps (2022)  
Quay Meadow .



Source: Google Maps (2022)  
Dallas Road Gardens.



Source: Google Maps (2022)  
Scotch Quarry Urban Park.

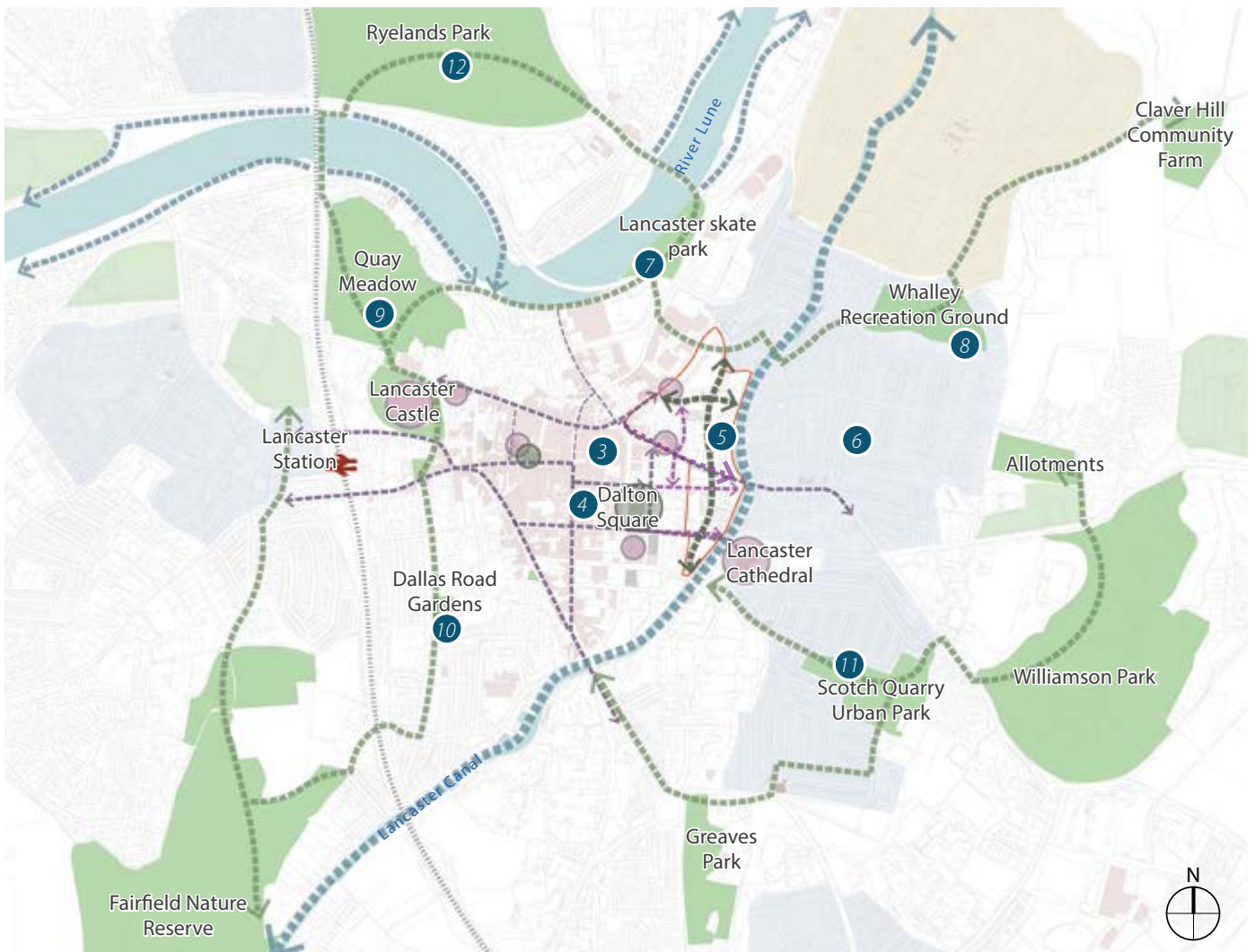


Source: Google Maps (2022)  
Ryelands Park.



**Key**

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



## 1.18 Site constraints

### Heritage, built form and land uses

#### Key constraints:

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



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



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











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

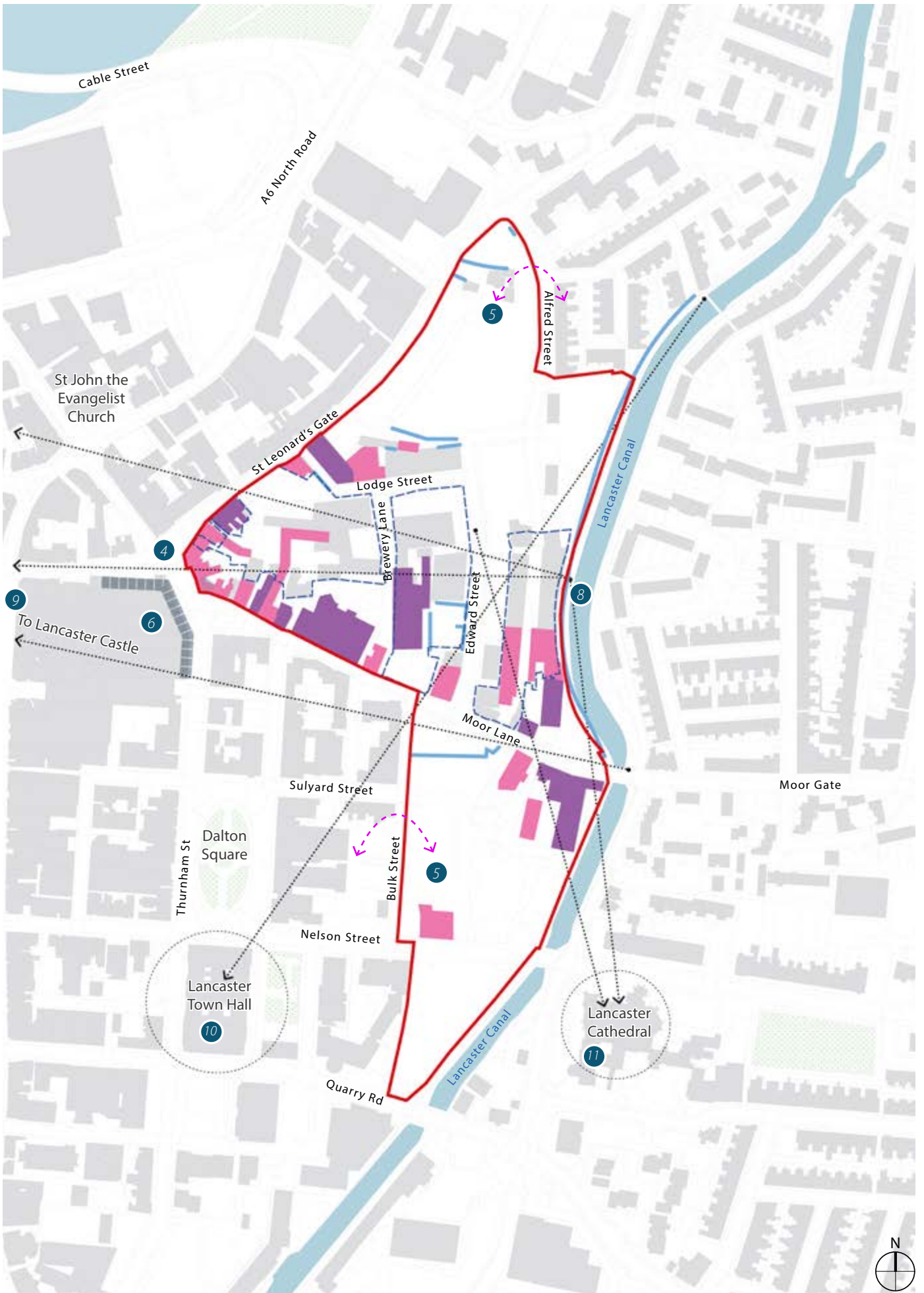


Views to the Lancaster Cathedral spire contribute to way-finding.

#### Key

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




















## 1.18 Site constraints

### Movement & connectivity

#### Key constraints:

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

#### Key

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



Intense traffic flow around the Nose.



Existing canal access steps from Moor Lane.

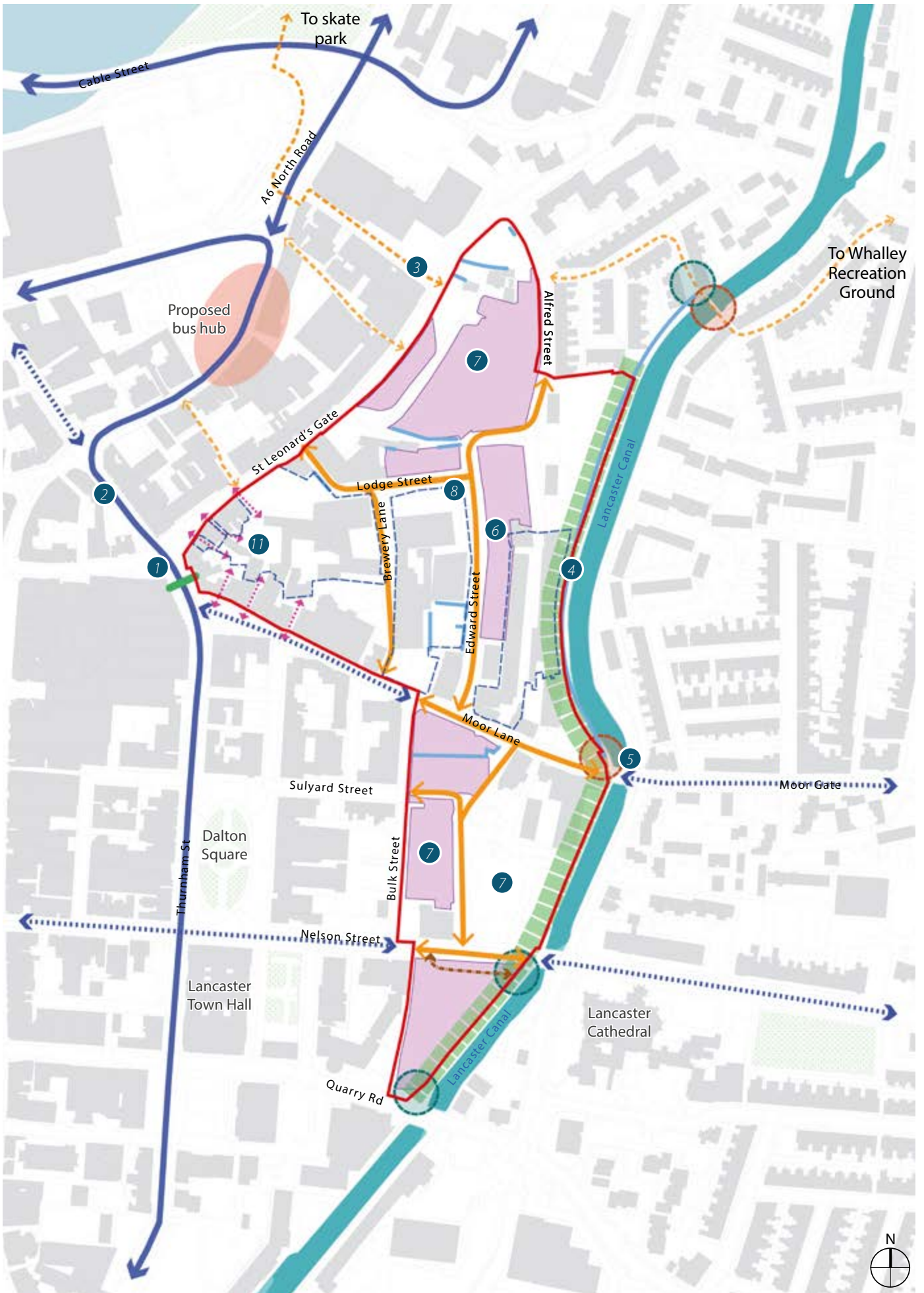


Existing ginnel through the Stonewell Nose to Swan Court.



Large areas of car parking within the site.





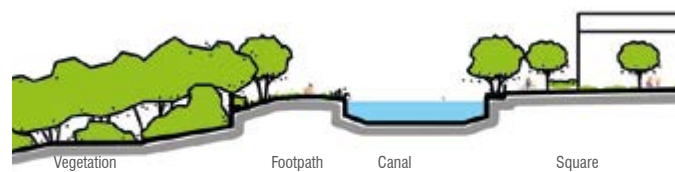
## 1.18 Site constraints

### Open space and public realm

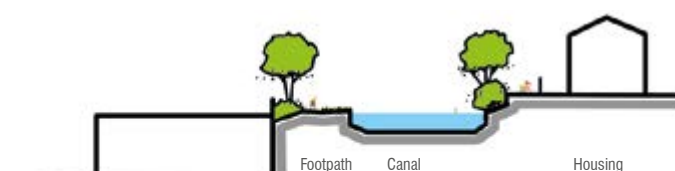
#### Key constraints:

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

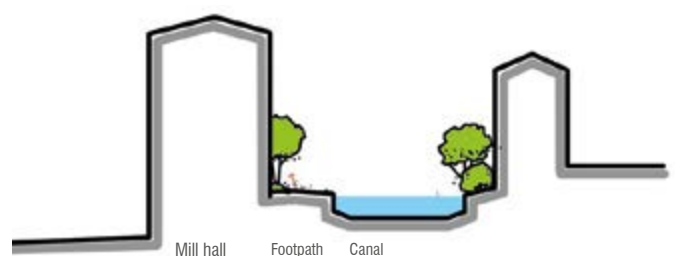
#### Schematic sections across the Canal edge



Section A-A



Section B-B



Section C-C

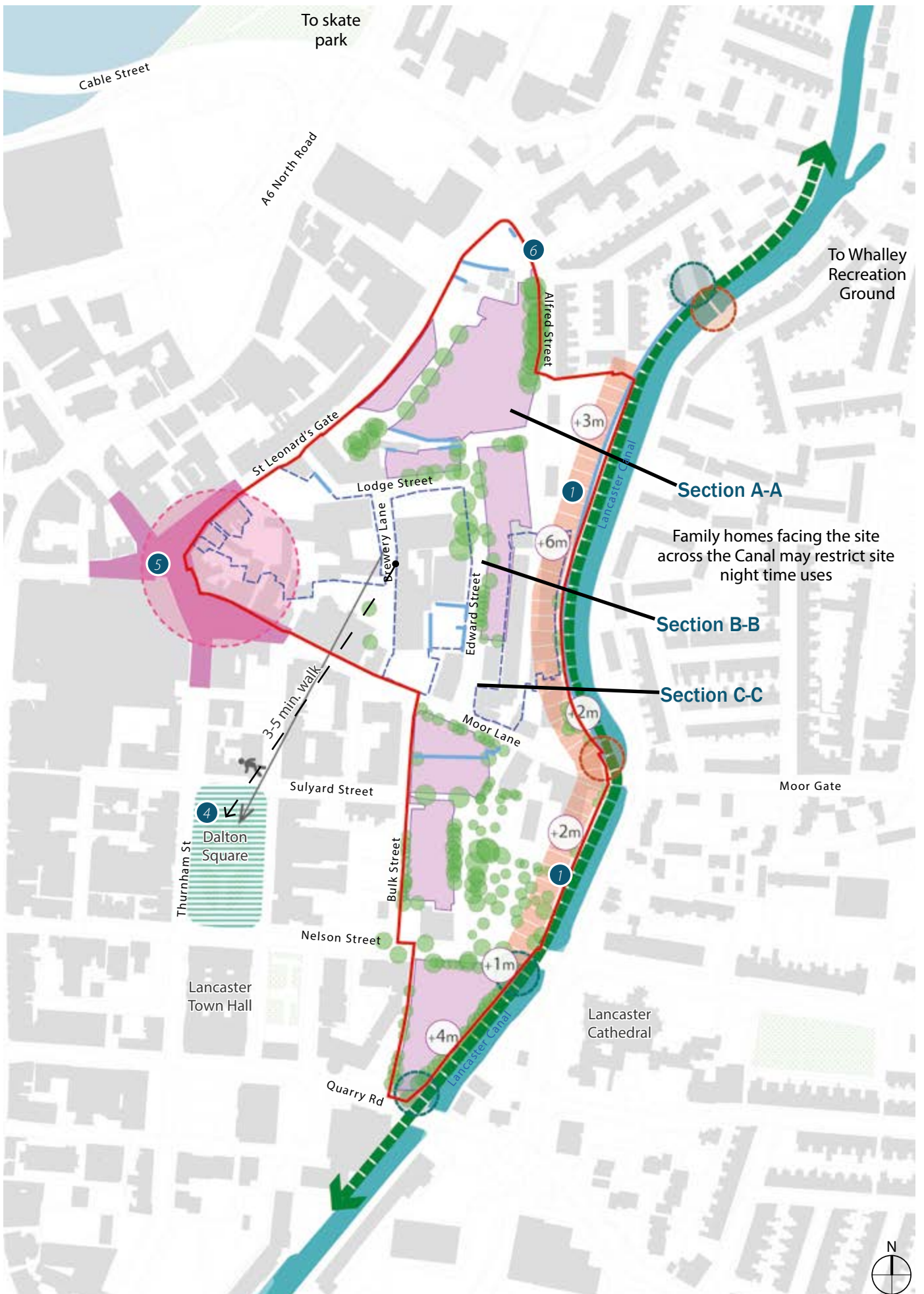
#### Key

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



The towpath along the Lancaster Canal.





## 1.19 Site opportunities

### Heritage, built form and land uses

#### Key opportunities:

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

#### Key

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



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

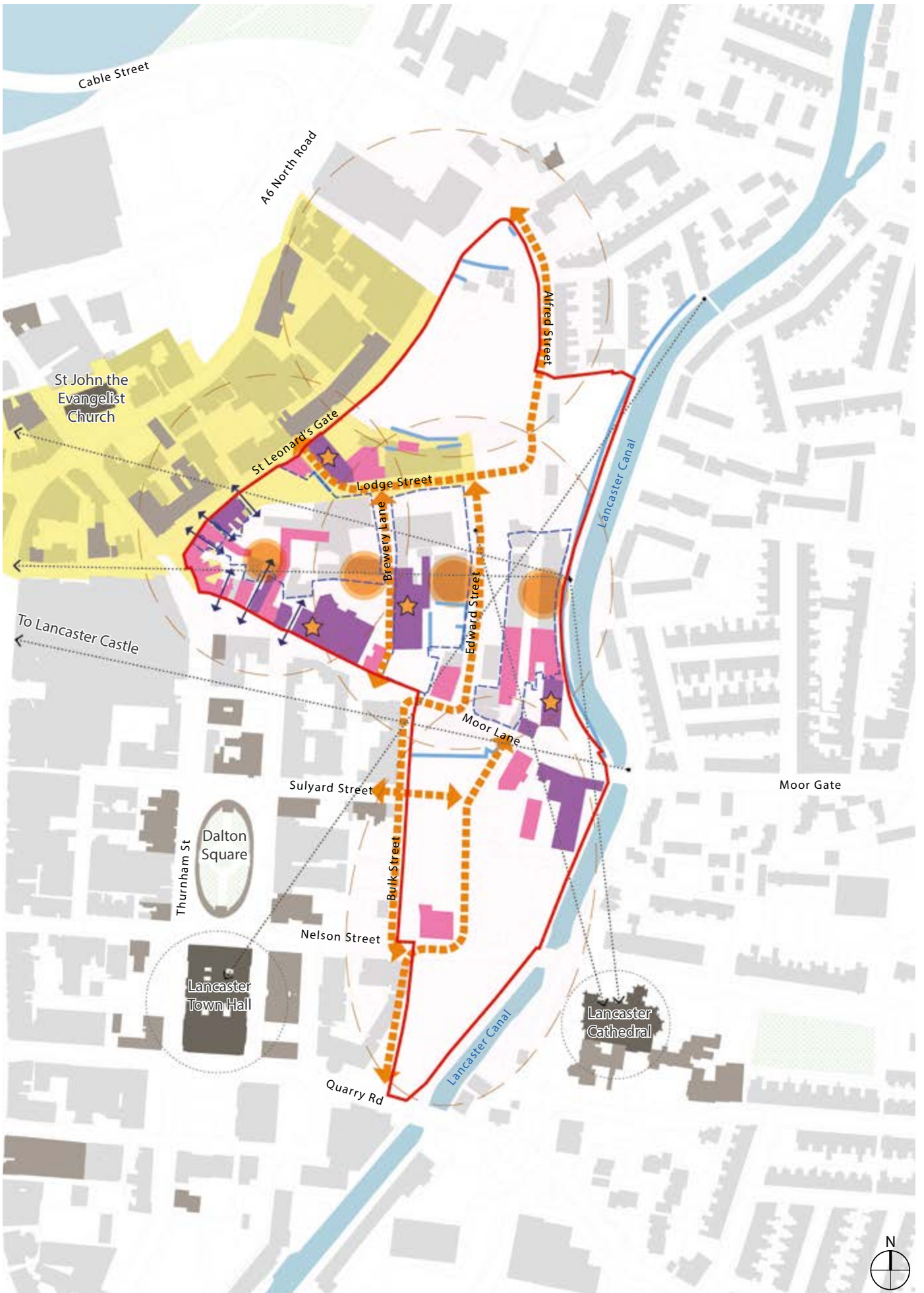


*There is an opportunity for the Brewery building to become the new landmark building within the site.*



*Lancaster Cathedral (Grade II\*).*


















## 1.19 Site opportunities Movement & connectivity

### Key opportunities:

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

### Key

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

The opportunity at Stonewell / Moor Lane ►

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



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

















## 1.19 Site opportunities

### Open space & public realm

#### Key opportunities:

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

#### Key

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



Opportunity to create pedestrian friendly environments.

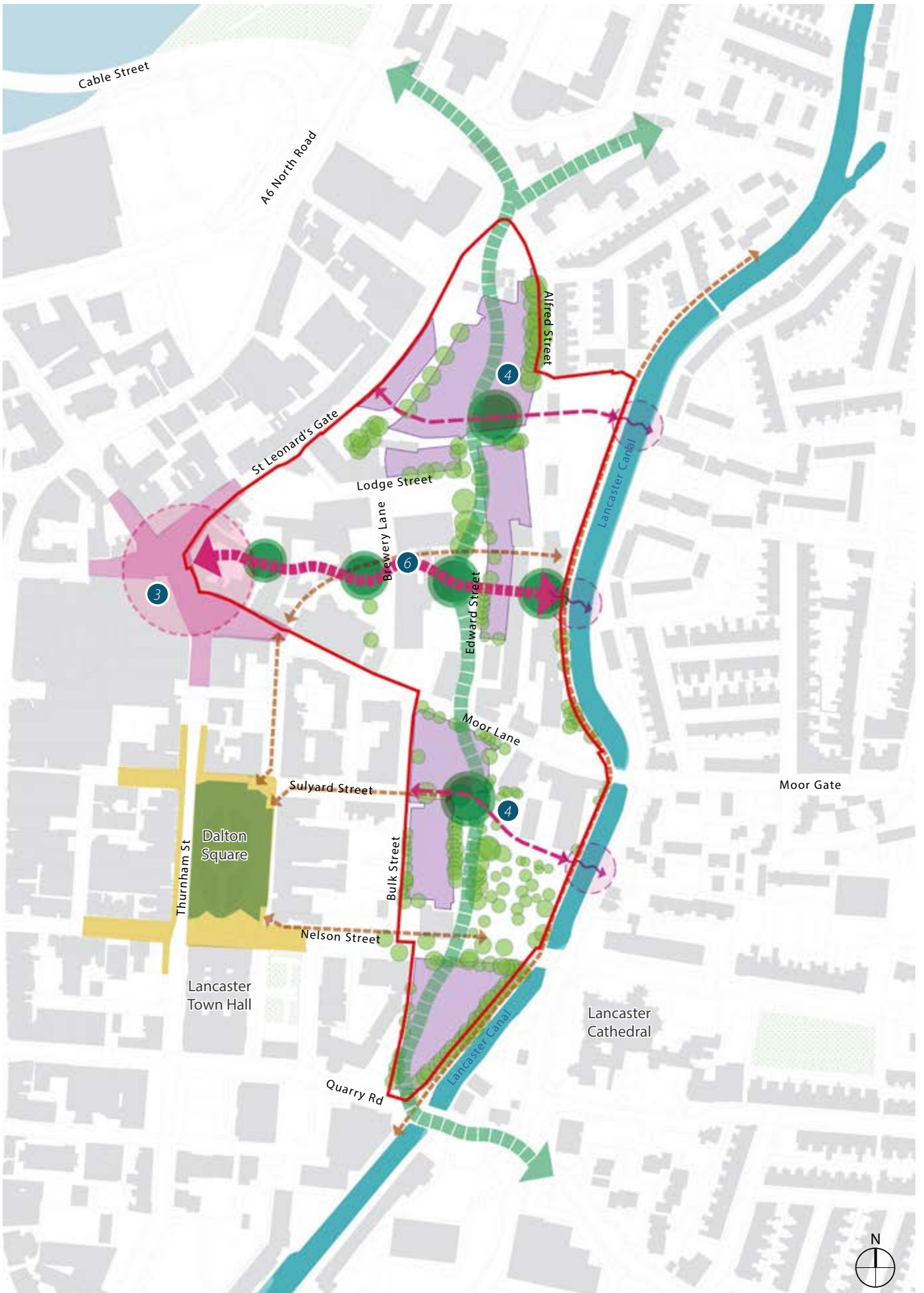


Potential to create new squares that draw from Lancaster heritage and history.



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











## 2. Character study





# 2.1 Character study

## Character areas

PRP

### Location of selected character areas



- Canal Quarter site boundary
- Canal Quarter character areas
- Adjacent character areas

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

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

### Connections



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

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

## Character areas

PRP

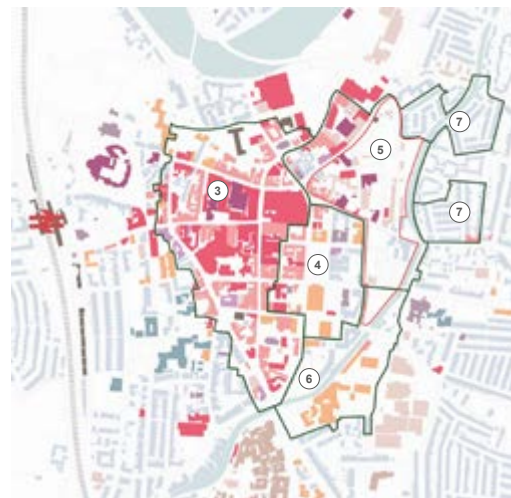
### Heritage assets



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

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

### Current functional roles



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

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

### 3 City Centre

Historic heart of Lancaster

#### 3a Layout and street pattern

##### Connections

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

##### Gateways and key internal junctions

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

##### Street network and land plots

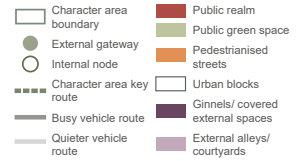
- > **Medieval street pattern encourages lively varied pedestrian environment:** Narrow streets aligned with land topography, historic pedestrian alleyways and ginnels.
- > 1960s St Nicholas Arcade shopping centre breaks the street and plot pattern.
- > **Key streets: King Street, Church Street and Penny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



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



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



#### 3b Public realm and street character

PRI

##### Vehicle routes

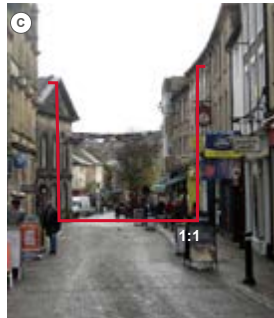
Street space constrained; narrow pavements and no street trees.



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

##### Major pedestrianised

Modern setted/ paved surfaces, some street trees.



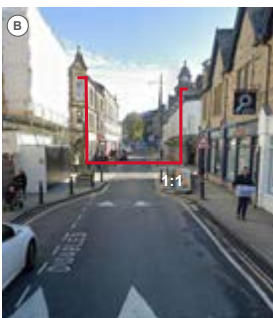
Market Street pedestrianised area (8.5 - 12m wide). View east from King Street junction.

##### Alleys and ginnels

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



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



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



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



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





# 2.1 Character study

## 3b) Public realm and street character

PRP

### Key public spaces



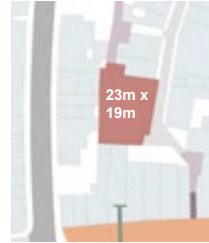
**Civic public space: Market Square (37m x 24m, and 18m x 18m)** Visible on historic maps from the 1680s (see previous page). Seven ginnels north and south form a permeable human scale pedestrian environment.



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



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



## 3c) Built environment

PRP

### Development periods and distinctive architectural features

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



Georgian town houses, Church Street



18th C warehouses, Dye House Lane



HSBC, Church Street

### The area's functional role today

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

### Streetscape



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



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

### Key built heritage assets

#### Civic and social



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



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

#### Travel and trade



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

## x) Implications for the site

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

## 4 Dalton Square

Lancaster's late Georgian heyday

### 4a Layout and street pattern

PRP

#### Connections

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

#### Gateways and key internal junctions

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

#### Street network and land plots

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



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



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

### 4b Public realm and street character

PRP

#### Vehicle routes



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

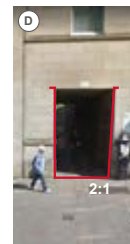


North side of Dalton Square quieter than the south (fewer onward routes east). Public realm here due to improve. Shown above temporarily as a market during Covid-19.

#### Quiet routes and alleys



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



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



#### Key public spaces: Civic character



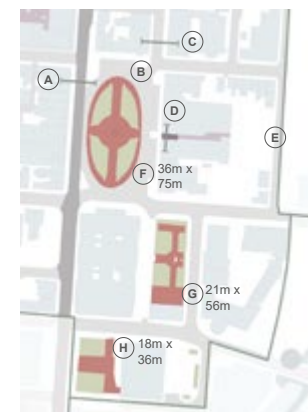
**Dalton Square:** 1906 redesign. Stone balustrades, simple flag paving, mature trees, grass, Queen Victoria statue central feature. Paving could be improved and statue better maintained.



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



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





# 2.1 Character study

## 4c Built environment

PRP

### Development periods and distinctive architectural features

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



Georgian houses, Dalton Square



Listed home and shop front, Moor Lane



Former Co-op warehouse Bulk Street

### The area's functional role

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

### Streetscape



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



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

### Key built heritage assets: Civic and social



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



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

## 4d Implications for the site

Text

## 5 Canal Corridor North

Canalside industry in transition

### 5a Layout and street pattern

#### Connections

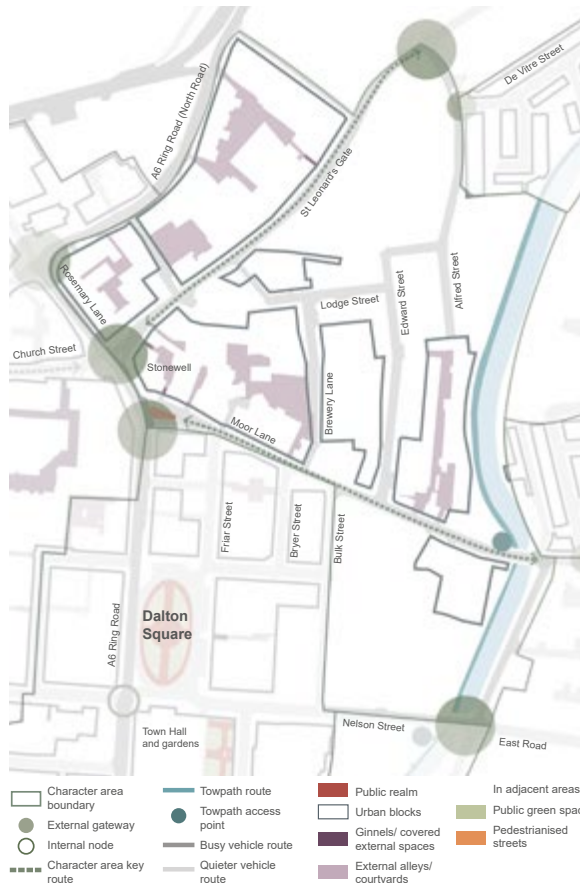
- > A6 ring road creates a pedestrian barrier at the area's Western boundaries. Bus routes run along the A6, but no bus stops within the area (all located within the City Centre).
- > Pedestrian routes through courtyards connect North Road and St Leonard's Gate, but those between St Leonard's Gate and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

#### Gateways and key internal junctions

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

#### Street network and land plots

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



Earliest development fronts key roads St Leonard's Gate and Moor Lane. Brewery built in 1740s. (Mackreth map, 1786)



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



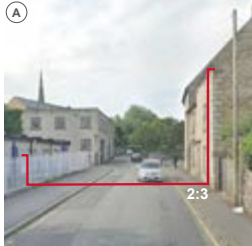
Mills developed on both sides of the canal, as well as workers' housing (1820-30) (OS map, 1891)

## 5b Public realm and street character

PRP

### Vehicle routes

Utilitarian highways-dominated material and surface treatment.



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



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

### Quiet routes and alleys

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



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



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

### Key public spaces



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



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



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



## 5c Built environment

PRP

### Development periods and distinctive architectural features

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



St Leonard's Gate Georgian townhouses



Moor Lane stone & timber homes, now shops

### Streetscape



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



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

### Key built heritage assets



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



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

### The area's functional role today

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



Gillows furniture showroom

## 5d Implications for the site

text



# 2.1 Character study

## 5c Built environment

PRP

### Development periods and distinctive architectural features

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



St Leonard's Gate Georgian townhouses



Moor Lane stone & timber homes, now shops



Gillows furniture showroom

### The area's functional role today

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

### Streetscape



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



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

### Key built heritage assets



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



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

### 5d Implications for the site

text

## 6 Canal Corridor South

Canalside industry re-use

PRP

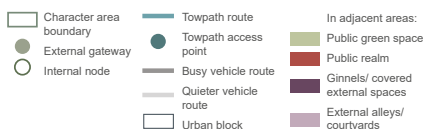
### Street network and land plots

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

### Gateways and key internal junctions

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

### 6a Layout and street pattern



### 6b Public realm and street character

#### Main vehicle routes



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

#### Vehicle access routes



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



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

#### Key public spaces



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



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



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

6c Built environment

Development periods and distinctive architectural features

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



White Cross Mill buildings



Former Barracks



Nelson Street Bridge

The area's functional role

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

Streetscape



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



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

Key built heritage assets



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



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

6d Implications for the site

Text

7 Residential North East

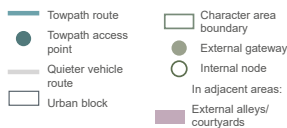
Victorian working communities

7b Public realm and street character

7a Layout and street pattern

Street network and land plots

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



Gateways and key internal junctions

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

Vehicle access routes

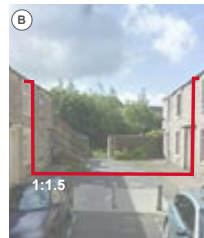
Modern tarmac and concrete paving. Most streets are narrow, and there are very few trees.



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

Pedestrian routes

Some pedestrian alleys have historic stone paving flags and sets.



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

Key public space

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



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



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



Alleyway links Woodville and Williamson Street: 3m cobbled alley



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



# 3. Socio-economic baseline





## 3.1 Socio-economic baseline



## What is the data?



### DEMOGRAPHICS

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



### EMPLOYMENT

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



### ECONOMY & BUSINESS

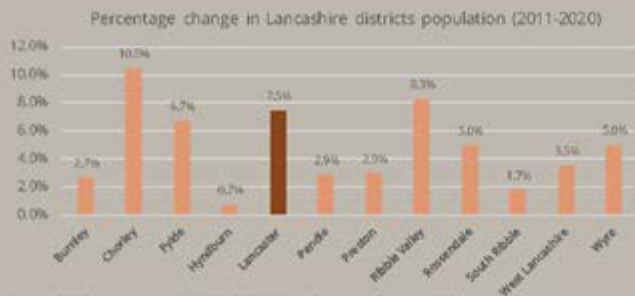
- Slow GVA and productivity growth compared to other county districts
- The top sectors in terms of GVA contribution:
  - Agriculture, mining, electricity, gas, water and waste
  - Wholesale and retail trade
  - Real estate activities
  - Education
- High value developing sectors (i.e., digital, energy,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



### PLACES

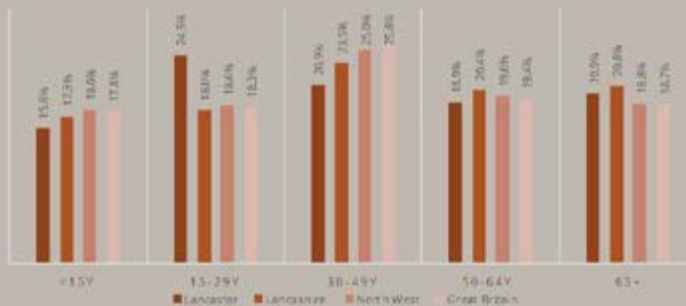
- Relatively affordable houses
- Tight supply of commercial space
- Concentrated pockets of deprivation (including areas within the city center)
- Relatively low crime rates
- Pockets of exceptional digital infrastructure
- Unrealized tourism offer

## What is the data?



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

### Lancaster demographics



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

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



# 3.1 Socio-economic baseline

## 1.0

### What is the data?

GROSS VALUE ADDED



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

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

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

- > 3<sup>rd</sup> GVA contribution among Lancashire county districts
- > Relative slow GVA and productivity growth
- > Emerging high-value sectors: nuclear, energy, digital

- > High growth sectors: Professional, scientific and technical activities, Agriculture, mining, electricity, gas, water and waste, and Wholesale and retail trade

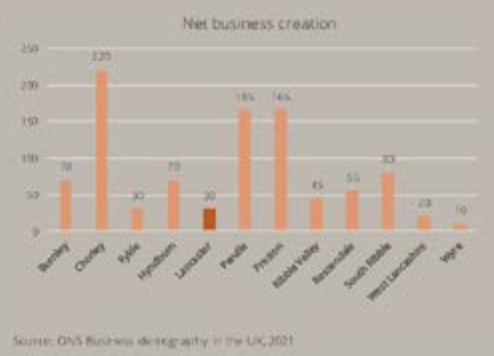
## 1.0

### What is the data?

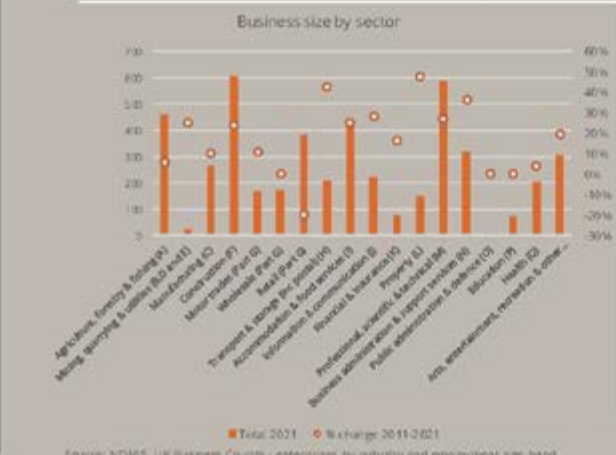
BUSINESS



Source: ONS Business demography in the UK, 2021



Source: ONS Business demography in the UK, 2021



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

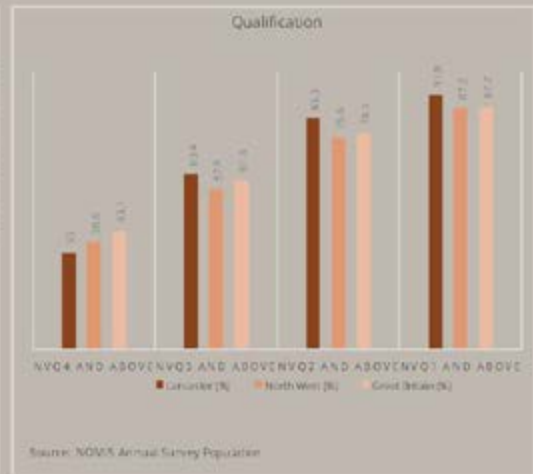
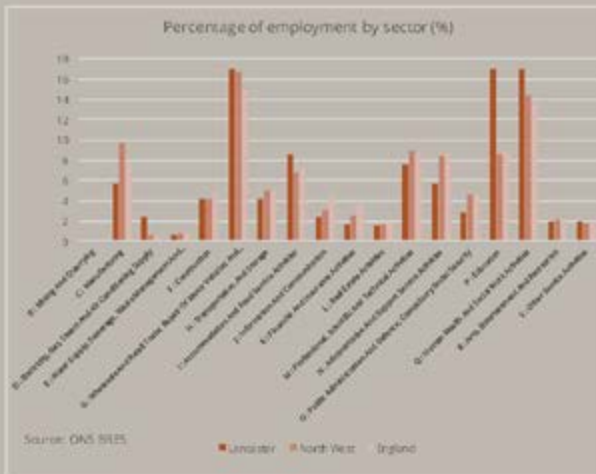
- > Business scene dominated by micro businesses, with a share of small businesses slightly above county, regional and national figures
- > Slower business growth compared to county, regional and national figures (i.e., 5.42% vs. 8.41% in Lancashire, 14.83% in the North-West region, and 12.85% nationally)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

1.0

## What is the data?

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

EMPLOYMENT



1.0

## What is the data?



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

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

Source: Herts, 2021, Original Source: Collier

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

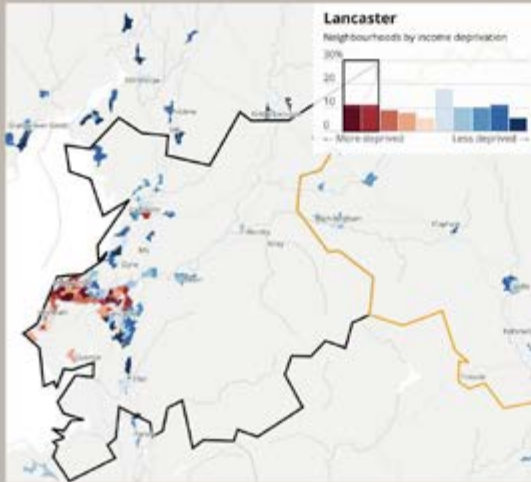
PLACES



## 3.1 Socio-economic baseline

2.0

### What is the data?



#### Deprivation & Crime

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



#### Tourism

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

PLACES

2.0

### Why is it a problem?

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

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

PROBLEM

## What is the mitigation?

Problem	Mitigation	Development contribution
Poor youth retention	Boost homes, leisure and lifetime offer	<ul style="list-style-type: none"> <li>✓ Provision of high quality, new-built houses</li> <li>✓ Build on/ complement existing leisure, culture, and heritage facilities</li> </ul>
	Strengthen ties with universities; support graduate retention Attract and retain high-skilled workforce Boost jobs	<ul style="list-style-type: none"> <li>■ Develop innovation hub with close ties with local universities and Lancaster's strategic growth sector</li> </ul>
Aging population	Adequate design, planning and service provision	<ul style="list-style-type: none"> <li>■ Design and plan to support the silver economy</li> </ul>
Sluggish economy	Support business start-ups and SME growth	<ul style="list-style-type: none"> <li>■ Provide workspace for Lancaster strategic growth sectors (e.g., energy, digital, health) subject to viability vs. long term economic benefit considerations.</li> </ul>
	Support emerging high-value/ strategic growth sectors	
Deprivation	Enhance connectivity	<ul style="list-style-type: none"> <li>✓ Bridge commercial to West and South, with homes to East and North</li> <li>✓ Improve vehicular and pedestrian movement</li> <li>✓ Improve access to the Canal and provide new open spaces.</li> </ul>
	Proactively tackle the socio-economic disparities, support inclusive growth	<ul style="list-style-type: none"> <li>✓ Build in high-quality public realm</li> <li>✓ Build on Lancaster's leisure, culture and heritage offer</li> </ul>
Untapped tourism offer	Strengthen tourism offer	<ul style="list-style-type: none"> <li>✓ Improve tourism infrastructure (e.g., hotels) and curation (e.g., interpretation, wayfinding).</li> <li>✓ Consider relevant heritage assets to create legibility and wayfinding.</li> </ul>

✓ Included in the masterplan framework    
 ■ Not yet included in the masterplan framework



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A vibrant, multi-colored geometric border surrounds the page. The colors include orange, pink, teal, blue, green, yellow, and red, arranged in various rectangular and triangular shapes.

# LANCASTER

Canal QUARTER

PRP