

**Taylor**  
Wimpey

# Comprehensive Masterplan for North Lancaster Strategic Site

July 2023







Taylor Wimpey has led on the production of this comprehensive Masterplan Document with collaboration and input from the following landowners/developers with an interest in the North Lancaster Strategic Site:



- Hollins Strategic Land;
- Mr Critchley;
- Mr Casson;
- Lancashire County Council;
- Mrs K West's Charitable Trust;
- Mr Nuttall Gillibrand; and,
- Mr Wilkinson.

The following consultants have contributed to the preparation of this Masterplan:



**Asteer Planning**

Planning



**Randall Thorp**

Masterplanning and  
Landscape



**Eddisons**

Highways Consultants



**The Environment  
Partnership**

Ecology & Arboriculture



**Ironside Farrar**

FRA and drainage



**Cotswolds Archeology**

Heritage

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**Wardall Armstrong**

Ground conditions



**Ensafe**

Air Quality



**TDS**

Utilities

# 01 Introduction

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This comprehensive masterplan (The Masterplan) has been prepared in response to the requirements of Policy SG9 of Lancaster City Council's (LCC's) Strategic Policies and Land Allocations Development Plan Document (SPLA DPD). The Masterplan proposes the comprehensive residential-led development of the North Lancaster Strategic Site (the Strategic Site). It details a Vision and a Development Framework, which will guide the future development of the Strategic Site. The Masterplan seeks to deliver an inclusive residential-led development, which will accommodate approximately 700 dwellings and a range of infrastructure necessary to facilitate these new homes.

The Masterplan also makes provision for:

- a single form entry primary school;
- a local centre;
- an extra care facility;
- improved cycling and walking linkages;
- utility infrastructure;
- open space; and,
- 2 hectares of B1 employment land, with the potential to be used for residential development should it be demonstrated, following a robust marketing exercise, that there is no demand for B1 (offices) employment use.

## The Opportunity

The Strategic Site has been allocated for residential-led development on the SPLA DPD (adopted July 2020).

On 31 March 2022 the council submitted the Lancaster District Climate Emergency Review of the Local Plan 2020-2031 to the Secretary of State for independent examination.

This Comprehensive Masterplan has been prepared in the context of Taylor Wimpey's commitment to sustainability which encompasses designing and building thriving new communities for its customers, operating safely and responsibly, creating a great place to work its employees, and playing its part in protecting the environment for future generations.

A climate change strategy is set out on page 27 of this Comprehensive Masterplan.

## Masterplan Process, Status and Role

A Procedural Practice Note ('PPN') for the Preparation of Comprehensive Masterplans for Strategic Residential Development Sites was published by LCC in November 2019. The PPN provides guidance on the preparation of comprehensive masterplans for strategic residential-led development sites as identified in the SPLA DPD.

In terms of the approval process set out in the PPN, it is expected that the final Masterplan document will be presented to the Council's Local Plan Review Group, chaired by the Planning Portfolio Holder,

which can provide Councillor acknowledgement of both the process and content of the Masterplan document. With regard to Officer acknowledgement, the PPN states that when the Masterplan has been considered to have met the requirements of relevant planning policy and the procedures set out within the PPN, the finalised Masterplan will receive acknowledgement from the Council's Head of Planning and Place.

Policy SG9 of the SPLA DPD requires a Masterplan for the whole Strategic Site with any future planning application(s). Taylor Wimpey has led on the production of this Masterplan with collaboration and input from the following landowners/developers with an interest in the Strategic Site:

- Hollins Strategic Land;
- Mr Critchley;
- Mr Casson;
- Lancashire County Council;
- Mrs K West's Charitable Trust;
- Mr Nuttall Gillibrand; and,
- Mr Wilkinson;

The Masterplan provides a framework to guide the future development of the Strategic Site, setting the vision, range of uses, access and movement strategy and associated infrastructure.

The Masterplan is informed by a number of technical studies, referenced throughout the document, however up-to-date site specific technical information will be submitted with planning applications for relevant phases of development.



## 02 The Vision



The Masterplan proposes a high quality and organic extension to Lancaster that integrates into the existing town on the land which is allocated as Strategic Site under policies SG9 and SG10 of the SPLA SPD.

The Masterplan demonstrates a logical extension to Lancaster and will provide an opportunity to deliver a range of much needed community improvements:

- New local housing – the development could play a vital role in addressing the housing needs of the district – including affordable housing and housing for the aging population;
- Improved pedestrian connections – the development will retain the existing Public Right of Way, and create new safe and attractive green route through the scheme for pedestrians and cyclists which would link the existing settlement and new communities to the wider landscape;
- New high-quality open spaces – the development will provide a connected network of green spaces, including a ‘North Park’ with opportunities for informal play and amenity open spaces;
- Ecological enhancements – the development will retain and enhance the existing landscape features to preserve habitats, which are present in the local area;
- New Facilities for the local community – including a new primary school, employment area, potential extra care facility, and a new local centre;
- Supporting infrastructure.

The Masterplan will deliver a desirable living environment which complements and sits comfortably within its surroundings and creates a well-balanced, sustainable extension to Lancaster. It will also provide attractive public open space and pedestrian and cycle connections, encouraging and promoting sustainable travel and healthy living.





# 03 Site Description

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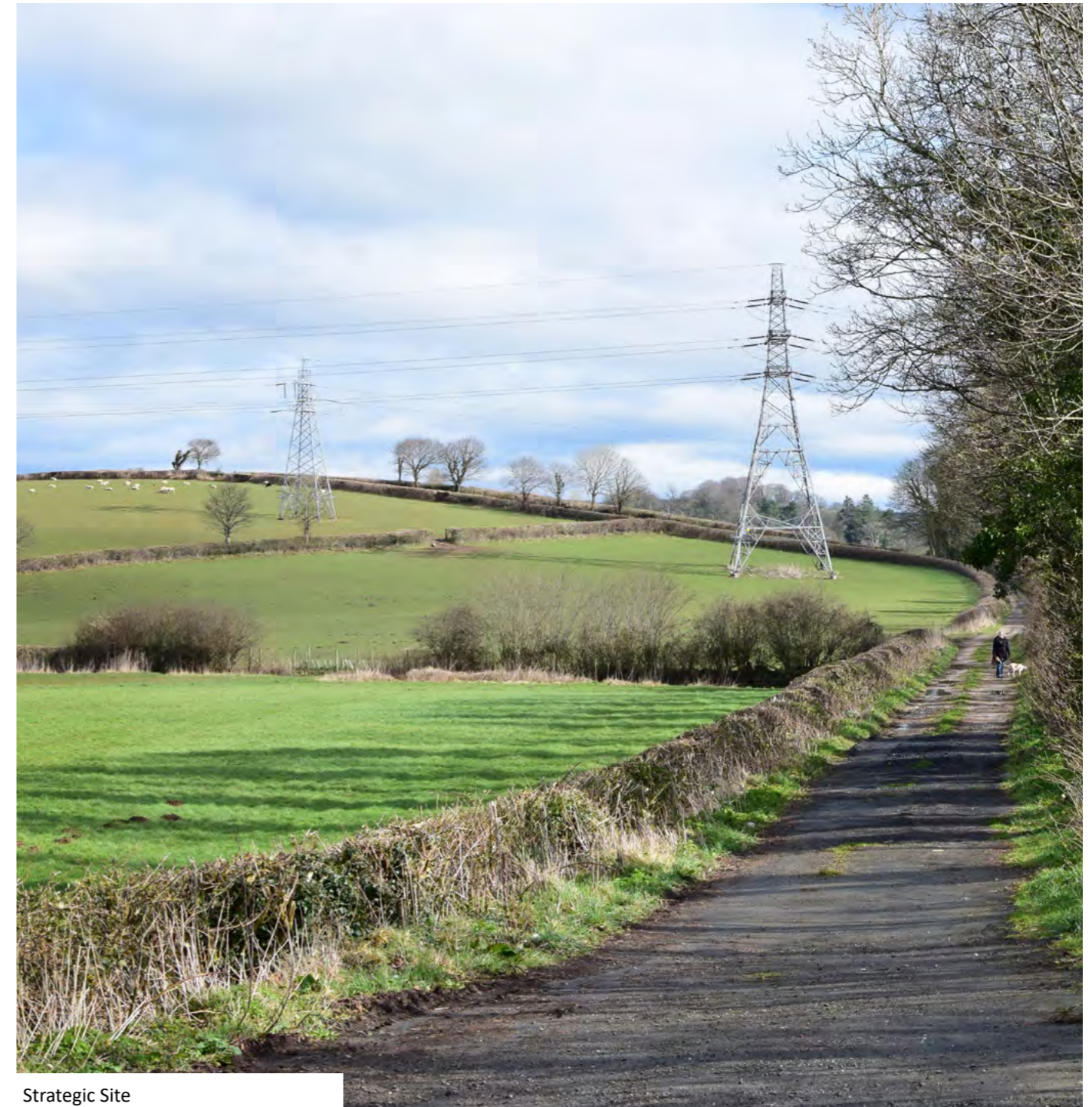
## Introduction

This section describes the Strategic Site and its surroundings along with the Strategic Site's accessibility by a number of sustainable modes of transport.

## The Strategic Site

The Strategic Site which is covered by this Masterplan extends to approximately 73.9 hectares and includes land between the northern fringes of Lancaster and the Bay Gateway. The Strategic Site comprises open land located within the administrative boundary of LCC and stretches east from Barley Cop Lane across to Kellet Lane which forms its eastern boundary. The Strategic Site lies approximately 3km to the north of Lancaster City Centre (Grid reference – E 347916 / N 464162).

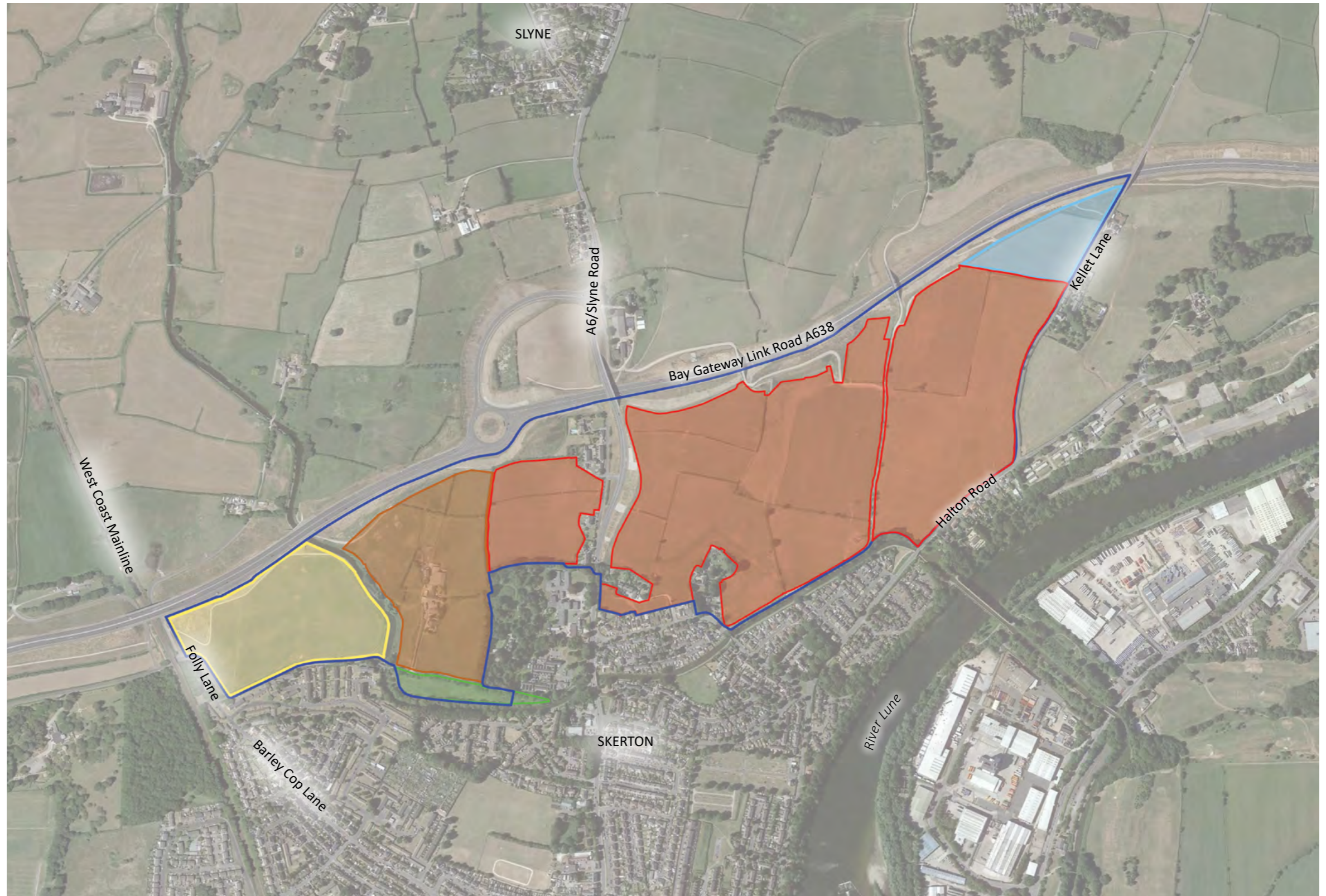
The Strategic Site is bordered by Barley Cop Lane/Folly Lane to the west, the Bay Gateway (A683) to the north, Kellet Lane to the east and Halton Road/Green Lane/Hammerton Hall Lane to the south, beyond which is the River Lune to the south-west.



Strategic Site



# 03 Site Description

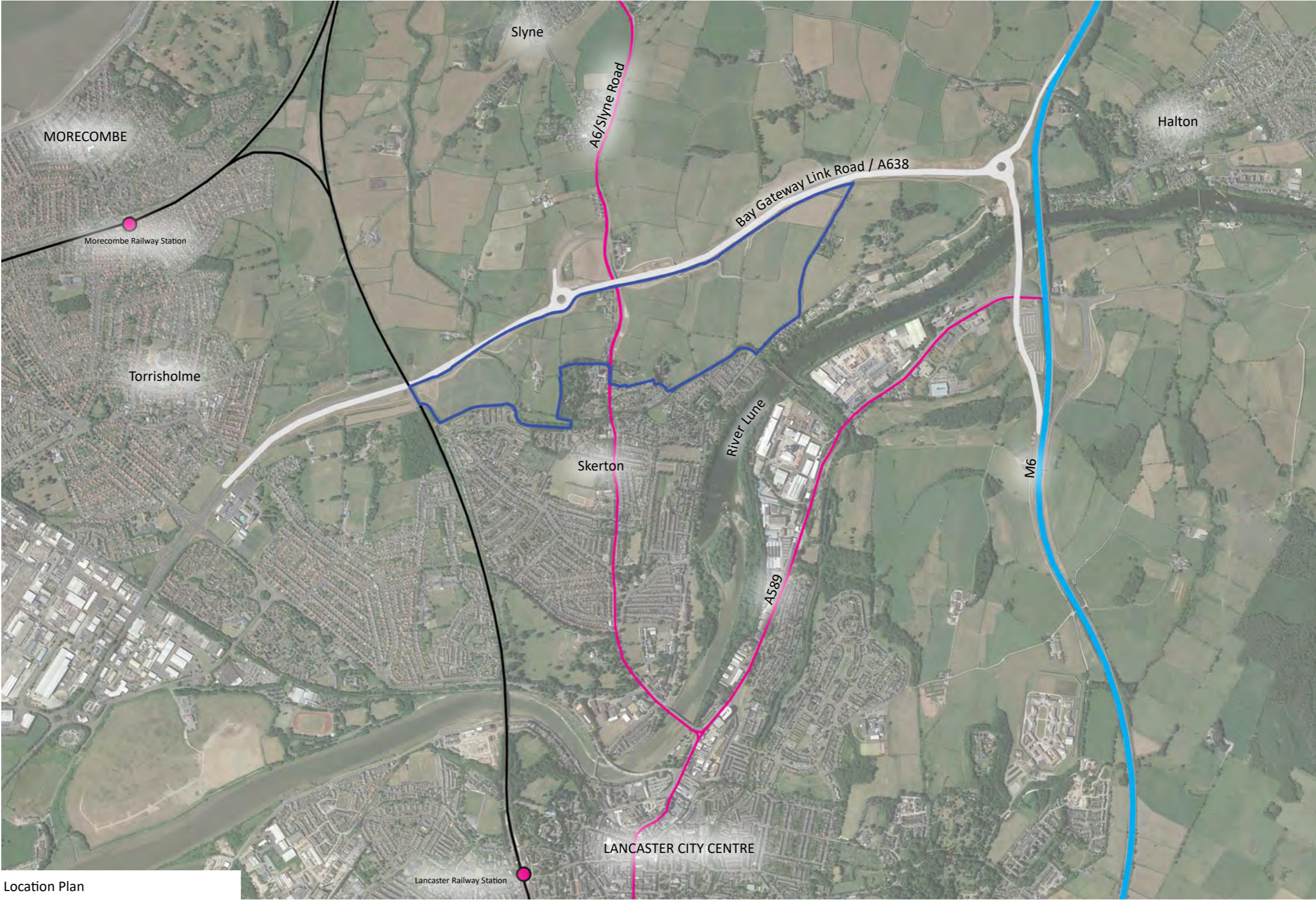


KEY

-  Strategic Site
-  Taylor Wimpey controlled land (Land owner Mr Casson)
-  Hollins Strategic Land controlled land (Land owner Mr Nutall Gillibrand and Mr Wilkinson)
-  Critchley land
-  Lancashire County Council land
-  Mrs K West's Trust land



# 03 Site Description



- KEY
- Strategic Site
  - Bay Gateway Link Road / A638
  - Motorway
  - A Road
  - Railway Line
  - Railway Station

Location Plan



# 03 Site Description

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## The Strategic Site's Context

The Strategic Site is situated to the northern edge of Lancaster and forms a key gateway into the City. It is within close proximity to the strategic highway network, which is accessible via the A6 and connects to the Bay Gateway Link Road and subsequently to the M6. The Strategic Site also has access to the primary public transport network within Lancaster with bus stops located on Slyne Road and on Halton Road, which is located directly south of Kellet Lane.

The Strategic Site is well served by the existing public transport network. Bus service numbers 55 and 555 operate frequently from Beaumont College, less than 500m from the Strategic Site, and run between Carnforth and Lancaster bus station. The closest train station is located approximately 2.7km to the south of the Strategic Site providing connections to nearby areas of Morecambe, Carnforth and Preston, in addition to Carlisle, Manchester, Windermere, Leeds and Heysham Port. The Strategic Site is adjacent to the A6 (Slyne Road), which provides access to the A683 Bay Gateway and the A5105 Coastal Road.

The Strategic Site is also within close proximity to a range of shops, services and facilities to the south in Skerton and Lancaster City Centre. Key services within proximity of the Strategic Site include convenience stores, a community centre, Places of Worship, primary schools, a Post Office, a medical centre and a pharmacy.

In order to demonstrate how the Strategic Site can be delivered in a sustainable manner, the opportunities presented by the proposals and the key principles of the Masterplan in terms of access by sustainable modes are detailed below.

## Access by Sustainable Modes

The Strategic Site is located in a sustainable location, within close proximity (3km) to local services and amenities in Lancaster City Centre. The Strategic Site has good accessibility for pedestrians with two Public Rights of Way (PRoW) crossing the Strategic Site (Footpaths 1-31 7 and 1-15 19). The Masterplan identifies several dedicated pedestrian and cycle routes that will connect the Strategic Site to the surrounding pedestrian and cycle network.

The provision of a new local centre and primary school on the Strategic Site will also encourage sustainable travel as all residents will be within a short walk of these new local amenities. The provision of pedestrian and cycle access throughout the Strategic Site will be addressed as part of future reserved matters/full planning applications as each phase of the Strategic Site is brought forward. However, the principle points of pedestrian/cycle access into the Strategic Site are defined within the Masterplan.

Each of the pedestrian and cycle routes across the Strategic Site will be lit, surfaced, generally overlooked and of high quality to ensure access on foot and by cycle is maximised. PRoWs will be retained and will be upgraded and improved where appropriate. In order to facilitate bus accessibility, it is envisaged that a bus service will be able to access the Strategic Site.

# 04 Planning Policy Context

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## Introduction

This section describes the relevant local planning policy which will be used by Lancaster City Council (LCC) to determine planning applications for the Strategic Site.

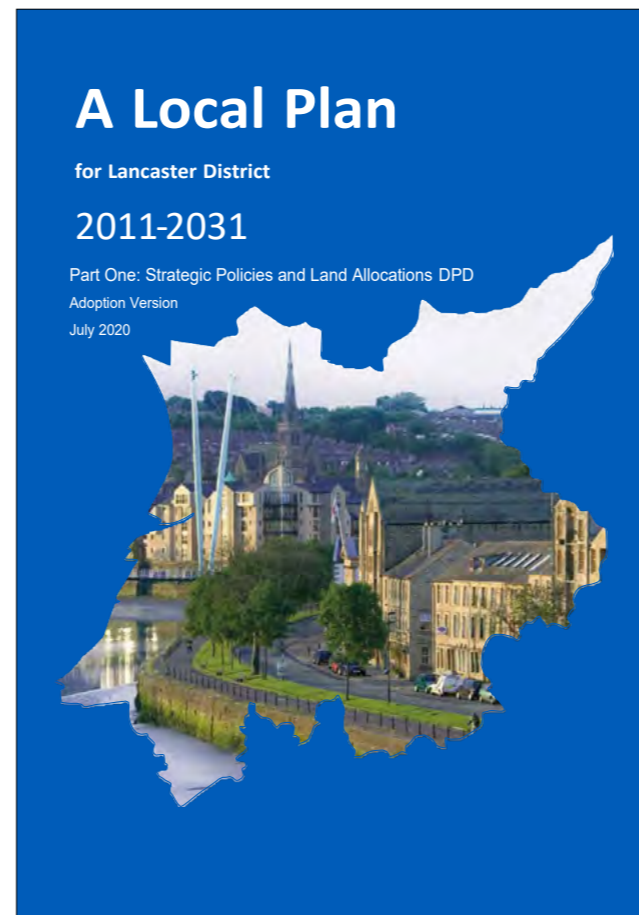
## Local Plan Context

### The Development Plan

The current Development Plan comprises:

- Strategic Policies and Land Allocations Development Plan Document (SPLA DPD);
- Development Management Development Plan Document (DM DPD);
- Arnside and Silverside AONB Development Plan Document; and,
- Joint Lancashire Minerals and Waste Local Plan (adopted in March 2009).

The Local Plan for LCC (SPLA DPD and DM DPD) covers the period 2011 to 2031. The SPLA DPD sets out a spatial vision for the district and establishes what the strategic development needs of the district are; a spatial strategy then describes how those needs will be distributed. The SPLA DPD also sets out a series of land allocations to identify where development needs will be met and where areas that are of specific economic, environmental or social importance will be protected. The DM DPD sets out the planning policies that the Council will use to determine planning applications.



## Policy SG9

The full wording of Policy SG9 of the SPLA DPD is provided at Appendix I with a summary provided here.

Policy SG9 states that the Strategic Site will accommodate approximately 700 dwellings and a range of infrastructure necessary to facilitate these new homes. An area of 2ha of B1 employment land will be provided within the strategic allocation on land to the east, accessed via Kellet Lane. However, it is stated that the Council will support residential development in this employment area subject to a robust marketing exercise demonstrating that there is no market demand for the identified use. The policy requires that future planning applications address the following matters:





# 04 Planning Policy Context

- A comprehensive Masterplan for the site, which addresses phasing and the delivery of infrastructure, including the requirements of Policy SG10;
- Sufficient levels of open space in accordance with the most up to date evidence in relation to quantitative and qualitative needs of the locality;
- Appropriate mix of house types and sizes to meet evidenced local housing needs within the Council's most up to date Strategic Housing Market Assessment;
- Affordable housing in accordance with Policy DM3 (30%) which will be distributed accordingly within each particular phase;
- The submission of a bespoke design and access statement;
- Adoption of sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency, in accordance with Policy DM30, and investigation of opportunities to deliver district heating systems and the provision of electric charging points;
- Inter-relationships with and a sufficient buffer between new development and the canal, which is designated as a Biological Heritage Site;
- Appropriate safeguarding from overhead powerlines which run across the site;
- The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features. The landscaping scheme should create landscape buffers between the development site and the Bay Gateway Link Road to the north and the West

- Coast Mainline to the west and the residential areas to the south;
- Creation of green buffers informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s) between St Johns Hospice and Hammerton Hall;
- Provision of 'Home Owners Pack' to new home owners;
- Identification of the Valley Meadow Habitat Creation Area;
- Fully assess the potential affect upon the setting and significance of heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct;
- Sensitive landscape buffers around existing residential properties;
- Address amenity issues, including noise and air quality issues, which arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline;
- Contribute to the delivery of green infrastructure corridors and ecological networks;
- No net loss in the value of the Biological Heritage Site at Lancaster Canal;
- Preparation of Flood Risk Assessment detailing how matters of flood risk will be dealt with;
- Submission of comprehensive drainage plan;
- An internal road layout to provide for an unfettered vehicle and pedestrian / cycle access (to an adoptable standard) from Slyne Road (A6) to Hammerton Hall Lane;
- The phasing required as part of the masterplan should ensure that

- land north and south of Hammerton Hall can be delivered early in the plan period;
- Delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) – further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- Cycling and pedestrian access with strong and positive linkages to the existing network; and,
- Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

The policy also states that future proposals will need to demonstrate that no Internationally designated site would be adversely affected by development either alone or in combination with other proposals, as per Policy EN7 of this DPD.

# 04 Planning Policy Context

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## Policy SG10

The full wording of Policy SG10 of the SPLA DPD is provided at Appendix I with a summary provided here.

Policy SG10 of the SPLA DPD sets out the infrastructure requirement and delivery for growth in North Lancaster. The policy requires the development site identified via Policy SG9 to address the following issues in a fair and equal manner:

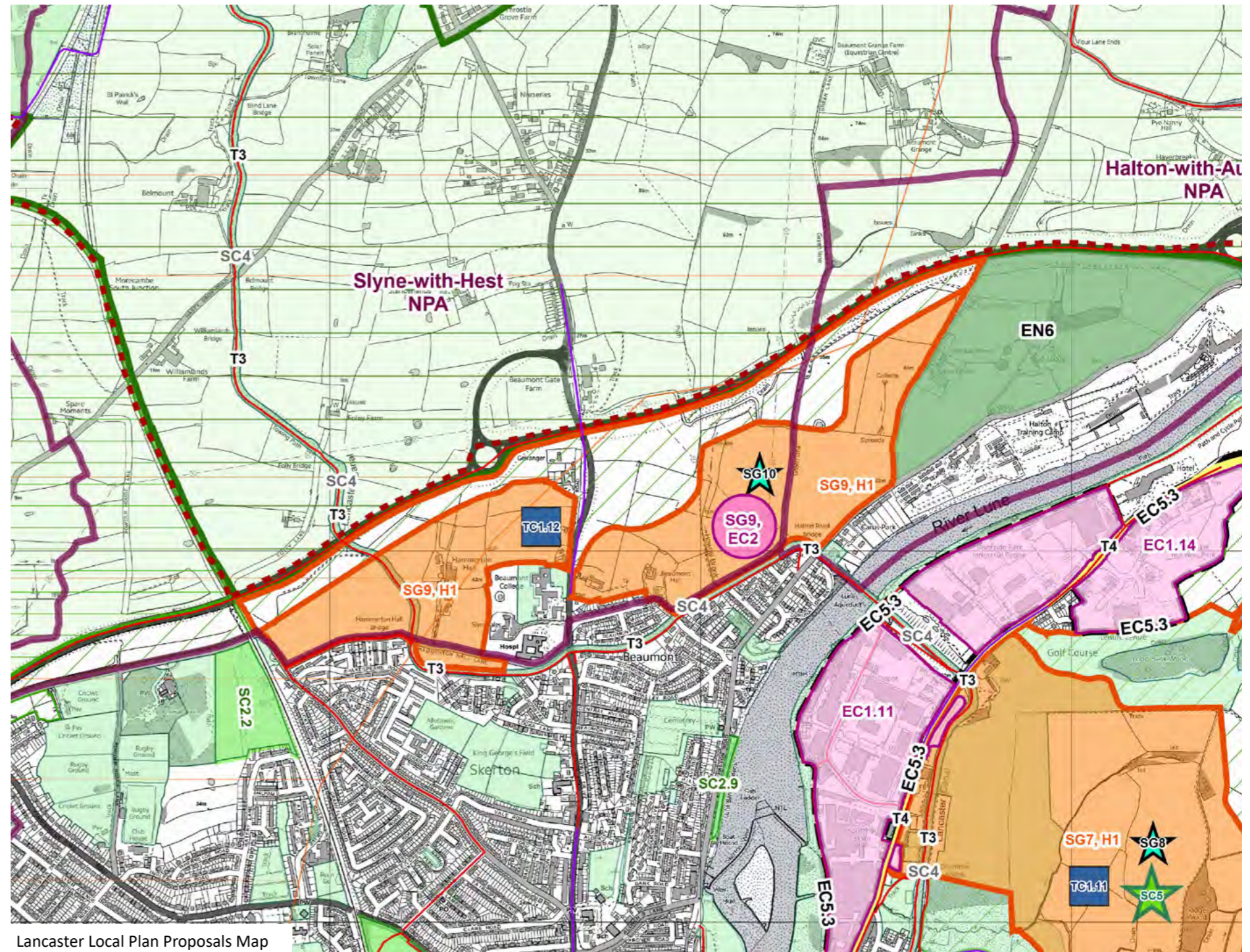
- Creation of a new primary school within the site in an appropriate, convenient and accessible location to the east of the A6 to be agreed with the education authority. The new primary school should be Single Form Entry but on a plot which could be expanded to Two-Form Entry in future;
- Contributions to provision of a new secondary school in South Lancaster;
- Delivery of a new local centre in a convenient and accessible location, comprising a range of local services and community facilities. The scale of the local centre should deliver in the region of 400sqm of convenience retailing floorspace and in the region of 200sqm of comparison retailing floorspace;

- Creation of improved cycling and walking linkages between the proposed growth in North Lancaster, Ryelands Park and Lancaster City Centre;
- Opportunities for improvements along Lancaster Canal should be explored;
- Contributions to public transport;
- Provision of sufficient utility infrastructure;
- Appropriate improvements to the local road network; and,
- Provision of sufficient levels of open space of all typologies, including amenity open space and recreation spaces. The delivery of open space should have due regard to the local needs for open space in the North Lancaster area.



# 04 Planning Policy Context

- Housing Delivery**
  - Strategic Growth
  - H1 - Urban Housing
  - H2 - Rural Housing
  - H3 - Heritage Led Housing
- Infrastructure Requirement and Delivery for Growth**
  - ★ Infrastructure Requirement and Delivery for Growth
- The Economy & Employment**
  - EC1 - Established Employment Areas
  - EC2 - Future Employment Growth
  - EC6/7 - Higher and Further Education Sites
  - SG1/SG3 Lancaster South Broad Location for Growth - Including Bailrigg Garden Village
  - SG13/EC5.5 - Heysham Gateway
- Energy**
  - SG14 - Heysham Nuclear Power Station
  - SG13.1 - Safeguarded Site for National Grid Infrastructure
- Development Opportunity Sites (DOS)**
  - Development Opportunity Sites (DOS)
  - Recreation and Open Space DOS
- The Natural Environment**
  - EN3 - Open Countryside
  - EN4 - North Lancashire Green Belt
  - EN5 - Local Landscape Designations
    - Key Urban Landscape
    - Urban Setting Landscape
  - EN6 - Areas of Separation
  - EN7 - Environmentally Important Areas
    - International\*
    - National\*
    - Regional\*
    - Nature Reserve
- Nature Improvement Areas**
  - Nature Improvement Areas
- EN8 - Grab Lane Preserved Setting Area**
  - EN8 - Grab Lane Preserved Setting Area
- EN9 - Air Quality Management Areas**
  - EN9 - Air Quality Management Areas
- Sustainable Communities**
  - SP2 - Sustainable Settlements
  - SC1 - Neighbourhood Plan Areas\*
  - SC2 - Local Green Space
  - SC3 - Open Space, Recreation and Leisure
  - SC4 - Green Space Networks
  - SC5 - Recreation Opportunity Areas
- Transport, Accessibility and Connectivity**
  - T1.1 - J34 Park and Ride
  - T1.2 - Junction 33 Reconfiguration - Area of Search
  - T2 - Cycling Network
    - Existing Cycle Route
    - Aspirational Cycle Route
  - T3 - Lancaster Canal
  - T4 - Public Transport Corridor
- Town Centres and Retailing**
  - TC1 - Retail Hierarchy for Lancaster District
  - TC1 - Retail Hierarchy for Proposed Local Centre
  - TC3 - Future Retail Growth
- Urban Boundary**
  - Urban Boundary





# 04 Planning Policy Context

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## Other Relevant Policies

### Other Relevant SPLA DPD Policies

The following policies of the SPLA DPD are also of relevance to the site and are summarised here:

**Policy SP5 (The Delivery of New Jobs)** states that an area of 2ha of employment land will be provided at the North Lancaster Strategic Site. The Council will support residential development in this employment area if it can be demonstrated by a marketing exercise (over no less than 2 years) that there is no market demand for the employment use.

**Policy SP6 (The Delivery of New Homes)** highlights that the North Lancaster Strategic Site will accommodate 700 dwellings.

**Policy EC2 (Future Employment Growth)** states that the 'North Lancaster Business Park' is the allocation within the North Lancaster strategic allocation for a mixed-use development of residential and high quality B1 employment uses, which takes advantage of the linkages with the new Bay Gateway. The Business Park will comprise 2ha. However, this is caveated as above, in that the 2ha of B1 employment land can be used for residential development subject to the aforementioned marketing exercise.

**Policy H1 (Residential Development in Urban Areas)** illustrates that the North Lancaster Strategic Site is allocated for 700 dwellings.

**Policy EN7 (Local Landscape Designations)** states that development proposals within areas of Key Urban Landscape and Urban Setting Landscape will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Particular attention should be paid to Policy DM46.

**Policy LPRM 1 (Local Plan Review Mechanism)** states that the Council will review the Local Plan within 5 years of the date of adoption and sets out the circumstances when an earlier review of the plan will be undertaken.

### DM DPD

The following policies of the DM DPD are relevant to the Strategic Site and are summarised here:

**Policy DM2 (Housing Standards)** states that all new dwellings (market and affordable) meet the Nationally Described Space Standard (or any future successor). At least 20% of new affordable and market housing on schemes of more than ten dwellings will be expected to meet Buildings Regulations Requirement M4(2) Category (accessible and adaptable dwellings). The policy does allow for flexibility in Nationally Described Space Standards, depending on viability.

**Policy DM3 (The Delivery of Affordable Housing)** highlights that the site will be expected to provide 30% affordable housing. The size, type, tenure and the means of delivery will accord with the most up to date Strategic Housing Market Assessment or an up-to-date village or parish housing needs assessment that is a more appropriate indication of housing need. The policy states that the Council will seek to ensure an appropriate tenure mix with the following percentages as a guide: 60% affordable/social rent and 40% intermediate tenure, or 50% affordable/social rent and 50% intermediate tenure.

**Policy DM12 (Self Build, Custom Build and Community-led Housing)** encourages developers of Strategic Sites to investigate the possibility of making provision for a proportion of serviced plots of land to contribute towards meeting the evidenced demand for self, custom or community-led Housebuilding in the district.

**Policy DM31 (Air Quality Management and Pollution)** states that development proposals must demonstrate that they have sought to minimise the levels of air polluting emissions generated and adequately protect their new users, and existing users, from the effects of poor air quality.

**Policy DM37 (Development affecting Listed Buildings)** highlights that any harm to the significance (substantial or less than substantial) of a Listed Building will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.



# 04 Planning Policy Context

**Policy DM39 (The Setting of Designated Heritage Assets)** states that development proposals which make positive contribution to or better reveal the significance of the asset through its setting will be supported. The policy states that when assessing a proposal affecting the setting of a designated heritage asset, reference will be made to any existing evidence which may include Conservation Area Appraisals, Heritage Assessments, Landscape or Urban Characterisations and Design Guidance. The policy outlines that development proposals affecting the setting of designated heritage assets will be expected to include an assessment that is undertaken as a series of four steps stated within the policy.

**Policy DM46 (Development and Landscape Impact)** states that the Council will require proposals that are within, or would impact upon the setting of, designated landscapes to be appropriate to the landscape character type and designation. Development proposals should, through their siting, scale, massing, materials, landscaping, vernacular style and design seek to contribute positively to the conservation and enhancement of the protected landscape and its setting. Within Key Urban Landscapes and Urban Setting Landscapes, the Council will only support development that preserves the open nature of the area and the character and appearance of its surroundings in accordance with Policy EN7.

**Policy DM57 (Health and Well-being)** highlights that the Council will expect development in the district to promote health and well-being, such as by ensuring that development is designed to promote

physical activity, through the appropriate arrangement of buildings and uses, access, open space and landscaping and the provision of facilities to support walking and cycling; ensuring that local facilities are easily accessible by foot or bicycle; and ensuring infrastructure is in place to support development, such as by providing or contributing to open space, children's play facilities, food growing, indoor and outdoor leisure provision and healthcare facilities.

**Policy DM64 (Lancaster District Highways and Transport Masterplan)** states that Lancashire County Council has published a Highways and Transport Masterplan for Lancaster District, which sets out a range of strategic transport interventions to address existing transport issues and to improve the network. The policy sets out the key issues addressed in the Masterplan.

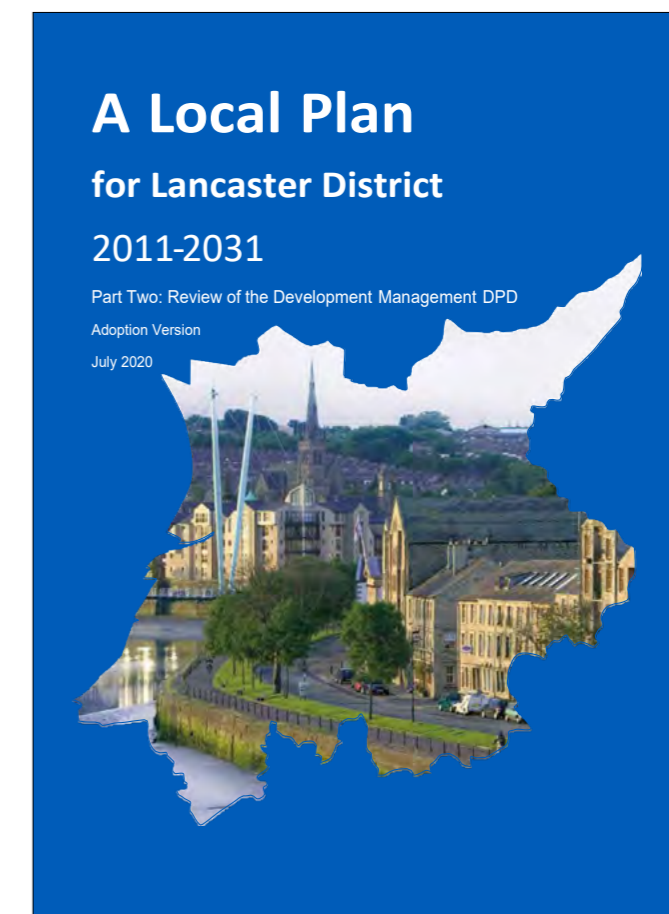
## Local Plan Review and Zero Carbon

The Council is committed to an immediate review of the Local Plan following adoption in response to the Government's declaration of a climate change emergency, as detailed under Policy LPRM 1 of the SPLA DPD.

Policy DM53 sets out the Council's commitment to supporting the transition to a lower carbon future, with the Council seeking to maximise the renewable and low carbon energy generated in the District where this energy generation is compatible with other sustainability objectives.

## Summary

The principle of residential-led development at the Strategic Site has been established through the adoption of the SPLA DPD and the allocation of the site as a strategic residential-led allocation in Policy SG9.





# 05 Highways and Access

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## Access and Movement

This Section sets out the access and movement strategy for the Strategic Site with more detail provided at Appendix II.

The access and movement strategy is predicated on the desire to maximise the potential for residents/employees/visitors to travel by sustainable modes of transport and ensure a permeable environment will be created for pedestrians and cyclists, thus encouraging people to travel to the different land uses within the site on foot or by cycle, for example to undertake home to school trips.

Safe vehicular access to and through the site is also addressed and has been discussed in detail with Lancashire County Council Highways Officers.

A Movement and Access plan illustrating the principles set out in this section is provided within the Masterplan Framework at Section 9.

### Vehicular Access to the West of the A6/Slyne Road

There are limited options available to access the parts of the site to the west of the A6. Hammerton Hall Lane, which bounds the site to the south, is a single lane track and does not, therefore, represent a suitable location from which to take access for the scale of development anticipated on this strategic site. Similarly, creating an access from the Bay Gateway to the north is not a realistic proposition. As such, access will be gained via a priority junction onto the old section of Slyne Road, which in turn connects the A6. An emergency access will be provided onto Hammerton Hall Lane.

As required by Policy SG9 (xx) Planning applications for land to the west of the A6/Slyne Road will, subject to detailed technical design, include an internal road layout to provide for an unfettered vehicle and pedestrian / cycle access (to an adoptable standard) from Slyne Road (A6) to Hammerton Hall Lane.

Once into the site, the spine road will extend westwards. The internal access road layout will allow for vehicular access from Slyne Road Hammerton Hall Lane. The rising topography of the site will require the alignment of the spine road to meander through open land at a high point before dropping down in the far western land parcel. The local centre/extra care uses will be located to the north of the spine road to maximise visibility and accessibility.

Given the relatively modest volumes of traffic that will be associated with the local centre/extra care uses as well as the residential land parcels, access to these areas will be gained via priority controlled junctions located along the main spine road.

### Access to the East of the A6/Slyne Road

In terms of access to the eastern part of the Strategic Site, a new signal controlled junction will be developed along the A6, to the north of Green Lane.

Once into the site, a linking spine road will extend eastwards, wrapping around the perimeter of Beaumont Hall which projects into the site, allowing appreciation of the property and protecting its setting by setting new development away from it. The alignment also

allows an existing sewer and easement to be retained within public realm areas. Beyond Beaumont Hall the spine road will continue eastwards to a potential school location. Consequently, residential development will be provided to the north of the spine road.

Given the relatively modest volumes of traffic that will be associated with the residential land parcels, these will be accessed via priority controlled junctions formed along the spine road. Emergency access would be gained from Green Lane.

In addition to footways being provided along the access roads, separate pedestrian and cycle routes will also be provided to and across areas of open space in the northern parts of the site. Pedestrian connections will be provided onto Green Lane (east and west), PROW FP7 which links to land north of Bay Gateway, and the A6 to maximise permeability through the site. Pedestrian routes up to the top of the drumlin landscape in the north of the site, will enable long views to the north and south

In addition, an access will be created to the east of the site via the creation of a new priority junction with ghost island right turn lane along Halton Road.

# 05 Highways and Access

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## Pedestrian and Cycle Connections

The Masterplan seeks to maximise the potential for residents/employees/visitors to travel by sustainable modes of transport. The Masterplan also seeks connections to the wider pedestrian and cycle network, including linkages to Lancaster City Centre.

The Masterplan ensures a permeable environment will be created for pedestrians and cyclists, thus encouraging people to travel to the difference land uses within the site on foot or by cycle, for example to undertake home to school trips.

The provision of a new local centre and primary school on the site will also encourage sustainable travel as all residents will be within a short walk of these additional local amenities.

The provision of pedestrian and cycle access throughout the site will be addressed as part of future reserved matters/detailed planning applications as each phase of the site is brought forward. However, the principle points of pedestrian/cycle access into the site, and connections to the existing wider network are defined within the Masterplan.

In addition to footways being provided along the access roads, separate pedestrian and cycle routes will also be provided to and across areas of landscape to maximise accessibility to public open space. Pedestrian access points will be provided from old Slyne Road, Hammerton Hall Lane and the canalside footpath at the western corner of the parcel.

Connections will be provided from both sides of the A6/Slyne Road to the existing cycleway along the Bay Gateway;

Hammerton Hall Lane will also provide a cycle connection allowing easy access of National Cycle Route 6 and the cycle path along the canal. Similarly, a new cycle connection will be created onto Halton Road, also allowing access to the canal cycle path.

The IDS (at page 93) sets out a series of off-site highways improvements that development within the strategic site may be requested to contribute to via planning applications. In addition, in preparing the relevant planning application for development within the strategic site (to the east of Slyne Road), opportunities for cycling/pedestrian connections over Halton Bridge will be fully explored.

Each of the pedestrian and cycle routes across the site will be lit, surfaced, generally overlooked and of high quality to ensure access on foot and by cycle is maximised. Existing Public Rights of Way will be retained.

Public Rights of Way will be retained and will be upgraded and improved where appropriate.

## Public Transport

Pedestrian connections will be available to the existing pedestrian infrastructure, which link to local amenities as well as existing bus stops. Notwithstanding this, the aforementioned vehicular connection of the two proposed access points serving the eastern land parcel will allow bus penetration of the site, further encouraging the use of sustainable modes of transport.

## Off-Site Highways improvements

Contributions to off-site highways improvements will be discussed with LCC as part of planning applications for the relevant phases.

Off site works will be secured across the phases to deliver infrastructure broadly in accordance with the measures set out in the IDS and/or other requirements established by the LPA in consultation with the highway authority at the planning application stages.

## Application Requirements

Future planning applications will need to be supported by appropriate transport assessments/statements and travel plans, and should incorporate green travel principles, which seek to reduce the impact of the proposed development, encouraging the use of more sustainable modes of transport to and from the site.



# 06 Drainage

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## Drainage

This Section sets out the drainage strategy for the Strategic Site with more detail provided at Appendix III.

The overarching aim of the drainage strategy is to, where possible, ensure that flows from the Strategic Site should be limited to the existing greenfield run-off rates and where possible, SuDS designed to The SuDS Manual, CIRIA report C753, will be incorporated in the surface water drainage and will be located within the green corridors running through the Strategic Site

The proposed drainage strategy has been submitted to Lancashire County Council Lead Local Flood Authority Officers for comment (LLFA).

A Blue Infrastructure Plan illustrating the principles set out in this section is provided within the Masterplan Framework at Section 9.

## Existing Drainage of the Strategic Site

Howgill Brook, an ordinary watercourse, is the only open watercourse crossing part of the Strategic Site from under the Bay Gateway in the north to a culvert entrance at the Lancaster Canal immediately to the north of Green Lane in the south. The watercourse corridor is a protected area through the northern portion of the Strategic Site. Also running through the Strategic Site to the east of the A6/Slyne Road, is the realigned and enlarged Slynedale Culvert. This culvert was reconstructed by Lancashire County Council as part of the Bay Gateway scheme to form a drainage outfall for the highway drainage of the new road. The new culvert is 1200mm in diameter and enters the area from Slyne Road on the western boundary before crossing the Strategic Site and Howgill Brook to run under the Lancaster Canal on the southern boundary. The depth of the new culvert ranges from 2.45m up to 10.00m.

To the west of the A6/Slyne Road there are no surface water drainage features, anecdotal evidence suggests the existing properties are drained using soakaways. Levels in this portion of the site rise gradually away from Slyne Road in a westerly direction to a peak before falling away to the west to the line of the Lancaster Canal. The realigned Slynedale Culvert, described above, runs along the former line of Slyne Road from north to south past the current site entrance before running into the Strategic Site to the east of the A6/Slyne Road. The existing culvert remains in Slyne Road to the south of this point.

There is a culverted watercourse running through the eastern part of the Strategic Site from north to south; close to the junction of Halton Road and Kellet Lane the culvert discharges across the field to the highway drainage system in Halton Road. This system has been traced to the point it is connected to the Lancaster Canal, at the Halton Road bridge.

## Proposed Drainage for the West of the A6/Slyne Road

There is evidence to suggest the existing properties on Slyne Road, adjacent to the western portion of the Strategic Site, are drained to soakaways. A connection will be made to the reconstructed Slynedale culvert or the existing culvert in Slyne Road, unless infiltration is deemed suitable. In all cases, planning applications for all phases of the strategic site will need to demonstrate the site can be drained in accordance with the SUDS hierarchy and that each system would not impact other systems for other phases or each phase is designed to support restrictive phases.

The land reaches a high point from Slyne Road before falling away to the west to the Lancaster Canal; this area of the site may therefore have a stand-alone drainage system. Where there is no frontage development, the main site access road from Slyne Road may be drained to roadside swales.

# 06 Drainage



Howgill Brook

## Proposed Drainage for the East of the A6/Slyne Road

Howgill Brook runs through the Strategic Site to the east of the A6/Slyne Road but is quite shallow and has capacity issues; surface water from this area will therefore be connected to the Slynedale Culvert at a manhole close to Green Lane; the site investigation undertaken shows the ground conditions in this area to be quite mixed and not generally suitable for the use of infiltration. It is proposed that surface water will be attenuated and treated in on-line basins prior to discharge to the watercourse. Where there is no frontage development to the main access road from Slyne Road, it will be drained to roadside swales. The proposed school site should have SuDS prior to discharge to the watercourse.

The eastern part of the Strategic Site area presently drains via an ad hoc arrangement to the Lancaster Canal; this arrangement could potentially be formalised with a direct connection to the canal from this area of the site close to the Halton Road bridge. The site investigation demonstrates this area of the site to be underlain by clay and therefore not suitable for infiltration techniques, however the feasibility of infiltration in all phases of the Strategic Site should be investigated and where not suitable this should be clearly demonstrated as part of each planning application. An on-line attenuation basin will be provided prior to a surface water sewer linking the eastern site area to the Slynedale Culvert at a manhole close to Green Lane.

## Flood Risk

The Environment Agency flood map indicates that the entirety of the Strategic Site lies within Flood Zone 1, where the chance of flooding from rivers and the sea of less than 1 in 1,000 annual probability. There is potential for surface water flooding in the low-lying ground adjacent to Howgill Brook in the central site area. Therefore, levels will be raised in this area to ensure gravity connections for surface water drainage may be made, but that levels immediately adjacent to the brook will remain as existing. If development in areas at risk of surface water flooding cannot be avoided, drainage strategies for each phase must ensure the effects of doing so ensure there is no flood risk elsewhere.

The Lancaster Canal runs along the southern site boundary. However, as the levels are below the Strategic Site, there is a low probability of flooding from the canal.

## Application Requirements

Future planning applications will need to be supported by detailed drainage strategies and Flood Risk Assessments which consider all forms of flooding.



# 07 Site Technical Characteristics

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## Introduction

Taylor Wimpey have carried out various technical studies and carefully considered the characteristics of the Strategic Site to ensure that any future development brought forward at the North Lancaster Strategic Site will respond sensitively to its surroundings and contribute positively to the sustainable growth of Lancaster. The northern extent of the Strategic Site will remain free from development to preserve the open nature of the Urban Setting Landscape. This section sets out the technical assessments, studies and reports that have been carried out to support the production of the masterplan. The results of the assessments have fed into the production of a Strategic Site wide constraints and opportunities plan.



Strategic Site



# 07 Site Technical Characteristics

## Heritage Assets /Archaeology

A Heritage Desk-Based Assessment has been prepared for the Strategic Site, which identifies the extent and nature of heritage assets within the Strategic Site and its surroundings to assess their significance and to make appropriate recommendations for the future treatment of any heritage assets or their settings which may be affected. The assessment was based on a minimum 1km study area for designated heritage assets and a 300m radius for non-designated heritage assets (based on advice from Lancashire County Council's Historic Environment Team) and has been produced in accordance with professional guidance including the Chartered Institute for Archaeologists Standard and Guidance for Historic Environment Desk-Based Assessment (2017).

A number of designated heritage assets are situated within and around the Strategic Site including a Grade II Listed Building, Beaumont Hall. Hammerton Hall, a non-designated heritage asset, is located within the Strategic Site to the west of the A6/ Slyne Road within the parcel of land controlled by Hollins Strategic Land.

Some of the hedgerows within the Strategic Site represent boundaries shown on the 1841 tithe map; as such they represent 'important' hedgerows under the criteria for archaeology and history of the 1997 Hedgerow Regulations.

A geophysical survey was carried out between the 28th October and the 7th November 2019. The geophysical survey detected anomalies of archaeological and possible archaeological origin, including possible enclosure ditches, pits and ring ditches, some of which appear to correspond with earthworks interpreted as evidence for prehistoric settlement. The geophysical survey also revealed former field divisions, many corresponding with historic mapping and evidence for ridge and furrow.

In terms of specific recommendations:

- The Local Planning Authority's archaeological advisor has identified a requirement for archaeological trial trenching in relation to the Strategic Site. The requirement and scope of the trial trenching should be informed by the results of the geophysical survey undertaken across the Strategic Site and agreed with the archaeological advisor through the planning application process.



Beaumont Hall



# 07 Site Technical Characteristics

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## Noise

A series of noise surveys have been undertaken, including 4no. 24 hour road traffic noise surveys of A683/ Bay Gateway, A6 /Slyne Road, Kellet Lane, and Halton Road. 2no. full weekday and weekend background and ambient sound surveys have also been undertaken to the east and west of the A6/ Slyne Road. These surveys have informed the subsequent noise model which was employed to predict noise levels associated with road traffic across the Strategic Site.

The modelling exercise determined that noise levels range between below 45dB and up to 63dB within the Strategic Site boundary during the daytime. This resulted in the Strategic Site being identified as between Negligible Risk (the majority of the south of the Strategic Site) and Medium Risk (most north western and south western sections of the central parcel, immediately adjacent to the A683 Bay Gateway and the A6/ Slyne Road).

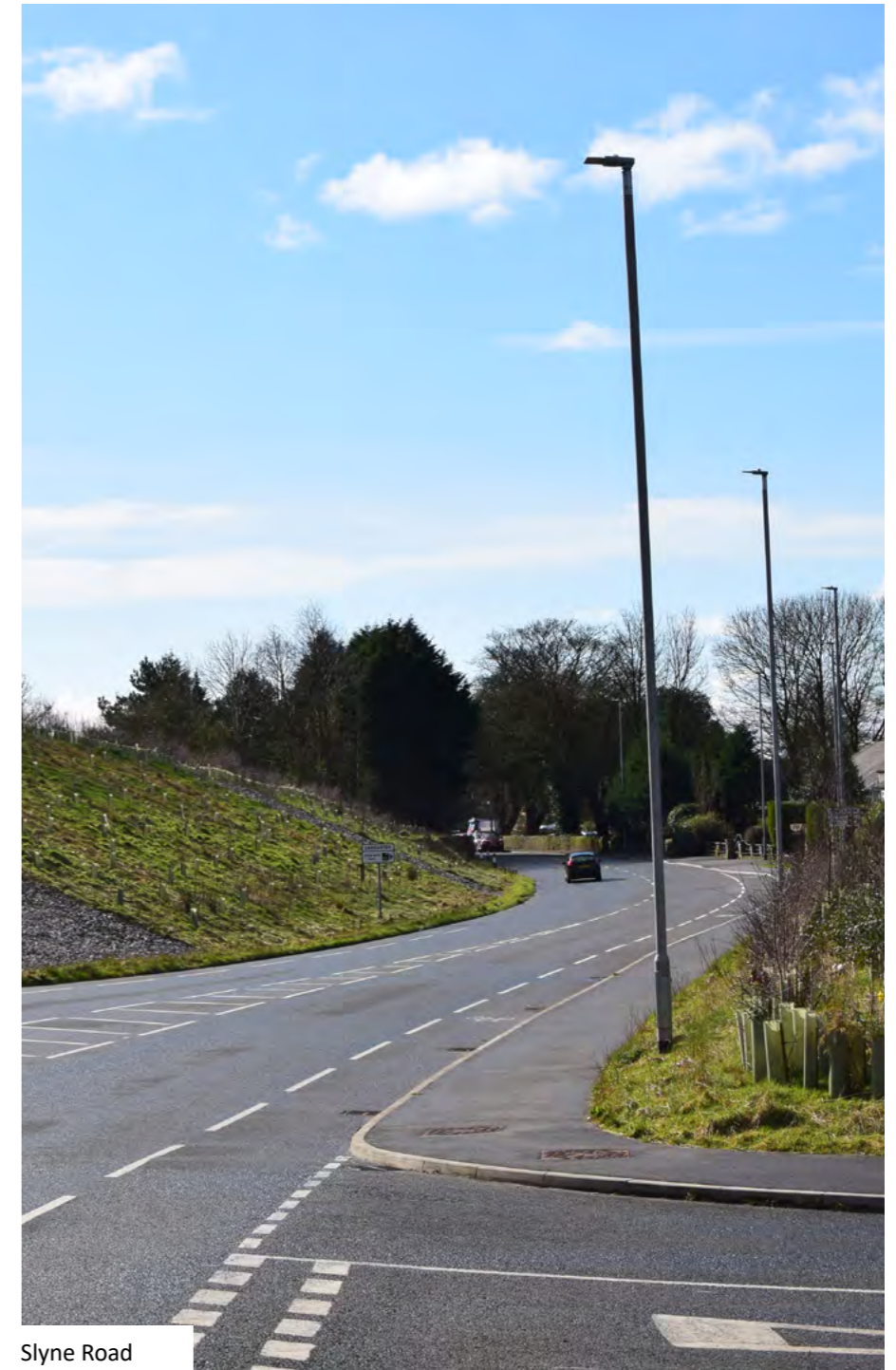
During the night-time, the noise levels ranged between below 40dB and up to 60dB within the developable areas. Therefore, the majority of the Strategic Site was identified as being between Negligible Risk and Low Risk. Certain areas adjacent to A683/ Bay Gateway and A6/ Slyne Road were classed as Medium Risk.

Planning applications must include any necessary mitigation measures to ensure that there are no significant adverse impacts on future users of the Strategic Site. Applications will need to consider appropriate mitigation measures, which may include:

- Alternative ventilation on dwellings within close proximity to the local road sources; and
- Gardens should be located away from the local road network and orientated in such a way that the building envelope provides acoustic shielding.

Relevant planning applications will also need to consider the potential future noise impacts of the proposed linking spine road on existent residential receptors near to the Strategic Site.

Consideration should be given toward the orientation of the internal layout, ideally placing rooms for habitable purpose (bedrooms, living rooms) away from the noise sources



Slyne Road



# 07 Site Technical Characteristics

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## Air Quality

Pollutant background concentrations across the Strategic Site have been assessed and have indicated that nitrogen dioxide (NO<sub>2</sub>) concentrations are approximately 20% of the annual mean NO<sub>2</sub> Air Quality Objective (AQO). Furthermore, the Strategic Site is not located within, or in the vicinity of, an Air Quality Management Area (AQMA).

The Strategic Site is located on either side of the A6 and to the immediate south of the A683. Both of these routes are considered to be a significant source of road vehicle exhaust emissions. However, the proposed residential units are not located in the direct vicinity of the A6 and the A683, and as such it is not anticipated that future Strategic Site users will be exposed to elevated pollutant concentrations. Therefore, air quality is not a constraint to the development of the Strategic Site.

Applications associated with all phases of the development will need to consider operational air quality impacts at existing sensitive receptors within the nearby vicinity of the Strategic Site and within the AQMA towards Lancaster City Centre.

Owing to the scale of the proposed development and in accordance with LCC's Planning Advisory Note 'Low Emissions and Air Quality: Guidance for Development', planning applications should consider using best practice mitigation techniques where necessary.



Central field parcel



# 07 Site Technical Characteristics

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## Ecology and Trees

A range of ecological surveys have been undertaken across the Strategic Site during the 2019 survey season comprising a Phase 1 Habitat Survey, tree survey and protected species surveys for badgers, great crested newts, breeding birds, bats and winter bird surveys, to identify any ecological constraints present on or adjacent to the Strategic Site.

The Phase 1 habitat survey identified seven internationally significant nature conservation sites within 10km of the Strategic Site, five nationally significant nature conservation sites within 5km and nine non-statutory nature conservation sites within 2km. However, no conservation designations cover the Strategic Site itself. Based on an assessment of the likely impacts, including a Habitat Risk Assessment undertaken on the Morecombe Bay SAC, SPA and SSSI, there are no predicted negative impacts on any designated sites.

The general character of the Strategic Site is pastoral farmland comprising agriculturally improved fields of relatively low species diversity and ecological value, divided by native hedgerows. The hedgerows are typically of low species diversity in both the shrub canopy and ground flora. Overall the habitats across the Strategic Site are of low ecological value.

No evidence of great crested newts or badger was identified on Strategic Site or within influencing distance of the proposed development during the surveys. Bat activity surveys undertaken across the Strategic Site identified low levels of bat activity local to the Strategic Site. Given that the majority of hedgerows and large swathes of open green space are to be retained during development, it is not anticipated that there will be any impacts on bat foraging and commuting. Ground based assessment of trees and buildings identified five trees with potential to support roosting bats. All will be retained during development and hence no impacts are predicted on roosting bats.

The breeding and winter bird surveys identified a moderately diverse assemblage of species which are generally common and widespread locally, but does include four species of conservation concern confirmed or likely to be nesting in the Strategic Site and immediately surrounding environs during the breeding season and seven species of conservation concern using the Strategic Site for foraging or resting during the winter. Given the large scale retention of open greenspace and hedgerows/trees and the availability of similar habitat in the wider area no significant impact on the breeding or wintering bird population is anticipated.

Large areas of open green space are to be retained post development in the north of the Strategic Site, which will offer a combination of informal public open space and areas for ecological enhancement. This retained area of greenspace will ensure habitat connectivity is maintained across and beyond the Strategic Site. Detailed planning applications will be supported by detailed lighting schemes where necessary in order to demonstrate that impacts on nocturnal species will be prevented or minimised.

Biodiversity net gain assessments will be carried out as part of planning applications with the aim of achieving at least a 10% net gain in biodiversity.

# 07 Site Technical Characteristics

## Ground Conditions

Ground investigation has been undertaken at the Strategic Site to assess the geological, geotechnical and contamination setting of the Strategic Site including machine excavated trial pits and cable percussive boreholes drilled to a maximum depth of 15.00mbgl. Laboratory solid and leachable chemical analysis was undertaken on selected soil samples collected from the trial pit and geotechnical testing was undertaken on samples from the boreholes.

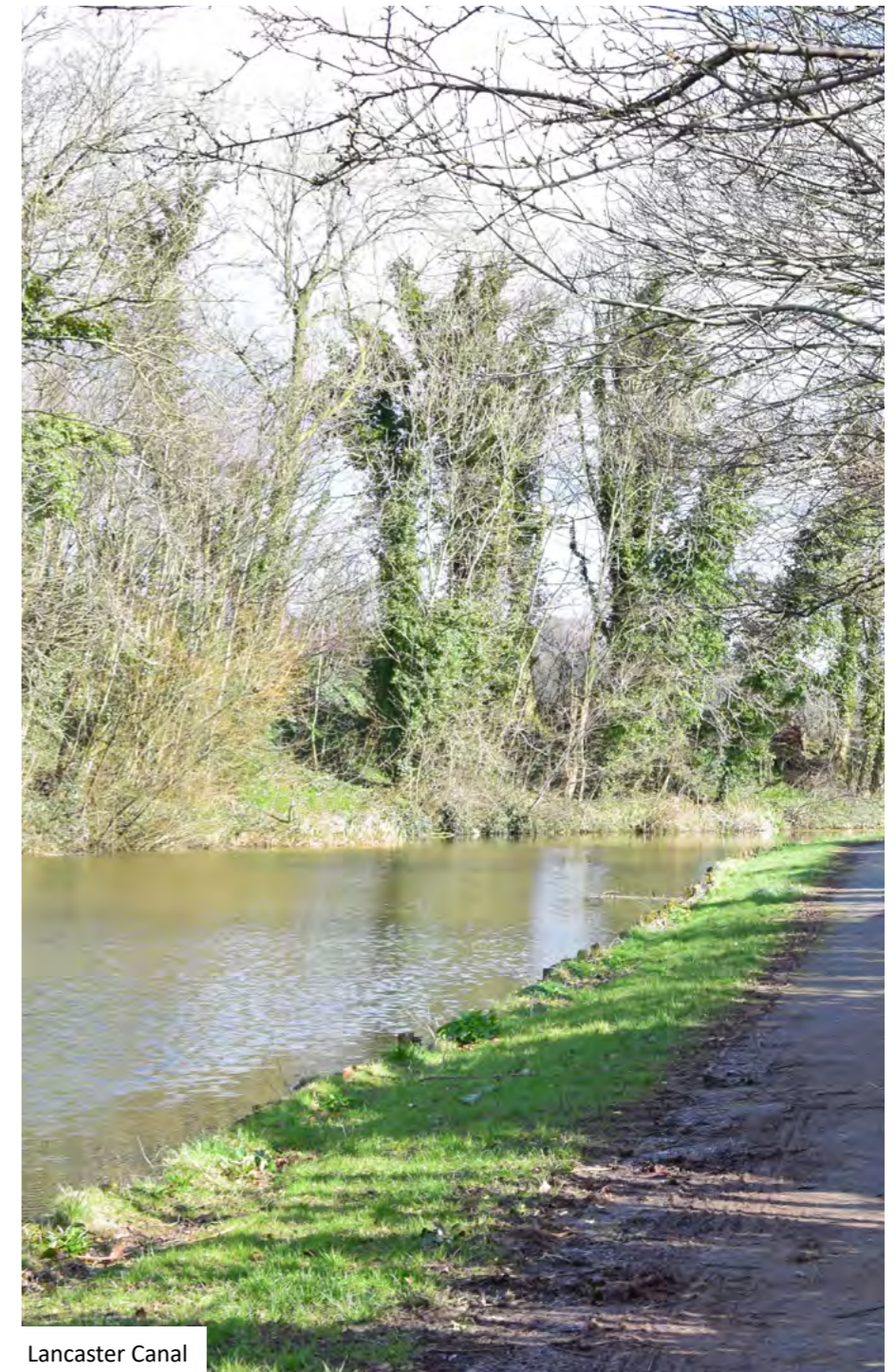
The results of the ground investigation broadly confirmed the conjectured geological setting based on the Strategic Site history and published BGS mapping. The general sequence of strata of the Strategic Site was topsoil underlain by natural superficial deposits of clays, sands and gravels of varying strength across the Strategic Site. No suspected made ground or materials showing visual or olfactory evidence of contamination were recorded anywhere on Strategic Site. The geotechnical assessment concluded that the most appropriate foundation solution for the Strategic Site is likely to be shallow strip/trench fill inclusive of a layer of steel mesh reinforcement. The majority of soils at the Strategic Site were sulphate class DS-1 and ACEC Class AC-1, although there were a couple of anomalous results which were Design Sulphate Class DS-2 ACEC Class AC-2. The proposed development will involve a cut and fill exercise to remodel ground levels and create a development platform. The geotechnical assessment concludes that the slopes analysed are, in principle, suitable to be modified in accordance with the preliminary design.

Risk Assessments suggest that the risk to human health by contaminated soil is low and there is a low likelihood for made ground to be encountered on the Strategic Site. There was low risk to plants and vegetation established from contaminants on the Strategic Site and a low risk from harmful gases. The Strategic Site lies within an intermediate probability radon area as between 5 and 10% are above the action level. Therefore, all new dwellings require basic radon protection measures.

The environmental setting of the Strategic Site, particularly with regard to its proximity to the River Lune and Lancaster Canal, means that it is sensitive to any water contamination. Given the nature of the soils, the controlled water risk assessment concluded that if the development is constructed under best practice, there are no risks relating to contamination.

With regard to ground conditions, the relevant detailed planning applications will need to be supported by or secure via planning condition:

- A detailed UXO risk assessment as the Strategic Site as it is within a moderate zone;
- An earthworks strategy due to the sloping of the Strategic Site.



Lancaster Canal



# 07 Site Technical Characteristics

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## Landscape and Visual

### Visual Analysis

Owing to the undulating nature of the topography in this locality and the presence of existing vegetation and built form, the visibility of the Strategic Site is varied. The higher parts of the Strategic Site have some visibility in the wider landscape. However, views to the lower parts of the Strategic Site, particularly adjacent the existing urban area, are more limited.

In the open agricultural land to the north of the Bay Gateway Link Road there are few publicly accessible locations from which the Strategic Site can be seen. Where these views occur, the higher parts of the Strategic Site are visible, but these views are influenced by the backdrop of Lancaster's urban area which is visible on the rising land beyond the Strategic Site. The introduction of the Bay Gateway Link Road and the associated embankment planting will inevitably cause a change to the view in the future.

The establishment of the Urban Setting Landscape designation in the northern part of the Strategic Site will assist in ensuring the development will preserve the open nature of the area and the character and appearance of its surroundings.

From the A6/ Slyne, there are views to the western part of the Strategic Site, which can be seen in the context of existing residential development at Skerton. From the south there are seasonal filtered views through vegetation towards the Strategic Site from the Lancaster canal tow path. The tow path and canal border the residential area of Skerton, and thus urban development is in keeping with the locality. To the west there are filtered views through the roadside vegetation into the Strategic Site from Hammerton Hall Lane as it passes through the Strategic Site. Although the route is somewhat rural in its nature it is influenced by the adjacent built form and recently Bay Gateway road.

There are views into the Strategic Site from the properties at Green Lane, which directly back onto the Strategic Site. The Grade II listed building, Beaumont Hall, is also likely to have views of this land. The eastern part of the Strategic Site is visible from Kellet Lane and Halton Road, which includes some residential properties that front towards the Strategic Site.

Development on the Strategic Site will be visible from the Public Rights of Way (PRoW) and locally walked routes within the Strategic Site. Residential development and the built form of Lancaster are currently visible along these routes. Views from these PRoWs have been considered in the Masterplan.

Appropriate development proposals will:

- Generally seek to minimise any proposed built form on the highest parts of the Strategic Site to ensure that development is not visually prominent on the horizon;
- Be attractively designed to front onto the Lancaster canal at the southern boundary;
- Ensure that residential amenity is preserved and respect the setting of the Listed Building; and,
- Protect the setting of the existing PRoWs through high quality design.

# 07 Site Technical Characteristics



View from Kellet Lane, at the bridge over the Bay Gateway Link Road looking south west towards the Strategic Site



View from the A6 looking south and south west towards the Strategic Site



# 07 Site Technical Characteristics

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View from the Lancaster Canal towpath looking north west across the canal and towards the Strategic Site



View from the public right of way within the Strategic Site looking south toward Skerton and Lancaster



# 07 Site Technical Characteristics

## Landscape Character

The landscape character in the locality of the Strategic Site has been assessed within 'A landscape Strategy for Lancashire' (2000). The Strategic Site is located within Landscape Character Type 12 'Low Coastal Drumlin' and within the sub character area 12a 'Carnforth – Galgate – Cockerham'.

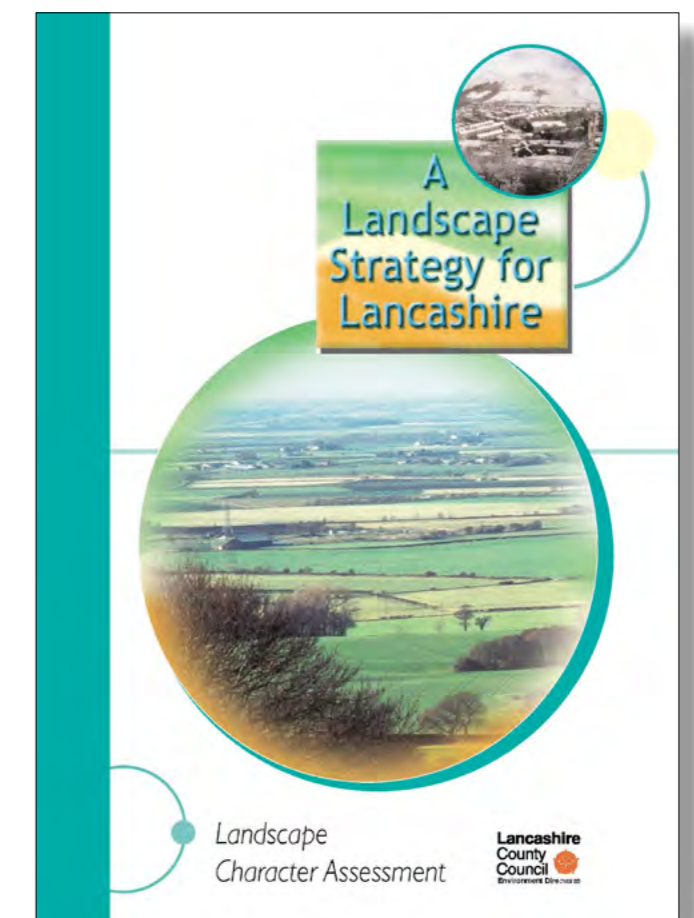
The 'Low Coastal Drumlin' character area is described as "areas of low, whaleback hills around 40m high, with broad rounded tops". The drumlins in this area are 'characteristically gentler and of lower altitude than that of the 'Drumlin Field' (an adjacent character area located to the east).

The 'Carnforth – Galgate – Cockerham' character area is described as supporting "an extremely high proportion of built development including the large settlements of Lancaster and Morecambe". The assessment also states that the area provides "a convenient transport corridor", including the Lancaster Canal, the M6 and A6, and now the Bay Gateway Link Road. Urban development and associated infrastructure are common characteristics of this area.

In relation to development, the landscape character assessment states that "buildings on top of the drumlin hills are particularly visible". Appropriate development of the Strategic Site will avoid locating buildings upon the drumlin tops to ensure that new development is not visually prominent in the landscape.

The landscape assessment states that "woodland is limited to small plantations, woods associated with former estates and rarely, fragments of ancient woodland in unusual hilltop or hillside settings". It is likely that the extensive new planting along the verges to the Bay Gateway Link Road will increase prominent vegetation cover in the vicinity of the Strategic Site. Recommendations will include some areas of structure planting to screen development on the lower land, but will also ensure that the open nature of the drumlins is retained.

The Masterplan has been designed to ensure no significant adverse impacts on landscape character or visual amenity.





# 07 Site Technical Characteristics

## Climate Change Strategy

The Comprehensive Masterplan seeks to ensure that all development within the Strategic Site is climate resilient and accords with the principles and direction of LCC's declaration of a Climate Emergency.

Taylor Wimpey's commitment to sustainability encompasses designing and building thriving new communities for its customers, operating safely and responsibly, creating a great place to work for its employees, and playing its part in protecting the environment for future generations.

Sustainability has always been an important part of how Taylor Wimpey does business. In 2022, sustainability was formally integrated into Taylor Wimpey's strategy as one of our four strategic cornerstones, reflecting its importance to our business and our stakeholders.

LCC encourages development which will minimise carbon emissions, focusing on sustainable transport, net gain biodiversity, and minimizing flood risk, pollution and pressure on habitats. Future developments at the Strategic Site should be designed to be resilient in terms of their layout, design and construction to ensure that they are adaptable and can withstand potential future flood events as a result of climate change. Methods to improve biodiversity at the Strategic Site include increased planting and the creation of green spaces, which are illustrated on the Masterplan. To improve the sustainability surrounding transport, the Masterplan has identified a series of cycleways and walkways across the Strategic Site to encourage these forms of transport. Future development proposals at the Strategic Site will ensure that these are safe spaces that are enjoyable to use.

Planting of indigenous species can be used at the Strategic Site to improve air quality whilst also contributing to the Council's goal of planting 1 million trees. The DM DPD encourages the incorporation of tree cover into the Strategic Site design and this is depicted in the Masterplan. This will help to mitigate and adapt to the impacts of climate change across the wider district. Electric car charging points should also be considered as part of prospective development at the Strategic Site to encourage residents to make the transition towards electric vehicles, which would help reduce carbon emissions and improve air quality at the Strategic Site. Other solutions, such as car clubs, should also be considered as part of future development proposals at the Strategic Site.

At present, LCC does not have any firm requirements to improve energy efficiency beyond building regulations, although this is encouraged in the adopted DM DPD. Policy DM30 sets out a vision for sustainable design to deliver developments that are resilient to the impacts of climate change, including measures to increase energy efficiency and reduce energy demand. The design of non-residential building development should enable achievement of the BREEAM 'Excellent' standard in line with Policy DM35.

The DM DPD suggests that a reduction of  $\geq 19\%$  beyond that of 2013 Building Regulations is encouraged and as such this target will form the basis for LCC's Climate Change strategy. The strategy will follow LCC's energy hierarchy (detailed below). Future development at the Strategic Site will take the energy hierarchy into account to reduce emissions using a 'fabric first' approach and limit the Strategic Site's impact on Climate Change.

- Reduce Energy Use – this can be by behaviour change and also by installing technology that encourages reductions in energy use, such as smart meters;
- Increase Energy Efficiency – this can include improved fabric efficiency, such as improved insulation in windows and roofs;
- Use energy efficient fossil fuels – for example high efficiency boilers.

Future development at the Strategic Site will consider the use of renewable energy options and developers will undertake an energy statement/strategy to understand which options are feasible. It is noted that certain forms of combined power and heating can cause adverse air quality conditions and this issue should be considered when deciding upon an energy strategy.

In January 2019, LCC declared a Climate Change Emergency, with a commitment to lead by example and become net zero carbon by 2030.

On 31 March 2022 the council submitted the Lancaster District Climate Emergency Review of the Local Plan 2020-2031 to the Secretary of State for independent examination.

As the Climate Emergency Review of the Local Plan 2020-2031 has not yet been adopted. Following adoption, the Comprehensive Masterplan will be updated to reflect adopted policies. Until such time, policies within the emerging plan will be given appropriate weight in determining planning applications for the Strategic Site in accordance with Paragraph 48 of the NPPF.

# 07 Site Technical Characteristics

## Utilities

A Utilities Report has been produced to determine the effect of the proposed development on the existing infrastructure. All main utilities are available within the local to serve the Strategic Site.

A high voltage cable runs beneath the Strategic Site to the west of the A6/Slyne Road. High and low voltage cables also run within the footpath of the A6/Slyne Road and connection to the electricity grid will be via the high voltage cables.

Extra high voltage overhead pylons cross the central part of the Strategic Site (to the east of the A6/Slyne Road). Three high voltage cables (two underground and one overhead) also run through the Strategic Site and two further high voltage cables are located beneath Green Lane and the A6/Slyne Road immediately adjacent to the Strategic Site. The points of connection to serve the parts of the Strategic Site to the east of the A6/Slyne Road will be via the high voltage network beneath the A6/Slyne Road and will be looped through a connection to the high voltage network beneath Green Lane.

A high voltage cable network runs beneath the eastern part of the Strategic Site adjacent to Kellet Lane. A low voltage cable is also located within the footpath of Kellet Lane. The overhead high voltage cable also crosses the southern portion of the eastern part of the Strategic Site. A point of connection will be made to the high voltage network beneath Kellet Lane.



View from Green Lane

A low-pressure gas main is located within the footpath of the A6/Slyne Road and connections would be made to this to serve the eastern and central parts of the Strategic Site. A low-pressure gas main is located beneath Halton Road adjacent to the eastern part of the Strategic Site. A connection will be made to this main. The low-pressure gas mains will need to be reinforced to meet the proposed demand level.

A 6" water main is located within the footpath of the A6/Slyne adjacent to the western part of the Strategic Site. A further 12" water main is located on the opposite side of the A6/Slyne Road, adjacent to the central part of the Strategic Site. Connections to the 6" water main could be made close to the vehicular entrances to the western and central parts of the Strategic Site. Further 6" and a 3" water mains are located beneath Halton Road. A connection to the 6" water main could be made to provide water to the eastern part of the Strategic Site.

Planning applications will take into account the necessary easements required underneath the existing overhead cables, which are shown on the Illustrative Masterplan.



# 07 Site Technical Characteristics

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## Opportunities and Constraints

A constraints and opportunities plan has been produced to summarise and present visually the content of the Strategic Site and the physical and other constraints that will influence the Masterplan and future planning applications at the Strategic Site. The constraints and opportunities plan also includes or takes account of easements; pylons; overhead lines, and mitigation land associated with the Bay Gateway Link Road.

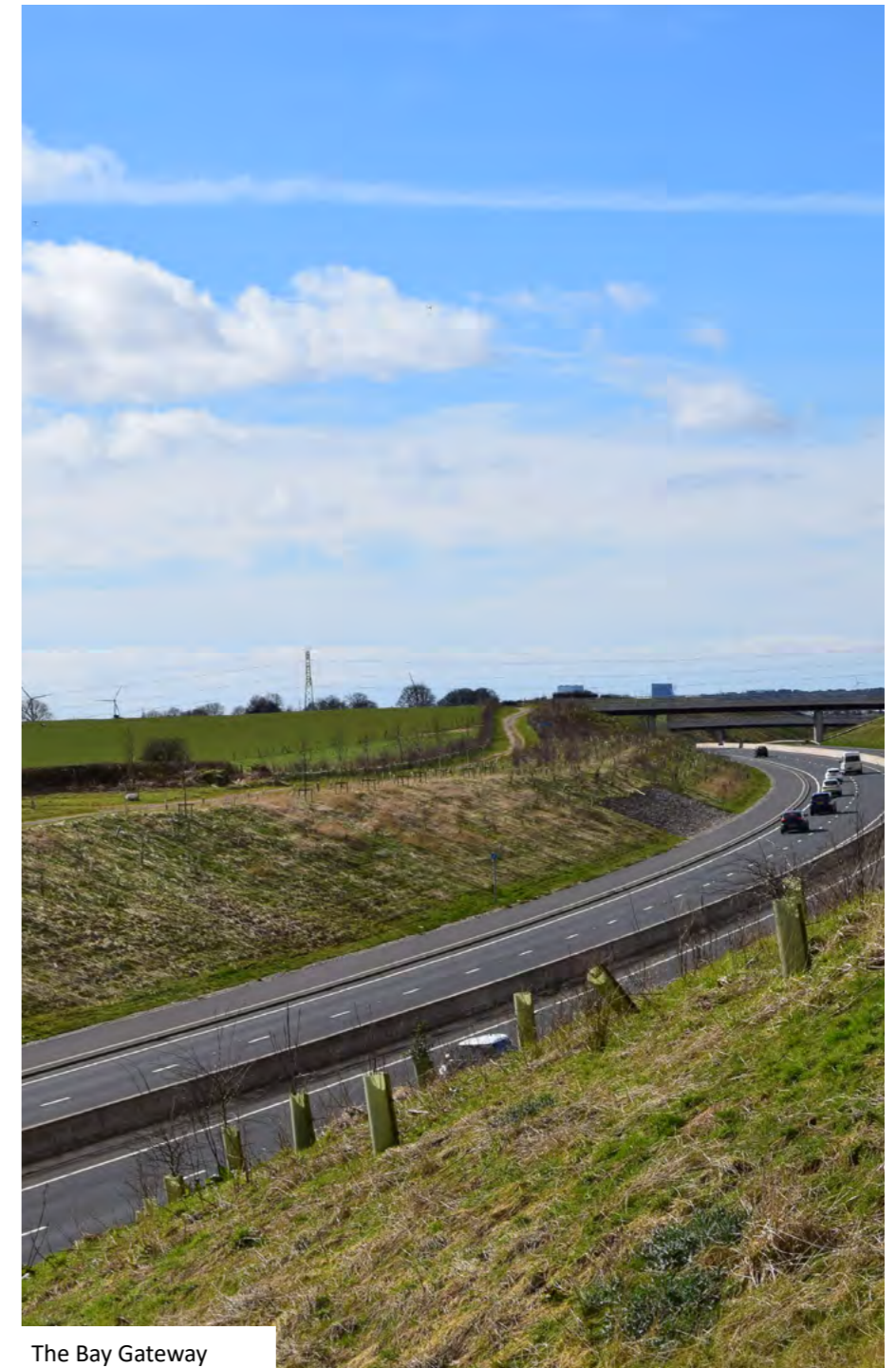
As part of the Landscape and Ecology Strategy produced in support of the Bay Gateway Environmental Statement there are, within the red line boundary of the North Lancaster development application, proposals for the creation of a habitat enhancement area known as the 'Valley Habitat Creation Area'.

The purpose of this habitat enhancement area, which is to be developed around the north end of Howgill Brook, is to protect waxcap fungi which are present within this area (including the uncommon Pink waxcap), but it also provides a receptor site for the translocation of hedgerows from Green Lane. The brook itself is to be improved along its length by maintaining it above ground, it currently disappears underground in several places, and a small copse of trees is proposed at the southern end of the habitat creation area as screening for nearby houses.

This area will be suitably protected during development through embedded avoidance and mitigation measures included within the site CEMP. Any proposed public access routes will be diverted around the HCA or alternatively any new access routes will be kept to the shortest possible route at the northern end. Appropriate mitigation will be undertaken through translocation of waxcap populations and integration of landscape features to prevent access of the public and dogs into the remainder of the HCA.

The development vision is underpinned by a rigorous analysis of the characteristics, context, and opportunities and constraints of the Strategic Site.

Safe and viable vehicular access can be provided into all parts of the Strategic Site. The western part of the Strategic Site can be accessed from a spur road that links to the A6; the central part of the Strategic Site can be accessed directly from A6/ Slyne Road, and the eastern part of the Strategic Site can be accessed via Halton Road. Existing bus stops are located on A6/ Slyne Road and Halton Road to the south, which provide an opportunity to promote sustainable non-car modes of transport to residents of new development.



The Bay Gateway

# 07 Site Technical Characteristics

An existing PROW passes through the central part of the Strategic Site, linking Lancaster to the open countryside to the north of the Bay Gateway Link Road. A short length of Public Right of Way also passes along the southern edge of the eastern part of the Strategic Site linking Halton Road to Green Lane. Green Lane is a promoted 'route with public access' which provides connectivity to the north. A further off-road cycle route is located immediately to the south of the Strategic Site along the southern embankment of the Lancaster Canal which then links to the Lune Valley Ramble recreational route. The development of the Strategic Site provides an opportunity to extend the existing pedestrian and cycle network, while appropriately protecting the amenity of established recreational routes. Development will create a positive and attractive edge where they may be visible from existing recreation routes.

To the north, the recently constructed Bay Gateway Link Road and associated planted embankments create a strong boundary to the north which separates the urban area of Lancaster from the wider countryside. Non-vehicular routes across the Bay Gateway Link Road are important to prevent the road becoming a barrier to movement. The quality and usability of pedestrian links is a key consideration of the Masterplan.

The Strategic Site has some direct interface with existing residential areas. The security and residential amenity of existing dwellings is considered as part of the Masterplan. The Masterplan has been design arranged to create secure development blocks which tie into the existing pattern of the adjacent residential areas wherever possible.

The Grade II listed building at 'Beaumont Hall' is located adjacent to the southern boundary of the central part of the Strategic Site. The setting of this property will be appropriately preserved.

The distinctive undulating landform of the Strategic Site and the wider landscape is described as 'drumlins'. The higher hill tops with steeper side slopes restrict development, however the distinct landform provides an opportunity to create an attractive multi-functional open space in this location which can take advantage of distant views towards Lancaster.



Halton Road



# 07 Site Technical Characteristics

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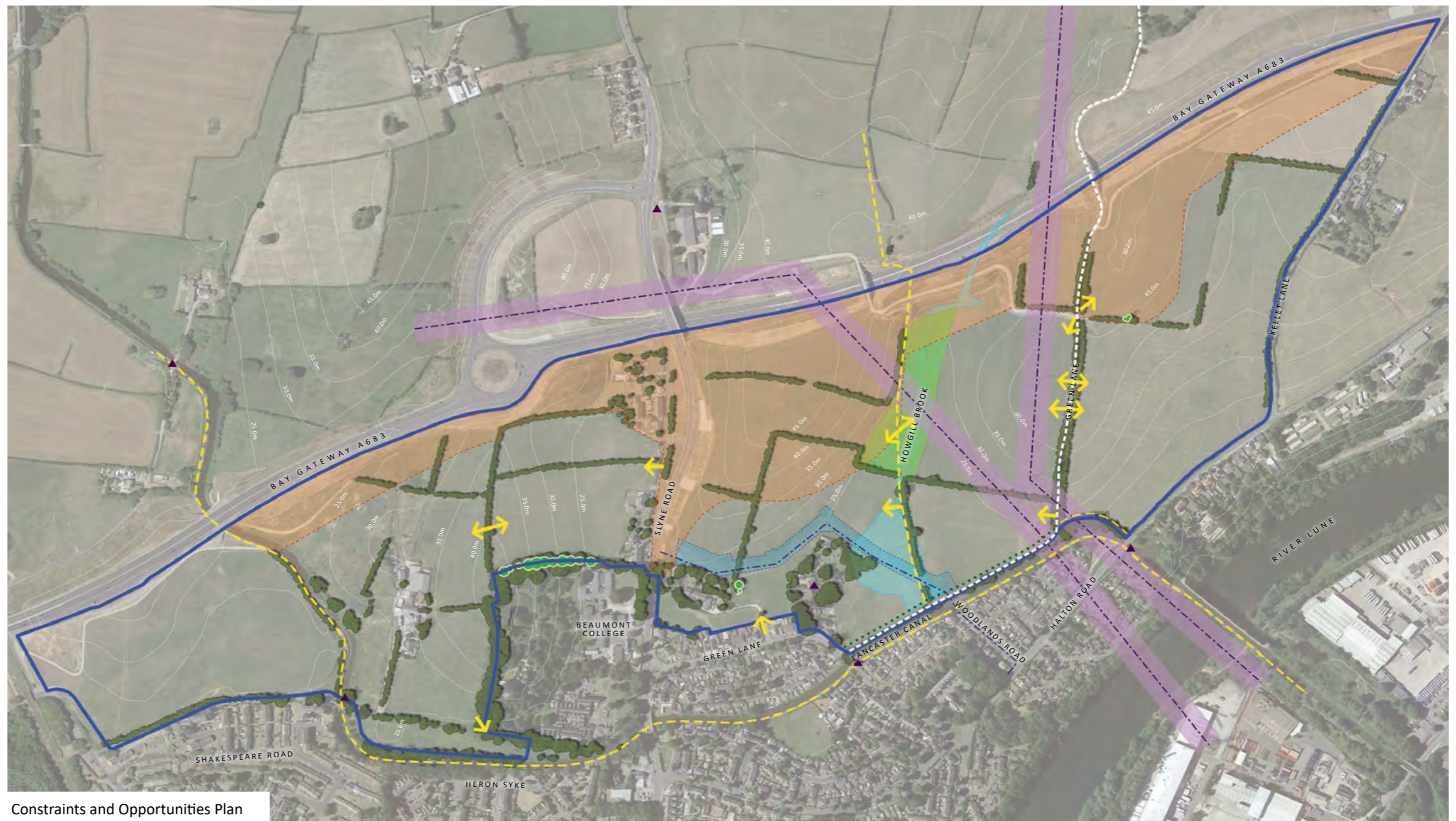
The lowest parts of the Strategic Site are located close to the southern boundary. Howgill Brook runs in a north to south direction through the centre of the central part of the Strategic Site towards the lowest part of the land. The lower areas provide will be utilised for surface water attenuation as part of a sustainable drainage system.

**A robust analysis has been carried out to determine the principal constraints and opportunities that underpin the Masterplan vision. The key considerations and opportunities presented by the Strategic Site include:**

- The need to ensure that the 'drumlin' landform is retained and remains undeveloped as visual feature in the landscape;
- Ensuring that existing high value vegetation on the Strategic Site is retained wherever possible;
- The need to provide an attractive edge to the urban area and an appropriate boundary between the urban area and the wider landscape;
- The need to ensure that security and residential amenity of existing local residents is preserved, including the protection of the setting of the Grade II listed building 'Beaumont Hall';
- Enhancing pedestrian and cycle links within the Strategic Site and into the surroundings in order to promote sustainable local movement networks.
- The need to complement the character of the surrounding area through appropriate development densities, street scenes and housing types;
- The potential to develop a high quality, characterful residential scheme and associated employment land/ local centre/ primary school with a coherent landscape structure which conserves the natural assets of the Strategic Site; and
- Providing linkages and ensuring connectivity is safeguarded into development parcels within the wider Strategic Site, including a link road connecting the A6/ Slyne Road, through the central and eastern parts of the Strategic Site to Halton Road; and providing connectivity from the A6/ Slyne Road to the western part of the Strategic Site

# 07 Site Technical Characteristics

- KEY:
-  Masterplan Area
  -  Existing planting - providing screening between Strategic site and surrounding areas – potential to supplement where appropriate
  -  40.0m Existing 5m contours
  -  Public right of way
  -  Valley Meadow habitat area to be retained
  -  Existing sewer and easement
  -  Existing overhead cables and easement
  -  Urban setting landscape
  -  Listed buildings and structures
  -  Area at risk of surface water flooding - potential to improve with regrading/ drainage
  -  Retained Green Lane track
  -  Illustrative locations for pedestrian links
  -  Buffer to Lancaster Canal BHS agreed with GMEU
  -  Trees with bat roosting potential



Constraints and Opportunities Plan



# 08 Masterplan Vision

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## Introduction

This section sets out a vision for the development of the Strategic Site.

The vision is to create an attractive residential led development with a distinctive character that offers a choice of high quality new homes to meet local needs. The Masterplan vision seeks to meet the following goals:

- Delivery of quality new family homes, including affordable homes, which make best use of the land.
- Delivery of a primary school
- Delivery of a local centre which would be in keeping with the surroundings, create a local facility and provide employment opportunities.
- Potential delivery of 2 ha of employment land, bringing business and employment opportunities to the area.
- Achieve a choice of housing with a mix of house types, tenures and size to meet identified local needs.
- Respect the character of the land and its setting adjacent to the Beaumont Hall Listed building, the drumlin landform and the open countryside to the north.
- Provide high quality, accessible, green space for the benefit of existing and future residents.
- Facilitate cycle and pedestrian links to green spaces and the open countryside.
- Invest in the community with the creation of additional direct and indirect employment both during and after the development.
- Enhance the ecological value and biodiversity of the existing vegetation within the Strategic Site and along the site boundaries.
- Create a safe and desirable place to live with a safe and attractive environment that builds upon the strength of the local community.
- Provide high quality design which will complement and enhance the existing environment and create a good standard of amenity and living environment.
- Protect existing residential amenity.
- Capitalise on assets such as established hedgerows, interesting landform and established recreational routes.

# 08 Masterplan Vision

## Development Concepts

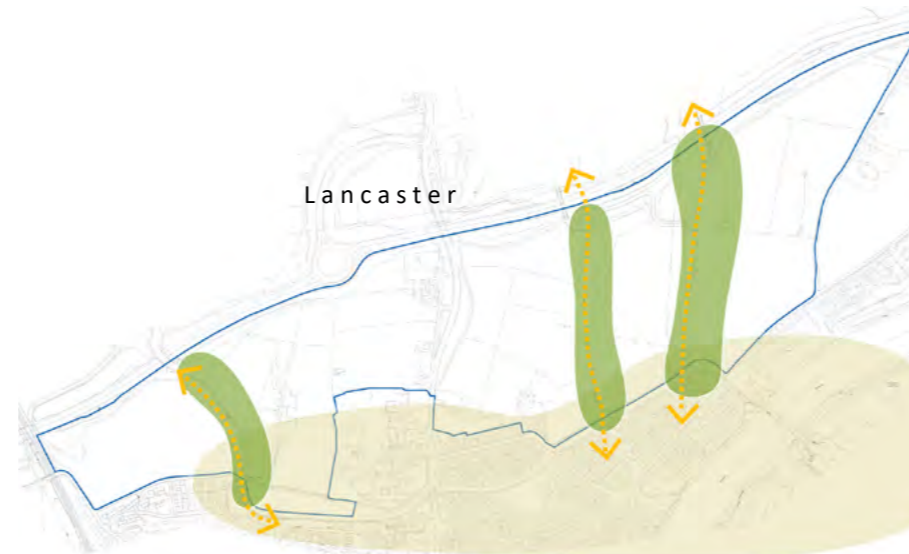
The concepts which underpin the Masterplan respond directly to the characteristics of the site. Four key concepts can be identified; these include:



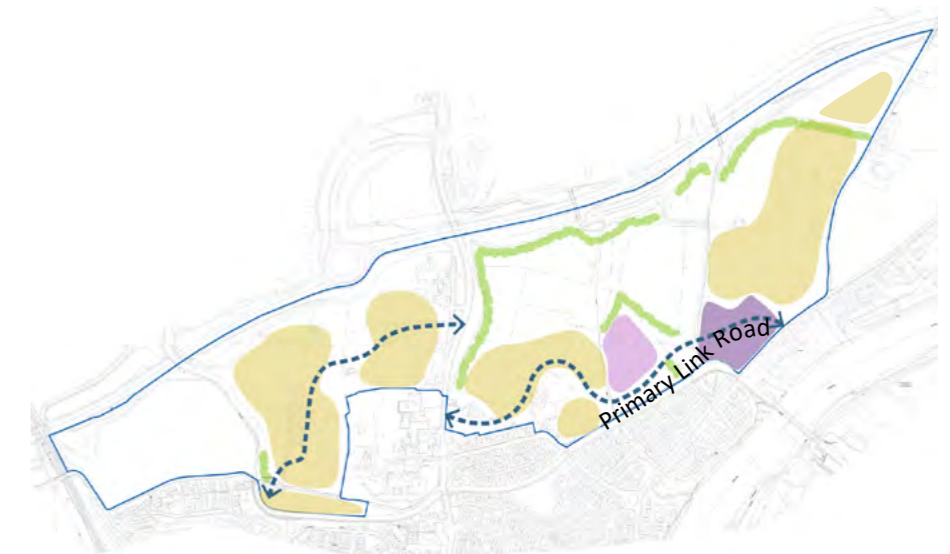
**1: Retain and enhance the majority of the existing landscape features, and protect setting of heritage assets;**



**2: Respect distinctive landscape character by retaining the open character of 'Drumlin' landform and enable pedestrian access;**



**3: Retain and enhance northward pedestrian routes from Lancaster which provide access across the Bay Gateway Link Road and into the countryside;**



**4: Deliver parcels of development on lower parts of the land which complement the existing urban context, using new planting at urban edges to soften the interface between residential areas and Drumlin landscape.**



# 08 Masterplan Vision

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## The Principles of Place-Making

The following pages set out the key principles of place-making which are embedded into the Masterplan and have helped shape the design and layout of the proposals.

## Green Infrastructure

The green spaces incorporate the existing landscape features such as the Drumlins, mature trees, hedgerows and the Howgill Brook.

The layout of the development capitalises on the Strategic Sites technical constraints, and address these appropriately. The higher ground of the drumlins will be retained as open space. These higher areas will form a country park setting offering a large area of informal recreational space interspersed with areas of play. Pedestrian and cycle links will traverse this landscape to promote healthy living and sustainable travel.

Where appropriate additional tree planting in clusters or as screen planting will be utilised to soften and filter views along the edge of the development.

The proposed country park and tree planting will also provide a transitional edge between Halton/ Skerton and the open countryside to the north of Lancaster.





# 08 Masterplan Vision

- KEY
- Strategic Site
  - Existing vegetation
  - Proposed vegetation
  - Developable area
  - Indicative primary roads
  - Potential linking spine road





# 08 Masterplan Vision

---

## Blue Infrastructure and Drainage

A detailed drainage strategy for the Strategic Site is included at Appendix III. In summary:

A network of swales, underground drainage and attenuation basins will be appropriately designed to work with the existing levels in order to appropriately drain the site.

Attenuation basins will be located in the lower parts of the Strategic Site. Swales will weave through the retained open spaces throughout the development and feed into the attention basins. These features will be designed organically and will be appropriately planted to increase biodiversity.





# 08 Masterplan Vision

- KEY
- Strategic Site
  - Existing vegetation
  - Proposed vegetation
  - Developable area
  - Indicative attenuation basin locations
  - Indicative swales
  - Indicative primary roads
  - Potential linking spine road





# 08 Masterplan Vision

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## Pedestrian and Cycle Links

The Masterplan will retain the existing PRoW and Green Lane will be retained on its current alignment.

Public open spaces will be incorporated along existing PRoWs and will provide opportunities for new cycle and pedestrian linkages.

The proposed new links will provide improved connectivity across the Strategic Site and provide connections to the existing walking and cycling network and proposed play areas across the Strategic Site.

## Areas of Play

A series of play spaces have been indicatively shown within the Strategic Site. Whilst a large portion of informal recreational space will be provided to the north of the Strategic Site, it is proposed that equipped play areas will be provided adjacent to the residential development parcels. The details of the proposed equipment and size of these play spaces will be determined through future planning applications.

There will be a bespoke landscape strategy and approach to the design and delivery of the public open spaces.





# 08 Masterplan Vision

## KEY

-  Strategic Site
-  Existing vegetation
-  Proposed vegetation
-  Developable area
-  Existing public right of way
-  Green Lane
-  Existing LDWR Lune Valley Ramble
-  Proposed pedestrian / cycle linkages
-  Proposed pedestrian / cycle network
-  Potential areas of play



Pedestrian and Cycle Links and Areas of Play



# 08 Masterplan Vision

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## Highways Hierarchy, Movement and Access

The Strategic Site will be served via vehicular access points from the A6/ Slyne Road, and the Halton Road.

The access points into the site will be framed by buildings or be designed with attractive vistas across green space towards existing landscape features.

Primary Roads will extend into each development parcel ensuring safe access to all properties. Along this route will be a series of nodes which will add interest to the street scene.














Branching off from the primary road will be secondary routes, tertiary routes and private drives. Where appropriate private drives are designed with shared surfaced areas, parking courts and are designed to be pedestrian friendly.

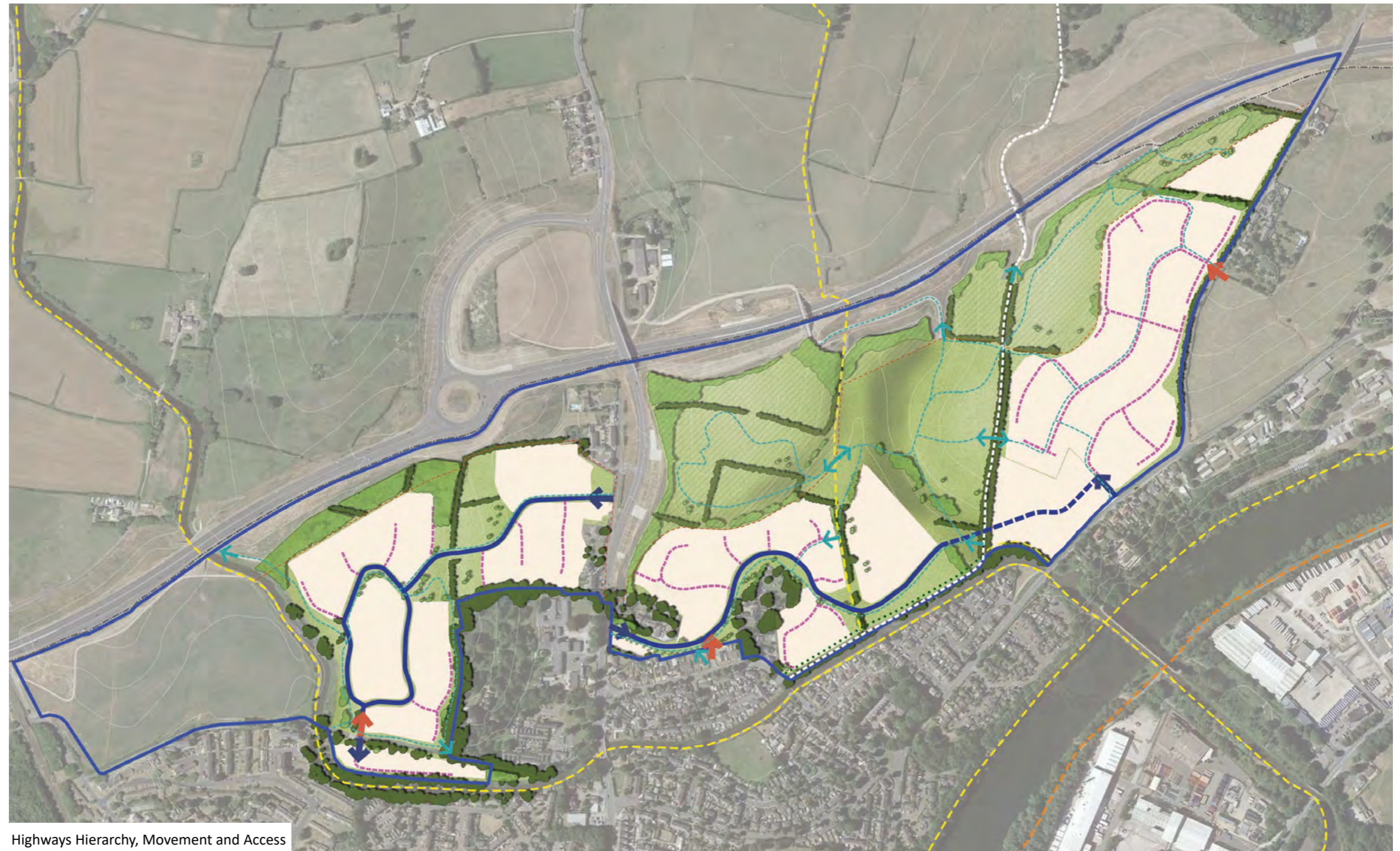




# 08 Masterplan Vision

KEY

-  Strategic Site
-  Existing vegetation
-  Proposed vegetation
-  Developable area
-  Existing public right of way
-  Green Lane
-  Existing LDWR Lune Valley Ramble
-  Proposed pedestrian / cycle network
-  Indicative access
-  Indicative emergency access
-  Indicative secondary/ tertiary roads
-  Indicative primary roads
-  Potential linking spine road



Highways Hierarchy, Movement and Access



# 08 Masterplan Vision

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## Development Parcels and Infrastructure

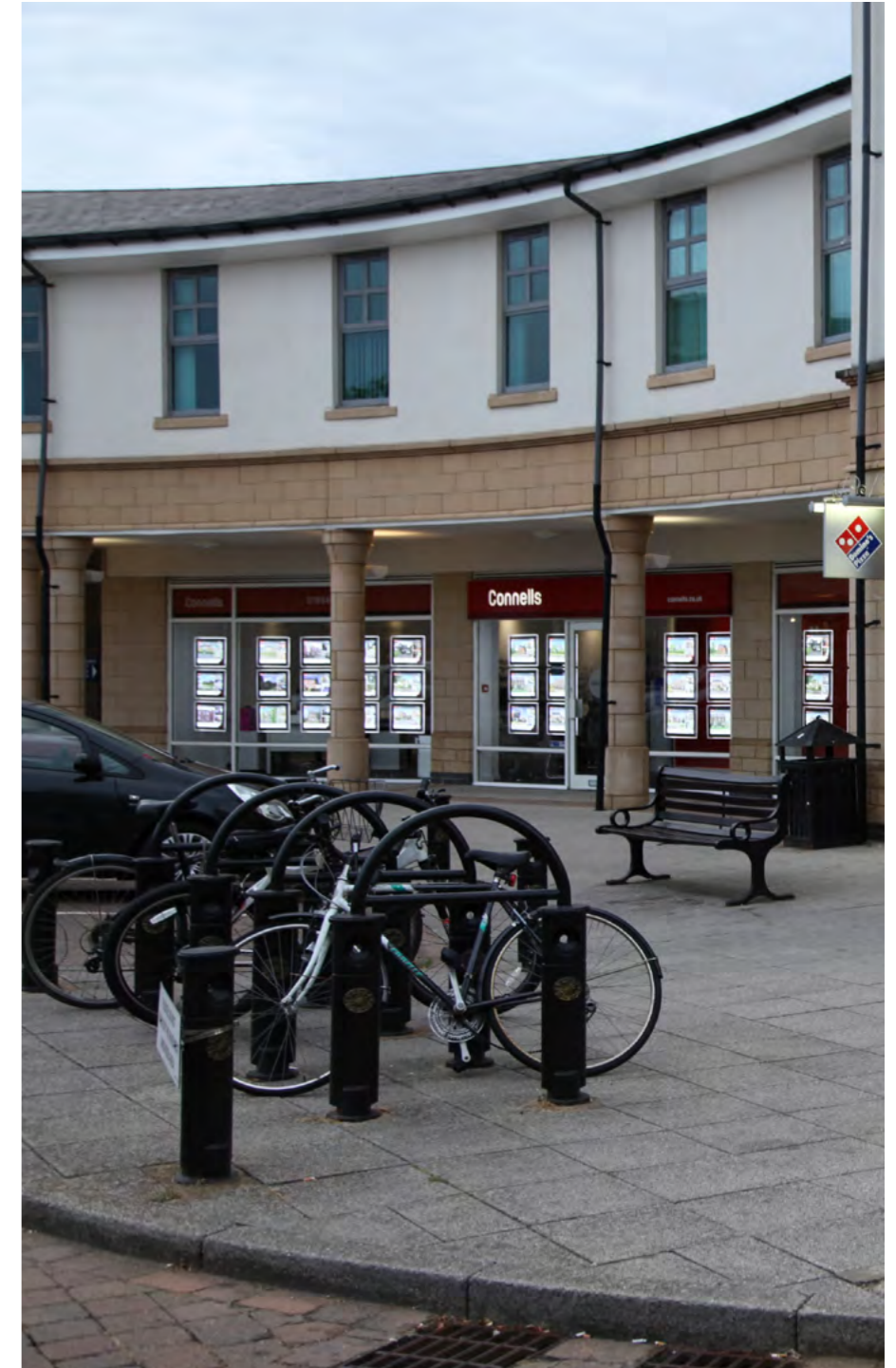
Having defined the areas of greenspace and the movement network the remaining areas will be considered for development in accordance with Policies SG9 and SG10 of the SPLA DPD.

The development blocks are designed with active frontages creating lively streetscapes with strong defensible inner cores and semi private frontages that together ensure the security of the scheme as whole. The layout has been designed to ensure that areas of public open space are overlooked by building frontages.

The primary school location has been carefully thought out through discussions with various consultants and the Lancashire County Council Education team. An area of 1.6ha has been allocated for the school site which sits centrally in the masterplan and is easily accessed via the proposed link road.

An area of 2.0ha has been allocated as an employment site, this area is easily accessed via Halton Road.

A new local centre will be provided in the western part of the Strategic Site. Whilst not a policy requirement, discussions are ongoing with LCC over the potential provision of an extra care facility with integrated local centre uses on the western part of the Strategic Site. This part of the Strategic Site is therefore flexibly identified for residential / local centre / extra care uses. the specific use of the land in this area will be determined through future planning applications over this part of the Strategic Site.





# 08 Masterplan Vision

KEY

-  Strategic Site
-  Existing vegetation
-  Proposed vegetation
-  Proposed residential development
-  Existing public right of way
-  Green Lane
-  Existing LDWR Lune Valley Ramble
-  Proposed pedestrian / cycle network
-  Indicative primary roads
-  Potential linking spine road
-  Indicative secondary/ tertiary roads
-  Proposed school (1.6 ha)
-  Proposed employment area or residential development (2.0 ha)
-  Proposed local centre; extra care/ residential development
-  Proposed school parking and drop off



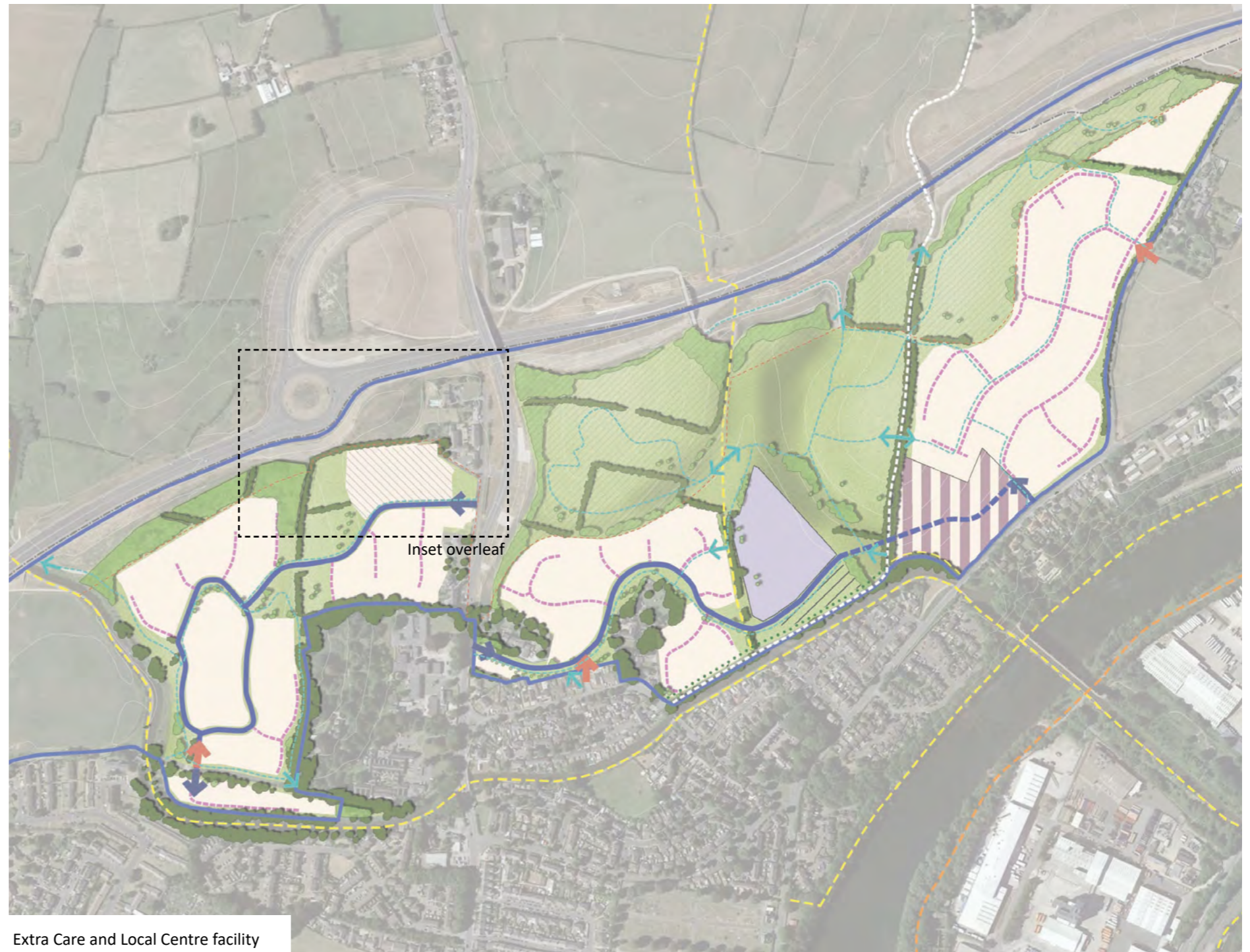
Development Parcels and Infrastructure



# 08 Masterplan Vision

## The Local Centre

The plan opposite illustrates how an extra care facility with integrated local centre uses would interface with adjacent residential development should this be the ultimate use of land determined through planning applications for this part of the Strategic Site.





# 08 Masterplan Vision



Extra Care and Local Centre facility



# 08 Masterplan Vision

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## Nodes and Focal Spaces

The arrangement of the development blocks, feature buildings and areas of greenspace creates a number of feature spaces within the Strategic Site. Recognising where these occur will enable development to have a strong sense of place and character.

A series of key nodes will occur from the site access and along the movement network creating a sense of character and aid orientation and navigation through the development.

These nodes will be found at key route intersections and areas marked by focal spaces or buildings.





# 08 Masterplan Vision

KEY

-  Strategic Site
-  Existing vegetation
-  Proposed vegetation
-  Proposed residential development
-  Potential future development parcel
-  Existing public right of way
-  Green Lane
-  Existing LDWR Lune Valley Ramble
-  Proposed pedestrian / cycle network
-  Indicative primary roads
-  Potential linking spine road
-  Indicative secondary/tertiary roads
-  Proposed school (1.6 ha)
-  Proposed employment area or residential development (2.0 ha)
-  Proposed local centre; and, extra care/residential
-  Focal Buildings
-  Nodes



Nodes and Focal Spaces



# 08 Masterplan Vision

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## Landscape Strategy

Details of landscaping for each development parcel would be a matter for future applications, however any proposed development should support the wider landscape and green infrastructure framework.

The key principle of place-making on the Strategic Site is the retention of the sites natural assets and key landscape features, where possible. These features include the existing mature trees and field boundary hedgerows. These would be managed to ensure that they are safe and visually attractive. Works may include removal of dead wood, crown thinning, crown lifting, selective tree removal, and hedgerow reduction and management.

Grassland areas alongside the hedgerows will be reinstated using a proprietary wildflower seed mix and managed to encourage an informal character. The remaining grassland areas will be laid out using an amenity grass seed mix. Local Areas of Play will be situated throughout.

Private areas to the front of properties will be laid out using ornamental shrubs and trees to define boundaries and provide green frontages along the streets.

The proposals will be supported by green infrastructure typologies including natural and semi natural green space, and local areas of play.



*Areas of play*



*Retain existing vegetation*



*Retain and enhance connectivity*



# 08 Masterplan Vision

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*Semi natural greenspace setting*



*Street trees and landscaped frontages*



*Wildflower grassland*



*Tree and hedgerow management*



# 08 Masterplan Vision

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## Design and Built-form

The design of the Strategic Site responds to the constraints and opportunities sets out in the technical constraints sections and the adjacent character of the Strategic Site's surroundings.

## Scale and Massing

The development would sit well within the context of the existing settlement; the majority of the new dwellings would be 2 - 2.5 storeys in height to reflect the scale of the existing housing surrounding the site. 3 storey development will be provided in appropriate locations such as key nodes / focal points throughout the proposed development creating interesting street scenes and character. Bungalows may be provided as required in accordance with any need demonstrated through the latest published Strategic Housing Market Assessment ('SHMA').

Rows of terrace or mews dwellings would be limited to 3 dwellings in order to reduce the scale and massing of buildings within the Strategic Site.

A minimum of 2m separation should be provided between adjacent housing, increasing to 4m where side parking is provided. This approach would reduce density and massing of the built form and provide visual relief and a sense of openness.



## Density

Lower density housing will be concentrated along the northern edge of the development. This approach is a direct response to the Strategic Site's context and reflects the existing pattern and form of development. The density would increase in the core of the development.

## Housing Mix

The housing mix will be determined taking into account viability and local market trends. The mix would be established at the planning application stage and where possible would include a range of typologies including semi-detached and detached houses.

The mix should also include a percentage of housing design which would be suitable or adaptable for the elderly or those with restricted mobility.

## Appearance

Details for the proposed house types and elevations would be a matter for future planning applications within the Strategic Site. However, the proposed elevations of the development should draw on the surrounding character in order for the development to assimilate with the surroundings.



# 08 Masterplan Vision

## Materials Palette

The proposed building materials and colour palettes should be carefully selected to respond to the local vernacular. The proposed development should pick up on key local architectural details which would help the new development tie into the existing surroundings. A variety in facing bricks along street scenes should be used to provide diversity and visual interest.

Buff brick or natural stone effect suitable to the local vernacular will be used with traditional architectural features such as brick arched heads and brick verge and corbel details incorporated into the building design. Traditional cottage style windows and doors could be used and all rain water goods, facias and soffits should be simplistic and one colour, preferably black.

Contemporary and innovative materials will also be considered suitable where it can be demonstrated that these complement the wider existing vernacular.





# 08 Masterplan Vision

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## Character Areas

Three character areas will be provided to enhance place-making and create a logical change in character through the Masterplan. The character areas are indicated on the adjacent plan.

The character areas are influenced by local context in order to integrate the development into the surrounding area and enhance legibility and sense of place on the journey through the Masterplan.

### Beaumont

The development of this character area will be laid out in terraced mews or detached properties to reflect the style of the established housing which lays to the eastern boundary of this parcel.

The properties within this character area may be a maximum of 2.5 - 3 storeys. A higher density of housing will be appropriate to the character with a greater proportion of linked properties.

There is a potential to provide a children's play facility within the green space to the west of the character area.

### Lancaster Residential Area

This character area will be designed to ensure an attractive frontage is created to the public open space and green network to the north and throughout the area.

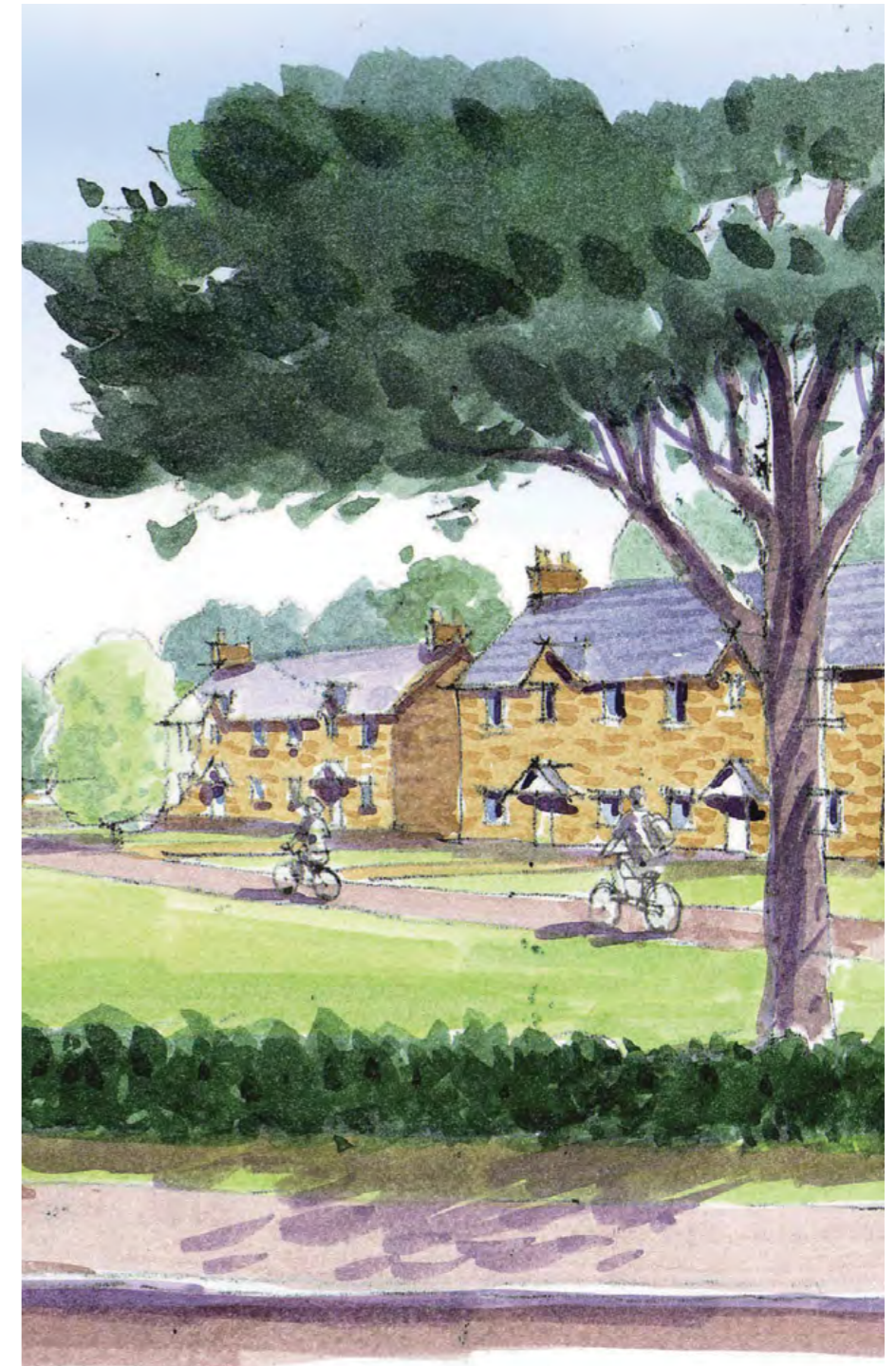
The area will comprise a higher proportion of detached and semi-detached properties with front gardens, and a proportion of side garage to reduce the visual prominence of cars. This character area will comprise 2.5 - 3.0 storey properties where appropriate to add interest to the street scene.

There is a potential to provide a children's play facility within the green space to the north of the character area.

### Kellet Lane

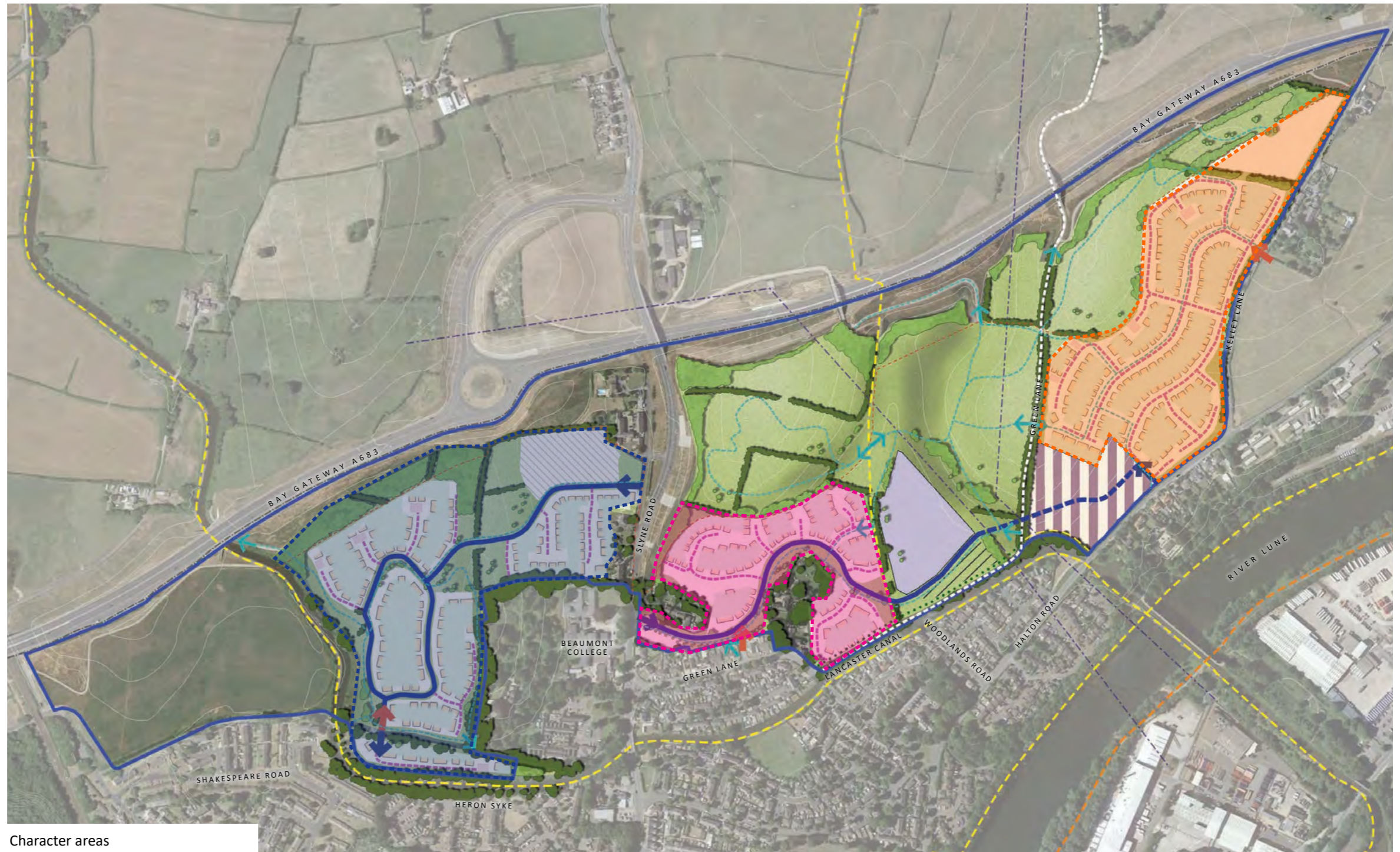
Development of this character area will be designed to ensure an attractive frontage is created to Kellet Lane, with properties set back from the road to form a transitional area between the rural and urban areas.

Properties along this frontage would seek to complement the established stone farmstead property to the east of the character area.





# 08 Masterplan Vision



- KEY
- Beaumont
  - Lancaster residential area
  - Kellet Lane

Character areas



# 09 Masterplan Framework

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## Introduction

A Masterplan Framework has been developed, which includes a series of plans and overarching Design Parameters and development principles. All future planning applications will be required to comply with the Masterplan Framework, as detailed within this section.

The Masterplan Framework for the Strategic Site comprises the following plans:

- Access and Movement Plan;
- Blue Infrastructure Plan;
- Public Open Space Typologies Plan;
- Illustrative Masterplan;
- Phasing Plan.

## Access and Movement























The adjacent Access and Movement Plan illustrates the anticipated vehicular, cycling and walking access points to, along with indicative routes through, all parts of the Strategic Site. The plan also identifies all retained Public Rights of Way. The access and movement plan has been prepared in the context of section 5 (Highways and Access) of this Masterplan and LCC's Cycling and Walking Planning Advisory Note (June 2019).

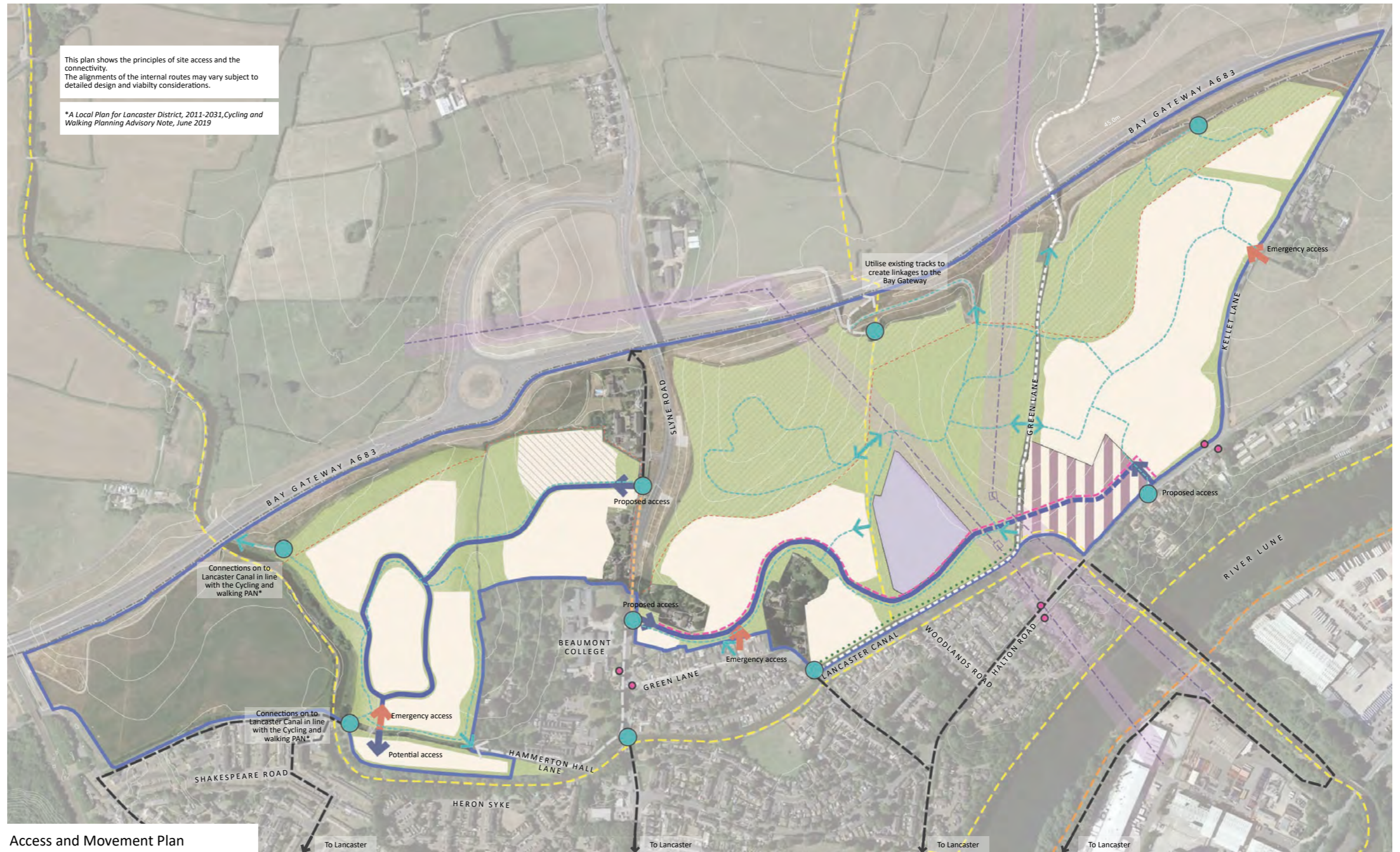




# 09 Masterplan Framework

KEY:

-  Masterplan Area
-  Existing LDWR (Lune Valley Ramble)
-  Existing by-way and cycle link (Green Lane)
-  Existing 5m contours
-  Urban setting landscape: area to remain free from development
-  Existing Public right of way
-  Indicative pedestrian / cycle network
-  Existing pedestrian and cycle route along the Bay Gateway
-  Existing bus stops
-  Site access points identified in Cycling and Walking PAN\*
-  Indicative new ped/cycle access
-  Indicative primary road
-  Potential linking spine road
-  Over head cable easement and pylon locations
-  Proposed residential development (up to 700 units)
-  Proposed school (1.6 ha)
-  Potential bus route along the primary road
-  Proposed extra-care/ local centre or residential development
-  Proposed employment area or residential development (2.0 ha)
-  Pedestrian linkage utilising existing footpath
-  Existing routes providing linkages to the Bay Gateway
-  Existing linkages identified in the PAN\* outside of the masterplan area



Access and Movement Plan



# 09 Masterplan Framework

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## Blue Infrastructure

A network of swales, underground drainage and attenuation basins will be appropriately designed to work with the existing levels in order to appropriately drain the Strategic Site. Attenuation basins will be located in the lower parts of the Strategic Site. Swales will weave through the retained open spaces throughout the development and feed into the attention basins. These features will be designed organically and will be appropriately planted to increase biodiversity.

The adjacent Blue Infrastructure Plan illustrates the anticipated locations of elements of the Blue Infrastructure strategy for the Strategic Site.





# 09 Masterplan Framework

- KEY
- Strategic Site
  - Existing vegetation
  - Proposed vegetation
  - Developable area
  - Indicative attenuation basin locations
  - Indicative swales
  - Indicative primary roads
  - Potential linking spine road



Indicative Blue Infrastructure



# 09 Masterplan Framework

## Public Open Space Typologies

Planning applications within the Strategic Site will be assessed against the adopted Development Plan, including Policy DM27 of the DMDPD, which deals with on-site open space, and financial contributions towards off-site open space, sports and recreational facility provision.

Planning applications for development within the strategic site will provide for necessary and appropriate improvements to the local road network, education contributions, open space, sports, and recreational facilities, and any other necessary and appropriate planning contributions where negotiated with LCC and in accordance with all relevant development plan policies.

Notwithstanding, the Strategic Site presents a unique opportunity to provide a series of interlinked public open spaces. There will be a bespoke approach to the design and delivery of the public open space, which will reflect the Strategic Sites unique characteristics. The adjacent Open Space Plan illustrates the proposed location of open space across the Strategic Site.

The open space to be provided will be well in excess of the required amount for most typologies. The requirements set out in the table opposite have been calculated based on the thresholds in Appendix D of the DMDPD, and the minimum requirements set out in Table 2 (Recommended quantity standards for the Lancaster District), within the Open Space Provision in New Residential Development

Planning Advisory Note (October 2020). The calculations are based on the delivery of 700 dwellings which would result in an estimated population of 1,680.







The primary purpose of each typology in the table opposite is taken from Table 1 in the Open Space Provision in New Residential Development Planning Advisory Note (October 2020).

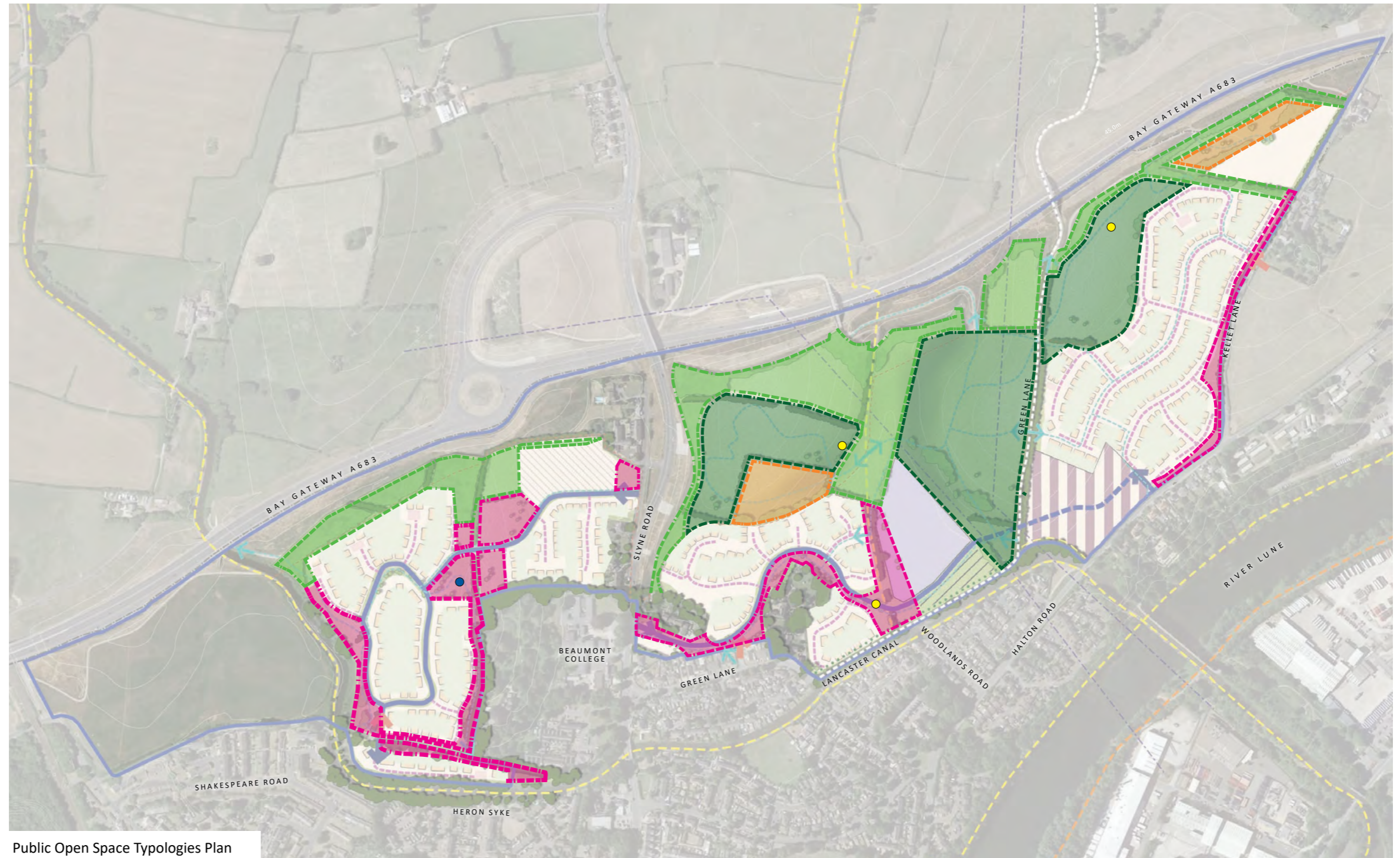
Within residential development parcels, additional, incidental amenity space will be provided where appropriate as part of the layouts submitted as part of future planning applications.

| Typology                            | Primary Purpose   | Requirement              | Masterplan Provision   |
|-------------------------------------|---|--------------------------|------------------------|
| Natural and semi natural open space | Wildlife conservation, biodiversity and environmental education and awareness   | 2.52ha per 1000 = 4.23ha | approx. 8ha            |
| Amenity greenspace                  | Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas                                    | 0.62ha per 1000 = 1.04ha | approx. 5ha            |
| Equipped area of play               | Specifically equipped play area   | 0.04ha per 1000 = 0.07ha | A minimum of 0.07ha    |
| Young person provision              | Designed primarily for play and social interaction for children and young people, such as equipped play areas, MUGAs, skateparks and informal football areas. | 0.04ha per 1000 = 0.07ha | A minimum of 0.07ha    |
| Parks and gardens                   | Accessible, high quality opportunities for recreation and community events  | 0.39ha per 1000 = 0.66ha | approx. 10ha           |
| Allotments and Community Gardens    | Opportunities for those who wish to grow their own produce as part of the long term promotion of sustainability, health and social inclusion.                 | 0.15ha per 1000 = 0.25ha | approx. 1.6ha          |
| <b>TOTAL</b>                        |   | <b>6.07ha</b>            | <b>Approx. 24.74ha</b> |



# 09 Masterplan Framework

- KEY:
-  Natural/ Semi Natural Greenspace  
Approx (8ha\*)
  -  Amenity Greenspace  
Approx (5ha\*)
  -  Parks and Gardens  
Approx (10ha\*)
  -  Allotments/ Community  
Orchards  
Approx (1.6ha\*)
  -  Equipped area of play
  -  Young person provision



Public Open Space Typologies Plan



# 09 Masterplan Framework

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## The North Park

'North Park' is the result of a unique and bespoke approach to public open space provision for the North Lancaster site. It makes the most of the opportunities provided by the distinct drumlin landscape which frames north Lancaster and the proposed new residential area.

The overall scale of the park exceeds the total area of public open space required by policy. Development at North Lancaster will capitalise on the rare opportunity to create such a substantial public space in an accessible location at the fringe of an existing settlement. The park has potential to become a new public space for recreation which can deliver a range of experiences while also maximising opportunities for ecological and biodiversity enhancement. The drumlin landscape will allow long reaching views from public area across Lancaster to the south, providing a unique sense of place and identity to the park.

The concept plan presented opposite indicates the retention of a locally distinctive drumlin profile its natural state at the heart of the park – allowing park users to gain appreciation of the local landscape character. To the west of the drumlin, a central ecology area which forms part of the Bay Gateway ecological mitigation area will be retained and enhanced, supplemented by two additional wildlife meadow fields with beehives, located at the northern fringes of the park. Closer to the proposed housing areas, areas are indicated for potential orchard and/or allotment use for the benefit of the local communities.

A range of play experiences will be provided throughout the park, designed to complement the semi-rural nature of this settlement-fringe landscape. Play equipment will be dispersed to create play 'trails' to encourage utilisation of the full park. It is anticipated that public art/sculpture could also be used to enhance the experience of park users.

The network of public footpaths through the park will be designed to ensure that routes are accessible to all. Where necessary, meandering footpaths which climb the drumlin slopes will be located within treed/planted areas to minimise the visual obtrusiveness of the footpath network on the drumlin landscape. The network of footpaths has been designed to maximise connectivity and accessibility through the park into the wider urban area and existing PRow network.

The concept plan provides one iteration of how North Park could be designed and the range of experiences that could be delivered within it. It is intended that the design of the park would be worked up in further detail as part of the future planning applications relating to the adjacent residential phases.







# 09 Masterplan Framework

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## The Illustrative Masterplan

The illustrative masterplan demonstrates how the Strategic Site can be developed to ensure that the objectives illustrated by the key concepts are met.

The western part of the Strategic Site will be accessed from a spur road off the A6/ Slyne Road. Housing will be proposed at the lower parts of this parcel, retaining the open nature of the drumlin at the western edge of the land. Landscape structure planting will be delivered along the northern edge of the parcel to create containment and to link with the new embankment planting delivered as part of the Bay Gateway Link Road. The urban form will be designed to create small mews courtyards and detached family housing which will complement the existing residential development to the north of the parcel.

The central part of the Strategic Site will be accessed directly from the A6/ Slyne Road via a tree lined avenue that passes along a corridor of green space into the site. The main vehicular route will pass around the perimeter of Beaumont Hall, separated by a green corridor which will accommodate a new pedestrian route through this land. This will create an attractive landscaped setting to the boundaries of the Beaumont Hall. Beyond Beaumont Hall the main vehicular route will link to a new village green at the location where the existing Public Right of Way passes through the site at Howgill Brook. This characterful space will provide new pond areas and vegetation which will provide an attractive setting to new housing and will create





# 09 Masterplan Framework

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a pleasant setting for the public footpath. The primary road will continue in a easterly direction, providing a link road that will pass the proposed new primary school, through the proposed employment area, and link to Halton Lane.

The proposed residential area will be designed to actively front towards the Lancaster Canal corridor to ensure that the setting of the cycle route along the southern embankment is overlooked and that any views to the new development are attractive.

The eastern part of the Strategic Site will deliver housing and potentially 2.0ha of employment land along Halton Road and Kellet Lane. This housing area will be accessed from the link road off Halton Lane. Branching off from this will be a network of secondary and tertiary routes which could comprise small mews squares, shared surfaced streets and private drives. The residential properties will be arranged in secure blocks with outward facing housing overlooking the greenspaces throughout the development.

Pedestrian routes through the Strategic Site will link the central and eastern housing areas and will link into the existing recreation network. The large area to the north of the central and eastern land parcels, which encompasses the 'drumlin' landform, will be designed as a naturalistic 'country park' style landscape. New pedestrian routes will be provided through the space enabling access to the drumlin

tops from which there will be views into the wider area. New areas of structural planting will be provided at the lower slopes of the drumlins to soften and filter views of the new development from the high land.

In addition to this, there will be a network of greenspaces that run through the land that have the potential to accommodate informal recreation, children's play space, ecological habitats and sustainable drainage.





# 09 Masterplan Framework

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A high-quality residential scheme is proposed which will deliver the following:

- Around 700 high quality new homes, at an average density of 35 dwellings per hectare, appropriate to current requirements of Lancaster and suited to local area with a mix of housing types, tenure, and sizes;
- Approximately 2.0 ha of employment land
- An potential extra care facility and local centre;
- A single Form Entry primary school;
- A safe and attractive multifunctional network of greenspace and a large area of publicly accessible open space to the north;
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through the Strategic Site;
- Attractive and appropriate frontage to Lancaster Canal and the northern edge of Lancaster;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas, created through variations in street pattern and street treatments, and in the relationship between buildings and open spaces; and
- Linkages and access into all parcels within the Strategic Site.





# 09 Masterplan Framework

KEY:

-  Masterplan Area
-  Existing vegetation
-  Existing public right of way
-  Existing overhead cables
-  Existing 5m contours
-  Urban setting landscape: area to remain free from development
-  Proposed access points
-  Proposed structural planting
-  Proposed primary road
-  Proposed pedestrian / cycle network
-  Emergency access
-  Potential linking spine road
-  Proposed residential development (up to 700 units)
-  Proposed school (1.6 ha)
-  Proposed school parking and drop off
-  Proposed employment area or residential development (2.0 ha)
-  Retained Green Lane track
-  Proposed local centre; and, extra care /residential: maximum 3 storeys high



Illustrative Masterplan



# 09 Masterplan Framework

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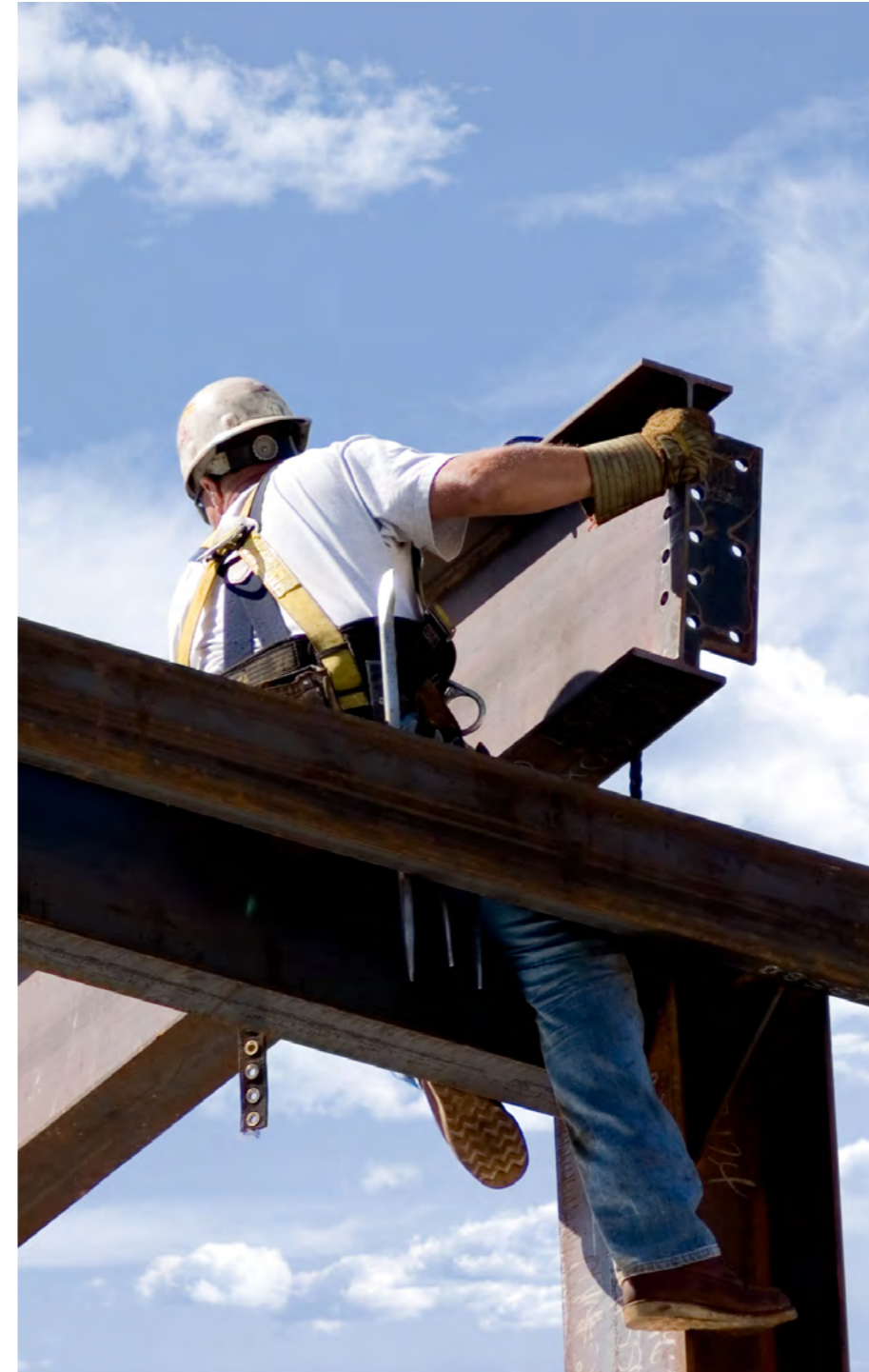
## Phasing Plan

In order to deliver a comprehensive and sustainable development at the Site in a viable way, it is essential that appropriate physical and social infrastructure is delivered as part of a co-ordinated and phased approach to development. The adjacent Indicative Phasing Plan for the site envisages that it will be delivered in 4 phases.

The sequence of the delivery of these phases is as follows:

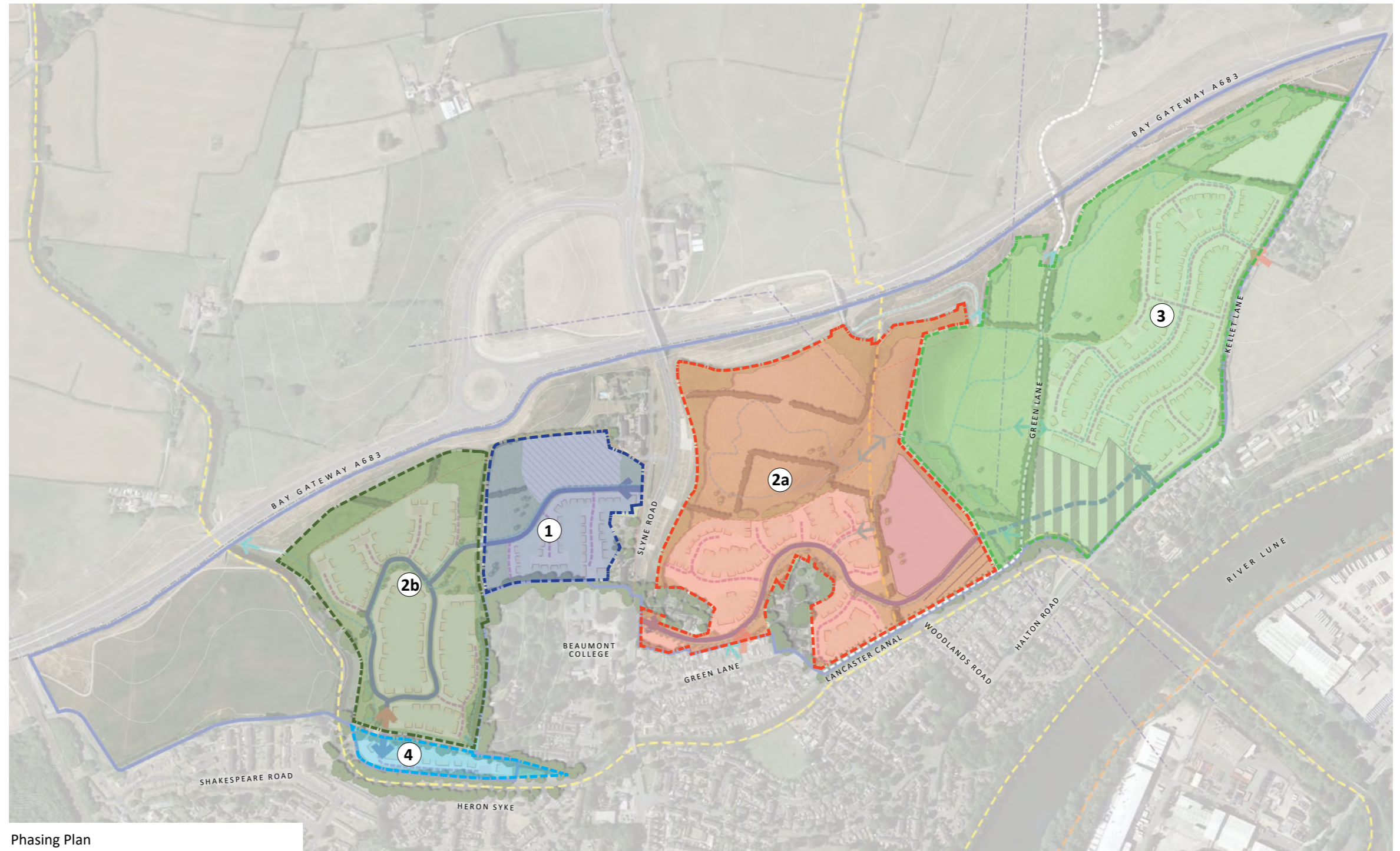
- Phase 1 – Land to the west of Slyne Road
- Phase 2a – Land to the east of Slyne Road
- Phase 2b – Land north of Hammerton Hall Lane
- Phase 3 – Land to the east and west of Kellet Lane
- Phase 4 – Land south of Hammerton Hall Lane

It is anticipated that Phases 2a and 2b are delivered concurrently either side of the A6/Slyne Road by separate developers or outlets.





# 09 Masterplan Framework





# 10 Benefits

## Introduction

The development of the Strategic Site at North Lancaster will deliver a compelling range of economic and community benefits.

## Economic Benefits

The development of the Strategic Site will bring numerous economic benefits which have estimated using UK-wide statistical data.

### During construction



**69 jobs**

*Direct employment*  
Estimated to create 69 on-site jobs.



**102 jobs**

*Indirect employment*  
Estimated to create 102 off-site indirect jobs.

### Once people have moved in



**£12.6m**

*Total spend by residents*  
Will be spent by new residents on goods and services in the local area per year.



**551 jobs**

*Direct/Indirect employment*  
Total jobs that will be created by the new retail and commercial space.



**£1.34m**

*Additional Council Tax revenues per year*  
Estimated additional Council Tax per year based on the proposed number of new homes.



**£5,360,824**

*New Homes Bonus payments*  
A grant paid by central government to local councils for increasing the amount of home in their area.





## Community Benefits

In addition, the development of the Strategic Site will result in the following substantial benefits to the local community:

- **New Family Homes:** The site will deliver a range of new homes to meet the needs of the area. A range of 1, 2, 3, 4 and 5 bedroom mews, semi-detached, detached and apartment properties, including bungalows where appropriate, is proposed. Subject to viability, the scheme will deliver affordable housing which will be distributed appropriately within each particular phase and contribute to meeting the Boroughs affordable housing needs;
- **A New Primary School:** The development will facilitate the delivery of a new single form entry primary school by seeking planning permission and reserving land for the primary school. The primary school, once approved, will be built by the Local Education Authority and will serve both the development and existing demand from the local community. The plot on which the new primary school will be located will be large enough to enable the school to be expanded in the future to create a two form entry school, if required;
- **A New Local Centre and Potential Extra Care facility:** A new local centre will be provided as part of the proposals and is included as part of the outline application being prepared, within the northern section of the Application Site. This local centre provision will be integrated into an extra care facility (subject to ongoing discussions between Taylor Wimpey and Lancaster City Council and the agreement of a delivery mechanism – please see ‘what’s proposed’ page) OR as a standalone local centre alongside residential development (if the extra care facility does not come forwards). The outline planning application retains the flexibility for either option, and subsequent reserved matters applications will secure the details once the final option is agreed.
- **In any case, the new local centre could provide new retail, commercial, employment and community provision** widening the choice of amenities for new and existing residents. It would also contribute to place making, creating an attractive and desirable place to live, whilst in turn boosting the local economy
- **Potential New Employment Development to meet anticipated demand:** The Masterplan will facilitate the potential for the site to deliver approximately 2 hectares of B1 (Offices) employment land, creating new job opportunities and helping to boost the local economy. The provision of the employment development will be subject to a marketing exercise to determine whether there is a local appetite and a market for this use. If there is no demand for employment development at the site, the Council will support alternative uses on this part of the site – such as residential development.
- **New and Enhanced Green Infrastructure and Enhance Cycling and Walking Connections:** The scheme will be a sustainable development which has good access to jobs, shops, services and transport links. In particular, the proposals will improve access to open spaces and leisure and will provide new and enhanced footpaths and cycle links to the surrounding uses planned for the site. Play spaces, open spaces and footpaths / cycleways will be incorporated into the scheme with associated opportunities for physical recreation.



# 11 Consultation and Engagement

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## Consultation and Engagement Process

In November 2019, Lancaster City Council ('LCC') published a Procedural Practice Note ('PPN') to provide guidance on the preparation of comprehensive masterplans for strategic residential-led development sites as identified in the Strategic Policies & Land Allocations DPD.

In the PPN, LCC places emphasis on the need for the landowner(s)/ developer(s) to engage positively and proactively with the local planning authority, key stakeholders and the local community as part of the masterplanning process in order to achieve a successful masterplan. The importance of undertaking community engagement in the Local Plan process, the Development Management process, and the preparation of other planning documents is detailed further in LCC's Statement of Community Involvement (2011-2031).

LCC's SCI was updated in June 2020 to ensure that appropriate and effective community engagement is maintained during the circumstances caused by the Covid-19 pandemic. The updated SCI encourages the use of online/virtual methods of consultation, such as holding small meetings via Zoom, as face-to-face consultation events are unable to take place until Covid-19 restrictions are lifted.

The PPN sets out the 'Key Stages in the Comprehensive Masterplan Process', and highlights the process of masterplan preparation and how it should seek to align with the Council's pre-application process that will provide a robust structure for engagement with the local planning authority.

The Flow diagram adjacent illustrates the 'Key Stages in the Comprehensive Masterplan Process', as detailed at Figure 6.1 of the PPN.

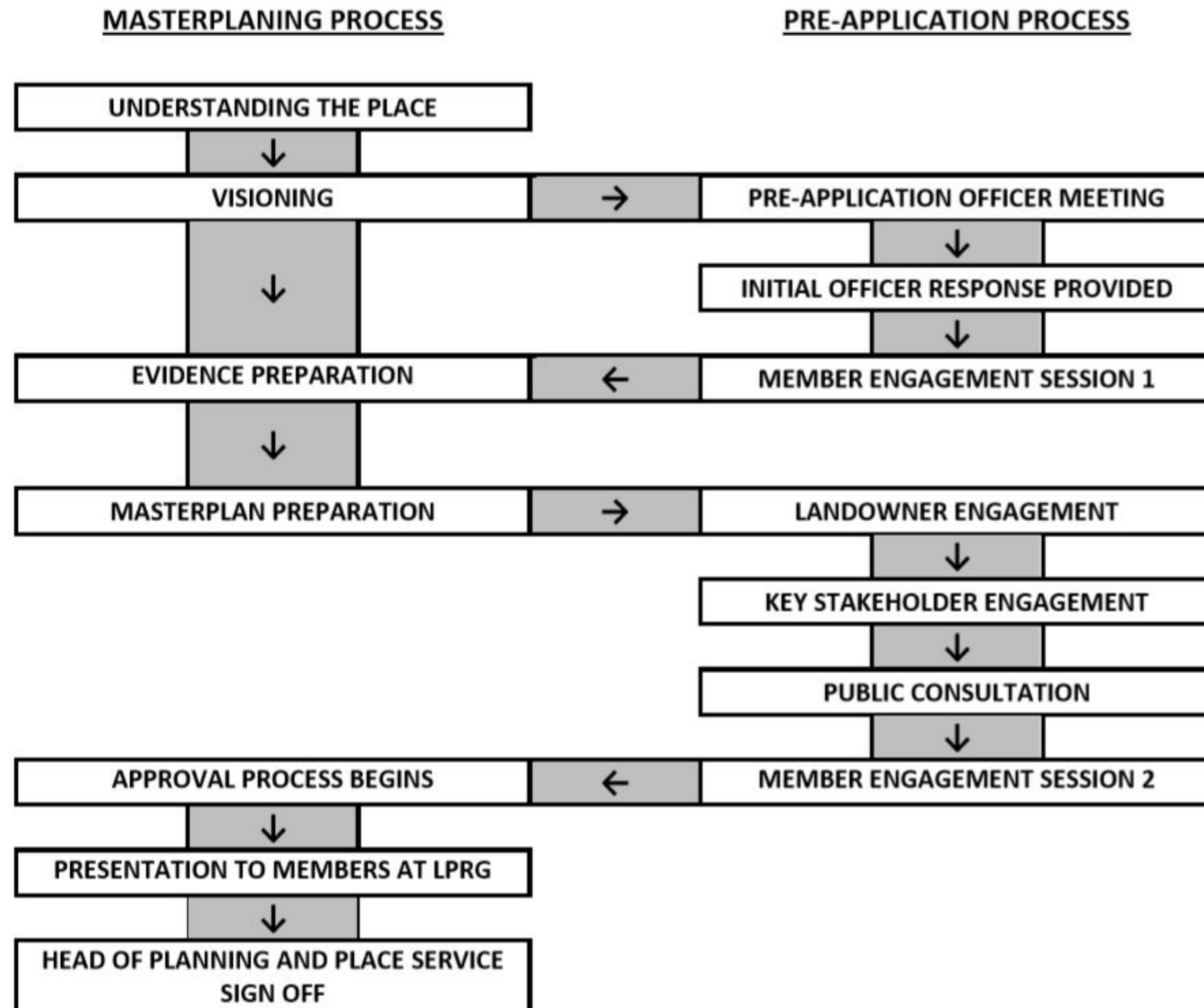
In terms of the approval process set out in the PPN, it is expected that the final masterplan document(s) will be presented to the Council's Local Plan Review Group, chaired by the Planning Portfolio Holder, which can provide Councillor acknowledgement of both the process and content of the masterplan document(s).

With regard to Officer acknowledgement, the PPN states that when the masterplan has been considered to have met the requirements of relevant planning policy and the procedures set out within this note, the finalised masterplan document(s) will receive acknowledgement from the Council's Head of Planning and Place.





# 11 Consultation and Engagement



Key Stages in the Comprehensive Masterplan Process (Figure 6.1 of the Preparation of Comprehensive Masterplans for Strategic Residential Development Sites' PPN.



# 11 Consultation and Engagement

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## Consultation and Engagement Undertaken to Date

Taylor Wimpey has led on the production of the Masterplan to date and in accordance with the PPN, has actively engaged with, and continues to actively engage with, LCC, other developers/landowners, and key stakeholders including Lancashire County Council Highways Officers and School Planning Team, elected members, and the local community.

The consultation and engagement undertaken to date has informed the production of this Masterplan document and is summarised below under the relevant key stage of the comprehensive masterplan process.

### Pre-Application Officer Meeting

Two formal pre-application meetings have been held with LCC officers and other key stakeholders to discuss the comprehensive masterplan. The first pre-application meeting was held on 9th September 2019 and was attended by officers from LCC's Development Management, Planning Policy and Housing Strategy teams, Taylor Wimpey and AY.

A second pre-application meeting was held on 6th November 2019 and was attended by LCC Development Management and Planning Policy officers, Lancashire County Council's Highways Officer, the Environment Agency, United Utilities, Greater Manchester Ecology Unit, Taylor Wimpey, AY and consultants from Taylor Wimpey's technical team (Transport, Ecology and Heritage).

At the formal pre-application meetings, the following topics were discussed: the emerging Local Plan; the proposed development; the planning and EIA strategy; the key technical and environmental considerations; the programme; and, the public consultation. Several other discussions have taken place between LCC Officers as the Masterplan document has been prepared and these discussions will continue up to the submission of the Masterplan for approval.

### Key Stakeholder Engagement

#### Lancashire County Council Highways

Several meetings have been held with Lancashire County Council Highways officers throughout 2019 and 2020 to discuss the comprehensive masterplan for the Strategic Site. The discussions have centred specifically on the highways and access strategy for the Strategic Site.

A focussed workshop took place between Lancashire County Council Highways officers and Eddisons on 4th November 2020 to further discuss the highways and access strategy and the details of access junctions.

#### Lancashire County Council Education

Two meetings have been held (in November 2019 and November 2020) with officers in Lancashire County Council's School Planning Team to discuss the Masterplan and specifically the location, characteristics and phasing of the proposed primary school site.

### Member Engagement Session 1

A Member Engagement Forum was held on 26th November 2019 at Lancaster Town Hall. Ward Councillors from Skerton East Ward, Bolton and Slyne Ward, Scotforth West Ward, and Heysham Central Ward were in attendance, in addition to members of Slyne Parish Council, Lancaster Civic Society, LCC Development Management, Taylor Wimpey, and members of Taylor Wimpey's appointed project team.

The discussion focussed on the site and planning policy considerations; technical considerations; the proposed planning strategy; the masterplan process and supporting plans; the proposed consultation and engagement; and the planning programme.

### Landowner Engagement

Taylor Wimpey has engaged with all other landowners/developers (listed below) in the preparation of this Masterplan. Meetings were held with Hollins Strategic Land in February and October 2020 and formal letters were sent to all parties with an interest in the Strategic Site, on behalf of Taylor Wimpey, in October 2020 with an invitation to meet with Taylor Wimpey (virtually or via conference call owing to Covid-19 restrictions) to discuss the evolving masterplan for the Strategic Site.

- Hollins Strategic Land;
- Mr John Critchley;
- Mr Casson;
- Lancashire County Council;
- Mrs K West's Charitable Trust;



# 11 Consultation and Engagement

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- Mr Nuttall Gillibrand and
- Mr Wilkinson

## Public Consultation

On 30th October 2020, letters were sent to the following Ward Members on behalf of Taylor Wimpey to give advanced notice of the public consultation on the comprehensive masterplan.

- Bolton and Slyne Ward – Cllr Keith Budden, Cllr Malcolm Thomas, Cllr John Wild
- Halton with Aughton – Cllr Kevin Frea
- Skerton East – Cllr Sandra Thornberry, Cllr Abbott Bryning, Cllr Robert Redfern
- Skerton West – Cllr Jean Parr, Cllr Phillip Black, Cllr Mandy King

Following further dialogue with Planning Officers, a letter was also subsequently sent to Cllr Janice Hanson, Cabinet Member with responsibility for Planning, on behalf of Taylor Wimpey to inform Cllr Hanson of the proposals and the consultation being undertaken.

## Leaflet Drop

An informative leaflet detailing the masterplan and outline planning application proposals was prepared on behalf of Taylor Wimpey. The leaflets were delivered to 3,500 properties within the locality of the Strategic Site on 6th November.

The leaflet invited residents to visit a dedicated website, which had been set up by Taylor Wimpey, where residents could view and read about the proposals in further detail and submit their comments.

Following subsequent feedback from LCC Officers regarding the proposed consultation boundary the leaflet would be distributed to a further few additional properties.

## Online Consultation

A dedicated website was established and managed by Taylor Wimpey to enable online consultation on the comprehensive masterplan to be undertaken.

Persons wishing to comment on the masterplan and/or outline planning application were invited to provide their feedback by post (via the address stated on the website) or email (northlancaster@taylorwimpey.com) by 27th November 2020. A questionnaire was also provided on the website.

## Feedback received

A total of 67 responses were received from members of the public. 34 of the responses were received via the dedicated consultation website; 32 of the responses were received by email; and 1 paper response was received.

A summary of the feedback received, and any amendments made to the Comprehensive Masterplan as a result are detailed in the accompanying Consultation Statement.

## Reconsultation

A re-consultation exercise was carried out from 22nd November - 6th December 2022 on an amended version of the Comprehensive Masterplan which addressed comments from City Council planning officers and where appropriate feedback from the initial public consultation exercise. The re-consultation exercise comprised:

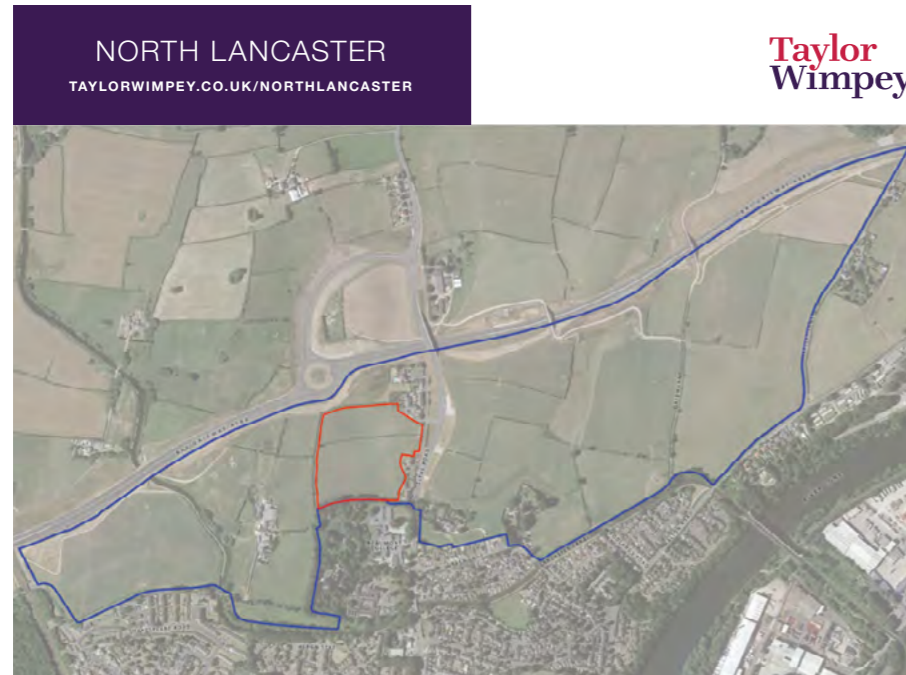
- Letters to Ward Members;
- Letters to Other Landowners/Developers;
- Letters to other key stakeholders/neighbours;
- Letters to members of the public who responded to the previous consultation.

A total of 15 responses were received to the re-consultation, (including 13 to the consultation email address and 2 separate letters).

Taylor Wimpey provided City Council officers with all responses received, along with a summary letter setting out the comments which related to the proposed amendments to the Comprehensive Masterplan.



# 11 Consultation and Engagement



## North Lancaster Strategic Site

Taylor Wimpey is pleased to present their proposals for a residential-led development on land either side of Slyne Road (A6), referred to as the 'North Lancaster Strategic Site', which will provide for a range of new family homes together with supporting social and physical infrastructure.

This leaflet provides further information to update the community and invites feedback on the proposals.



### What is the North Lancaster Strategic Site?

The North Lancaster Strategic Site extends to approximately 40.7 hectares, as shown edged blue, and is allocated in the adopted Lancaster Local Plan under Policy SG9. The allocation anticipates, that once fully developed, the site will accommodate approximately 700 homes and a range of supporting infrastructure, including: primary school, local centre, public open space and up to 2 hectares of employment land for Offices (B1).

There are number of landowners and/or developers with an interest in the site with Taylor Wimpey controlling the majority, including immediately to the east and west of Slyne Road (A6).

### Proposals Being Consulted On

Taylor Wimpey is in the process of preparing:

- A comprehensive Masterplan for the entire North Lancaster Strategic Site, as shown edged blue on the plan above, referred to as the 'Masterplan Area'; and,
- An outline planning application for residential-led development on land to the immediate west of Slyne Road (A6), as shown edged red on the plan above, referred to as the 'Application Site'.



## Comprehensive Masterplan for the SG9 Allocation

**Policy SG9 of Lancaster City Council's Strategic Policies and Land Allocations Development Plan Document requires a comprehensive masterplan for the whole of the Masterplan Area to be submitted with any future planning application(s).**

### What is the masterplan document?

A masterplan document provides a framework to guide future development of the Masterplan Area, setting the vision, such as the range of uses, transport strategy and associated infrastructure.

### What is being prepared?

Taylor Wimpey is leading on the preparation of the Masterplan Document, which will include a suite of plans and supporting text together with technical appendices. The process will include involvement and collaboration from the other developers,

landowners and key stakeholders. Through this consultation, we are also seeking the views and input from the local community.

We have carried out various technical studies and carefully considered the characteristics of the site to ensure that any future development of the Masterplan Area will respond sensitively to its surroundings and contribute positively to the sustainable growth of Lancaster. The northern extent of the site will remain as open space to preserve the open nature of the area and a buffer will be created between the site and Lancaster Canal.

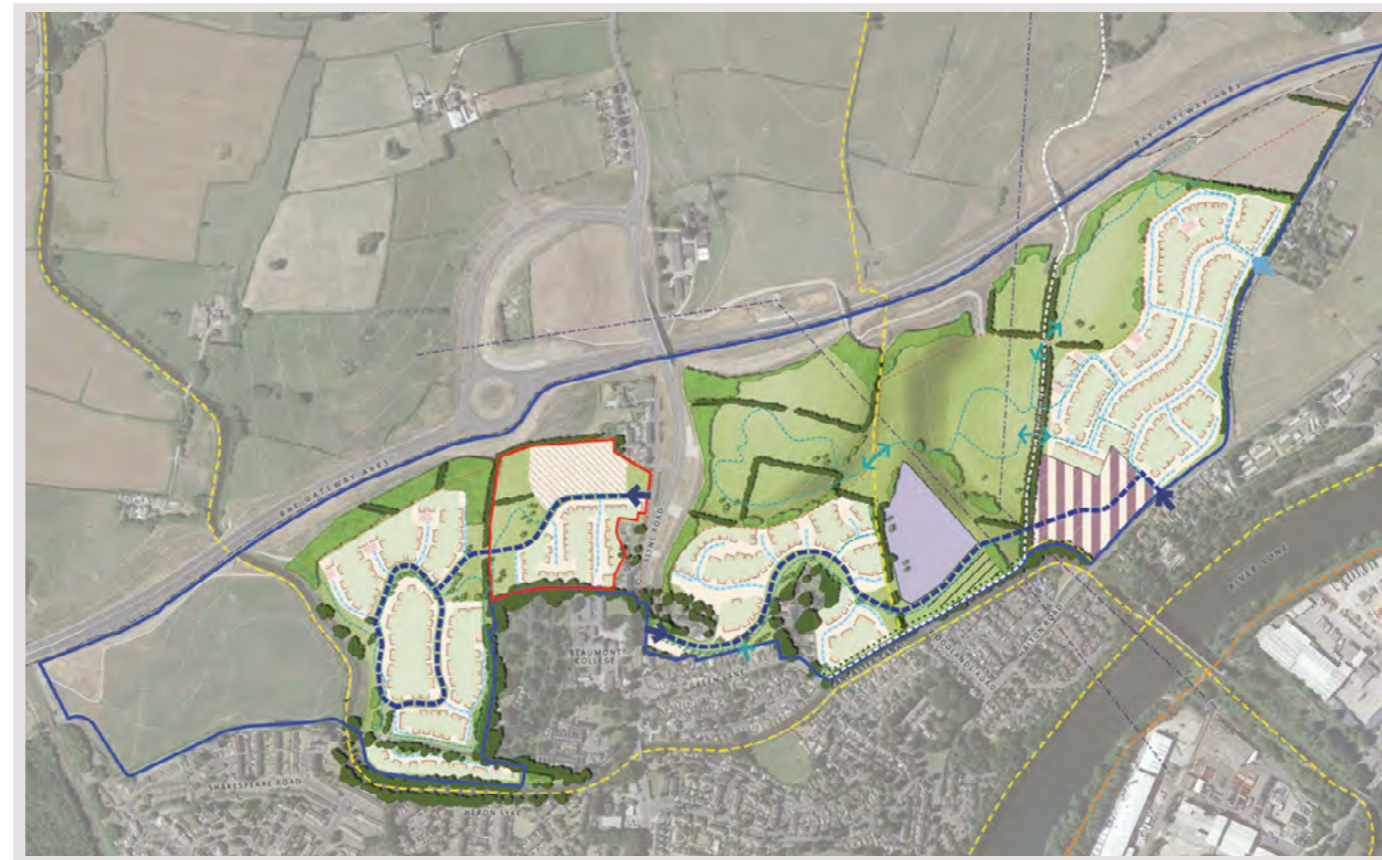


### The illustrative masterplan (below) which shows:

1. Up to 700 dwellings;
2. Safe primary points of access from the A6 Slyne Road;
3. Extensive areas of public open space;
4. A site for a new Primary School to the east of the A6 Slyne Road;
5. 2 hectares of potential employment land to the east of Green Lane;
6. A flexible area for either extra care/local centre OR residential and local centre to the west of the A6 Slyne Road.

Further information on the proposed masterplan is provided at the consultation website detailed on the final page of this leaflet.

Once we have received feedback from the local community and key stakeholders as part of this consultation exercise, Taylor Wimpey will review all comments and, where possible, review the proposed masterplan before formally submitting it to the Council, alongside the outline planning application.



**KEY:**

- Application Site
- SG9 Allocation
- Existing public right of way
- Existing vegetation
- Existing 5m contours
- Urban setting landscape: area to remain free from development
- Existing overhead cables
- Proposed structural planting
- Proposed primary road
- Proposed access points
- Potential pedestrian access
- Emergency access
- Proposed residential development (up to 700 units)
- Proposed school (1.6 ha)
- Proposed school parking and drop off
- Proposed pedestrian / cycle network
- Proposed employment area or residential development (2.0 ha)
- Retained Green Lane track
- Proposed local centre; and, extra care / residential: maximum 3 storeys high



# 11 Consultation and Engagement

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## Member Engagement Session 2

A second Member Engagement Forum took place on 11th December 2020. Owing to the coronavirus pandemic, the Member Engagement Forum was held virtually via Microsoft Teams. Ward councillors from Skerton West Ward, Skerton East Ward, Lower Lune Valley Ward, Bolton and Slyne Ward, Heysham North Ward, Scotforth West Ward, and Heysham Central Ward were in attendance. Also in attendance were Mark Cassidy (Head of Planning and Place), Jen Rehman (Principal Planning Officer), Eric Marsden (Democratic Services), Taylor Wimpey, and members of Taylor Wimpey's project team (AY, Randall Thorp, Croft Eddisons and Ironside Farrar).

A detailed meeting note and a summary of the feedback received/ points discussed and any amendments made to the Comprehensive Masterplan as a result are detailed in the accompanying Consultation Statement. In summary however, members welcomed the level of detail provided at the second Forum and key points discussed related to the following, all of which were positively received: retention of greenspace; the considerable work that had been undertaken since the initial Member Engagement Forum; and, the inclusion of a pedestrian crossing between the western and central parcels (Phase 1 and Phase 2a), which will encourage walking and cycling.

Members emphasised the importance of climate change and were pleased to hear that the Masterplan includes a climate change strategy and that Taylor Wimpey attended the recent People's Climate Change Jury session.

## Additional Feedback from Landowners

HSL provided additional comments on the Draft Masterplan on 5th January 2021. Taylor Wimpey and the appointed project team carefully considered the comments received from HSL and, as a result, made several amendments to the Comprehensive Masterplan. A summary of the feedback received, and amendments made to the Comprehensive Masterplan as a result are detailed in the accompanying Consultation Statement.

Mrs K West Trust also wrote to Taylor Wimpey on 4th January via its agent regarding the treatment of the Trust's land. Several telephone conversations and emails correspondence took place in January 2021 and as a result, the Comprehensive Masterplan and Masterplan Framework within have been updated to include the Trust's land as a potential future development parcel.

## City Council Feedback

The City Council provided feedback on the Comprehensive Masterplan in September and October 2021. The feedback received related to: education; highways; public open space; land ownership; climate change; and infrastructure delivery mechanisms.

Taylor Wimpey amended the Comprehensive Masterplan and submitted a detailed summary of feedback and amendments made to address comments.

In May 2023, following the re-consultation exercise in late 2022, the City Council provided final minor comments, which have been addressed in this version of the Comprehensive Masterplan.



# 12 Infrastructure Delivery Framework

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## Physical and Social Infrastructure

### Introduction

This section describes the type and extent of physical and social infrastructure that is required as part of the development of the Strategic Site. The physical and social infrastructure accords with policies SG9 and SG10 of the SPLA DPD and has been identified through consultation with LCC; Lancashire County Council; other relevant authorities; and, stakeholders. This infrastructure will provide direct benefits to both existing and future residents of the development and the surrounding area:

### Affordable Housing

Policy DM3 of the DM DPD relates to affordable housing and sets out the affordable housing target by development type. For greenfield sites of 15 units and over, the on-site affordable housing target is 30%.

Planning applications should provide affordable housing on the Strategic Site to the extent to which it is viable to do so having regard to Policy DM3 of the DM DPD.

### Primary School

A new single form entry primary school is proposed as part of the Masterplan, in accordance with Policy SG10 of the SPLA DPD. The need for a new single form entry primary school has been confirmed through consultation with Lancashire County Council's School Planning Team who has based its recommendation on an estimate of how many children of primary school age will be generated by the development.

The plot on which the new primary school will be located will be large enough to enable the school to be expanded in the future to create a two form entry school, if required, in accordance with Policy SG10.

The provision and transfer of the land for the school will be dealt with via a separate legal agreement with and Lancashire County Council.





# 12 Infrastructure Delivery Framework

## Local Centre

A new local centre is proposed as part of the Masterplan. The local centre will be positioned in a convenient and accessible location close to and on the eastern side of the A6. The Local Centre will be well connected with pedestrian and cycle links and will include a range of local services and community facilities accessible to prospective and existing residents in the North Lancaster area. The scale of the local centre will be in accordance with Policy SG10 of the SPLA DPD and in the region of 400sqm of convenience retailing floorspace and 200sqm of comparison retailing floorspace will be provided.

The range of services and facilities in the local centre will be determined by market demand and ongoing consultation with LCC, Lancashire County Council, other stakeholders and the local community.

## Extra Care

Whilst the Local Plan policies require the delivery of several large pieces of infrastructure across the Strategic Site, they do not require the provision of extra care. However, the Council has expressed a strong desire to see extra care (incorporating an element of the local centre) delivered within the Strategic Site to the west of the A6/Slyne Road (within Phase 1). The Local Centre required by policy SG9 would be delivered as part of an extra care facility if one comes forward.



Extra Care and Local Centre facility



# 12 Infrastructure Delivery Framework

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Discussions between Taylor Wimpey and the Council have been ongoing for several months about how this might be achieved and it is hoped that a delivery mechanism for extra care can be agreed. LCC has stated a preference for a minimum 60 bed extra care facility with elements of a Local Centre that would function as a community hub. LCC has expressed an interest in developing this themselves. All of the extra care units would be affordable housing and Subject to further discussions, the provision of extra care within Phase 1, would offset any affordable housing requirement for the land/other land within the control of the relevant developer within Phase 1 and/or any other phases.



## Other On-site Infrastructure

The Masterplan also includes for the provision of the following additional infrastructure:

- An extensive network of cycleways and footpaths across the Strategic Site and connecting to the existing network;
- Provision of sufficient utility infrastructure to serve the residential development and associated infrastructure;
- An appropriate network of blue infrastructure, including Sustainable Urban Drainage Systems (SUDs);
- Provision of sufficient levels of open space; and,
- Green Infrastructure – including green and landscaping buffers; a Meadow Valley Habitat Creation Area.

## Off-site Infrastructure

Planning applications will also provide for necessary and appropriate improvements to the local road network, education contributions, open space, sports, and recreational facilities, and any other necessary and appropriate planning contributions where negotiated with LCC and in accordance with all relevant development plan policies.



# 12 Infrastructure Delivery Framework



## Planning Mechanism for Securing the Delivery of Infrastructure

At the planning application stage, there are a number of planning mechanisms available to Lancaster City Council to secure the delivery of infrastructure. These planning mechanisms include planning conditions, s106 agreements, s278 agreements, and s38 agreements.

### Planning Conditions

The National Planning Policy Framework (“NPPF”) defines a planning condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990 or a condition included in a Local Development Order or Neighbourhood Development Order. The NPPF states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

### S106 Agreement

S106 Legal Agreements are a mechanism which make a development proposal acceptable in planning terms and focus on site specific mitigation of the impact of development. Policy SG10 of the adopted Lancaster Local Plan Strategic Policies and Land Allocations DPD sets out the specific infrastructure requirements for the North Lancaster Strategic Site. The infrastructure that is required to make strategic

growth in North Lancaster achievable is also set out in more detail within the Council’s Infrastructure Delivery Plan (IDP) and these requirements are reflected in the Infrastructure Delivery Schedule below.

### S278 Agreement

A section 278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Highways Authority to make alterations or improvements to a public highway, as part of a planning approval. Examples of work covered by an S278 include:

- new access into development on the Strategic Site;
- new improvements to existing junctions on the local highway network close to the Strategic Site.

### Section 38 Agreement

A Section 38 agreement is a section of the Highways Act 1980 that can be used when a developer proposes to construct a new estate road for residential, industrial or general purpose traffic that may be offered to the Highway Authority for adoption as a public highway.



# 12 Infrastructure Delivery Framework

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## Infrastructure Delivery Schedule

The Infrastructure Delivery Schedule sets out the key infrastructure proposed across the Strategic Site. It describes how the delivery of the key infrastructure will be secured and the timing for the delivery of this infrastructure. The IDS identifies a series of priorities for the delivery of physical and social infrastructure as core components of the Masterplan.





# 12 Infrastructure Delivery Framework

| Infrastructure                                     | Scale  | Funding and Indicative Delivery Programme   |
|--|--|---|
| <p><b>New Single Form Entry Primary School</b></p> | <p>Policy SG10 (I) of the Strategic Policies and Land Allocations DPD (SPLADPD) requires a single form entry primary school to be delivered within the Masterplan Area.</p> <p>The new primary school should be Single Form Entry in size however should be provided on a plot which could be expanded in the future to create a two-form entry school</p> | <p>Land for a primary school site will be included in planning application for Phase 2a of the Masterplan Area.</p> <p>1.6ha of land (enough for a two form entry primary school) will be transferred to the Local Education Authority (“LEA”). Enough land for a 1 form entry school will be transferred at nil value, the remainder will be transferred via a commercial arrangement at residential land value. The timing of the transfer will be secured by planning condition or S106 Agreement as part of the Phase 2a planning application.</p> <p>The LEA will then deliver the primary school to meet their requirements.</p> <p>Appropriate financial contributions will be collected from the landowners and developers as part of future planning applications for residential development at the Strategic site to contribute towards the delivery of the primary school.</p> <p>Financial contributions towards the construction of the primary school will be secured by s106 Legal Agreements and will be sought proportionately from each phase of development based on the number of dwellings delivered.</p> <p>Financial contributions towards the provision of pupil places will be secured by s106 Legal Agreements and will be sought from each planning application in accordance with Lancashire County Council’s School Place Provision Strategy.</p> |



# 12 Infrastructure Delivery Framework

| Infrastructure             | Scale  | Funding and Indicative Delivery Programme  |
|----------------------------|--|--|
| <b>Secondary Education</b> | <p>Policy SG10 (II) of the DMDPD requires contributions to be made towards the delivery of a new secondary school in South Lancaster.</p> <p>Policy SG9 (IV) requires affordable housing to be delivered in accordance with Policy DM3 of the DM DPD. Policy DM3 (The Delivery of Affordable Housing) of the adopted Development Management DPD (DMDPD) sets a target of 30% affordable housing for green field sites in Lancaster, which includes the Strategic Site.</p> | <p>Subject to needs assessments, appropriate financial contributions will be collected from the landowners and developers as part of future planning applications for residential development at the Strategic Site towards the delivery of a new secondary school in South Lancaster</p>  |
| <b>New Local Centre</b>    | <p>In accordance with Policy SG10 (III) of the SPLADPD, a local centre will be provided as part of the Masterplan and should deliver in the region of 400sqm of convenience retailing floorspace and in the region of 200sqm of comparison retailing floorspace.</p>   | <p>LCC has expressed a strong desire to see extra care (incorporating an element of local centre) delivered within the Masterplan Area, located within Phase 1.</p> <p>LCC proposes to deliver a 60 bed extra care facility with a potential pharmacy (150sqm), coffee shop (100sqm) and community space (150sqm) – Total 400sqm.</p> <p>If there is no demand or interest to develop the extra care scheme then flexibility will be provided to allow residential development with a local centre to come forward within Phase 1, should the delivery of extra care not be secured.</p> |



# 12 Infrastructure Delivery Framework

| Infrastructure                   | Scale  | Funding and Indicative Delivery Programme   |
|----------------------------------|--|---|
| <p><b>Affordable Housing</b></p> | <p>Policy SG9 (IV) requires affordable housing to be delivered in accordance with Policy DM3 of the DM DPD. Policy DM3 (The Delivery of Affordable Housing) of the adopted Development Management DPD (DMDDPD) sets a target of 30% affordable housing, subject to viability, for green field sites in Lancaster, which includes the Strategic Site.</p> | <p>All planning applications for residential development within the Strategic Site will be assessed against Policy DM3 (The Delivery of Affordable Housing) of the adopted Development Management DPD which sets out an affordable housing target of 30% on-site provision for Greenfield sites in Lancaster.</p> <p>Policy DM3 also states that:</p> <p>“Where compelling and detailed evidence demonstrates that the provision of affordable housing in accordance with the above requirements would have a disproportionate and unwarranted negative impact on the viability of a proposed development, applicants may, in agreement with the Council, provide fewer affordable dwellings than would ordinarily be acceptable, review the tenure or mix of dwellings, or provide a financial contribution in lieu of onsite provision. Such evidence must include an open book financial viability appraisal which will need to accord with guidance in the emerging Viability Protocol SPD.”</p> <p>Each phase of the Strategic Site will be expected to provide 30% on-site affordable housing provision in accordance with, and subject to the viability clause contained within, Policy DM3.</p> |



# 12 Infrastructure Delivery Framework

| Infrastructure                                      | Scale  | Funding and Indicative Delivery Programme  |
|---|--|--|
| <p><b>Green Buffers and Landscaping Buffers</b></p> | <p>Policy SG9 (X) requires the creation of green buffers between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development.</p> <p>Likewise, Policy SG9 (XIV) also requires the provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site</p> | <p>The appropriate green buffers and landscape buffers are shown within the Masterplan Framework and will be secured via the planning applications that these green buffers and landscape buffers relate to, informed by Landscape and Visual and Heritage Impact Assessments.</p> <p>Implementation will be secured via planning condition and any maintenance of green or landscape buffers will be secured via Section 106 legal agreement as part of the relevant planning applications.</p> |
| <p><b>Valley Meadow Habitat Creation Area</b></p>   | <p>Policy SG9 (XII) requires the identification of the Valley Meadow Habitat Creation Area detailing how this will be maintained and protected.</p>  | <p>The Valley Meadow Habitat Creation Area is shown within the Masterplan Framework within Phase 2a.</p> <p>Implementation will be secured via planning condition and maintenance arrangements will be agreed as part of the relevant planning application for Phase 2a and any financial contributions secured via Section 106 legal agreement as part of the relevant planning application for Phase 2a.</p>   |



# 12 Infrastructure Delivery Framework

| Infrastructure   | Scale   | Funding and Indicative Delivery Programme   |
|--|---|---|
| <p><b>Green Infrastructure and Biodiversity Net Benefits</b></p> | <p>Policy SG9 (XVI) requires contributions to the delivery of green infrastructure corridors and ecological networks.</p> <p>Policy SG9 (XVII) requires no net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal and the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create function ecological networks.</p> | <p>Contributions to the delivery of green infrastructure corridors and ecological networks in accordance with Policy SG9, will be provided through all planning applications at the Strategic Site.</p> <p>Planning applications will be supported by evidence of how the BHS will be protected and enhanced; and how semi-natural habitats will be restored/enhanced/created, within the relevant phase.</p> <p>Implementation will be secured via planning condition and any necessary maintenance arrangements will be secured via Section 106 legal agreement as part of the relevant planning application.</p> |
| <p><b>Flood Risk and Comprehensive Drainage</b></p>              | <p>Policy SG9 (XVIII) requires Flood Risk Assessments that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with.</p> <p>Policy SG9 (XIX) requires the submission of a comprehensive drainage plan which sets out how surface water will be managed on the site.</p>  | <p>The Masterplan Framework includes a Blue Infrastructure plan which illustrates the principles of the drainage strategy for the Strategic Site set out at Section 6 and Appendix III of this Masterplan. All planning applications proposing built development at the site will be supported by detailed Flood Risk Assessments and Drainage Strategies for the relevant phase of development.</p> <p>Implementation will be secured via planning condition and any necessary maintenance arrangements will be secured via Section 106 legal agreement as part of the relevant planning application.</p>          |



# 12 Infrastructure Delivery Framework

| Infrastructure                                | Scale   | Funding and Indicative Delivery Programme   |
|---|---|---|
| <p><b>Electric Vehicle Infrastructure</b></p> | <p>Policy SG9 (VI) requires proposals to investigate the provision of infrastructure for electric vehicles in accordance with Policy DM31 of the DM DPD, which requires all development proposals to demonstrate that they have sought to minimise the levels of air polluting emissions generated and adequately protect their new users, and existing users, from the effects of poor air quality.</p> <p>LCC is also updating the 'Provision of Electric Vehicle Charging Points for New Development' Planning Advisory Note (previously published in September 2017).</p> | <p>All planning applications proposing built development at the site will be supported by Air Quality Assessments and will include the provision of electrical vehicle charging points in accordance with Policy DM31 of the DM DPD. The provision of electric vehicle charging points will be secured via planning condition.</p> <p>Any update to the 'Provision of Electric Vehicle Charging Points for New Development' Planning Advisory Note will be taken into account by relevant planning applications.</p>  |
| <p><b>Employment Land</b></p>                 | <p>Policy SG9 of the SPLADPD includes a requirement for an area of 2 hectares of B1 employment land within the Masterplan Area, on land to the east, accessed via Kellet Lane. The Council will support residential development in this employment area should it be demonstrated, following a robust marketing exercise (which has taken place for no less than 2 years following the adoption of the Local Plan), that there is no market demand for the identified use.</p>  | <p>The employment land will then be robustly marketed by the Applicant (or third party) for 2 years in line with a Marketing Strategy agreed with the Council.</p> <p>Should there be demand for employment development in Phase 3 then the employment land (or part thereof) will be sold to a third party developer or end user and delivered subject to the necessary detailed planning consent.</p> <p>Should there be no demand for employment within the marketing period then residential (or other) development will be delivered on the employment land in accordance with SG9 (subject to the necessary detailed planning consent).</p> |



# 12 Infrastructure Delivery Framework

| Infrastructure                  | Scale   | Funding and Indicative Delivery Programme  |
|---------------------------------|---|--|
| <b>Utilities Infrastructure</b> | Policy SG10 (VI) of the SPLADPD requires the provision of sufficient utility infrastructure, working with the relevant infrastructure providers to ensure that such provision is achieved in a timely manner.   | Planning applications will be accompanied by utilities assessments to inform which utilities are required to support each phase. The delivery of utilities infrastructure will be secured through planning conditions.   |
| <b>Open Space</b>               | <p>Policy SG9 of the SPLADPD requires provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs of the locality.</p> <p>Policy DM27 of DMDPD requires development proposals located in areas of recognised open space, sports and recreational facility deficiency, to provide appropriate contributions toward open space, sports and recreational facility provision, either through provision on-site or a financial contribution toward the creation of new or the enhancement of existing open spaces, sports and recreational facilities off-site.</p> <p>The following typology requirements have been calculated based on the minimum requirements set out in Table 2 (Recommended quantity standards for the Lancaster District), within the Open Space Provision in New Residential Development Planning Advisory Note (May 2020). The calculations are based on the delivery of 700 dwellings which would result in an estimated population of 1,680. (ref table on page 59).</p> | <p>The delivery of most typologies of open space will be secured through planning applications for residential development within each of the phases, with any maintenance contributions secured via s106 legal agreement.</p> <p>The Illustrative Masterplan includes the following open space provision across the Masterplan Area:</p> <ul style="list-style-type: none"> <li>• Natural and semi natural open space – 8ha</li> <li>• Amenity greenspace – 5ha</li> <li>• Equipped area of play – a minimum of 0.07ha</li> <li>• Young person provision – a minimum of 0.07ha</li> <li>• Parks and gardens – 10ha</li> <li>• Allotments and community gardens - 1.6ha</li> </ul> |



# 12 Infrastructure Delivery Framework

| TRANSPORT AND HIGHWAYS INFRASTRUCTURE   |   |  |
|---|---|--|
| <p>The evidence base for the adopted Local Plan includes an Infrastructure Delivery Schedule prepared by the City Council which identifies 10 highways, public transport and cycling &amp; walking 'projects' which development at the North Lancaster Strategic Site will contribute to. The Table and accompanying plan on pages 93 and 94 of this Comprehensive Masterplan indicate which Phase of the North Lancaster Strategic Site will make contributions to which of those 10 projects, along with the sources of funding and the anticipated delivery mechanism.</p> |   |  |
| Infrastructure  | Scale   | Funding and Indicative Delivery Programme  |
| <b>Vehicular Access</b>   | <p>Policy SG9 (XX) of the SPLADPD requires, subject to detailed technical design, an internal road layout to provide for an unfettered vehicle and pedestrian / cycle access (to an adoptable standard) from Slyne Road (A6) to Hammerton Hall Lane.</p> <p>Policy SG9 (XXI) of the SPLADPD requires that "the phasing required as part of the comprehensive masterplan should ensure that the land north and south of Hammerton Hall Lane can be delivered early in the plan period...";</p> <p>Policy SG9 (XXII) of the SPLADPD requires the delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority</p> | <p>Vehicular access arrangements will be secured planning applications for the relevant phases of the Masterplan Area.</p> <p>The Masterplan Framework shows the following principles which have been agreed with Lancashire County Council Highways:</p> <ul style="list-style-type: none"> <li>• Access to Phase 1 (and through to Phases 2b and 4) to the west of the A6/Slyne Road will be gained via a priority junction onto the old section of Slyne Road, which in turn connects the A6. An emergency access will be provided onto Hammerton Hall Lane. The vehicular access onto the A6/Slyne Road in to Phase 1 will be proposed and secured as part of the Phase 1 planning application.</li> <li>• In terms of access to the eastern part of the Strategic Site, a new signal controlled junction will be developed along the A6, to the north of Green Lane, to give access into Phase 2a. A linking spine road will extend eastwards within Phase 2a and connect into Phase 4. The new signal controlled junction will be secured by planning condition as part of the Phase 2a planning application.</li> <li>• An additional access into Phase 3 will be created to the east of the site via the creation of a new priority junction with ghost island right turn lane along Halton Road. The new priority junction will be secured by planning condition part of the Phase 3 planning application.</li> </ul> |



# 12 Infrastructure Delivery Framework

| Infrastructure                  | Scale | Funding and Indicative Delivery Programme   |
|---------------------------------|-------|---|
| <b>Vehicular Access (cont.)</b> |       | <p>As part of the relevant planning application for Phase 1, TW will apply for planning permission for: a priority junction from the A6 Slyne Road, with a ghost island right turn; and, an access road through the Phase 1 land, allowing for access into the Phase 2b land.</p> <p>The priority junction from the A6 Slyne Road will be sufficient to serve Phases 1, 2b and 4 of the Strategic Site and therefore over and above what would be required to serve the scale of development within the TW controlled Phase 1 land. Furthermore, the access road applied for through Phase 1 will be substantially longer than that required to serve the Phase 1 development. TW will build the access junction from the A6/ Slyne Road and the access road across the Phase 1 land, allowing connection into the Phase 2b land, subject to the necessary commercial agreements between the relevant developers and/or landowners. The specific mechanism for delivering the access road will be secured by way of a Section 106 agreement and the relevant commercial agreements will be dealt with by way of a separate agreement.</p> |

# 12 Infrastructure Delivery Framework

| Infrastructure   | Scale  | Funding and Indicative Delivery Programme  |
|--|--|--|
| <b>Off-site Highway improvements</b>                               | <p>Policy SG10 (VI) of the SPLADPD requires the delivery of appropriate improvements to the local road network, particularly on Lancaster Road (A6), Kellet Lane, Halton Road and Barley Cop Lane, to the satisfaction of Lancashire County Council.</p>                   | <p>The need for and timing of the off-site highways improvements will be agreed between the City Council, the Developers and Lancashire County Council Highways as part of planning applications for the Masterplan Area. These works will be phased.</p> <p>Planning applications will be required to assess the impact of their developments on the local highway network and off site highways works may be required following this assessment.</p> <p>Off-site highways improvements will be delivered via Section 278 agreements via Section 278 agreements; and/or Section 106 agreements; and/or, other appropriate mechanisms.</p> |
| <b>Financial Contributions to Improvements to Public Transport</b> | <p>Policy SG10 (V) of the SPLADPD requires contributions to be made towards public transport, with a particular emphasis on how bus services can be linked with the site providing a local service between growth in this area and Lancaster City Centre along the A6.</p> | <p>Improvements will be delivered via Section 106 agreements, subject to phasing.</p> <p>The timing and amount of financial contribution towards improvements to public transport infrastructure will be discussed agreed between LCC, the Developers, Lancashire County Council Highways and Public Transport operators as part of the planning applications.</p>   |



# 12 Infrastructure Delivery Framework

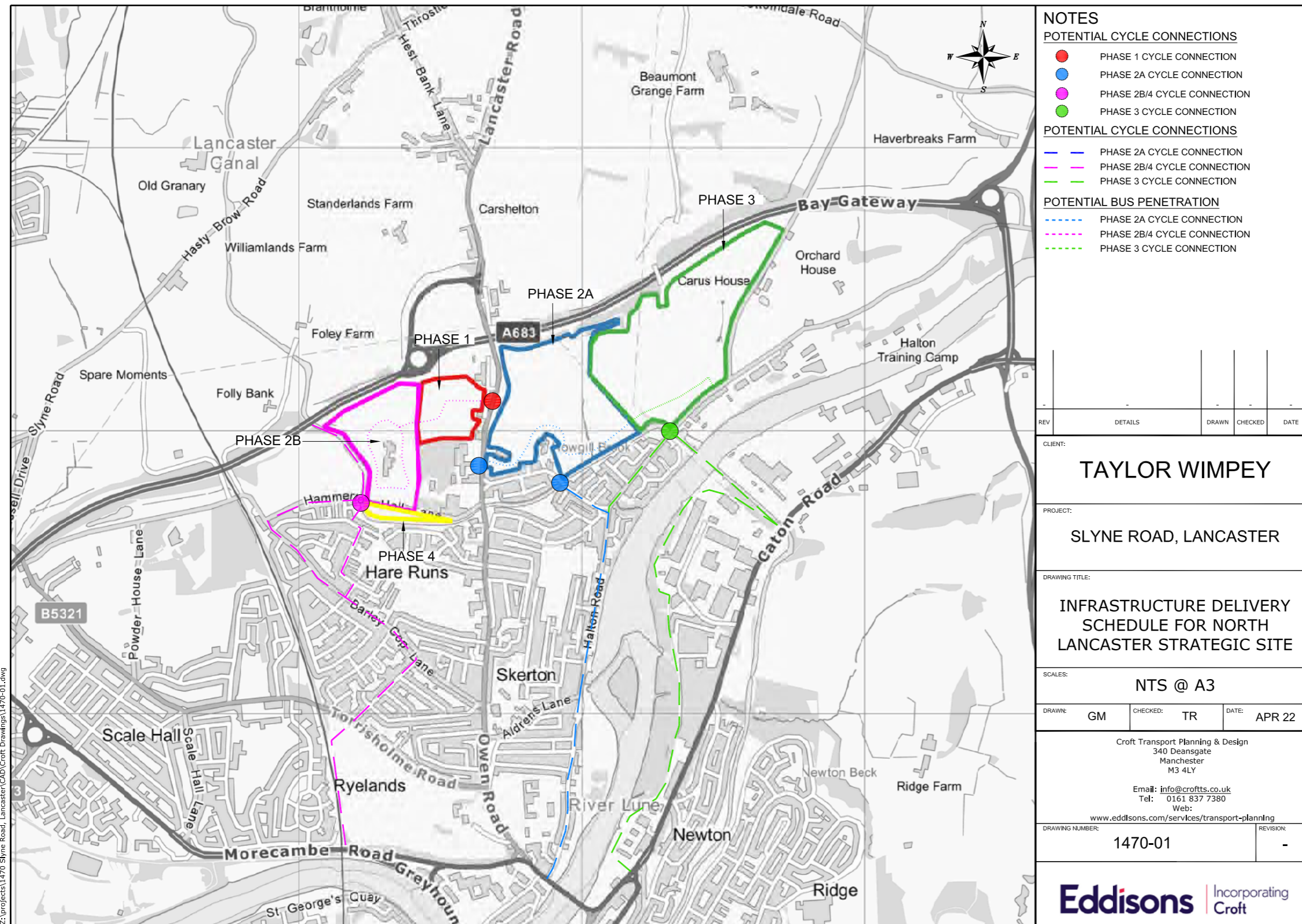
| Infrastructure   | Scale  | Funding and Indicative Delivery Programme  |
|--|--|--|
| <p><b>Improvements to Pedestrian and Cycle Infrastructure (on-site and off-site)</b></p> | <p>Policy SG10 (IV) of the SPLADPD requires the creation of improved cycling and walking linkages between the proposed growth in North Lancaster, Ryelands Park and beyond to Lancaster City Centre.</p> <p>Policy SG9 (XXIII) of the SPLADPD requires the incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only.</p> <p>Policy SG9 (XXIV) of the SPLADPD requires pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.</p> <p>LCC has also produced a Cycling and Walking Planning Advisory Note (PAN) to inform the provision of cycling and walking infrastructure improvements within the Masterplan Area and surrounding areas.</p> | <p>Physical improvements within the Masterplan Area and financial contributions towards off-site improvements and maintenance will be secured as part of planning applications.</p> <p>The timing and amount of financial contribution towards improvements to pedestrian and cycle infrastructure will be agreed between LCC, Lancashire County Council Highways and the Developers. These contributions will be phased and will be delivered by via Section 278 or Section 106 agreements.</p> |

# 12 Infrastructure Delivery Framework

| Relevant Highways Projects from Local Plan Infrastructure Delivery Schedule (with proposed Strategic Site Phase indicated) |                   |                                |   |   |   |                                |  |
|--|-------------------|--------------------------------|---|---|---|--------------------------------|--|
| REFERENCE  | CATEGORY          | LOCATION                       | PROJECT TITLE   | PROJECT DESCRIPTION   | SOURCES OF FUNDING  | ANTICIPATED DELIVERY MECHANISM | STRATEGIC SITE PHASE                         |
| IDP-HW-07  | Highways          | North Lancaster Strategic Site | Access arrangements into North Lancaster Strategic Site via Slyne Road (A6).                    | The creation of a new junction arrangement on Slyne Road (A6) which will serve as the primary access points into both western and eastern portions of the site.   | This will be funded directly from development   | S278                           | PHASE 1<br>PHASE 2A                          |
| IDP-PT-03  | Public Transport  | North Lancaster Strategic Site | Bus Stop Provision for the North Lancaster Strategic Site                                       | The creation of sufficient bus halts through the North Lancaster Strategic Site to facilitate future bus routes which service the site and the wider North Lancaster area and provide the potential to expand the Bus Rapid Transport (BRT) Network                                 | This will be funded directly from development   | S278                           | PHASE 1<br>PHASE 2A<br>PHASE 2B/4<br>PHASE 3 |
| IDP-CW-04  | Cycling & Walking | North Lancaster Strategic Site | Lancaster Canal Towpath Improvements – Crossing of the Lancaster Canal                          | The provision of a new pedestrian linkage across the Lancaster Canal to improve connectivity from the eastern portions of the North Lancaster Strategic Site towards Lancaster City Centre. Options to achieve this are at Green Lane Bridge or Halton Road Bridge.                 | This will be funded directly from development   | S106                           | PHASE 2A<br>PHASE 3                          |
| IDP-CW-05  | Cycling & Walking | North Lancaster Strategic Site | Upgrades to Halton Road / Aldrens Lane to facilitate improved cycling and walking movements     | Upgrades to Halton Road / Green Lane / Mainway through the provision of cycle lanes, traffic calming and signage to promote greater levels of cycling and walking.  | This will be funded directly from development   | S278                           | PHASE 2A<br>PHASE 3                          |
| IDP-CW-06  | Cycling & Walking | North Lancaster Strategic Site | Upgrades to the cycling / walking routes through Skerton to provide connection to Ryelands Park | Upgrades to the cycling and walking routes through Skerton between the North Lancaster Strategic Site towards Ryelands Park seeking to improve linkages from new development and the city centre.   | This will be funded directly from development   | S278/S106                      | PHASE 2B/4                                   |
| IDP-CW-07  | Cycling & Walking | North Lancaster Strategic Site | Crossing of Slyne Road (A6) for pedestrians and cyclists  | To provide a crossing point over Slyne Road (A6) to provide access between the two developable areas (and their services) for cyclists and pedestrians.   | This will be funded directly from development   | S278                           | PHASE 2A                                     |
| IDP-CW-13  | Cycling & Walking | North Lancaster Strategic Site | Upgrades to Slyne Road (A6) to improve cycling and walking links towards the City Centre        | Upgrade to Slyne Road (A6) in relation to highway safety to ensure the promotion of cycling and walking can be achieved.  | This will be funded directly from development   | S278                           | PHASE 1                                      |
| IDP-CW-14  | Cycling & Walking | North Lancaster Strategic Site | Upgrade to Hammerton Hall Lane to remove vehicular traffic                                      | To assist with the de-tuning of Hammerton Hall Lane to a cycling and walking route.   | This will be funded directly from development   | S278                           | PHASE 2B/4                                   |
| IDP-CW-15  | Cycling & Walking | North Lancaster Strategic Site | Cycling and Walking Linkage Improvements – Ryelands Park  | To improve cycling and walking linkages across Ryelands Park to improve connectivity between the North Lancaster Strategic Site and Lancaster City Centre   | This will be funded directly from development Other development projects will also be expected to contribute. | S106                           | PHASE 2B                                     |
| IDP-CW-20  | Cycling & Walking | North Lancaster Strategic Site | Lancaster Canal Towpath Improvements  | To improve the towpath provision along the Lancaster Canal to improve cycling and walking linkages to the north towards Slyne-with-Hest and Carnforth and to the South towards the Lune Aqueduct and the Caton Road Employment Area. This is a length of approximately 1 kilometre. | This will be funded directly from development.  | S106                           | PHASE 2A<br>PHASE 2B/4<br>PHASE 3            |



# 12 Infrastructure Delivery Framework



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# Appendix I - Policy SG9 & SG10 Wording

## Policy SG9

### **POLICY SG9: NORTH LANCASTER STRATEGIC SITE**

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall / Beaumont Hall in North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 700 dwellings and a range of infrastructure necessary to facilitate these new homes.

An area of 2 hectares of B1 employment land will be provided within the strategic allocation on land to the east, accessed via Kellet Lane. The Council will support residential development in this employment area should it be demonstrated, following a robust marketing exercise (which has taken place for no less than 2 years following the adoption of the Local Plan), that there is no market demand for the identified use. Such a marketing exercise should demonstrate that the site has been marketed using appropriate media sources at a realistic price for the identified employment use.

Future planning applications will be required to address the following matters:

#### General Requirements

- I. A comprehensive masterplan for the whole site will be required with any future planning application(s). The masterplan should address phasing and the delivery of infrastructure to make the development acceptable in planning terms, including the requirements of Policy SG10 of this DPD in relation to wider strategic infrastructure needs in the North Lancaster area;
- II. The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs of the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;

- III. Building an appropriate mix of house types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment
- IV. Affordable housing requirements will be determined in accordance with Policy DM3 (The Delivery of Affordable Housing) of the Development Management DPD. Where there are demonstrable constraints on viability which prejudice the delivery of development proposals, these need to be discussed at the earliest opportunity with the Council, preferably prior to submission of any relevant planning application. Viability matters will be determined in accordance with Policy DM3 and other national or local planning policy deemed consequential.

#### Design Considerations

- V. The submission of a bespoke Design and Access Statement with future planning application(s), recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster and its proximity to the Bay Gateway which is to the north. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents;
- VI. Support will be given to development that seeks to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency in accordance with Policy DM30. Proposals should also investigate opportunities to deliver district heating systems and the provision of electric charging points and infrastructure for electric vehicles in accordance with Policy DM31 of the Development Management DPD;
- VII. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD, providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- VIII. Appropriate safeguarding to the satisfaction of National Grid / Electricity Northwest from the overhead powerlines which run across the site.

#### Environmental Considerations

- IX. The submission of a suitable and appropriate landscaping plan that should seek to



# Appendix I - Policy SG9 & SG10 Wording

- retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which makes the best use of the topography of the site. The landscaping scheme should seek to create landscape buffers between the development site and the Bay Gateway Link Road to the north and the West Coast Mainline to the west and the residential areas to the south;
- X. The creation of green buffers, informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s), between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
- XI. Provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas for recreation, such as public open space within the development;
- XII. The identification of the Valley Meadow Habitat Creation Area detailing how this will be maintained and protected. This should be prepared in dialogue with

- Lancashire County Council having regards to the Meadow Habitat Licence Agreement;
- XIII. Future planning application(s) will be expected to fully assess the potential affect upon the setting and significance heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of proposed development. Where potential concerns may arise, mitigation measures should be put in place. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- XIV. The provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site;
- XV. Future planning applications(s) should fully and satisfactorily address amenity issues, including noise and air quality issues which arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;
- XVI. Future planning application(s) will be required to demonstrate how they will

- contribute to the delivery of green infrastructure corridors and ecological networks, identifying opportunities for enhancing biodiversity, recreation and leisure uses and integrating the delivery of the site with improved functionality of both the district's ecological and green infrastructure networks;
- XVII. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced. The Council will expect development proposals to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create function ecological networks;
- XVIII. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of the Authorities; and
- XIX. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the Development Management DPD.

## Transport Considerations

- XX. The site shall, subject to detailed technical design, include an internal road layout to provide for an unfettered vehicle and pedestrian / cycle access (to an adoptable standard) from Slyne Road (A6) to Hammerton Hall Lane;
- XXI. The phasing required as part of the comprehensive masterplan should ensure that the land north and south of Hammerton Hall Lane can be delivered early in the plan period (in accordance with the housing trajectory);
- XXII. The delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority. Further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- XXIII. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City

# Appendix I - Policy SG9 & SG10 Wording

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Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only; and XXIV. Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

Future proposals will need to demonstrate that no Internationally designated site would be adversely affected by development either alone or in combination with other proposals, as per Policy EN7 of this DPD. In view of the potential for likely significant effects as a result of this allocation, the requirements of Appendix D must be delivered as part of any future proposal.

Any future planning application(s) that are submitted for this area will be expected to take fully into account all other relevant policies within the Local Plan.



# Appendix I - Policy SG9 & SG10 Wording

## Policy SG10

### **POLICY SG10: INFRASTRUCTURE REQUIREMENT & DELIVERY FOR GROWTH IN NORTH LANCASTER**

In delivering strategic growth in North Lancaster it will be essential that the strategic and necessary infrastructure is delivered, at the appropriate time, to make development acceptable in planning terms and ensure that both the individual and cumulative impacts on local infrastructure are fully addressed.

The infrastructure that is required to make strategic growth in North Lancaster achievable is set out in more detail within the Council's Infrastructure Delivery Plan (IDP), which accompanies this Local Plan. In delivering future proposals for growth the Council will require the development site identified via Policy SG9 to address the following issues in a fair and equal manner:

I. The provision of additional school places at a primary level. To achieve this it is expected that new development will fund the creation of a new primary school within the site in an appropriate, convenient and accessible location to the east of the A6 to be agreed with the education authority. The new primary school should be Single form Entry in size however should be provided on a plot which could be expanded in the future to create a two-form entry school. The delivery of the new school should be commissioned and delivered in partnership with the education authority;

II. The provision of additional school places at a secondary level. To achieve this it is expected that contribution will be made towards the delivery of a new secondary school in South Lancaster which will increase the range of secondary school places in the district to meet projected future needs;

III. The delivery of a new local centre within the Strategic Site SG9 (identified as TC1.12 on the Local Plan Policies Map) in a convenient and accessible location. The local

centre should include a range of local services and community facilities that can be accessed by both new and existing residents in the North Lancaster area. The scale of the local centre should deliver in the region of 400sqm of convenience retailing floorspace and in the region of 200sqm of comparison retailing floorspace;

- IV. The creation of improved cycling and walking linkages between the proposed growth in North Lancaster, Ryelands Park and beyond to Lancaster City Centre. Opportunities for improvements along the Lancaster Canal should be explored. Proposals should come forward with appropriate mechanisms for future maintenance of new routes;
- V. Contributions should be made towards public transport, with a particular emphasis on how bus services can be linked with the site providing a local service between growth in this area and Lancaster City Centre along the A6. The Council will expect such improvements to be investigated jointly with Lancashire County Council and local bus operators;
- VI. The provision of sufficient utility infrastructure, working with the relevant infrastructure providers to ensure that such provision is achieved in a timely manner;
- VII. The delivery of appropriate improvements to the local road network, particularly on Lancaster Road (A6), Kellet Lane, Halton Road and Barley Cop Lane, to the satisfaction of Lancashire County Council; and
- VIII. The provision of sufficient levels of open space of all typologies. This should include the provision of amenity open space (making best use of the topography of sites and considering the relationships between amenity space and sustainable drainage systems) and recreation spaces. The delivery of open space should have due regard to the local needs for open space in the North Lancaster area.

Where necessary and appropriate to do so, applicants may be required to enter into legal agreements to set out further detailed mechanisms and timings for the delivery of necessary infrastructure identified in this policy.

# Appendix II - Access and Movement Strategy

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## Access Strategy

Set out below is the proposed Access and Movement Strategy for the strategic site. This has been developed by Taylor Wimpey and its technical team through consultation and engagement with Lancaster City Council, Lancashire County Council Highways Officers, and other key stakeholders.

### Access Principles

The site is located in a sustainable location, within close proximity (3km) to local services and amenities in Lancaster City Centre. The site has good accessibility for pedestrians with two PROWs crossing the site (Footpaths 1-31 7 and 1-15 19). The Masterplan will identify several dedicated pedestrian and cycle routes that will connect the site to the surrounding pedestrian and cycle network, and connections will be provided from both sides of the A6 to the existing cycleway along the Bay Gateway.

Future planning applications will need to be supported by Transport Assessments/Statements and include green travel principles, which seek to reduce the impact of the proposed development, encouraging the use of more sustainable modes of transport to and from the site.

The Masterplan will seek to maximise the potential for residents/employees/visitors to travel by sustainable modes of transport and ensure a permeable environment will be created for pedestrians and cyclists, thus encouraging people to travel to the different land uses within the site on foot or by cycle, for example to undertake home to school trips.

The provision of a new local centre and primary school on the site will also encourage sustainable travel as all residents will be within a short walk of these additional local amenities. The provision of pedestrian and cycle access throughout the site will be addressed as part of future reserved matters/detailed planning applications as each phase of the site is brought forward. However, the principle points of pedestrian/cycle access into the site will be defined on the Masterplan.

Each of the pedestrian and cycle routes across the site will be lit, surfaced, generally overlooked and of high quality to ensure access on foot and by cycle is maximised. Existing Public Rights of Way will be retained. Public Rights of Way will be retained and will be upgraded and improved where appropriate. In order to facilitate bus accessibility, it is envisaged that a bus service will be able to access the site.

## Site Overview

The site comprises several parcels of land, each requiring separate vehicular access arrangements.

Phases 1, 2b and 4 will be served via a priority junction formed along the A6 Slyne Road.

Subject to technical feasibility work, a vehicular route will be provided across the whole of the site to the east of the A6, and will provide a connection between the proposed access points along the A6 and Halton Road.

The proposed access point along the A6 will be formed via a priority junction with ghost island right turn arrangement. A single access point will be provided along Halton Road, which will take the form of a priority junction with ghost island right turn arrangement.

Emergency access points will be provided from Hammerton Hall Lane, Green Lane and Kellet Lane.



# Appendix II- Access and Movement Strategy

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## Phase 1, 2b and 4 Access

There are limited options available to access the parts of the site to the west of the A6. Hammerton Hall Lane, which bounds the site to the south, is a single lane track and does not, therefore, represent a suitable location from which to take access for general vehicular traffic. Similarly, creating an access from the Bay Gateway to the north is not a realistic proposition. The only suitable location for access is via a connection onto the A6.

The Phase 1 site access will connect directly to the A6 Slyne Road, where it will form a priority junction with ghost island right turn. The proposed access road will sever the old Slyne Road; the northern section will be accessed from the existing junction along the A6, whilst the southern section will connect directly to the proposed access road.

The access design will include a pedestrian refuge across the bellmouth and the access road will be flared to provide two lanes at the give-way line. This will ensure that it is clear that visitors should use the proposed access (rather than existing access to Turnpike Fold) to access the site.

As well as incorporating dropped crossings and tactile paving for pedestrians, the design will also provide a 3m wide footpath/cycleway on the southern side of the access road, which moves to the northern side of the access road once into the site.

The proposed access arrangement for Phase 1 is shown in Croft Dwg No 1470-01 Rev L.

Once into the Phase 1 site, the spine road will extend westwards. The internal access road layout will allow for vehicular access from the A6 through Phases 2b and 4 to Hammerton Hall Lane. The rising topography of the site will require the alignment of the spine road to meander through open land at a high point within the western parcel before dropping down into the Phase 2b area. Due to the site topography constraints, there is no other alternative to the spine road being located in this general position. As such, the local centre and potential extra care uses will be located to the north of the spine road to maximise visibility and accessibility.

Given the relatively modest volumes of traffic that will be associated with the local centre/extra care uses as well as the residential land parcels, access to these areas will be gained via priority controlled junctions located along the main spine road.

Once the spine road enters the Phase 2b land, an internal road layout, to be determined through planning applications brought forward for that part of the site, will be provided to serve only residential development parcels as there are no major elements of infrastructure proposed within Phases 2b and 4.

In order to ensure the spine road is permeable to pedestrians and does not create a barrier to people wishing to travel across it, pedestrian crossing facilities will be incorporated into the design. This could include signal-controlled crossing arrangements in the vicinity of the local centre/extra care uses, where pedestrian movements are likely to be highest.

Randall Thorp have carefully considered the relationship between the proposed spine road and the residential development to the south and local centre/extra care to the north of it. A separate vision and principles plan setting this out has been prepared by Randall Thorp.

Given the length of the main access road, an emergency access will be required, which will be provided from Hammerton Hall Lane.

In addition to footways being provided along the access roads, separate pedestrian and cycle routes will also be provided to and across areas of landscape to maximise accessibility to public open space. Pedestrian access points will be provided from old Slyne Road, Hammerton Hall Lane and the canalside footpath at the western corner of the parcel.

# Appendix II - Access and Movement Strategy

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## Phase 2a Access

In terms of accessing Phase 2a, several options have been explored. There are two locations where the site abuts the A6. The longest length of frontage lies to the north, along the recently re-aligned section of the A6. However, there are level differences between the site and the A6 which were created during the construction of the new alignment of the A6 and the Bay Gateway. Substantial earthworks are therefore provided along this boundary, meaning that an access junction could not realistically be formed along this length.

A shorter length of frontage is available further to the north of Green Lane and this represents the only suitable location from which access accessed can be gained from the A6. Two options for access were considered in this location – a signalised arrangement and a priority junction with right turn ghost island arrangement. County Council Highways Officers expressed the view that they would wish to minimise the delay to traffic travelling along the A6 and the priority arrangement was therefore preferred to the signalised arrangement.

1.25 The arrangement will provide a right turn pocket for vehicles waiting to turn into the site, and for vehicles waiting to turn into the Beaumont College access. A pedestrian refuge will be provided across the bellmouth, and the access road will be flared to provide two lanes at the give-way line.

A signalised pedestrian crossing is proposed along the A6, a short distance to the north of the proposed access, with a footway

provided from the site to the crossing. This will provide safe crossing facilities for pedestrians travelling between the western and central land parcels.

The design will also provide a 3m wide footpath/cycleway on the southern side of the access road.

A traffic regulation order (TRO) will be required to restrict parking from occurring along the western side of the A6, in the vicinity of the junction. Consideration will be given, and a scheme will be agreed, as to where any displaced vehicles will subsequently park.

The proposed access arrangement is shown in Croft Dwg No 1470-07 Rev D.

Once into the site, the spine road will extend eastwards, wrapping around the perimeter of Beaumont Hall which projects into the site, allowing appreciation of the property and protecting its setting by setting new development away from it. The alignment also allows an existing sewer and easement to be retained within public realm areas. Beyond Beaumont Hall the spine road will continue eastwards to the proposed primary school location. Consequently, a majority of the residential development will be provided to the north of the spine road, though a smaller area of residential land will be located to the south of the spine road (and north of the Lancaster Canal). Given the relatively modest volumes of traffic that will be associated with the residential land parcels, these will be accessed via priority controlled

junctions formed along the spine road.

Emergency access would be gained from Green Lane.

In addition to footways being provided along the access roads, separate pedestrian and cycle routes will also be provided to and across areas of open space in the northern parts of the site. Pedestrian connections will be provided onto Green Lane (east and west), PROW FP7, which links to land north of Bay Gateway, and the A6 to maximise permeability through the site. Pedestrian routes up to the top of the drumlin landscape in the north of the site, will enable long views to the north and south.

## Phase 3 Access

The eastern land parcel will accommodate 2ha of land for potential employment development subject to a marketing exercise. The employment area is shown on the Illustrative Masterplan located in the south of the Phase 3 parcel. Residential development is shown to the east of the employment area and abuts both Halton Road and Kellet Lane.

Consideration was given to provide separate access points to serve the employment and residential areas, with access to the employment being gained from Halton Road and access to the residential being gained from Kellet Lane.



# Appendix II- Access and Movement Strategy

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However, during the Members Engagement Forums, concerns were expressed in relation to general vehicular access points being provided along Kellet Lane. As such, the access point along Kellet Lane has been downgraded to an emergency access point only.

In order to serve the western part of Phase 3, a single point of access will be provided along Halton Road in the form of a priority-controlled junction with ghost island right turn lane, thus eliminating any potential for the blocking of through traffic along Halton Road. A single point of access will also have less of a visual impact on nearby existing dwellings.

As the access road will serve both the potential employment and residential uses, the proposed access has been located at the boundary of the two land use parcels.

Comments were also raised at the first Member Engagement Forum regarding the potential to provide an access in the location of the existing Halton Road/Kellet Lane junction.

As set out above, it is considered that a priority junction arrangement would require a ghost island right turn lane. This would particularly be the case in a location that coincides with Kellet Lane, given the speed limit changes to above 30mph immediately to the east of Kellet Lane. However, the land immediately to the east of this junction falls outside the allocation boundary and, given the limited adopted highway land, a ghost island right turn could not be accommodated

on the westbound approach to Kellet Lane. As such, in order to provide a priority-controlled junction with right turn lane, the access is required to be located some distance to the west of Kellet Lane.

Whilst a roundabout would overcome the need for a right turn lane, given the limited adopted highway available in the vicinity of the Halton Road/Kellet Lane junction, in order to provide a design that accords with standards, the roundabout would need to be positioned to the west of Kellet Lane.

As with the proposed arrangement, a roundabout would be located opposite existing dwellings, however, given the nature of a roundabout design, maintaining access to those dwellings would be more challenging. In addition, the provision of a roundabout would also require the substantial realignment of Kellet Lane.

As such, the proposed form and location of junction represents the design that minimises the potential impact on existing residents living along Halton Road as well as impact on, for example, hedgerow, and is therefore considered the most appropriate arrangement to serve the western land parcel.

An illustrative proposed access arrangement is shown on Croft Dwg No 1470-F02 Rev D.

Once into the site, the spine road will initially extend northwards, providing access to the residential land. The topography of the site

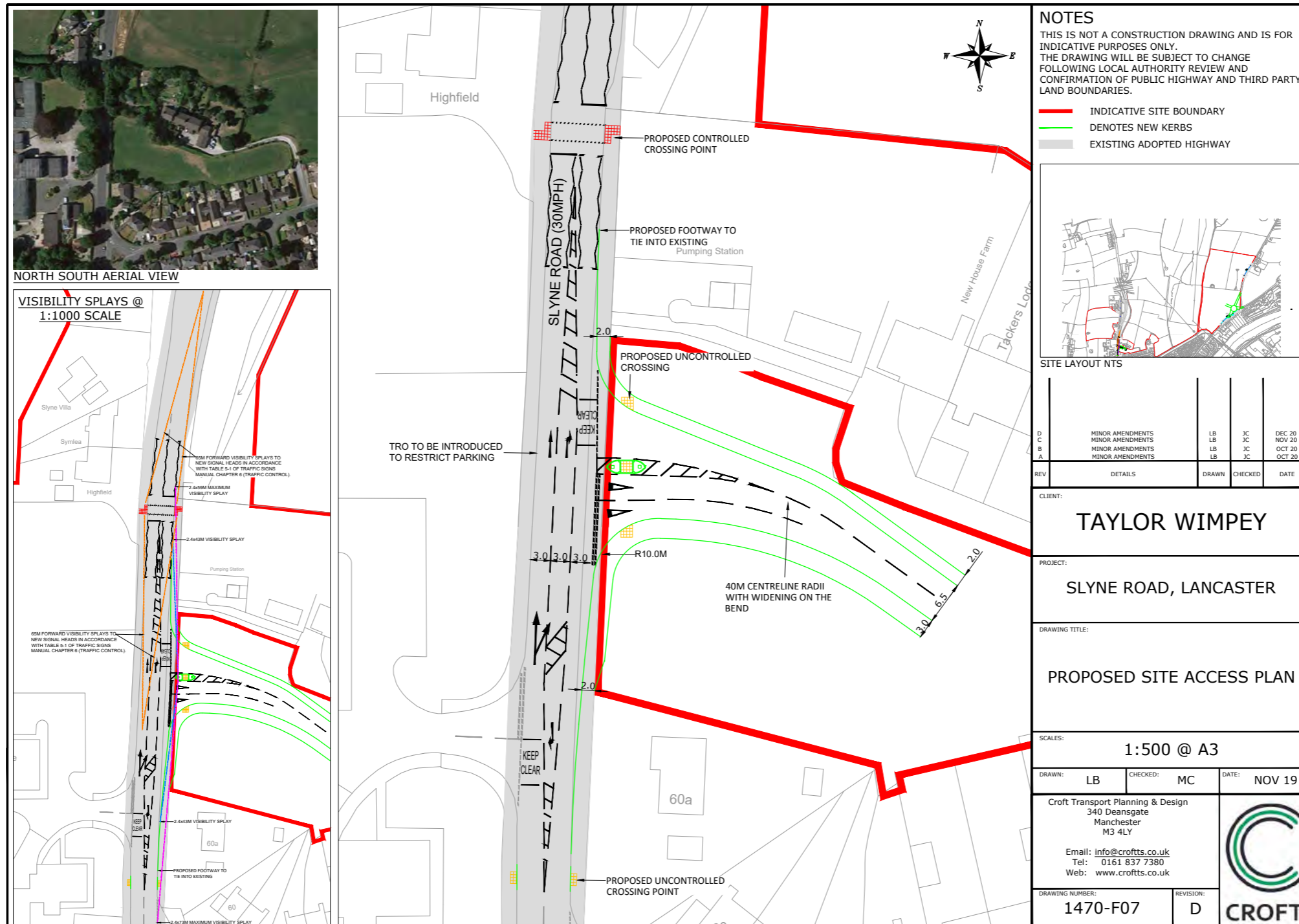
dictates that the main residential access road will extend broadly north-westwards, allowing appropriately sized development parcels to be delivered along both sides of the route. This allows private drives and cul-de-sacs to be provided at the interface with existing roads to retain an 'edge of settlement' character to the developed areas in this location. Priority junctions will be formed along the access road, providing access to other residential estate roads.

In addition to footways being provided along the residential spine and estate roads, separate pedestrian and cycle routes will also be provided to and across the areas of drumlin landscape to the west. Connections will link to Kellet Lane, Bay Gateway footpath at the north of the site, two pedestrian links onto the Green Lane track which will enable pedestrian movement into the wider allocation, and retention of an existing PROW FP19 at the southern edge of the site which enables access onto Halton Road.

Having provided access to the residential land parcel, the spine road will divert westwards through the employment land and, subject to technical feasibility, onwards through the Phase 2a land, connecting to the A6. This will benefit from a 2m footway along one side and a 3m footway/cycleway along the other.

Given the relatively modest volumes of traffic that will be associated with the employment land, access to those land parcels will be gained via priority-controlled junctions located along the spine road.

# Appendix II - Access and Movement Strategy

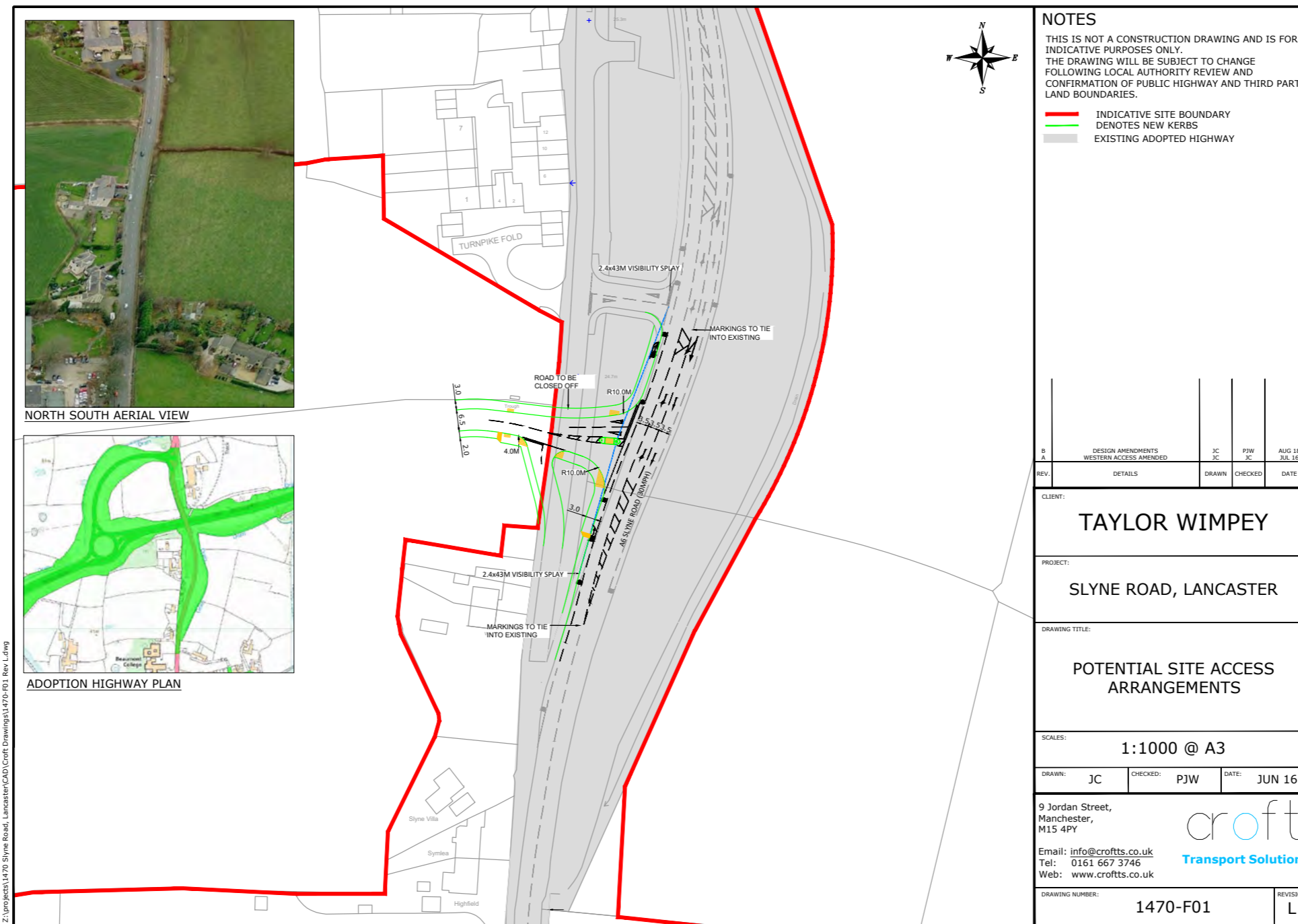




# Appendix II- Access and Movement Strategy



# Appendix II - Access and Movement Strategy



## NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

|      |   |          |           |                  |
|------|---|----------|-----------|------------------|
| REV. | DESIGN AMENDMENTS<br>WESTERN ACCESS AMENDED | JC<br>JC | PJW<br>JC | AUG 18<br>JUL 16 |
|      | DETAILS                                     | DRAWN    | CHECKED   | DATE             |

CLIENT:  
**TAYLOR WIMPEY**

PROJECT:  
SLYNE ROAD, LANCASTER

DRAWING TITLE:  
**POTENTIAL SITE ACCESS ARRANGEMENTS**

SCALES:  
**1:1000 @ A3**

DRAWN: JC    CHECKED: PJW    DATE: JUN 16

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**crofts**  
Transport Solutions

DRAWING NUMBER: **1470-F01**    REVISION: **L**

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# Appendix III - Drainage Strategy

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## Drainage Strategy

Set out below is the proposed Drainage Strategy for the Strategic Site.

### Drainage Principles

Flows from the Strategic Site will be limited to the existing greenfield run-off rates and where possible, SuDS designed to The SuDS Manual, CIRIA report C753, will be incorporated in the surface water drainage. SuDS measures will be located within the green corridors running through the Strategic Site.

### Site Overview

The location and levels on the Strategic Site dictate that Phases 1, 2a and 3 can be divided into three distinct areas; these being the land to the west of Slyne Road (Phase 1), the central area to the east of Slyne Road and the north of Green Lane (Phase 2a) and the area to the east of Green Lane and west of Kellet Lane (Phase 3).

In addition, Phases 2b and 4 form a separate area of the site. Within the Phase 1 site, the land rises to the west, away from Slyne Road, by approximately 14m before falling away on the Phase 2b and Phase 4 land to the Lancaster Canal. The relative level differences on the two parcels of land mean that a gravity connection of both foul and surface water from the Phase 2b land to the Phase 1 land is not possible due to the excessive depth of the sewers required. Phase 2b and Phase 4 land will therefore need to be considered separately from the Phase 1 land.

The Phase 2a area of the site is quite undulating but has a general fall to the south and east towards Green Lane and the Howgill brook running through the centre of the parcel. The Phase 3 area falls in a southerly direction towards Halton Road and the Lancaster Canal on the south west boundary, there is an overall fall of some 22m from north to south.

### Phase 1 Drainage

In the Phase 1 area there are no surface water drainage features. Evidence suggests the existing properties are drained using soakaways. Levels in this part of the Strategic Site rise gradually away from Slyne Road in a westerly direction to a peak before falling away to the west to the line of the Lancaster Canal.

The realigned Slynedale Culvert, confirmed as a culverted ordinary watercourse by the LLFA, runs along the former line of Slyne Road from north to south past the proposed site entrance before running into the Phase 2a area; the existing culvert remains in Slyne Road to the south of this point.

The proposed drainage strategy for this area is for an open SuDS attenuation basin to be located to the north of the proposed site access at the junction with Slyne Road; the basin will be incorporated into the landscaping adjacent to the proposed Local Centre and will have a connection to the Slynedale culvert.

# Appendix III - Drainage Strategy

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## Phase 2b and 4 Drainage

Just as a detailed drainage strategy for Phase 1 will be submitted as part of the relevant planning application, similar details developed in consultation with the LLFA will also need to be provided with planning applications for Phases 2b and 4. However, to inform the masterplan drainage strategy for the Strategic Site as a whole, Taylor Wimpey's site inspection confirms that the Phase 2b and Phase 4 land falls to the west towards the Lancaster Canal and away from the Phase 1 land. Infiltration has been assumed not to be a viable drainage option and there are no existing watercourses or surface water sewers in the vicinity of the site.

The drainage solutions for the Phase 2b and Phase 4 land will need to include open SuDS with flow controls to limit the flow from the development to existing rates. Subject to the relevant technical and commercial considerations, several outfall options exist, including:

- A connection to the Lancaster Canal following the appropriate consultation with the Canal and River Trust;
- The provision of a surface water pumping station with a rising main connection to the Phase 1 gravity surface water drainage network;
- The provision of a surface water pumping station with a rising main connection to the Slynedale Culvert that will by-pass the Phase 1 surface water network.

## Phase 2a Drainage

Howgill Brook runs through the centre of the Phase 2a area and it is proposed surface water will be connected partially to the brook and partially to the existing public surface water sewer in Green Lane. The site investigation undertaken shows the ground conditions in this area to be quite mixed and not generally suitable for the use of infiltration.

As detailed above, the Phase 2a land falls to the south and east towards Green Lane and Howgill Brook; it is therefore proposed to divide the surface water drainage into west and east with the west draining to an open SuDS attenuation basin located in open space to the north of the existing properties on Green Lane. The outlet from the basin will be connected to the existing surface water sewer running west to east in Green Lane.

The eastern half of the Phase 2 land will drain to an open SuDS attenuation basin located close to the west of Howgill Brook with an outlet into the watercourse; to achieve a gravity connection, the existing levels will need to be raised and the effect of this on flood risk will be assessed using a model of the open watercourse. Where there is no frontage development to the main site access road from Slyne Road, the practicality of roadside swales will be incorporated where practical. The proposed school site will have SuDS prior to discharge to the watercourse.

## Phase 3 Drainage

The Phase 3 site area presently drains via an ad hoc arrangement to the Lancaster Canal. The site investigation demonstrates this area of the site to be underlain by clay and therefore not suitable for infiltration techniques.

A gravity connection will be provided, from the proposed basin location, across Green Lane to the west and then to the Slynedale culvert at the point where it crosses under the canal.

If such an arrangement proves unfeasible/unviable, the informal arrangement could be formalised with CRT with a direct connection to the canal from this area of the site close to the Halton Road bridge.



