



Canal Quarter Strategic
Regeneration Framework

(Supplementary Planning Document)

Consultation Statement

May 2020

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1. Introduction

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

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

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

2. Purpose of this document

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

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

3. Who we consulted

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

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

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

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

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

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

4. What have we consulted on?

1st Stage: Initial Consultation/Engagement: (May/June 2018)

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

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

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

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

2nd Stage: Further Consultation/Engagement

Stakeholder Workshop (February 2019)

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

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

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

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

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

Community Exhibition (March 2019)

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

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

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

Favourite precedent imagery

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

Planning a mixed-use neighbourhood

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

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

The key issues raised included:

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

Youth Workshop (July 2019)

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

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

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

In conclusion, the key issues raised include:

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

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

2nd Stakeholder Workshop (July 2019)

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

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

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

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

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

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

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

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

3rd Stakeholder Workshop (July 2019)

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

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

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

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

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

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

1st and 2nd Stage Feedback Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Requirements of Regulation	How the council satisfied the requirement
	<p>The list included residents and organisations who had been consulted on previous policy matters, those that had requested inclusion and statutory bodies to meet the council’s duty to co-operate requirements.</p>
<p>How those bodies and persons were invited to make representations.</p>	<p>The draft SPD consultation ran for 8 weeks from 16 December 2019 to 10 February 2020.</p> <p>This included a period of publicity across the Lancaster district, with a Consultation Flyer and a public notice placed in Lancaster Guardian (a local newspaper) on Thursday 19 December 2020. Several press releases were also issued. Further details on the publicity methods are set out in in Appendix B</p> <p>Emails sent to 2,244 consultees on the consultation list.</p> <p>150 posters were distributed to council buildings, care homes, restaurants, libraries, schools, and many other venues across the district.</p> <p>6 public drop in events took place as follows:</p> <div data-bbox="762 1048 1353 1818" data-label="Image"> </div> <p>Information on the consultation was published on the council’s webpages and copies of the consultation documents were made available at the ‘Principal Offices’.</p>
<p>A summary of the main issues raised by the representations made</p>	<p>The main issues raised in the representations are summarised in Section 6 of the document.</p>

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

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

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

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

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

Car Parking

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

Some of the common themes raised on car parking included:

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

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

Traffic Management and Movement

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

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

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

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

Land-uses

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

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

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

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

Retention of Buildings and Historic Value

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

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

Building Design – Sustainability Credentials

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

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

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

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

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

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

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

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

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

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

Car Parking

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

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

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

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

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

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

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

Traffic Management and Movement

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

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

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

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

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

Land-uses

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

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

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

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

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

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

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

Retention of Buildings and Historic Value

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

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

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

Building Design – Sustainability Credentials

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

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

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

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

2nd Stage Stakeholder and Engagement Report
Refer to Separate Document

Publicity Methods

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

¹ www.lancaster.gov.uk/consultation

² www.lancaster.gov.uk/ppc

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

Key Consultation Dates

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

³ twitter@lancastercc

Summary of Consultation Responses and Changes to Draft SPD

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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