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Sustainability Statement

Canal Corridor North Development Lancaster


CENTROS
MILLER

MAY 2007

Sustainability Statement

CANAL CORRIDOR NORTH DEVELOPMENT LANCASTER

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1. INTRODUCTION

- 1.1 Centros Miller (Lancaster) Limited Partnership (hereafter referred to as the "Applicant") is seeking to obtain planning permission for a major mixed-use regeneration scheme on the 'Canal Corridor North' (CCN) site in Lancaster city centre (hereafter referred to as the "Site"). The Site occupies an area of approximately 5.4 hectares and is bordered by the Lancaster Canal, Moor Lane, Stonewell, St. Leonard Gate and Alfred Street. However, the proposed area for development also includes approximately 2.6 ha of land for highways works, encompassing the plot of land between St. Leonard Gate and Bulk Road and the highway corridors of Bulk Road, Parliament Street, Kingsway and Caton Road.
 - 1.2 The proposed Development (which comprises redevelopment of the Site and the proposed highways works) represents the most important regeneration project in central Lancaster and aims to extend the city centre core. The mixed use development will include an extension of the retail core of the city, anchored by a Debenhams department store; new leisure uses and office space; residential units including both apartments and town houses (and affordable homes); a multi level shoppers car park and areas of public open space. The Development will also retain several existing buildings along Moor Lane and St. Leonard Gate.
 - 1.3 The Applicant is committed to sustainable development and wishes to incorporate measures into the proposed Development, wherever possible, to contribute towards this objective. Opportunities for such measures have therefore been explored throughout the concept design and development of the Masterplan, to ensure that, where possible, the proposals can achieve best practice.
 - 1.4 This Sustainability Statement, which accompanies the main outline planning application for the CCN development, has been prepared by Waterman Environmental. It describes the approach that the team has taken to sustainability during concept design, Masterplanning and preparation of the Design and Access Statement. The extent to which the Development proposals accord with the principles of sustainable development is identified, and the Applicant's intentions with regards to sustainability measures and initiatives to be considered during the detailed scheme design are described.
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2. SUMMARY OF THE SITE AND PROPOSED DEVELOPMENT

- 2.1 The Site is currently fully developed. Several roads, including Edward Street, Brewery Lane, Lodge Street, Seymour Street and Alfred Street, run through the Site. In general terms, surface level car-parking occupies much of the northern half and eastern edge of the Site, with a variety of (mostly commercial) buildings ranging in age and size across the remainder. This includes the Mitchells brewery complex, the Heron Works, the Lancaster Musicians Co-operative and retail units along Stonewell and St. Leonard Gate. Several of the buildings on-site are vacant or derelict. There are also a number of Grade II listed buildings situated on or in the vicinity of the Site. The Moor Lane Mills Conservation Area extends across the south eastern Site boundary and the City Centre Conservation Area extends into the western section of the Site.
- 2.2 There is relatively little green space on the Site: mature trees are located along the boundary with Alfred Street and the canal corridor, street trees are located along or within the car park areas, and there is a small area of grass and scrub at the northern end of the Site.
- 2.3 The derelict and under-used buildings, and the use of areas of the Site for unofficial parking, result in a generally poor appearance of the Site. The road network within the Site currently provides an opportunity for rat-running, causing nuisance to local residents and users of the Site.
- 2.4 The main retail area of the city is located to the south west of the Site, being constrained by the inner ring road, which currently presents a barrier between the Site and the city centre. Land to the north and the east is mainly residential. Immediately to the south, the land use is a mix of commercial, office and residential properties, together with the remainder of the Moor Lane Mills complex. The River Lune is located approximately 250m to the north-west of the Site.
- 2.5 In the area of the proposed highways works, a small park, Green Ayre Park, is located to the west of Parliament Street. Land between Parliament Street and Caton Road is generally of commercial / light industrial use. Residential properties are located to the east of Caton Road.
- 2.6 The Development aims to be fully permeable and pedestrian-friendly. The scheme will be anchored by a Debenhams store, and supported by a number of smaller retail units of varying size, focused along the main (pedestrianised) routes through the Site. The scheme will be linked to the retail core of the city via a new high level footbridge, and also provide a link between the city and the canal. Residential development will comprise of apartments and some town houses and will include affordable housing. The Development will also improve the space adjacent to the Dukes Playhouse and Grand Theatre, provide space for workshops and offices and create new open space to promote leisure uses, including a new canal-side park.
- 2.7 The Development aims to provide high quality, innovative buildings to create a modern appeal for Lancaster while being sympathetic to its surrounding historic neighbourhood and to the buildings retained. Transport has been a primary concern for the Development proposals and the scheme will introduce cycle lanes and safe pedestrian routes to encourage alternative forms of transport but will also provide a multi-level shoppers' car park to allow visitors to the city to 'park and walk' to the tourist attractions and shops.
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3. APPROACH TO SUSTAINABILITY FOR THE DEVELOPMENT

Introduction

3.1 At the outset of the project a number of general sustainability principles were adopted for the Canal Corridor North (CCN) Masterplan, based on site specific constraints and opportunities, as highlighted in the Supplementary Planning Guidance for the Site (Ref. 1), and project experience of the team.

Masterplanning Principles

3.2 As explained above, a number of sustainability principles have always formed an integral part of the Masterplan development. These are as follows:

- A mixed use development will be created on a city centre site – this will re-use brownfield land, reduce the need for the new on-site community to travel, and locate the development close to public transport links;
 - An open street scheme will create spaces and streets that complement the existing retail area of Lancaster. The scheme will, therefore, have lower energy demands than a similar, but enclosed, environment;
 - New retail provision will allow for inclusion of local traders as part of the scheme;
 - A pedestrian link will be created between the city centre and the canal, thus improving opportunities for recreational use of the canal corridor;
 - New areas of public open space, including green space, will be created; the planting of which will enhance local biodiversity;
 - Secure by Design or similar considerations will form an integral part of the development;
 - Energy efficient housing will be constructed along the eastern boundary of the site, extending and enhancing the existing local community;
 - There will be an affordable housing element to the scheme;
 - Energy efficiency and renewable energy options (including suppliers) will be considered;
 - Listed buildings will be retained and enhanced;
 - The Musicians Co-operative will be retained on-site;
 - On-site industrial operations will be relocated to improve local conditions for residents;
 - Green roofs will be incorporated if visually and financially viable, and beneficial in significantly reducing surface water run-off rates; and
 - A comprehensive programme of public consultation has been undertaken and will continue, to inform the local community and key stakeholders of the proposed scheme and allow them to comment on the design.
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APPROACH TO SUSTAINABILITY

3.3 The subsequent Sustainability Assessment for the proposed CCN Development has been undertaken in three main stages, as follows:

- Stage 1: development of a sustainability assessment framework based on a review of national, regional and local government sustainability policies and guidance;
- Stage 2: undertaking sustainability workshops with the design team; and
- Stage 3: use of the framework to assess the proposed Masterplan and report the results within this Sustainability Statement.

Stage One – Developing the Sustainability Framework

3.4 Stage One of the assessment involved a wide ranging desktop document review process that focused on gaining a detailed understanding of the guiding policy framework on sustainability. The principal documents reviewed are listed and a summary of key issues are described in Section 4.

3.5 This review identified the key topic areas for the assessment, and under each topic area, sub-topics that reflected the general objectives of national, regional and local policy guidance. A gap analysis was also undertaken against the Local Agenda 21 Strategy, 'Agenda for Action' (Ref. 2) to confirm that all relevant key sustainability issues had been identified.

Stage Two – The Sustainability Workshops

3.6 Two workshop sessions with the design team were co-ordinated and facilitated by Waterman Environmental. The sessions provided an informal forum in which the issues of sustainability could be discussed. The objectives of the workshops were two-fold. Firstly, to explore potential improvements to the Masterplan, to ensure the delivery of a scheme that contributes to sustainable development within the constraints imposed by the Site. Secondly, to demonstrate to Lancaster City Council how the principles of sustainable development have formed an integral part of the design evolution of the proposals and to ensure transparency in decision-making.

3.7 The workshops were attended by the Applicant, Reay and Co. (the project managers), Reid Architecture (the architect), Faber Maunsell (civil, structural and building services engineers), Donaldsons (retail consultants), Mayer Brown (transport consultants), and Montagu Evans (planning consultants). Input was also provided by Hyland Edgar Driver, the landscape architects.

Stage Three – Reporting

3.8 The third stage of the assessment comprised a review and assessment of the proposed Development against the assessment framework identified through the document review and reporting of the findings in this Sustainability Statement. The outcome of discussions held at the workshops and subsequent meetings and/or technical studies have also been recorded where appropriate.

4. SUSTAINABILITY POLICY REVIEW

Introduction

- 4.1 A wide range of policy and guidance documents have been reviewed to identify sustainability objectives, and the overriding drivers for these objectives. These documents include National Strategies; National, Regional and Local Planning Policy and guidance documents. The core documents are referenced and referred to within the sustainability appraisal tables in Section 5.
- 4.2 A summary of the key documents is provided below, and policies and objectives of particular relevance to the proposed Development are highlighted. Whilst summaries of a number of these documents are not directly included within this report it has been necessary to review these documents in order to develop the overall framework for sustainability.

National Policy Objectives

'Securing the Future' – The UK Sustainable Development Strategy

- 4.3 Many definitions of sustainable development exist, although the common objective for all is the integration of economic, social and environmental issues to ensure a better quality of life for people today, without compromising the needs of future generations. In March 2005, the UK Government launched its updated strategy for sustainable development entitled '*Securing the Future*' (Ref. 3). This document replaced the previous sustainable development strategy '*A better quality of life - strategy for sustainable development for the United Kingdom*' (Ref. 4) updating and refocusing the document where necessary. In order to achieve sustainable development in the UK, the strategy identifies the following priority areas for immediate action:
- Sustainable consumption and production;
 - Climate change and energy conservation;
 - Protection of natural resources; and
 - Sustainable communities.
- 4.4 The strategy sets out a clear commitment to Government action on sustainable development. Of particular relevance to new developments, the strategy proposes a new code for sustainable buildings that would establish new voluntary standards on key issues such as energy, waste, water and materials. The Code for Sustainable Homes was issued in December 2006. Compliance with the code is currently voluntary, but is likely to become mandatory for all new homes in the future. Codes for other buildings such as offices and retail are to follow in due course. The Government also proposes to drive higher standards in design through the establishment of a new design forum to champion and educate in eco-design, and promote best practice tools and approaches.

National Planning Policy Guidance

- 4.5 The Government is committed to a planning system which creates sustainable communities and delivers sustainable development. Planning has a critical role to play in supporting the
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Government's objectives for sustainable development outlined above. Whilst sustainability issues are contained within various different Government policies, the new and emerging Planning Policy Statements (PPSs) are designed to achieve a positive, proactive approach to help deliver sustainability. PPSs are gradually replacing the previous Planning Policy Guidance (PPG) documents.

- 4.6 The key sustainability policies and principles which underpin the planning system are encompassed within 'Planning Policy Statement (PPS) 1: Delivering Sustainable Development' (Ref. 5). PPS1 puts sustainability and community involvement at the heart of the planning process and emphasises the importance of building well-designed homes, offices, factories and leisure facilities that will benefit the local community and be successful in the long term.
- 4.7 The key principles of sustainability, as stated in PPS1, include making the most prudent use of resources, optimising the potential of sites within the urban area and creating safe and accessible environments. A Supplement to PPS 1, Planning and Climate Change (Ref. 6) is currently out for consultation, and will set out how spatial planning will help to reduce CO₂ emissions and address the issues of climate change.
- 4.8 PPS 10 (Sustainable Waste Management) (Ref. 7) and PPS 22 (Renewable Energy) (Ref. 8) also encourage the conservation of natural resources. Consideration of the feasibility of renewable energy sources and measures to promote the reduction, reuse, recycling, composting and recovery of waste should be incorporated into development design and layout at an early stage.
- 4.9 The focus of PPS 10 is to move towards sustainable waste management by aiming to drive waste management up the waste hierarchy (reduce, reuse, recycle), whilst adequately providing for the safe disposal of waste. The PPS states that the design and layout of new developments should support sustainable waste management.
- 4.10 PPS 22 promotes the acceptance and implementation of renewable energy sources such as wind power, solar water heating, ground source heat pumps and biomass in new developments. It requires regional planning bodies and local authorities to set targets for regional renewable energy generation.
- 4.11 Key sustainability principles contained within other existing national PPGs and new and emerging PPSs include to:
- Promote mixed use developments;
 - Encourage high density urban development;
 - Provide ready access by public transport to work, education and health facilities, shopping, leisure and social services;
 - Reduce car dependence by facilitating walking, cycling and public transport use;
 - Protect and enhance biodiversity;
 - Incorporate renewable energy technologies such as biomass heating, wind turbines, photovoltaic cells and Combined Heat and Power (CHP) systems;
 - Use design and technologies to reduce waste generation and energy use; and
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- Ensure access to public open spaces.

Regional Policy Objectives

Regional Spatial Strategy for the North West

4.12 The Draft Regional Spatial Strategy (RSS) (Ref. 9) provides a spatial framework to inform the preparation of local development documents and regional and sub-regional strategies and programmes that have a bearing on land use activities. Under the Planning and Compulsory Purchase Act 2004 (Ref. 10), the RSS has statutory power for the purpose of determining planning applications. The current RSS was issued in March 2006 as a Draft for Public Consultation, and the Panel Report for the Examination in Public was published in May 2007. By 2021 the aim is to achieve the following through the range of RSS policies and proposals:

- Improved sustainable economic growth, closing the gap with parts of the country that have the highest economic performance;
- A more competitive, productive and inclusive regional economy, with more people in employment that uses and develops their knowledge and skills;
- The development of urban, rural and coastal communities as safe, sustainable, attractive and distinctive places to live, work and visit;
- The reduction of economic, environmental, health and other social inequalities between North West communities;
- The protection and enhancement of the region's built and natural environmental assets, its coastal areas and unique culture and heritage;
- The active management and prudent use of our natural and man made resources, with fewer emissions of key greenhouse gases and the most efficient use of infrastructure; and
- The introduction of a safe, reliable and effective integrated transport network that supports opportunities for sustainable growth and provides between links with jobs and services.

4.13 The key driver for the promotion of sustainability within the RSS is identified as the existing Regional Sustainable Development Framework (RSDF) (Ref. 11 summarised below). The RSS demonstrates how the RSDF will feed into all strategies and programmes throughout the Region.

The Regional Sustainable Development Framework

4.14 The Government Office for the North West (GONW) region recognises sustainable development as a central policy goal and is committed to putting it at the heart of all the region's strategic plans. Integral to the delivery of sustainable development is Action for Sustainability – North West Regional Sustainable Development Framework (RSDF) (Ref. 11), which provides the framework for sustainable development delivery throughout the region. The RSDF provides ten priorities and long term goals:

- Sustainable transport and access reducing the need to travel and allowing access for all to places, goods and services;

- Sustainable production and consumption, ensuring energy and resources are used both efficiently and effectively by all;
- Social equity, that respects, welcomes and celebrates diversity and allows all communities and generations a representative voice;
- Biodiversity and landscapes that are valued in themselves and for their contribution to the region's economy and quality of life;
- Active citizenship that empowers people and enables them to contribute to issues that affect the wider community;
- A culture of Lifelong Learning that allows people to fulfil their duties and potential in a global society by acquiring new skills, knowledge and understanding;
- Cultural distinctiveness nurturing and celebrating diversity to create a vibrant and positive image;
- An active approach to reducing our contribution to climate change whilst preparing for potential impacts;
- Healthy communities where people enjoy life, work and leisure and take care of themselves and others; and
- Enterprise and innovation, harnessing the regional educational and scientific resources and the creative and entrepreneurial skills of its people to achieve sustainable solutions.

4.15 The RSDF is designed to inform other regional and local plans and strategies in order to deliver more sustainable development across the region as a whole.

Advancing Sustainable Energy – A Sustainable Energy Strategy for the North West

4.16 The strategy (Ref. 12) provides a thorough overview of the policy framework and drivers for increasing renewable energy use, identifies current renewable energy use in the North West, and highlights significant opportunities for further renewable energy development. The key strategy objectives of relevance to the Canal Corridor North development are:

- To contribute to the elimination of energy wastage in all areas of activity across the region and to improve energy efficiency;
- To facilitate the transition to sustainable carbon neutral forms of energy, and to facilitate the target of 10% of the region's electricity supply to be from renewable energy sources by 2010; and
- To enable the North West to minimise its contributions to climate change and set the region on a course to reduce greenhouse gas emissions by 60% by 2050.

Joint Lancashire Structure Plan 2001 – 2016

4.17 The Vision of the Structure Plan (Ref. 13) is to achieve greater sustainability through balanced growth and better management of resources. The plan states that the emphasis should be on urban regeneration, with development concentrated on town centres, inner urban areas and the recycling of brownfield land, with less and less need for greenfield development.

Local Policy Objectives

Lancaster District Local Plan 1996 – 2006 (Ref. 14)

- 4.18 Whilst there is no specific policy relating to sustainability within the local plan, the Council's commitment to Local Agenda 21 objectives requires development needs to be met in a way that minimises the demand for travel, promotes sustainable means of transport, maintains and enhances biodiversity, promotes renewable energy, protects and enhances natural resources and the environmental wealth of Lancaster District, and encourages the recycling of land and buildings.
- 4.19 The Environmental Strategy, which forms part of the plan, is stated to reflect the following principles of sustainable development:
- Maintaining and securing the quality of the District's air and its river, sea, estuary and ground water;
 - Providing a framework for the conservation and enhancement of wildlife habitats, landscape features, open spaces and public access to the countryside and promoting habitat creation in new development;
 - Ensuring that new development preserves and enhances the District's cultural heritage, and character and local distinctiveness of its settlements;
 - Minimising the demand for travel by siting employment opportunities, shopping, social, educational and recreational facilities close to residential areas and in areas serviceable by public transport;
 - Encouraging high density development and energy sensitive siting, orientation and layout of new development;
 - Improving the quality and attractiveness of the District's rivers, watercourses, and coastline for amenity, recreation and wildlife; and
 - Recognising and protecting the importance of green corridors and green spaces for wildlife, people, urban structure and the quality of life.

Lancaster Local Development Framework: Core Strategy, 2006 (Ref. 15)

- 4.20 The Core Strategy forms a part of the Local Development Framework (LDF), and provides a spatial vision for development in the Lancaster District. The Core Strategy has been drafted and preferred options developed and finalised. It is understood that the strategy will be submitted to the Secretary of State in the near future.
- 4.21 Sustainable development has been integrated into the Strategy. Key factors are set out in Policy SC1 and include:
- The ease of walking, cycling and travelling by public transport between the CCN site and homes, workplaces, local amenities;
 - The re-use of previously developed land and existing buildings;
 - The risk of flooding, the impact of the development on drainage systems and the use of Sustainable Drainage Systems (SuDS);
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- Nature conservation, archaeology and the impact on local built heritage;
- Compatibility of proposed developments with the character of the surrounding landscape;
- The use of locally-sourced and environmentally friendly and recycled construction materials;
- Sustainable waste management practices and the minimisation of construction waste;
- Whether development would clean up contamination and other environmental problems associated with the development site;
- Energy efficient design and orientation and the use of energy efficient and renewable energy technologies; and
- Integration with the character of the surrounding landscape, including increased tree-cover, investigation of archaeological remains, habitat creation and public access to these.

Supplementary Planning Guidance Note 6: Lancaster City Centre Strategy, 2002

- 4.22 This SPG (Ref. 16) sets out the long term vision for Lancaster City Centre. The Strategy encourages revitalisation of the City as a major shopping, leisure and tourist attraction. It seeks to reduce the environmental impacts caused by traffic and aims to create more green space and mixed use development. The Strategy identifies Canal Corridor North (CCN) as one of its priority areas, with the aims for this area being:

'A major upgrading of the Canal Corridor as a series of mixed-use neighbourhoods with improvements to vehicular access to car parks, new residential and employment development, new retail development if fully justified, better pedestrian linkages between the City Centre and surrounding areas and development of the City's cultural facilities.'

Supplementary Planning Guidance Note 8: Lancaster Canal Corridor North – Development Brief, 2002

- 4.23 This Brief (Ref. 1) has been prepared to guide development proposals and the regeneration of the area. It identifies the Council's priority objectives for this area as being a thriving economy, a healthy environment and a safe and attractive place to live. The key objectives to be considered by the development are:

- An attractive and natural extension to the City Centre;
 - Sensitive integration of new buildings with existing historic fabric;
 - High-quality mixed use development;
 - New retail development with best possible pedestrian links;
 - Residential development to include new student and affordable housing;
 - Full access for people with limited mobility and other disabilities;
 - Implementation of road improvement and pedestrian, cycle and public transport access;
 - Removal of through traffic from Alfred Street and Bulk Road;
 - New pedestrian and cycle routes including new links between the Canal and River frontage;
 - New public open space;
 - Enhancement of the area's cultural facilities;
 - Retain the employment role of the area;
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- Retain and enhance visitor and shopper parking; and
- Extensive public involvement in the development process.

Agenda for Action—A Strategy for Sustainable Development in the Lancaster District, 2003

4.24 The Local Agenda 21 Strategy (Ref. 2), produced in 2003 by the Lancaster District Local Agenda 21 (LA21) Partnership, aims to ensure that sustainable development is incorporated into the quality of life of the residents of Lancaster District. It provides a range of issues to be considered and goals and measures on how to take these considerations forward. The key themes discussed are:

- Taking Part to promote community activity and social inclusion;
- Meeting Our Essential Needs, which aims to promote a safe and healthy lifestyle;
- Local Food Matters;
- Sustainable Local Economy;
- Using Resources Wisely such as materials, water and energy;
- Protecting and Enhancing Wildlife and Landscapes;
- Celebrating Our Local Heritage and Enjoying Our Indoor and Outdoor Spaces; and
- Fun, Creativity, Leisure and Learning.

Supplementary Planning Document: Design, Issues and Options Paper, 2007

4.25 The Supplementary Planning Document (SPD) on Design (Ref. 17) is currently in development and it is planned to publish the draft document later in 2007. The Issues and Options paper aims to shape the SPD and suggest objectives and potential approaches that will introduce good design into future planning applications and improve the built environment. Draft objectives currently include to:

- Create places and spaces, not just buildings;
- Incorporate measures to improve accessibility, connectivity and encourage walking, cycling and use of public transport;
- Integrate energy efficiency measures;
- Contribute to the character of the area, enhancing identity and sense of place;
- Create good sustainable buildings built to reasonable standards; and
- Incorporate sustainability principles, minimising the impact on the environment.

4.26 Suggestions for energy efficiency measures include requiring new developments to obtain a Code of Sustainable Home rating of Class 3 and a BREEAM rating of 'Very Good'.

Community Strategy – Life in the Lancaster District, 2003

4.27 The Community Strategy (Ref. 18) provides a vision of the Lancaster District for the year 2020 and the steps required to achieve this. The Strategy aims to improve the quality of life for the people who live, work and visit the District. This can be achieved through implementing the following themes:

- Meeting essential needs such as good health and wellbeing;

- Taking part such as community involvement in decision making;
- Care and respect for other people;
- Life long learning;
- Safer and more sustainable transport and access;
- Fun, leisure and creativity;
- Using resources wisely;
- Protecting and enhancing wildlife; and
- Economy and work.

Lancaster District 2010 – Regeneration Strategy, 2005

4.28 The Regeneration Strategy (Ref. 19) provides a vision for the District in 2010 and recognises the need for growth in the city, particularly as a retail centre and for the retention of its graduates from the University.

Summary

4.29 Based on this review, a bespoke sustainability assessment framework has been developed as the basis for the sustainability workshops undertaken in Stage Two and the final assessment of the Masterplan, as detailed in Section 5. The framework comprises eight key topic areas:

- Community Activity and Needs;
 - Leisure and Learning;
 - Sustainable Economy;
 - Energy;
 - Efficient Use of Resources;
 - Protecting and Enhancing Wildlife and Landscape;
 - Sustainable Travel and Access; and
 - Local Heritage and the Built Environment.
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5. SUSTAINABILITY ASSESSMENT

Community Activity and Needs

- 5.1 Community activity promotes social inclusion and a sense of pride. This can be achieved by providing opportunities for the local residents to take part in community decision making and community life.

- 5.2 How a development affects society in terms of the facilities that it provides, and the improvements it brings to peoples’ enjoyment of an area is fundamental to sustainable development. A community should be provided with a safe and clean environment in which to live and one which will not lead to poor health and social exclusion. A community should be a place free from crime and anti-social behaviour to attract people to live, work and visit. Healthy living should also be encouraged by providing good local health services and a clean environment that does not exacerbate illness.

Sustainability Objectives	Commentary
<p>To provide opportunities for local communities to influence local planning and development.</p>	<p>The Applicant has a strong policy on involving the community and key stakeholders in its decision making process. The Development has undergone extensive public consultation from December 2005 onwards which is documented in detail in the Applicant’s report, ‘Statement of Community Involvement - Public Consultation on the Masterplanning Process’, which accompanies the planning application.</p> <p>The process has included public presentations, meetings to discuss the Masterplan, postal surveys sent to local residents and public surveys in Lancaster City Centre. The key stakeholder groups were also identified and consulted; these included the Grand Theatre, The Dukes Theatre, the Musicians’ Co-operative, the Civic Society and local businesses and property owners. A project website has also been created and maintained, to provide information regarding the project team and the proposed Development.</p> <p>As a result of the consultation process, alterations have been made to the original Masterplan, such as increasing the north – south pedestrian permeability of the Site.</p>
<p>To provide a good environment where people can live a healthy life.</p>	<p>The appointed contractors for the construction works will be required to sign up to the Considerate Constructors Scheme, thus minimising potential nuisance and pollution impacts to the local community.</p> <p>The industrial use currently located within the south east corner of the Site will be relocated out of the city centre to employment areas within Lancaster, providing an improved environment both for the existing local community and for the new residents.</p> <p>A number of the buildings on the Site have been allocated for leisure use, allowing the opportunity for a health club / gym to be located on-site, enhancing the existing provision of leisure facilities within Lancaster. This would be in close proximity to the residential properties on Alfred Street and therefore would encourage local use.</p> <p>The Development will include the relocation of a dental surgery within the Site. A doctor’s surgery already exists on St. Leonard Gate and will not be affected by the Development and may benefit from an increased patient list.</p> <p>The highway improvements are intended to improve traffic flows within the City centre, even allowing for the additional traffic on the network, caused by re-routing the traffic which previously used the road links through the Site. This will result in a slight improvement in local air quality in some areas of Lancaster city centre, although some other areas will experience slight deteriorations (see Air Quality Chapter of ES). The multi-level shoppers car park proposed is intended as a ‘park and walk’ scheme, encouraging people to walk around the city centre.</p> <p>A primary aim of the scheme is to open up the Canal for use by visitors to the city, tourists, shoppers and local residents. The Canal Walk will encourage new and existing residents of Alfred Street and nearby areas to walk along the canal either for leisure or to</p>

Sustainability Objectives	Commentary
	<p>the proposed retail outlets.</p> <p>Following consultation, it has been identified that improving the pedestrian permeability of the Site would encourage walking, both into and around Lancaster City centre.</p>
<p>To provide a safe and pleasant place to live.</p>	<p>The pedestrianisation of the Site will stop the existing problem of rat running through the Site. Alfred Street is also to be widened and re-landscaped. Cumulatively, these actions will reduce nuisance to the residents of Alfred Street and improve the safety of the street.</p> <p>Residential properties within the Development have been located along the eastern section of the Site i.e. away from the ring road, and adjoining existing residential areas. The height of the multi-level shoppers car park has been reduced, compared with a previous version of the Masterplan, and residential apartments located in front of the car-park in order that existing residents will not be faced with a view of the car park.</p> <p>A new canal-side park, will create a new green space for residents to enjoy. This will also create an attractive link between Alfred Street and the Canal Walk.</p> <p>The units along Canal Walk are likely to contain cafés and restaurants for visitors to this area during both the day and the evening, as well as creating links with the theatres on Moor Lane and St. Leonard Gate. Bars and nightclubs have specifically been excluded from the development to prevent anti-social behaviour and potential late night violence.</p> <p>The Development will provide 24 hour CCTV coverage and monitoring in the new streets within the Site. The monitoring system will be linked with the existing system operating in the city centre. This will discourage crime on the main street areas.</p> <p>Residential units will front onto the canalside and new park to ensure that these areas are overlooked. In areas where there is no CCTV, sufficient external lighting will be provided to deter criminal activity.</p> <p>Secure by Design is a certification scheme organised by the police and provides advice to developers to ensure a minimum standard of security is provided to reduce the risk of crime. It is intended that Secure by Design accreditation will be obtained for the scheme, including the site layout, car-parking, external lighting, planting, footpaths, doors, windows and communal areas.</p> <p>The multi-level shoppers car park will also be designed to PARK MARK™ safer parking standards. This is a scheme to help reduce crime and the fear of crime in parking facilities.</p>
<p>To provide affordable, warm, dry and safe homes.</p>	<p>As a part of the mixed use development, residential units will be provided in the form of apartment blocks and town houses. 25% of the total number of homes within the Development will be affordable. These are likely to be located at the north end of the Site on the junction of St. Leonard Gate and Alfred Street. The Development will aim to achieve a Code Level 3 rating under the Code for Sustainable Homes (equivalent to a Very Good EcoHomes rating) for all the residential units.</p> <p>To achieve a Code Level 3 rating, a reduction in CO₂ emissions from the buildings will be achieved through the use of high efficiency gas condensing boilers and U-values which at least meet Building Regulations. In addition, the buildings will have energy efficient lighting, contain provision for internal recycling bins, provide adequate daylighting in the kitchens and living areas where possible and install water efficient sanitary fittings such as dual flush WC systems.</p>
<p>To provide access to affordable, nutritious, tasty, and safe foods.</p>	<p>The Lancaster Farmers' Market takes place on the 2nd Saturday of every month within the city centre. The Applicant is keen to support the market (whilst not create competition for it). At the post-planning stage, discussions with the relevant parties will be held regarding the potential extension of the monthly local farmers market, with location of stalls on Stonewell or another suitable location within the site.</p> <p>The increase in retail provision within the Site is likely to encourage more people to shop in the city centre, and should increase the number of visitors to the Farmers Market.</p>
<p>To encourage diversity around what and how people eat.</p>	<p>Subject to market conditions, the Applicant will encourage the smaller retail outlets to be occupied by local businesses, which may include food merchants such as butchers and delicatessens selling local produce, or restaurants and cafés which prefer to use either locally sourced or organic produce.</p>

Leisure and Learning

- 5.3 People's quality of life is greatly enhanced through the provision of the Arts, sports and leisure. A variety of opportunities should be provided for the local residents and visitors to pursue relaxation, entertainment and creativity which encourage a healthier lifestyle and a platform for communities to mix.

Sustainability Objectives	Commentary
To increase resources for local culture and leisure activities.	<p>The new canal-side park and new public squares, together with the proposed cafés and restaurants, offer new leisure space for local residents and visitors / tourists to the city.</p> <p>The Musician's Co-operative will be provided with up to 8,000 sq. ft of new space on-site i.e. a significant increase in floorspace.</p> <p>As part of the Section 106 agreement for the site, the Applicant will provide significant funding to the Dukes Playhouse and Grand Theatre, to the tune of £1,000,000 and £500,000 respectively.</p>
To provide access to cultural, recreational, arts and leisure activities.	<p>New areas of public open space will be created adjacent to the Grand Theatre and Dukes Playhouse, to enhance their settings and encourage visitors. The Dukes Theatre will obtain direct access from the main thoroughfare through the Site, Central Street.</p> <p>It may be possible to use the new larger areas of public open space e.g. Stonewell and Central Square, for public performances and local markets. This will be discussed with LCC at the post-planning stage.</p> <p>The new pedestrian link through the Site to the canal, and the potential for new barge moorings to be created on the canal adjacent to the Site, offer opportunities for excursions along the canal.</p> <p>The use of information boards at key locations around the site will be investigated at the post-planning stage, to promote local groups and activities, including the theatres, cinema, and boat trips.</p>
To provide local opportunities for people to learn new skills.	<p>As part of the construction tender process, opportunities for training for construction staff will be explored. The construction contract documents will require the Principal Contractor to firstly investigate employment of local staff, before widening the search (if necessary).</p> <p>The new space for the Musician's Co-operative will provide local opportunities and encourage greater numbers of people to become involved in musical activities.</p>

Sustainable Local Economy

- 5.4 Local businesses, industries and services should be supported to ensure the long-term prosperity of the region. The Development will aim to support existing local businesses through the provision of workshop space and a scheme which will attract more people to the area. The mixed use Development will provide a balance of jobs and homes and will attract both short term visitors and long term residents.

Sustainability Objectives	Commentary
To help create a vibrant, varied and viable local economy.	<p>Retail trade in Lancaster is currently underperforming at a regional level. The new department store and modern retail units will complement the existing provision within the city and improve overall trade, with benefits to existing traders by attracting new shoppers to the city.</p> <p>Within the development, space will be provided that is suitable for independents, local traders and businesses, including office space. The existing garage on the Site is to be relocated within the Site.</p> <p>Local service providers and shops will benefit as a result of the additional office users, retail staff and new customers to the retail units. The new residential units will increase the local population which is also likely to benefit existing businesses</p>

Sustainability Objectives	Commentary
	<p>in the area.</p> <p>The new retail extension to the city centre is intended to attract visitors who will also visit the tourist attractions within the city. Through creation of the link to the canalside and provision of cafés and restaurants in this area, visitors will be encouraged to spend time both within and around the Site and city centre. The cafés and restaurants may also provide pre-theatre menus to link with existing local cultural facilities. The Site will improve the gateway entrance to the city from the north, and bring vitality to an underused area.</p> <p>Discussions are ongoing with the majority of current businesses on the site, regarding their potential relocation in the vicinity of the Site.</p>
<p>To provide flexible and affordable business premises.</p>	<p>The retail units proposed vary significantly in size and have been designed to accommodate a range of tenants, from national retailers to local traders. The buildings along the main retail street are intended to be flexible such that accommodation size can be varied according to tenants and market demand.</p>
<p>To provide a high quality environment for visitors and tourists.</p>	<p>A Design and Access Statement has been completed for the main outline application and a high quality Development will be created, with contemporary buildings that reflect and complement the traditional historic built environment of the city, without being a pastiche. Materials from the clearance of the Site will be re-used where possible along with building materials typical of Lancaster, to assist the interface between the Development and surrounding buildings.</p> <p>Significant new high quality areas of public space will be created for visitors to enjoy, including a new city park and central square to the scheme. The new public squares proposed reflect the scale of existing public space within the city.</p>
<p>To use locally produced goods, services and workforce.</p>	<p>Jobs will be created during both the construction and operational stages of the development. The appointed contractor for the construction works will be encouraged to use local companies and locally based labour.</p> <p>It is estimated that in the region of 2,000 jobs will be created from operation of the retail element of the scheme, the majority of which will be sourced locally.</p> <p>The Development will endeavour to use local materials in its construction, subject to compliance with the Design and Access Statement, availability and cost.</p>
<p>To provide a safe and healthy environment in which to work.</p>	<p>A Construction Environmental Management Plan (CEMP) will be implemented during the construction works, incorporating health and safety measures for the protection of the construction workers. All construction works will be undertaken in accordance with relevant Health and Safety legislation.</p> <p>BREEAM Assessments will be undertaken for the retail and office buildings with an aim to achieve a 'Very Good' rating. This will ensure the design will incorporate best practice standards for the internal working environment. A healthy environment will include adequate daylight in the office areas and ventilation systems to meet Chartered Institute of Building Services Engineers (CIBSE) requirements. CIBSE guidelines will also be met for internal lighting levels and heating systems, and lighting and heating management systems will be implemented to allow occupants full control.</p> <p>Thermal comfort modelling will be undertaken to ensure that comfortable internal temperatures throughout the year are maintained. A Building User's Guide will be developed for all buildings. This is a simple guide to the operation and maintenance of the building services as well as additional information regarding emergencies, transport and the environment.</p>

Energy Efficiency and Carbon Emissions

5.5 Since the beginning of the industrial revolution, the concentration of greenhouse gases (including carbon dioxide (CO₂), methane, ozone and CFCs) in the atmosphere has risen. Although CO₂ is less harmful than other greenhouse gases on an equal mass basis, the quantity of CO₂ is so large that it is the main contributor to climate change. Approximately 50% of the total UK CO₂ emissions are attributable to energy used in heating, lighting and cooling of buildings and a further 10% from energy used during the production and transportation of materials and the construction of the building. An additional 22% is due to the energy consumed by occupants travelling between

buildings. Recent international summits have recognised that there is an urgent need to reduce the quantity of CO₂ which is released into the atmosphere, in order to combat climate change. The UK Government also has statutory requirements to reduce greenhouse gas emissions through its commitment to the Kyoto Protocol.

- 5.6 As well as producing CO₂, fossil fuels such as oil, coal and gas are finite resources and the energy they produce should therefore be used as efficiently as possible in homes and workplaces. Appropriate building design can minimise heat loss and maximise solar heating, natural lighting and passive ventilation to reduce energy requirements, whilst electrical appliances and fittings are becoming increasingly energy efficient.

Sustainability Objectives	Commentary
<p>To reduce energy use and carbon emissions.</p>	<p><u>Construction Phase</u></p> <p>The Contractor will be required to monitor energy consumption from Site activities on a regular basis and provide targets to minimise consumption.</p> <p>The Principal Contractor will be required to encourage construction staff to travel by public transport or car share, or provide minibuses or bus collections for staff to reduce the number of vehicle movements.</p> <p>Re-use of demolition material on-site, and the production and implementation of an Site Waste Management Plan (SWMP) will divert a certain amount of waste from landfill, reducing vehicle movements and corresponding CO₂ emissions. Re-use of demolition materials will also reduce the use of raw materials.</p> <p><u>Operation Phase</u></p> <p>It is intended that the residential element of the scheme will target a Code Level 3 rating under the Code for Sustainable Homes (equivalent to an EcoHomes 'Very Good' rating). It is intended that the retail and office elements of the scheme will obtain a BREEAM 'Very Good' rating.</p> <p>The building façade design will meet Buildings Regulation requirements to reduce solar gains by optimising the size of windows, using horizontal or vertical louvres on south facing façades to reduce solar loads, and the use of mid pane blinds. Other features such as recessed windows (a typical feature in Lancaster), overhangs and glazing types will also be considered at the detailed design stage.</p> <p>Building design will include measures to increase energy efficiency, for example:</p> <ul style="list-style-type: none"> • Fabric U values and air permeability values will achieve as a minimum the standards set out in the Building Regulations; • Lighting controls will be linked to occupancy and daylight to minimise energy consumption, where appropriate. This will allow lights to be switched off in parts of the building not being used or where internal areas have satisfactory natural light. All lighting will meet the requirements of CIBSE Lighting Guides; • Any increase in thermal mass of the buildings will help to reduce the rate of temperature gain; • Heat recovery units will potentially be used on the mechanical ventilation systems; • High efficiency systems will be considered; and • A Building Management System will control plant and building services systems, including monitoring of heating, lighting and ventilation where appropriate to ensure any abnormal usage is identified and problems rapidly rectified. <p>Sub-metering will be provided for all major energy uses such as space heating, major fans, lighting and small power. Sub-metering will also be provided to allow the monitoring of different tenancy or functional areas within the building.</p> <p>A number of energy saving measures will be implemented in the multi-level shoppers car park, such as:</p> <ul style="list-style-type: none"> • Certain levels will be closed during off-peak hours, thus allowing internal lights to be switched off; • Daylight sensors will be implemented in all boundary lighting on the upper

Sustainability Objectives	Commentary
	<p>levels thus switching lights off during the day; and</p> <ul style="list-style-type: none"> • Sensors will also be provided to trigger the operation of fans and ventilation systems.
To increase use of energy from renewable sources.	<p>The Development will consider the use of renewable energy technologies throughout the Site and feasibility studies will be completed at the detailed design stage. Renewable or microgeneration measures that are being considered are:</p> <ul style="list-style-type: none"> • Solar Water Heating – Solar panels are fitted on the roof to collect the sun's radiation to heat water. The hot water can then be stored for use by the building users. This will be suitable for the residential units as panels can be placed on the roof or the south facing façade. However, since hot water demand will be low for the retail elements for the scheme, this is unlikely to produce substantial energy savings; • Photovoltaics (PV) – Solar energy can be converted into electricity to power equipment in the building. PVs are likely to be used to power small equipment and signage around the Site including CCTV and potentially the external lighting in certain areas; and • Ground Source Heating/ Cooling Systems and/or Combined Heat and Power. (CHP). These options will be most suitable for inclusion in the larger retail units and discussions will be held with the prospective tenants to determine if these are feasible. Standard specifications for tenants do not currently include such details but are likely to become a requirement in the future.

Efficient Use of Resources

5.7 Waste, if not managed safely, can result in pollution of the environment. The most sustainable approach is to reduce the overall amount of waste generated 'at source'. Wastes that are generated should then be reused wherever possible, or recycled as the next best environmental option. The least sustainable waste option is disposal e.g. landfill. A huge amount of waste is produced by the construction industry; therefore waste minimisation during the construction phase can have major sustainability benefits.

5.8 The production, use, and disposal of building materials generates a variety of environmental impacts, for example, around 30% of UK industrial energy is consumed annually in the manufacture and transport of building materials. In addition, the production of building materials requires the use of raw resources, and their production can release harmful chemicals into the atmosphere. Designers and specifiers can assist in reducing the impact of building materials by choosing materials with less embodied impacts, and re-using materials where possible.

Sustainability Objectives	Commentary
Re-use of Brownfield Sites	<p>The Site is currently developed but is underused given its location on the edge of the city centre. Redevelopment of this brownfield site will actively address potential contamination that may be present in the soils and groundwater beneath the Site and ensure the Site is 'suitable for use' in accordance with Part IIA of the Environmental Protection Act. The current industrial activity on-site will be relocated as part of the development, thus significantly reducing the potential for future contamination on-site. Relocated industrial activities would be found suitable replacement properties to minimise environmental risk as a result of their operations at the new locations.</p>
To conserve resources and reduce waste production.	<p><u>Construction Phase</u> A pre-demolition audit of buildings to be cleared will assess materials that can be segregated and re-used or recycled within the development e.g. stone and</p>

Sustainability Objectives	Commentary
	<p>architectural details. The safe storage of these materials will be paramount to ensure that they can be re-used and a suitable strategy will be developed as part of the construction methodology statement.</p> <p>The tender specification for the construction works will include the required BREEAM and Code for Sustainable Homes ratings for the retail and residential elements of the scheme respectively. The appointed Contractor will be required to use materials that have low environmental impacts and achieve an 'A' rating in the Building Research Establishment's (BRE) Green Guide to Specification, as far as practicable, in accordance with the detailed design and the Design and Access Statement.</p> <p>The Principal Contractor will be required to investigate local, secondary sources of aggregate (of suitable chemical and geotechnical quality), and use such resources if possible.</p> <p>The SWMP will help improve waste management practices and reduce the amount of waste produced. The Contractor should identify methods of waste reduction or use the BRE's SMARTStart scheme, which is a waste auditing tool to aid sustainable waste management. The WRAP "Quick Wins" reference guides should also be used. Achieving best practice will include monitoring the waste produced, keeping records of the waste collected and knowing where the waste is being taken for disposal. Targets will also be set for waste minimisation.</p> <p>The Contractor will segregate and recycle construction wastes as part of the SWMP. Construction waste will be sorted into at least five basic categories for collection.</p> <p>Deliveries of construction materials will be made on a 'just in time' basis to minimise the amount of time that materials are stored on Site and therefore reduce the potential for damage and / or theft. Materials will be carefully stored and only opened when required, to minimise potential damage and wastage of the materials.</p> <p>As well as waste, the Contractor will also be required to monitor and set targets to minimise water consumption.</p> <p><u>Operation Phase</u></p> <p>Retail areas will be provided with three compactors to reduce the volume of the waste produced. The compactors will be situated in the service areas and will be close to a water outlet to allow for cleaning.</p> <p>Water conservation measures will be considered in the detailed design of the development and included where appropriate e.g. use of water efficient sanitary fittings and water efficient showers and white goods. All the mains water supply to the buildings, including residential properties, will have water meters with a pulsed output to monitor water consumption via the building management system.</p> <p>Recycling facilities will be provided in all areas of the Development. Centros Miller will encourage tenants to identify and segregate waste streams, and develop waste management strategies. The retail facilities will include a dedicated area for storage and collection of at least six types of recyclable waste, such as paper, cardboard, packaging, glass, plastics and vegetable oils. Adequate space will be provided to cater for each tenant. A separate collection facility for food waste will be provided.</p> <p>The potential for segregated bins to be included as part of the street furniture will be discussed with LCC at the post-planning stage, to determine if such facilities can be successfully integrated as part of the Council's waste collection and recycling services.</p> <p>Residential units will be provided with internal recycling bins. Three internal storage bins will be provided in a dedicated space within the unit such as the kitchen and will have a minimum total capacity of 30litres and a minimum individual capacity of 7litres. This will meet Code for Sustainable Homes requirements. A recycling collection scheme will be provided either by LCC or a private contractor. Three external bins will also be provided, with a minimum total capacity of 180 litres, and a minimum individual capacity of 40litres. The external bins will be located within 10m of the external door.</p> <p>The offices will be provided with a storage area for recyclable waste. The space</p>

Sustainability Objectives	Commentary
	will be approximately 2m ² for every 1000m ² of office area.
To reduce pollution to water, air and land.	<p><u>Construction Phase</u></p> <p>The Applicant will ensure that the Principle Contractor is registered with the Considerate Constructors' Scheme (CCS) and is committed to scoring at least 32 points out of 40, as required by BREEAM and Code for Sustainable Homes. Requirements of the CCS include the prevention of dust pollution by using dust sheets, placing covers on skips and damping down during dry weather.</p> <p>The Principal Contractor will also be required to reduce construction site impacts in accordance with the BREEAM methodologies. These include the reduction of pollution to air and watercourses and require the Principal Contractor to adopt best practice policies as stated in Pollution Prevention Guidelines (PPG) developed by the Environment Agency. These include:</p> <ul style="list-style-type: none"> • PPG 1 – General guide to the prevention of pollution; • PPG 5 – Works in, near or liable to affect watercourses; and • PPG 6 – Working at demolition and construction sites. <p>The Principal Contractor will also endeavour to use materials which are less polluting such as water based paints for internal areas, which do not produce emissions that may be harmful to health. Insulating materials used in the Development will also have a zero Ozone Depleting Potential and a Global Warming Potential of less than 5.</p> <p>The CEMP will include a section on pollution control measures, including appropriate storage of materials, chemicals and fuels, and a pollution incident response plan such that in the event of a pollution incident, construction staff are suitably trained to respond appropriately and minimise any potential impacts.</p> <p><u>Operational Phase</u></p> <p>The multi-level shoppers car park will be fitted with oil interceptors to prevent oil-contaminated water from entering the water courses.</p> <p>Pollution to air will be minimised with the installation of high efficiency gas condensing boilers with low NO_x emission rates.</p>

Protecting and Enhancing Wildlife and Landscapes

5.9 A well nurtured and good quality landscape which has diverse wildlife will lead to an area that increases the health and wellbeing of local residents and provides a place where they would want to live. The Development will aim to safeguard the existing local wildlife and enhance the site by increasing the natural biodiversity.

Sustainability Objectives	Commentary
To protect and enhance biodiversity and landscapes	<p>The canal is recognised as a wildlife corridor (and a Biological Heritage Site). Planting within the corridor will be maximised as far as possible to improve biodiversity, whilst recognising the canal will be an active frontage. Since approval for landscaping is not sought as part of the outline application, detailed planting plans will be agreed through consultation with key stakeholders at the post-planning stage.</p> <p>A new canal-side park will be created as part of the scheme. This is likely to form an extension to the canal corridor itself and a holistic planting strategy will be developed for the park and canalside. The lighting strategy for the Development will also take into account potential ecological impacts.</p> <p>Whilst there will be removal of some vegetation within the site as part of construction works, new planting is intended to at least make good this loss, and use of native, local species should enhance local biodiversity. Species to be used will be agreed at the post-planning stage through consultation with relevant local bodies.</p> <p>Japanese Knotweed, a highly invasive plant species, has been identified on-site. The knotweed will be eradicated as part of the construction works, thus avoiding</p>

Sustainability Objectives	Commentary
	<p>spread of this species around the site and any subsequent potential reduction in biodiversity.</p> <p>Potential bat roosts have been identified on-site. Further survey work will therefore be undertaken sufficiently in advance of demolition and construction works, in order that if mitigation measures are required (including licences from Natural England etc) these can be implemented in full compliance with the Wildlife and Countryside Act and adverse impacts can be avoided. In addition bat boxes will be included in the design specification for the new buildings.</p>
To provide access to green spaces and wildlife areas.	The Development will create a new pedestrian link between the City centre and the Lancaster Canal. It will be possible to access the new canal-side park via the Canal Walk. A cycle route is proposed along Alfred Street and around the park.
To provide urban landscapes to meet the needs of people and wildlife.	In addition to the new canal side park there will be communal garden areas for residential apartment blocks at the north end of the Site and the Moor Lane residential scheme. Townhouses will be provided with small garden areas adjacent to the communal roof garden. There will also be creation of a number of areas of public open space, predominantly hard landscaping but softened with planting and water features to create new urban landscapes, which reflect the existing hierarchy of spaces in the city centre. Planting within the communal areas will be carefully selected to complement that within the park and canal-side.

Sustainable Travel and Access

5.10 Certain modes of transport, primarily air travel and private car use, use significant amounts of energy and are a major source of greenhouse gases and air pollution. In addition, increased road transport raises other considerations such as congestion and safety. The promotion of more sustainable modes of transport; encouraging accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and reducing the need to travel particularly by private car, are key aims of sustainable development.

Sustainability Objectives	Commentary
To reduce the need to travel.	<p>The inclusion of residential units within the scheme, close to the city centre and associated services and employment, will minimise the need for new residents to travel by private vehicle.</p> <p>The new retail provision within the scheme is intended to encourage people within the primary catchment to make Lancaster their destination of choice for shopping, rather than travelling to other towns such as Manchester or Preston, reducing the distances travelled.</p> <p>All residential units will be provided with double sockets and dual telephone points in a room to provide the opportunity of internet access and the choice of working from home or providing the facility of a home office. The Development will not result in the removal or decrease of local amenities within walking distance of the existing or proposed residents.</p> <p>The multi level shoppers car park at the northern end of the Site is intended to provide a 'park and walk' facility for visitors to the city, intercepting traffic that would otherwise enter the ring road system.</p>
To improve safety of all travel options.	<p>The ring road currently presents a barrier between the Site and the city centre; this will effectively be removed through the new pedestrian bridge link from Stonewell into the St. Nicholas Arcades.</p> <p>The pedestrianised routes through the Site create a safe environment for walking and encourage pedestrian access. Bold signage, tactile paving and audible signals will be installed at crossing points on the local road network to aid disabled customers. Areas with a change of level which will require access, such as the car park, will be provided with a lift.</p> <p>The closure of roads within the site will remove rat-running through the Site, creating a 'Home Zone' environment along Alfred Street, and a safer environment for local residents.</p> <p>Highways improvements to be undertaken as part of the planning application are</p>

Sustainability Objectives	Commentary
	<p>intended to reduce congestion on the highway network within the city, thus reducing delays and disruption.</p> <p>Cycle routes are located towards the perimeter of the Site, thus avoiding potential conflict with the main pedestrianised areas of the Site.</p>
To encourage sustainable travel options.	<p>Lancaster City Council has expressed interest in setting up a car club within the city and potential opportunities for the development to assist in this will be investigated at the post-planning stage.</p> <p>The existing cycle network within the city will be extended and integrated with the development. Cycle spaces will be included at strategic locations around the Site for customers, the staff of the retail outlets, staff of the office and the residential units. The provision of cycle parking is generous, in accordance with Lancaster's status as a cycle demonstration city. A total of 299 cycle parking spaces will be provided at key locations around Lancaster City Centre, with 142 spaces for the retail, restaurant and leisure uses and 157 spaces for the residential elements of the scheme. The potential for a cycle hub to be located on-site will also be investigated at the post-planning stage.</p> <p>The cycle spaces provided will be secure and covered. A Green Travel plan will be prepared to encourage non-car modes of transport and tenants will be expected to include shower and changing facilities in the building specifications for the large retail and office units, to encourage cycle use by staff. The Travel Plan will contain information regarding public transport and cycle routes.</p>
To reduce pollution arising from travel.	<p>The Principal Contractor will be required to encourage construction staff to travel by public transport or car share, or provide minibuses or bus collections for staff to reduce the number of vehicle movements.</p> <p>The highways works improvements are intended to slightly ease congestion on the ring road and local road network (even allowing for the additional traffic on the network, which had previously used the road links through the Site). This will result in a slight improvement in local air quality in some areas of Lancaster City Centre, although some others will experience slight deteriorations.</p> <p>The Green Travel Plan will encourage a car share scheme for the residential units, which would also limit the number of single car users.</p>

Local Heritage and The Built Environment

5.11 Development should be aware of the richness and distinctiveness of the local landmarks, landscape, traditions and culture. This understanding should be reflected in the design through small details in the buildings and open spaces. The built environment should also reflect the culture of the city and the varied communities.

Sustainability Objectives	Commentary
Protect and enhance historic features	<p>A number of listed buildings are located within the site; all are to be retained and enhanced. For example, The Tramway, which is currently unsafe, will be carefully restored and re-opened for commercial use.</p> <p>The development design has taken account of the three conservation areas located on or in the vicinity of the site, and the setting of local features e.g. the Moor Lane Mills North building (halls of residence), the houses on Alfred Street, the Youth Theatre Annex, Golden Lion public house and council offices on St. Leonard Gate. Some of the initial building heights proposed have been reduced, particularly along the canalside, to reflect the local context and improve the views into the site for local residents.</p> <p>A number of derelict, run-down and unsafe buildings will be demolished as part of the development, but materials from these buildings e.g. stone and architectural masonry, will be re-used where possible and appropriate.</p> <p>The design of the development will respect the predominantly stone buildings in the local area and stone cladding is proposed to be used for several of the new buildings. The Design and Access Statement for the development sets out the design principles for the development and includes a suitable palette of building materials, which will be agreed with Lancaster City Council.</p>

Sustainability Objectives	Commentary
Local Distinctiveness	<p>Existing Buildings Analysis and detailed architectural analysis of the existing built environment and townscape have been completed as part of the masterplanning exercise. The results of these studies have fed into the Design and Access Statement for the Development.</p> <p>Market stalls and workshops will be included in the Development to support local crafts and artists and to ensure that the new retail area retains a sense of character of the City.</p> <p>Dimensions of local public spaces and streets have been considered when setting those of the Development.</p> <p>Roofscape has been a key consideration of the Development design, with inclusion of pitched roofs on some buildings to reflect the local context.</p> <p>The Development will include modern and innovative design to open up the streetscape and create a more visually interesting surrounding.</p>

6. SUMMARY


6.1 This Sustainability Statement provides an appraisal of the proposed Canal Corridor North Development in relation to the sustainable development requirements of national, regional and local policy. It is considered that the scheme, as detailed in the outline planning application, accords with many of the goals of sustainable development. The sustainability assessment has highlighted a number of particularly sustainable elements within the proposed Canal Corridor North Development, as summarised below:

- Efficient re-use of an area of previously developed land;
- Design that complements and enhances the surrounding townscape, including the settings of Listed Buildings and Conservation Areas;
- Buildings which are modern and innovative and designed to achieve BREEAM ratings of 'Very Good' and Code of Sustainable Homes Level 3;
- Consideration of the incorporation of a number of energy efficiency measures such as improved insulation, energy efficient plant and lighting;
- Use of renewable and low carbon energy resources where possible (e.g. solar water heating and ground source heating / cooling systems);
- The use of materials with low environmental impact such as timber from sustainable sources and secondary, local sources of aggregate, and re-use of demolition materials where possible;
- The economic benefits of sustainable, year round employment, increased visitor spending in the surrounding area and wider regeneration;
- Encouraging visitors to the City Centre to stay longer by providing a new department store, greater retail choice and leisure uses;
- Increase of activity and vitality in the area by creating a new pedestrian link into the city centre and a network of pedestrian routes with active frontages;
- Provision of affordable housing to retain key workers;
- Enhancing the cultural quarter by providing new access to the theatres and significant sums of money to upgrade them (under a Section 106 agreement);
- Providing greater security and reducing fear of crime;
- Encouraging sustainable transport by the creation of new pedestrian friendly access and cycle lanes to encourage walking and cycling;
- Creation of new open space in the form of a new park, public squares and opening up of the canalside;
- Community participation in the design making process;
- Incorporation of water efficient sanitary systems where feasible to promote low water consumption; and
- Reduction, reuse and recycling of waste during the construction and operational phases of the development.

6.2 The Sustainability Statement indicates that the Development, which offers high quality retail and residential buildings, will contribute positively to the long term vitality of the area. It is believed that the design process has benefited from this debate and that the Development has and will be considerably strengthened in terms of its sustainability performance.

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