

# Well connected people and places

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*Connectivity*

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*Highways and Transport  
Masterplan*

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*Transport Planning*

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*Reconfigured Junction 33*

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*Bus Rapid Transit*

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*Local cycling and walking  
routes*

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*Rail*

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*Funding transport and  
infrastructure*

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# Connectivity

For places to work and be attractive to people over time people need to be able to connect well with one another, their places of work and the places they need and want to visit. This for the Bailrigg Garden Village and development at South Lancaster means making places that people can readily move around, travel by sustainable modes and optimising digital connectivity.

Making the conditions for sustainable travel favourable by advantaging bus, walking and cycling is crucial to securing a Healthy Green Environment and, making places that people want to live and work in over time - Homes and Neighbourhoods for All.

**Connectivity is about travel... and more.** We are in a digital era. For well-connected people and places and for the digital economy to really push on in Lancaster it needs the impetus,

shared space, collaboration and research links offered by the University at the Bailrigg Campus.

The draft **Local Vision** narrative suggests the Garden Village can add a 'digital dynamic' as a place for people to live and be entrepreneurial with connected opportunities such as 'digi-health' linked to the new Health Innovation Campus.

Assuring optimal broadband provision must be a high priority and is key to enabling and supporting business activity at the Garden Village and living / working flexibilities. There will likely be much that we can do and we invite views.

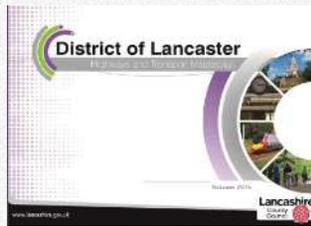
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*What might we do to help realise digital potentials in the future?*

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# Highways and Transport Masterplan



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## Lancaster District Highways and Transport Masterplan 2016

*The masterplan outlines a range of improvements to be developed by 2031*

*It aims to tackle problems with congestion and air pollution to support economic growth*

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The Highways and Transport Masterplan, Lancashire County Council, 2016 sets the direction for transport planning within the district and is key to the context for the AAP and planning growth and development at Lancaster South including the Garden Village.

The Masterplan recognises that we cannot continue with current approaches to travel and transport and that there must be radical change. It sets that high traffic levels and at many times acute traffic congestion in particular on the city centre gyratory, its approaches and along the A6 corridor and in Galgate must be tackled. These make for extended travel times, delay and distort bus services, impair and makes less safe conditions for pedestrians and cyclists and, most important, impacts adversely on peoples' safety and health through adverse levels of air pollution. In turn, the economic performance, visitor attraction and liveability of the city centre and around is held back by the long prevailing poor traffic conditions and, without action such conditions things can only get worse.

The Masterplan represents a decisive change in approach from, (by and large), seeking to meet demands for private motorised travel to advantaging more sustainable patterns of travel. This means reducing use of private vehicles (together with making more efficient use of private vehicles) alongside providing for much more travel by bus and more cycling and walking.

The Masterplan suggests such change in approach is vital for our economic, social and environmental futures, to enable growth and to make good places for people to live in, work in, visit and invest in.

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# Growth, Transport and Sustainable Travel, Lancaster South

Growth and development at South Lancaster cannot happen on any scale without significant new transport infrastructure.

Development that simply loads more traffic on already congested roads and in places suffering from acute problems including air pollution is not tenable.

The approach consistent with the county council's Highways and Transport Masterplan is -

- For Caton Road to be the principal gateway into the city centre for traffic from the M6 via Junction 34 from both north and south. This capitalises on the benefits of the new M6 'Bay Gateway' Link Road and makes it possible to heavily manage traffic in the city centre, including via the J34 Park and Ride facility.
- Involves change to transport in the city centre to advantage Bus Rapid Transit (BRT) and sustainable travel.

- To transform connectivity to the national road network from South Lancaster via a reconfigured Junction 33 to increase capacity and directly connect into Lancaster South avoiding Galgate.
- To make a true sustainable transport corridor between Lancaster South and the city centre with good options for people to travel by bus and where possible to cycle and walk.
- To advantage cycling and walking for local travel between the University campus and the Garden Village and within the Garden Village and not travel by private vehicles.

This approach can work with the right infrastructure investment. It needs to deliver real attractive travel choices for local travel and, facilities to enable people to switch mode of travel when arriving in / departing South Lancaster from the south and via Junction 33. This demands well integrated transport and land use planning.

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# Transport Planning

Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

*National Planning Policy Framework. Department for Communities and Local Government March 2016*

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The city council has embed the Masterplan approach in its Publication Strategic Policies and Land Allocations Document and the city and county councils are working closely together to plan and deliver radical transport change across the urban areas. Transport planning for development in South Lancaster relates very closely to that for the city centre. The main strands of transport planning now underway and being led by the county council are -

- To bring forward proposals to reconfigure J33
- Work towards a Movement Strategy for the city centre to re-work transport and advantage sustainable travel with Bus Rapid Transit (BRT) the priority.
- Work on BRT route options with informal consultation forthcoming on route options on the city centre – South Lancaster section.
- Work to plan for walking and cycling including the Cycle Superhighway and via preparation of a Cycling and Walking Investment Plan

The AAP will factor for all of these. Bringing together all of this information and more will support the stage 2 Housing Infrastructure Fund (HIF) co-development phase working with Homes England.

Certain parts of the Broad Location for Growth are not well served by sustainable transport options, nor might they feasibly be even with significant new infrastructure.

Development can be advanced in locations well served with sustainable transport options but not in locations otherwise and that reasonably cannot be well served in the plan period. Decisions to come on sustainable transport routes including BRT and the Cycle Superhighway and delivery of these will make for change and improvements to sustainable transport and may make certain locations appropriate for development where at present they are not.

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# Transport Infrastructure

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*Comments and views on BRT options are sought by the county council. [link](#).*

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*Responses will inform county council decisions on this. In turn, these decisions will inform work to come to prepare the AAP.*

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*Further AAP work will include specific consultation into options for the cycle superhighway.*

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The main infrastructure proposed is -

- A reconfigured Junction 33 including to distribute traffic around Galgate.
- Park and walk, cycle or ride.
- New Bus Rapid Transit services between Lancaster South and the city centre and over time as part of a wider system. This largely additional to existing bus services.
- A Cycle Superhighway between South Lancaster and the city centre
- Dedicated cycle and walking routes within the Garden Village connecting outward including to the Cycle Superhighway and direct to the University campus.
- At least one crossing of the West Coast Main Line (WCML) to access land to the west of the WCML and A6 Preston – Lancaster Road.

A railway station to serve the Lancaster university and south Lancaster can be a long-term ambition.

The council will structure development to Bus Rapid Transit to make a sustainable transport corridor between the city centre and South Lancaster. The city and county councils will lead on infrastructure planning and much delivery.

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# Reconfigured Junction 33

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*The county council is leading on this working closely with Highways England and the city council.*

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Much feasibility work is to come over the next few months. This work will include detailed planning and design and traffic modelling. The county council will consult on route options subject to the outcome of this feasibility work.

It has not been possible to progress traffic modelling earlier. The Bay Gateway has changed travel patterns and latterly, temporarily the A6, Greyhound Bridge works too. In depth analysis should proceed in full before Autumn 2018.

Source: Google Street view



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## Park and Walk, Cycle or Ride

This is subject to detailed investigation and feasibility work still to come including as part of BRT planning and other consultations with the county council, including for Junction 33 remodelling.

Well located and well designed, served by the BRT and with dedicated facilities such as secure cycle parking and quality waiting shelters it should encourage people to switch modes of travel

Located close by the University campus it should enable the following –

- Park and Walk to and from the campus and Galgate
- Park and Cycle to and from the campus, Galgate and the Garden Village
- Park and Ride to and from the campus and Lancaster, the city centre and beyond

The city council indicates a possible site (on the sketch plan on page 93) that might be safeguarded for such a facility.

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# Bus Rapid Transit

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*Bus Rapid Transit (BRT) is a bus-based transit system that delivers fast, cost-effective services at metro level capacities along BRT corridors*

*Five essential features define BRT:*

- *Dedicated right of way*
- *Busway alignment—usually a centre of roadway or bus only corridor*
- *Off-board fare collection*
- *Intersection treatments that prohibit turns for traffic across the bus lane*
- *Platform-level boarding*

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*The Planner Magazine May 2018*

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The Lancaster Rapid Transit Feasibility study prepared by Jacobs on behalf of the county council in 2016, identified that a Bus Rapid Transit (BRT) system would be the optimal improvement to public transport provision.

Development within the plan area is to be structured so that it is well served by prospective BRT services. The BRT system is to create a 'Y' shaped network of two routes, from the J34 Park and Ride to Lancaster University via the city centre and between Heysham and Morecambe, the city centre and South Lancaster. Both routes are to operate via the Royal Lancaster Infirmary, presenting a genuine opportunity to create a true sustainable transport corridor linking the city centre, key employment sites and the areas to the south including the main Lancaster University campus and the prospective Bailrigg Garden Village.

The county council is working with the city council and private bus operators to bring forward viable proposals for BRT. As part of this informal Issues and Options consultation we present route options for the southern arm. The county council and bus operators will decide on its preferred route option as informed by responses and, formal consideration to follow.

We will factor for this BRT route decision in further work to plan development and the Garden Village.



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# Local Cycling and Walking Routes

An interconnecting network of local cyclepaths is proposed. This is to offer a high level of sustainable travel choice locally including for leisure and recreation and to give good opportunities for people to improve and maintain health through cycling and walking. This network should -

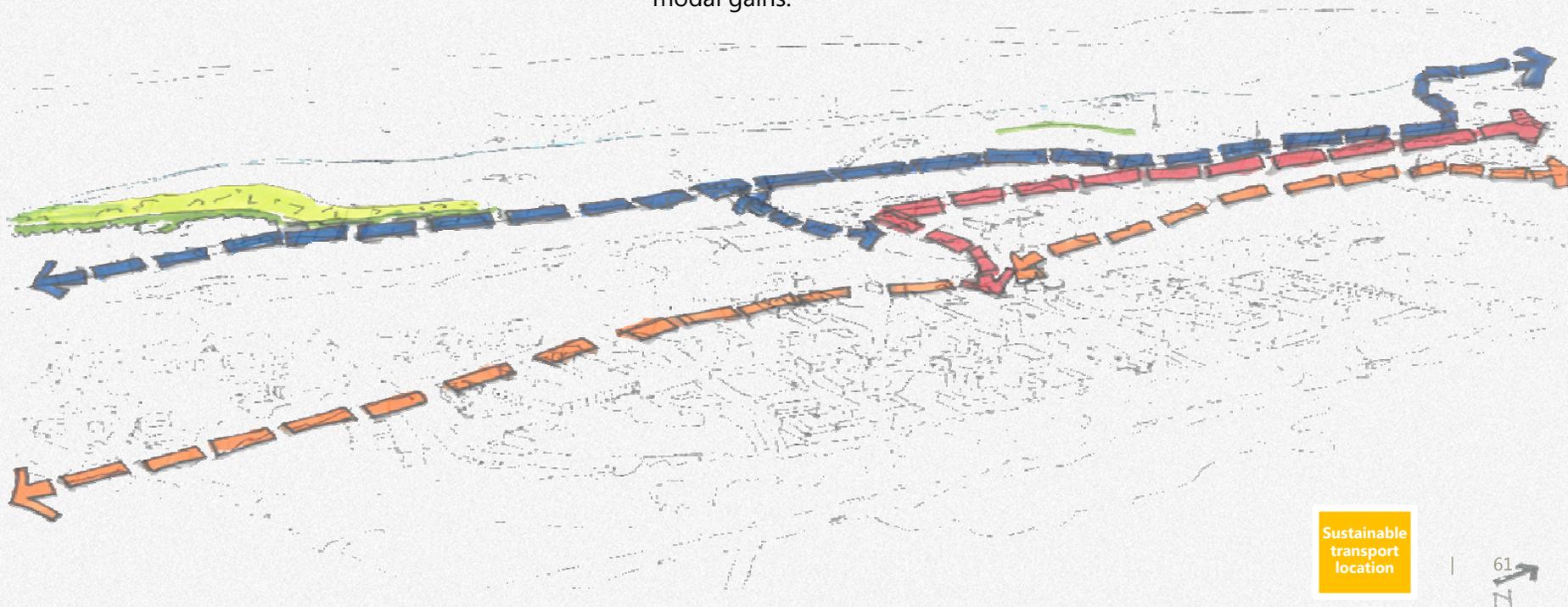
- Connect to the Cycle Superhighway
- Utilise existing country lanes, where appropriate closed to through traffic so access only for private vehicles.
- Include new routes through greenspaces including Garden Village greenspace and new village neighbourhoods
- Directly connect to the University campus and significantly advantage people who choose to walk or cycle to move between the Garden Village and the campus
- Link to the Lancaster Canal towpath and Cycle Superhighway
- Link to existing cycle routes serving the University and Health Innovation Campus.
- Connect to and serve people resident in Lancaster and Galgate as well as the Garden Village

# Cycle Superhighway

This is to be a key element of the sustainable transport corridor between Lancaster city centre and South Lancaster. The focus is north-south movements and vice-versa. We consider that to attract use by people who otherwise may not cycle the Superhighway must offer dedicated routes segregated from traffic.

It is inevitable though that a single Superhighway can't well serve everyone. Therefore, the councils will work to make conditions on offer better for cyclists and including to dedicate roadspace where possible consistent with other travel requirements.

Lancaster benefitted from improved cycling infrastructure by being one of the original Cycling Demonstration Towns. As a result, cycling in the district is already relatively significant as a travel mode for work and leisure purposes. The cycle superhighway will offer improved infrastructure to make further modal gains.



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# Rail



One element in planning development in the locality and the Garden Village is to look forward and factor for the prospect of improvements to the main line rail infrastructure. Ever increasing capacity issues on the main line and the potentials for significant development and improvement in train services post HS2 are the key contexts. Network Rail and the county council as local transport authority will advise as appropriate including as to the use of buffer zones to stand development back from the main line.

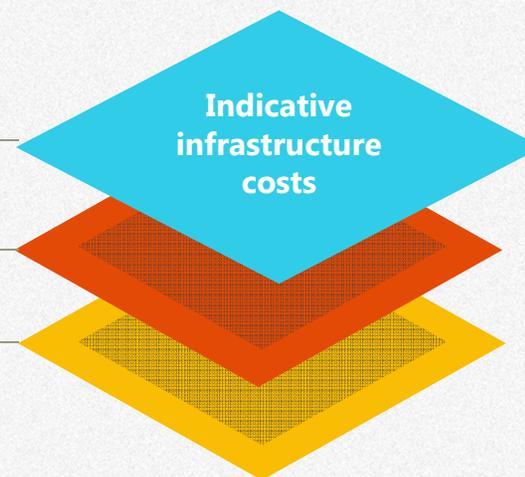
As per the Lancaster Rapid Transit Feasibility Study, 2016 an ambition of many people is for a rail station to serve the University. In the context of existing main line service capacity and service operational needs this is not feasible in the short to medium terms but we should not preclude ability to achieve this ambition over the long term. The council will be guided in how to factor for this by Network Rail and the county council. Prospectively, we might expressly safeguard land for future rail transport infrastructure including a station (we indicate a possible location in the sketch plan on page 93). We will also work to provide at least one crossing of the West Coast Main Line (WCML) to access land to the west of the WCML and A6 Preston – Lancaster Road.

# Funding Transport and Infrastructure

£10 million towards cycling

£20 million towards BRT

Reconfigured junction 33 between £40 and £75 million



*At this time we are very reliant on securing on the prospect of HIF Funding to secure the main transport infrastructure in the timescales sought*

*This is not to say though that there won't be further Government funding opportunities.*

The total anticipated cost of main infrastructure is some £130 million. In the autumn of 2017 Lancashire County Council submitted an initial competitive bid for £100m from the Government's Housing Infrastructure Fund (HIF) Forward Fund towards major growth infrastructure in South Lancaster. The Lancashire Enterprise Partnership has provisionally allocated £16.25m of Growth Deal funds in support.

The Government has now approved that a detailed final HIF bid can be worked up. The HIF proposals will now move to the 'co-development' stage, where Government officials will work with the council to further develop the bid and assess the project in more detail.

If the final bid proves successful HIF would support a range of transport infrastructure initiatives, including the proposed bus rapid transit network, a cycle superhighway between South Lancaster and the city centre, on site transport infrastructure and prospectively, other infrastructure to address flood and drainage risks.

A reconfigured Junction 33 may cost between £40 and £75 million depending on options still to be worked up, designed and tested.

The aim is to provide the main transport infrastructure by 2024.

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## Well connected people and places

- Q7** The overall approach to transport in Lancaster is established via the Lancaster District Highways and Transport Masterplan. Do you agree that the Garden Village should be structured around sustainable transport provision and particularly, Bus Rapid Transit (BRT) (pg.56)?
- Q8** Do you have any further comments or suggestions to make on this section?

Sustainable  
transport  
location

# Homes and Neighbourhoods for all

*A place for generations,  
village living and working*

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*Village design*

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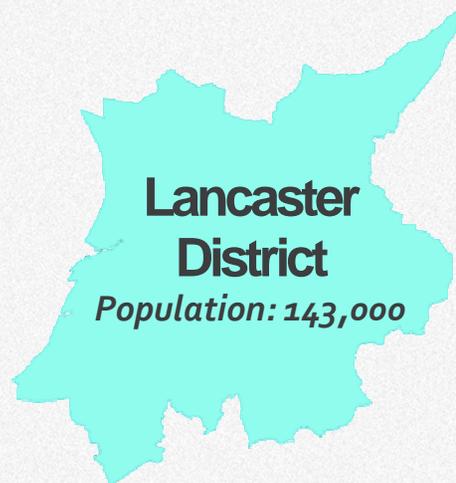
*Housing and development  
density*

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*Sustaining the Village,  
community and social  
ownership*

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# A Place For Generations, Village Living and Working



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*The latest official projections released by the Office for National Statistics (ONS) indicate that a continuation of recent demographic trends would result in a 9.3% growth in the population by 2039.*

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The Garden Village is about development for a purpose, to make a place that meets the needs of people over generations and supports a growing local economy and the expanding Lancaster University. This demands a healthy green environment, well connected people and places and homes and neighbourhoods for all.

It means getting the spatial framework right by planning designing, building and making places that will prove attractive over time and where communities can grow.

This means staying true to what the Garden Village is about through what inevitably will be many challenges to bring it about and, not to compromise by diluting quality.

Immediate aims are that the Garden Village helps meet increasingly acute housing needs. Housing here will add to the total offer in the locality whether for a first home or for

people moving in from elsewhere in the district or, beyond. Good choice of housing is vital to support people in jobs, business and a growing economy.

In this chapter we discuss some of our aims for providing good housing options within the Garden Village and how this might be achieved. We also consider other important issues including the need for a definitive village centre and quality, accessible greenspace for recreation and enjoyment.

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# Planning Housing and Homes

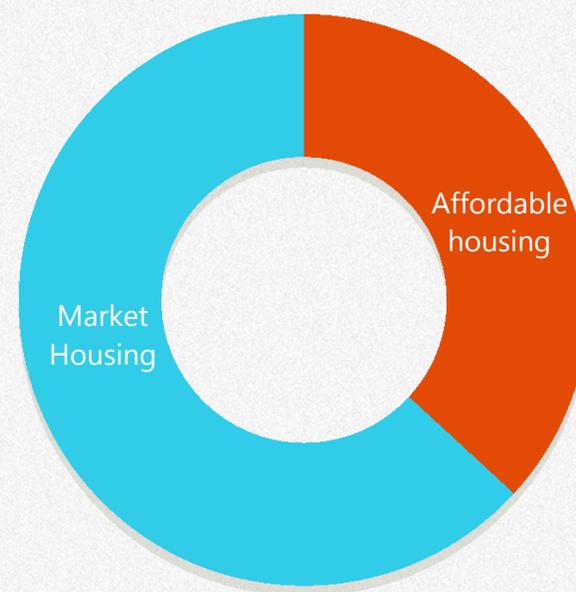
The council has challenging housing targets to meet to provide sufficient homes for people. Delivering development at South Lancaster is very important to meeting these.

To meet projected demands a wide range of housing is needed for all budgets and family sizes, including starter homes for first time buyers. There should be a good mix of tenures. A good size mix and adaptable and flexible homes will best meet needs of future generations too.

We must plan for an ageing population and provide housing that meets peoples needs as they grow older. We will work with providers to bring forward extra care housing in appropriate locations.

Subject to further evidencing and viability testing we will target 40% of housing to meet the Government definition for affordable housing.

The council normally seeks a 50/50 split between socially rented and intermediate (shared ownership) housing. We will be informed in part by Housing Needs analysis.



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# Housing and Development Density

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*We invite views on the initial options we advance and, on any variations or alternatives.*

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Achieving higher densities of development can help meet housing targets but if well designed can assist positively in many other aspects too. Higher densities -

- Make efficient use of land and makes for efficiencies in infrastructure provision
- Help make development with the scale to confer real character and a distinctive sense of place.
- Give more scope to design in community greenspace and soft green landscape elements
- Assist in designing places that people collectively want to spend time in
- Accommodate higher populations to help sustain village facilities and activities and services including public transport
- Help drive footfall to support a vibrant, sociable village centre
- Help with ensuring that streets and spaces are naturally overlooked and so feel safe

An AAP Design Code will address the issue of density and how to achieve places of quality and character with a mix of densities

and vibrancy. In certain parts of the Village and at and around the Village Centre there is much justification for quite high densities perhaps around 50 dwellings per hectare. Elsewhere we may seek lower densities. Achieving a mix of neighbourhoods of varied densities can help give character.

There are many local precedents for development to different densities that may offer something of a template.

*Strategic Housing Land Availability Assessment 2015 Report  
Site density calculations*

Area type	Dwellings per hectare
Rural areas and edge of urban area	30
Sub-urban areas <sup>1</sup>	40
Areas close to the town centre boundary <sup>2</sup>	50
Areas on the periphery of the town centre <sup>3</sup>	70
City centre <sup>4</sup>	90

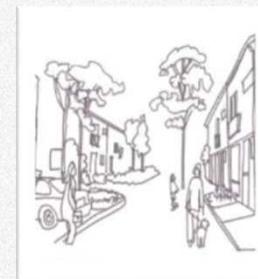
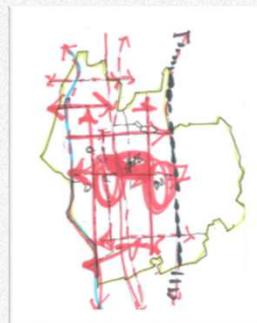
1. This is defined as areas of medium housing density which are predominantly residential in character.
2. This is defined as locations in excess of 300 metres of the town centre boundary but within the main urban area.
3. This is defined as locations within 300 metres of the town centre boundary.
4. This is defined as sites within the town centre boundary.

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# A Design Code for the Garden Village

A Design Code for the Area Action Plan will set the overarching design principles for the Garden Village and detailed guidance for development. The Design Code will give direction for masterplanning and detailed design to create places that integrate existing development and environments with new to make a distinctive whole place. The layout and design of the Garden Village should be as inclusive as possible with housing well mixed and offering ready surveillance to and from movement routes.

CHARACTER AREA:	
STREET:	
Building Type	
Building Line	
Building Height	
Materials	
Roof	
Boundary public /private	
Set back	
Parking	
No of key buildings	
Public Realm	
Street Furniture	
Tree planting	
Hedges/Shrubs	
Boundary Treatment	
Hard/soft Landscape	
Kerbs/ Surfaces	



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*A Design Code will provide a template for both necessary and optional design components, with instructions and advice about how these relate. The Design Code will be drawn up in partnership with local stakeholders.*

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*The centre should be well located in relation to public facing services offered at the Lancaster University campus (particularly sport and recreation facilities) so that what the campus and the village centre offer complement and reinforce each other with footfall.*

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*The council through planning and otherwise will do what it can to provide opportunities for self-build and cooperative housing development and wants to see a wide range of builders and developers involved in building the Village.*

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# Village Centre

**LOCATION** – The Garden Village should have a strong centre that offers a range of facilities and services, is a meeting place and gives identity. It needs to be as busy or vibrant as possible with sufficient footfall to sustain services over time. This requires that the centre is well located at the hub of local bus, cycle and walking provision, as well as by private vehicle travel routes both in relation to the Garden Village around and to the University campus.

**DESIGN** – The centre should be built to a higher density than elsewhere to help make a vibrant centre with good footfall. The north-south alignment of Burrow Road can make a good transport spine for the Garden Village centre itself but should be access only for vehicles and dedicated as far as possible to shared pedestrian and cyclist use utilising informal street treatments as appropriate. Such an approach can help make an attractive focus to the centre.

**OFFER**- The village centre should be a local centre in planning terms fitting to the established retail hierarchy for the district. This means that the convenience shopping offer should serve local needs i.e. be for the village itself and immediately around and, in this context, also offer some services attractive to people both working and resident at the University campus.

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# Village Centre

**FACILITIES AND SERVICES-** Easily accessible facilities connected and reached by sustainable means is an important component of a strong village centre. Public facilities can help make a successful centre but it will need other elements too including local shops. Locating such in the Village Centre is a matter for private business decisions but a settlement of the scale envisaged should attract these and more. Achieving higher housing densities close to the village centre should help support private investment in this by driving footfall.



There is an identified requirement for one secondary and up to two primary schools in the Garden Village. The primary schools might initially be one form entry with expansion over time to three and the secondary school initially three form entry with expansion over time up to five form. Schools should be located either within or at the edge of the village centre with sports facilities, pitches and playing fields adjacent or reasonably close by.



A District Health Centre in the village centre is desirable to meet peoples' need; co-located as far as possible with other services including for example pharmacy, dentistry, opticians, child care, etc. This is a matter for decision by the NHS in due course. The centre should function in close association with facilities at the University to make a whole greater than the sum of its parts.



The convenience offer should not be of a quantum that it draws people from other than from the locality in order that it doesn't encourage excess and unsustainable travel. It should be noted that the planning permission for a food store adjacent the A6 just south of Wray's Drive is effective and such a store here will serve wider needs in South Lancaster and beyond.

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# Healthy Outdoor Exercise, Sport and Recreation

The Garden Village must offer good opportunities for healthy outdoor activity with -

- Walking, running and cycle routes that make meaningful local links and connections and offer multiple local circuits and longer circuits and routes beyond.
- Informal play areas, informal kickabout and play space and outdoor gym facilities.
- Places to relax, spend time in, and be close to nature.
- Places for young people to meet at and hang out in, from a basket ball net to a multi use games area.
- Play and sports facilities on walking and cycle routes and close to highways so readily accessed and overlooked.
- Open space and facilities readily accessible from all parts of the Village, the University campus and by people in South Lancaster, Galgate.
- Greenspace close by the Village centre and that wraps round and weaves through housing areas.



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# Village Sports Pitches

The Garden Village must be well served with sports facilities and pitches. Elements of this are effectively ready made with the excellent public facing University recreation facilities on campus – elements of which such as the Sports Centre and way beyond the level of what could likely be secured as part of Village development otherwise. The Garden Village cannot be wholly reliant on these though given the University must prioritise its students and staff if there are capacity issues. Further, there are facilities that the Village may want not available on campus.

We invite views on the range of new sports facilities that may be needed for the Village? A village cricket pitch is one suggestion made to date and there will be many more. The topography gives much scope to locate pitches east of the suggested preferred village centre. We will consider all suggestions and work up detailed proposals to ensure that provision of sports facilities and pitches for the Village will well serve demands in conjunction with the University.



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# Village Greenspace

Land to be reserved from development as it is needed to make a healthy, green environment for the Garden Village is identified in Spatial Options as 'Village Greenspace'.

Village Greenspace will be predominantly multipurpose and should be managed as such where at all possible. The aim is that Village Greenspace makes a coherent network interlaced by walking and cycle routes. The AAP will require that development proposals optimise network connectivity for the benefit of people and wildlife.

Village Greenspace should include for sports pitches and recreation areas within development areas but as yet to be planned.

Village greenspace should-

- be open and accessible to the public consistent with the needs to properly conserve habitats and wildlife
- Be readily accessed from housing neighbourhoods
- Give good, varied opportunities for exercise and enjoyment by all groups of people and all mobilities including for informal children's' play and outdoor gyms
- Integrate well to University campus green space
- Link well to cycle and walking routes outward including via the Lancaster Canal and via country lanes and Public Rights of Way.

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*The council will explore all options in preparing the AAP including investigating the viability of managing as a Country Park*

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# Securing and Sustaining Village Greenspace



Indicative network of green spaces

The council will negotiate with landowners and developers to secure 'Village Greenspace' as integral elements in development of the village. Financial arrangements must cover for infrastructure funding as required and future land management. Robust arrangements need to be put in place for the proper management of Village Greenspace.

There are various options that may well be applicable in combination. Some areas may be retained as farmland if this is viable for a farming operation. More multi-purpose areas of greenspace might still be managed in part by grazing. Some areas might be directly managed by an appropriate organisation expert in land management.

The council will explore all reasonable options and engage on this with several organisations.

The planning and design of the Garden Village must look ahead to ensure that what is provided can be sustained over time and should factor for this accordingly.

The early 20th Century Garden City Movement conceived garden cities as a model for community and social ownership. The Government does not favour arrangements whereby developers retain the freehold and make housing available on a long leasehold basis and it is understood will legislate to preclude these.

Sustaining a strong Village centre over time is important. The more facilities and services are clustered or located together the better to generate and sustain strong footfall and so levels of custom.

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# Homes and Neighbourhoods for All

- Q9** Do you agree that we should seek higher densities of development where appropriate, for example in and around the village centre (pg.68)? We see this as important to making places that work and are distinctive and have character.
- Q10** Do you have any further comments or suggestions to make on this section?

# Spatial Options

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*Issues and Options  
Engagement*

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*Initial Spatial Options*

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*Initial Options Assessment*

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*Village Centre options*

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*Broad Transport Approach  
– early thinking*

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*Cycle superhighway*

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*Work to prepare Preferred  
Spatial Option and a Draft  
AAP*

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*Delivery*

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# Issues and Options Engagement

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*We invite views on the initial options we advance and, on any variations or alternatives.*

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Informed by all evidence gathered and engagement to date we present initial spatial options for development in South Lancaster and the Garden Village. The focus of these is to propose how development might be disposed across the Broad Location for Growth.

Closely related to this we summarise our consideration of options for a Village Centre and Village Greenspace. Further, concerning travel and transport and the infrastructure required we share our early and very much outline thinking about the broad approach to provide transport access and good sustainable travel choice for the Garden Village. We take the opportunity to test people's aspirations for a Cycle Superhighway.

Comments are sought on a Draft Sustainability Appraisal (SA) for the Initial Spatial Options. SA will inform successive stages in plan making and will cover for the requirements of Strategic Environment Assessment.

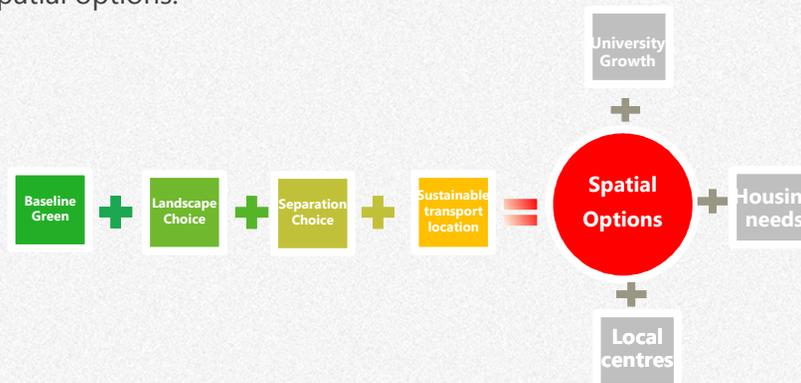
All options and information presented are without prejudice to consideration and decisions to come in formal stages to prepare the AAP and including via formal consultation into preferred options.

Supporting this issues and options engagement the county council consults informally on route options for Bus Rapid Transit for the southern arm of the proposed system. This will inform the county council in further development work towards formal consultation into BRT route options. To remind, we intend to structure development and the Garden Village as far as possible to sustainable transport provision and, as a priority, BRT.

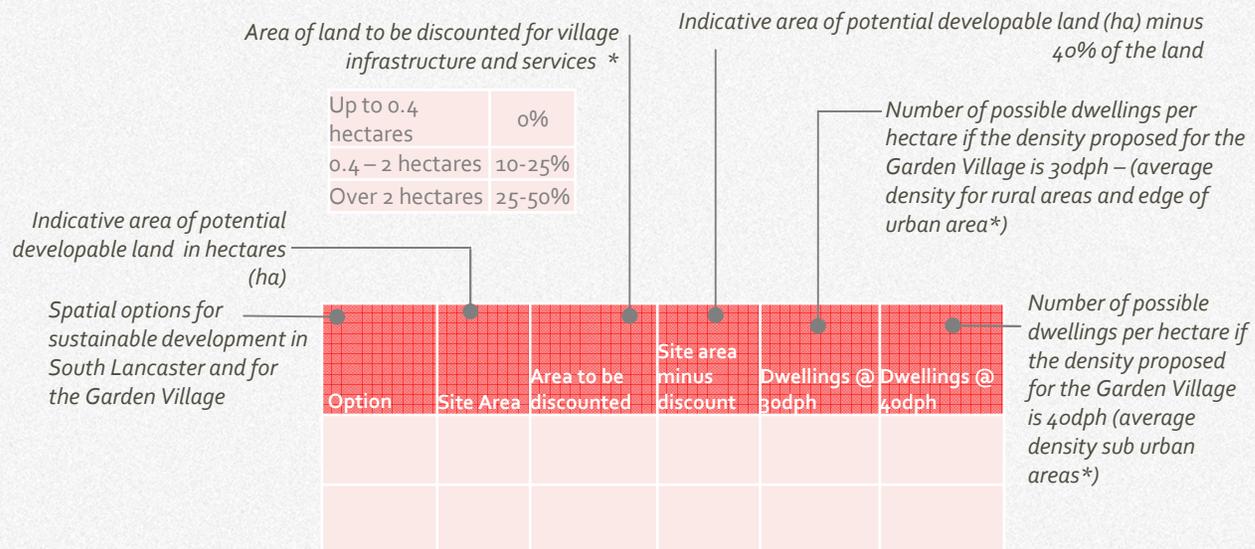


# Spatial Framework – Preparing Options

This is to remind about what we have considered to prepare the initial spatial options.



Where we present a spatial option we also introduce an indicative dwelling number for that option. The indicative dwelling numbers are shown on a table similar to the table below. The diagram below explains the headings on the table.

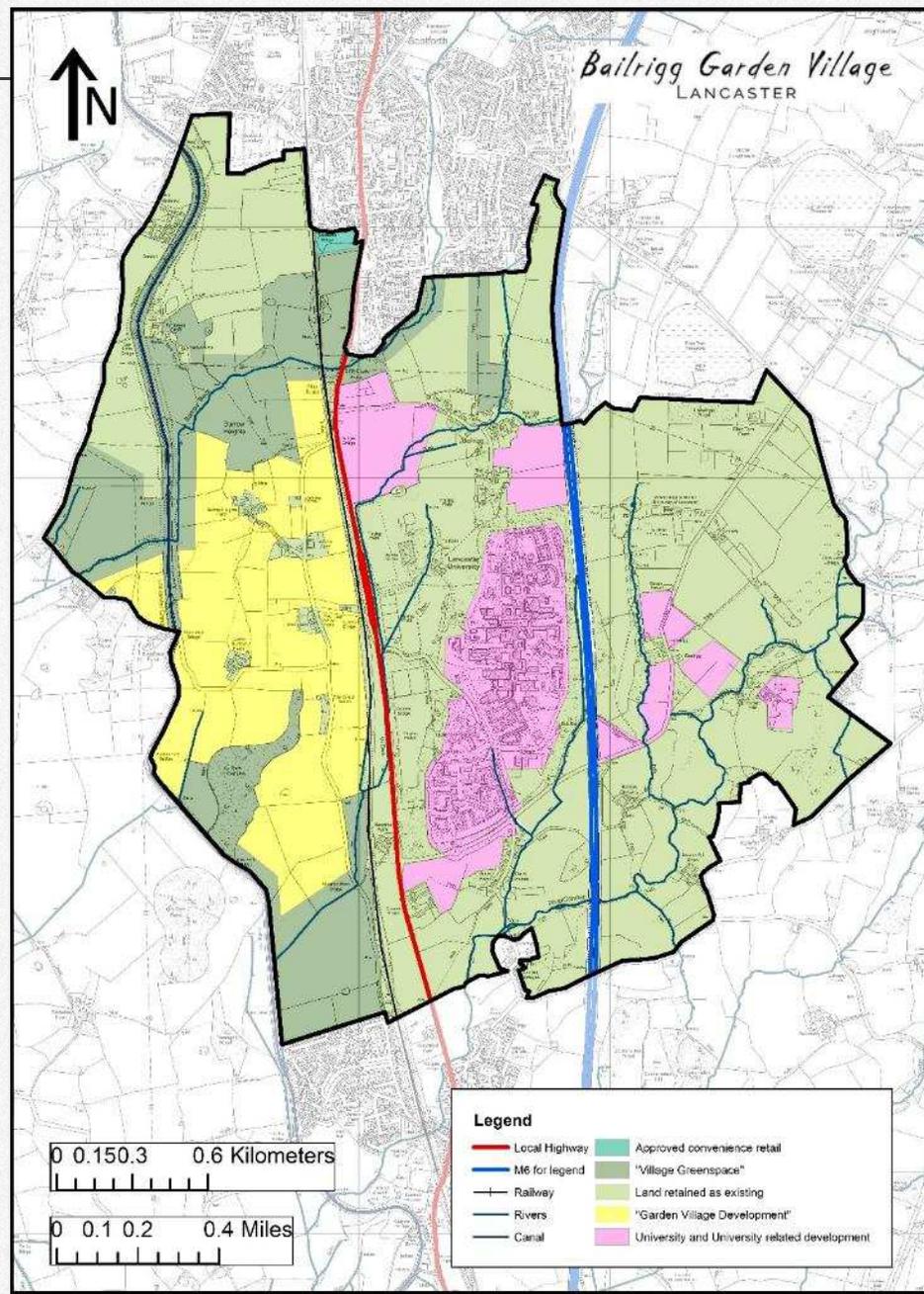


\*Strategic Housing Land Availability Assessment 2015 – Report – Site density calculations

# Option 1 – Concentrated Garden Village (SO1)

Indicative dwelling numbers

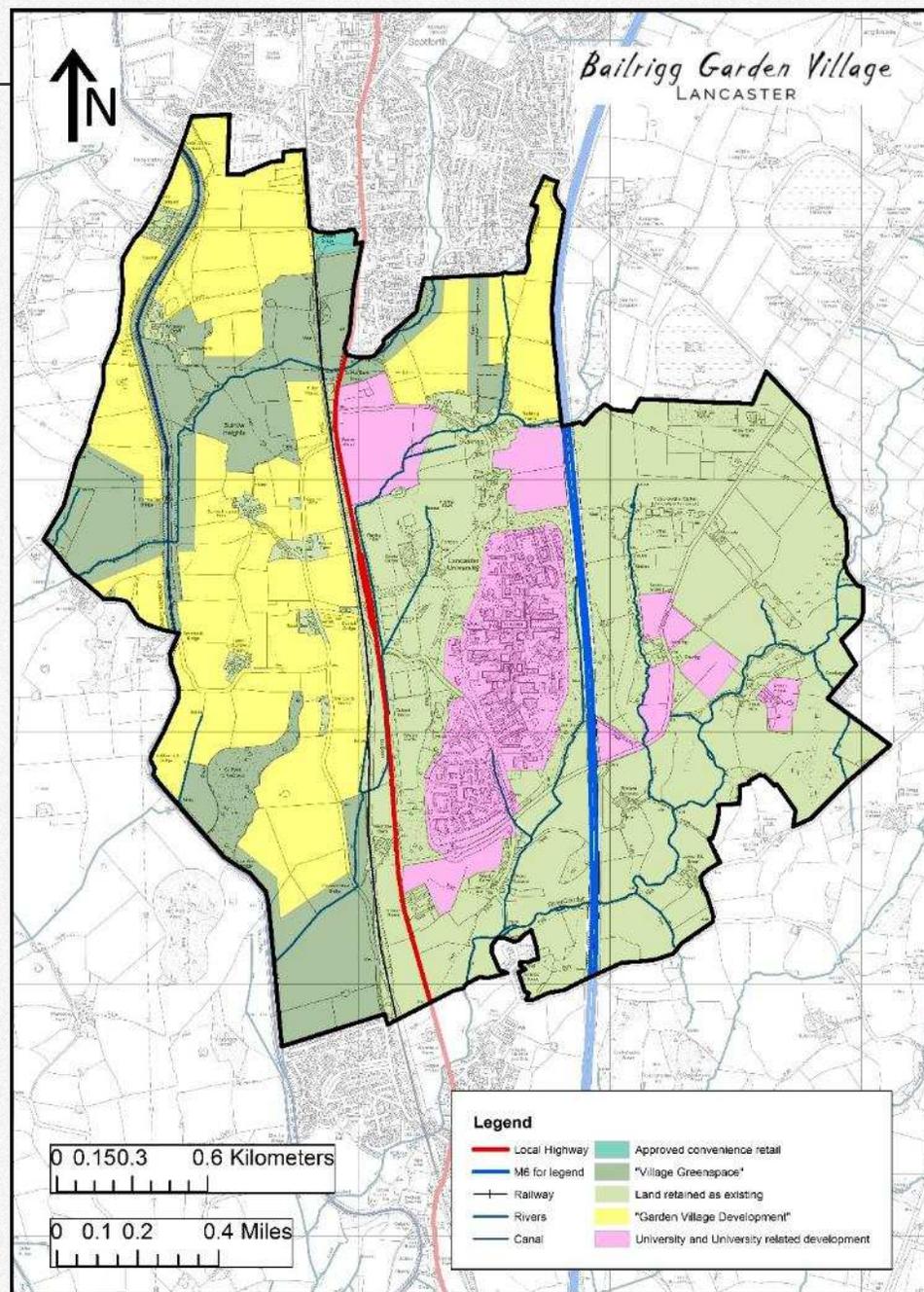
	Site Area	Area to be discounted	Site area minus discount	Dwellings @ 30dph	Dwellings @ 40dph
Option 1	104.53(40%)	41.812	62.718	1881.54	2508.72
Option 2	181.94(40%)	72.776	109.164	3274.92	4366.56
Option 3	181.94(40%)	72.776	109.164	3274.92	4366.56



# Option 2 – Dispersed Garden Village (SO2)

Indicative dwelling numbers

Option	Site Area	Area to be discounted	Site area minus discount	Dwellings @ 30dph	Dwellings @ 40dph
Option 1	104.53	41.812 (40%)	62.718	1881.54	2508.72
Option 2	181.94	72.776 (40%)	109.16	4	3274.92
Option 3	181.94	72.776 (40%)	109.16	4	3274.92
					4366.56

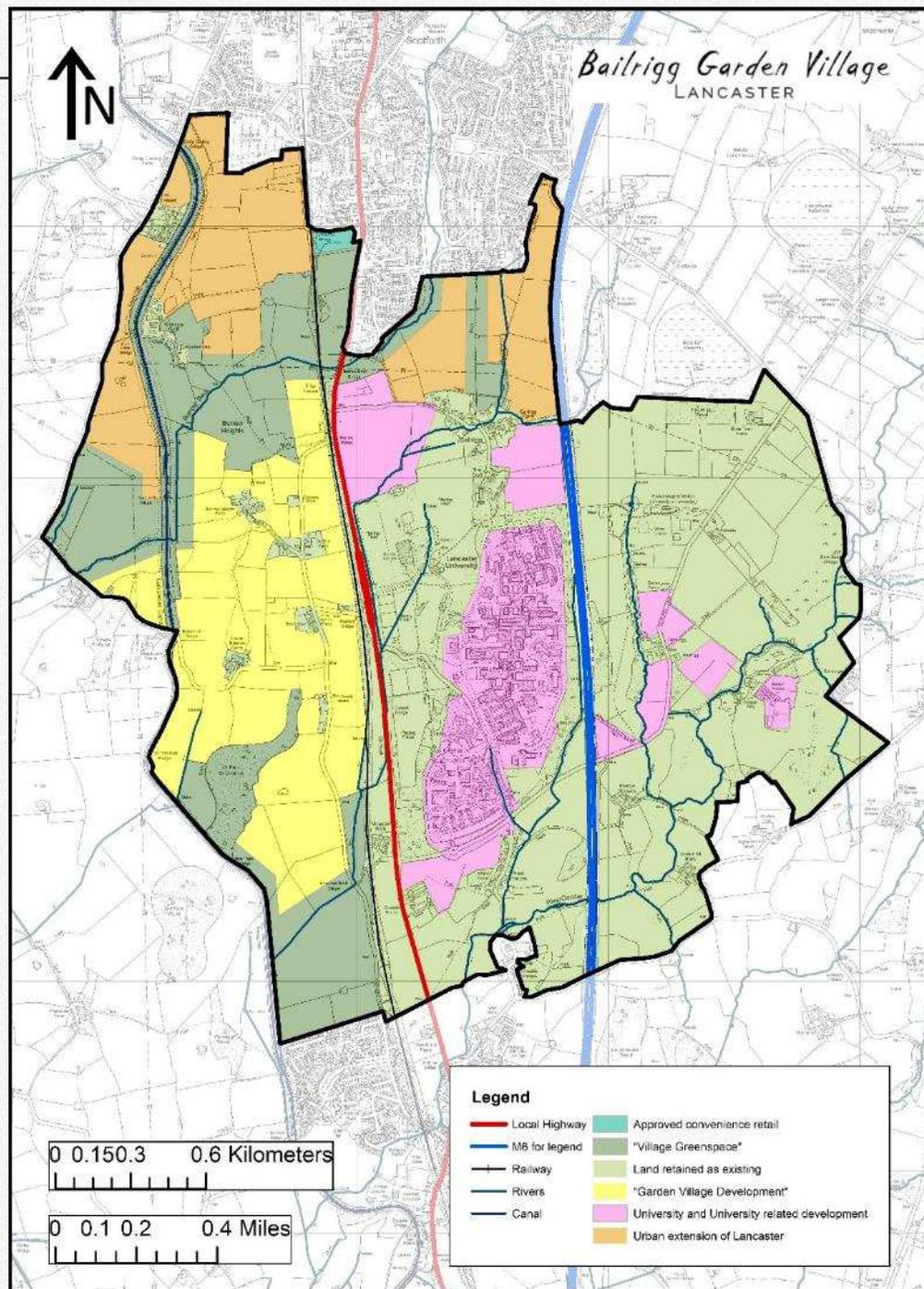


# Option 3 – Concentrated Garden Village (SO3) plus possible site extensions to Lancaster

Indicative dwelling numbers

	Site Area	Area to be discounted	Site area minus discount	Dwellings @ 30dph	Dwellings @ 40dph
Option 1	104.53	41.812 (40%)	62.718	1881.54	2508.72
Option 2	181.94	72.776 (40%)	109.164	3274.92	4366.56
Option 3	*181.94	72.776 (40%)	109.164	3274.92	4366.56

\* With all sub options see page 84



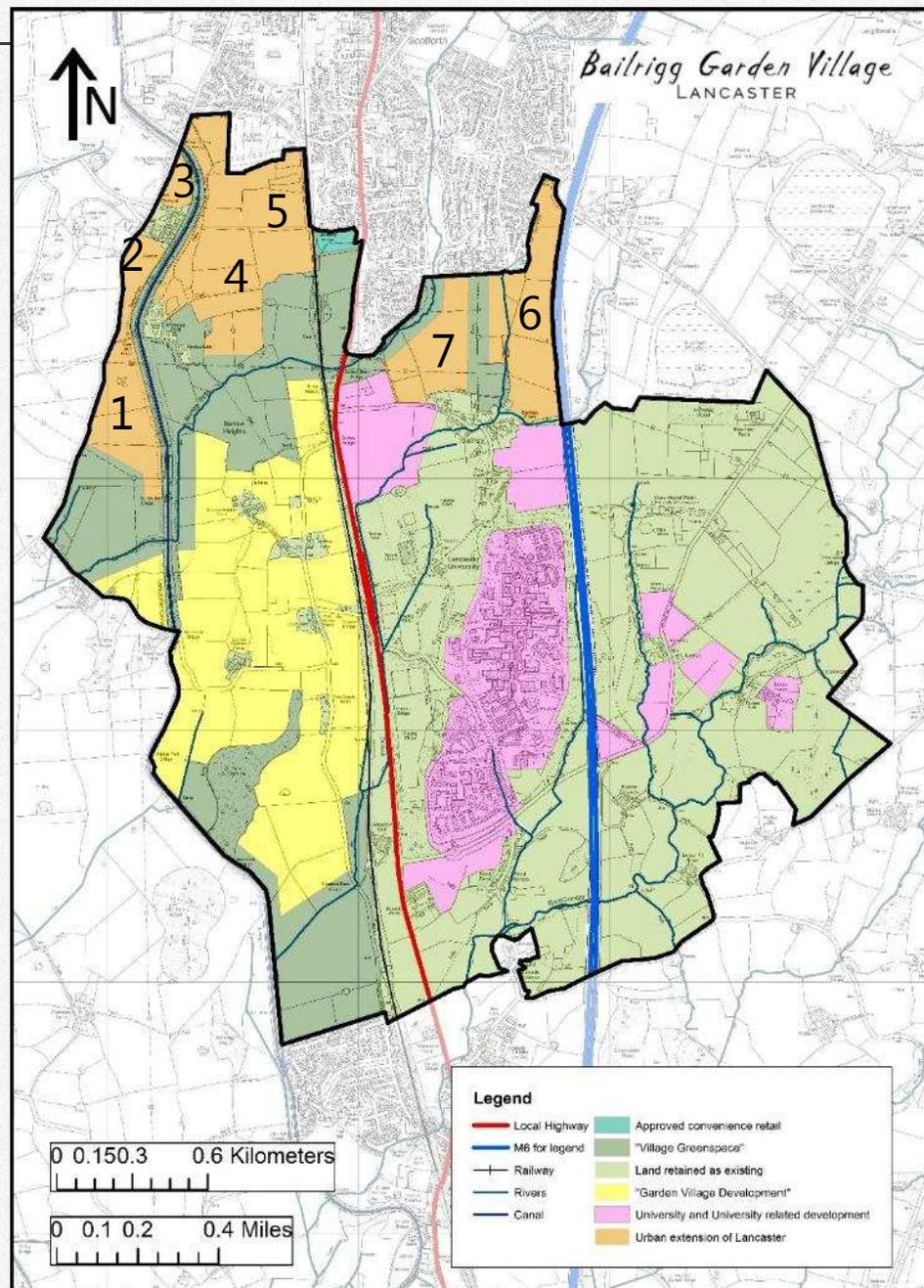
# Option 3 – with possible site extensions detailed

Indicative dwelling numbers

	Site Area	Area to be discounted	Site area minus discount	Dwellings @ 30dph	Dwellings @ 40dph
Option 1	104.534	1.812 (40%)	62.718	1881.54	2508.72
Option 2	181.947	2.776 (40%)	109.164	3274.92	4366.56
<b>Option 3</b>	<b>*181.947</b>	<b>2.776 (40%)</b>	<b>109.164</b>	<b>3274.92</b>	<b>4366.56</b>

\* With all sub options

	Site Area	Area to be discounted	Site area minus discount	Dwellings @ 30dph	Dwellings @ 40dph
Sub option 1	10.71	4.284	6.426	192.78	257.04
Sub option 2	3.57	1.428	2.142	64.26	85.68
Sub option 3	1.8	0.72	1.08	32.4	43.2
Sub option 4	22.13	8.852	13.278	398.34	531.12
Sub option 5	11.83	4.732	7.098	212.94	283.92
Sub option 6	17.39	6.956	10.434	313.02	417.36
Sub option 7	9.98	3.992	5.988	179.64	239.52
				1393.38	1857.84



# Initial Spatial Options Assessment

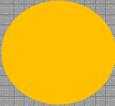
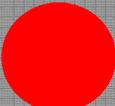
The table offers a simple assessment of the proposed Spatial Options 1, 2 and 3 looking at how these perform to the Core Spatial Objectives outlined on page 12.

-  Green – Favourable
-  Amber - proceed with caution further evidence needed and mitigations necessary
-  Red – unfavourable

CORE SPATIAL OBJECTIVES	OPTION 1	OPTION 2	OPTION 3
A Garden Village with a distinct sense of place			
Separation between the Garden Village and existing settlements			
Network of green corridors			
High quality open space			
Local landscape and heritage assets conserved			
Good local accessibility by walking and cycling			
Ready access by sustainable transport to the city centre			
Wide range of jobs within a ready travel distance			
Scope for campus growth			
Resilience to climate change			
Effective drainage and flood risk downstream mitigated			
No harm to designated wildlife sites			
Net biodiversity gains			
Facilities and services in an accessible local centre			
Village centre complementary to the public offer on campus			
Sociable neighbourhoods			
Housing to meet needs			
Low carbon development			
Good digital connectivity			

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# Spatial Options Summary

<b>Spatial Option 1</b> Concentrated Garden Village	
<b>Spatial Option 2</b> Dispersed Garden Village	
<b>Spatial Option 3</b> Concentrated Garden Village + extensions	

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We like spatial option 1 for a concentrated Garden Village but, this makes the lowest contribution of the three initial options to the district's future development needs in particular for housing delivery.

Option 2 offers a higher quantum of housing but, we have grave reservations that this, with Garden Village development on sites abutting Lancaster can meet our core spatial objectives for a Garden Village with a distinct sense of place and that as a whole is coherent and identifiable through its separation to Lancaster. There are questions also about whether all areas identified for Garden Village development at the southern edge of Lancaster can be served by sustainable transport.

Recognising the deficiencies of options 1 and 2 we suggest option 3. This is as option 1 but in addition proposes that development may prove possible on sites at the southern edge of Lancaster as settlement or urban extensions to the city but not expressly as part of the Garden Village. We see this as the most balance option for delivering the Garden Village. However, as for option 2 there are questions about which of the extension sites can be sustainable locations for development in travel terms.

The next section offers some further commentary. We invite views on the initial options we advance and, on any variations, or alternatives.

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# Commentary on Initial Spatial Options



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## Village Greenspace

The options propose Village Greenspace variously to -

- Protect and conserve habitats and wildlife and heritage assets
- Properly manage water and drainage and to mitigate flood risk
- Conserve local landscape
- Achieve appropriate separation

Village Greenspace would be laid out and managed as a multi-purpose resource for the village – as discussed in page xxx and including for recreation and enjoyment.

For the avoidance of doubt Village Greenspace would accommodate infrastructure where integral to development e.g. to manage water via engineered attenuation basins, for transport including for walking and cycling and, for utilities.

Development of the Garden Village would deliver the Village Greenspace sought and infrastructure required as part of this.

## Garden Village Development

Garden Village Development would be predominantly built up and for housing but, would also comprise -

- Village Centre development
- transport and other infrastructure,
- local greenspace,
- sports and recreation space
- further green and landscape elements including retained trees and hedgerows and ponds



Well connected  
people and  
places

Sustainable  
transport  
location

Garden Village development must deliver all development elements.

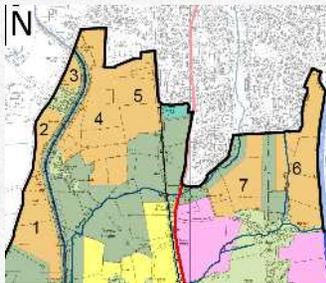
Garden Village development is yet to be planned and designed in detail. This will involve much further work via the AAP and through detailed planning and design, including master planning - all to come– see Delivery section. Development would have to be consistent with Development Plan policy for sustainable development.

For the avoidance of doubt no aspect of what is proposed is to involve any enforced redevelopment of existing habitation, whether single dwellings or clusters of residential development. New development would be subject to planning permission involving careful consideration of how proximate to development should be and would secure buffer zones and landscaping as appropriate.

### **Development and sustainable transport infrastructure**

Land variously identified for Garden Village Development and / or development otherwise can only come forward if this can be well served by sustainable transport options whether existing or, as can be provided as part of the Garden Village and via its associated growth infrastructure. This means that decisions on sustainable transport and particularly BRT and Cycle Superhighway routes and delivery of these likely prove crucial in determining what land can be brought forward and when i.e. the phasing of development.

Development that might prejudice the delivery of new sustainable transport infrastructure and / or the operation of a sustainable transport service such as BRT will not be brought forward and cannot be supported given that good sustainable travel choice and achieving modal shift is a crucial element in the transportation strategy as set by the Highways and Transport Masterplan.



### Development at the southern edge of Lancaster (options 2 and 3)

Options 2 and 3 include for development at the southern edge of Lancaster, option 2 as 'Garden Village Development', option 3 as urban extensions to Lancaster. For option 2 this would mean development at the southern edge of Lancaster –

- Abutting Lancaster, albeit development could include for buffers to existing development through greenspace and landscaping
- Somewhat separated from the main part of the Garden Village
- Designed to the elevated principles and designs sought for the Garden Village
- Served by Garden Village infrastructure e.g. Village Greenspace and, subject to route decisions, BRT.

For option 3 this would mean development at the southern edge of Lancaster –

- Part of Lancaster and not the Garden Village
- Separate from the Garden Village
- Not to the elevated principles and designs sought for the Garden Village
- Served by Garden Village infrastructure e.g. Village Greenspace and, subject to route decisions, BRT.



### Outward campus expansion

The council recognises the need for the University to expand and grow and wants to reasonably accommodate this in its planning. There is some if limited scope for University and related development at and around Forest Hills and just south of Hazelrigg Lane and the spatial options suggest this. The locations while not considered appropriate for Garden Village development might be reasonably served by cycle and walking routes to / from the University campus. Any development would need to be carefully planned and be consistent with Development Plan policy for sustainable development



### Land retained as existing

The options variously identify land to be retained as existing, not appropriate and not needed for Garden Village development. This though is not to rule out the need for strategic transport and other infrastructure development as to be determined. These areas include for much land east of the M6 and in the valley of the River Conder. Much land here is of value to wildlife and as wildlife habitats and / or is within flood zones and, most is of significant landscape quality. Further, it is considered that these locations could not be readily served with sustainable transport and so would not be sustainable for Garden Village development.

# Village Centre Options

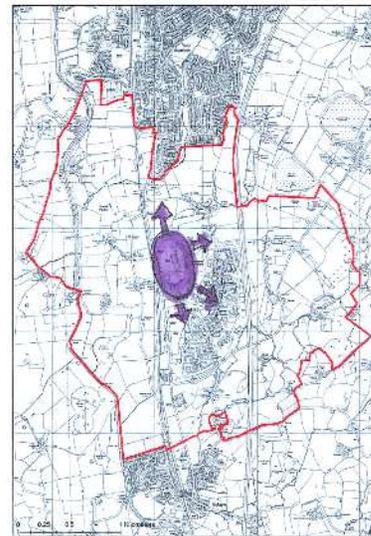
We have looked at the following options for the location of a Village Centre –

- A. University focused
- B. Burrow Road
- C. A6
- D. Polycentric with the University campus

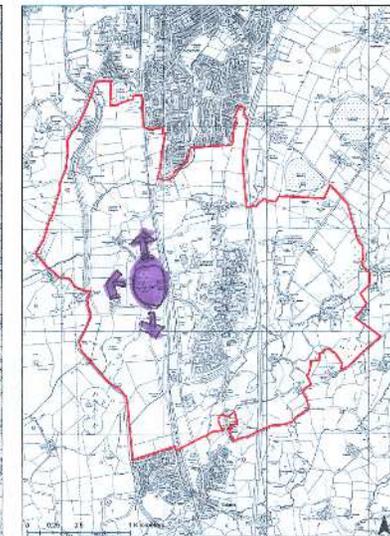
These are indicated in the following series of diagrams and assessed in a simple analysis (page 91). At this stage our preferred location for a Village Centre is at Burrow Road (B).

This could be readily served from any new transport spine for the Garden Village and with the campus easily accessible via direct walking and cycling routes.

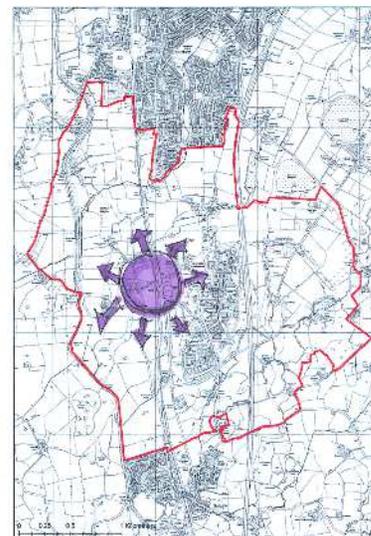
The topography offers potentials for attractive medium and long distance views across the campus to the Bowland Fells and west across the Village to the Lancaster Canal and the Bay beyond. Local greenspace can be located to secure these and the landform affords potentials to locate sports pitches close by to the west.



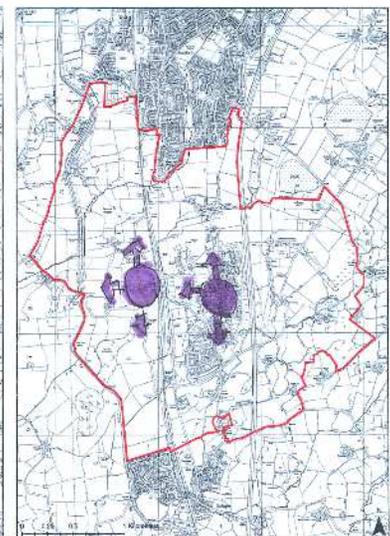
**A. University Focused**



**B. Burrow Road**



**C. A6**



**D. Polycentric with the University Centre**

# Village Centre Options Analysis

	A. University Focused	B. Burrow Road	C. A6	D. Polycentric with the University Centre
Advantages	<ul style="list-style-type: none"> <li>• Close to the A6</li> <li>• Readily accessible to University staff and students</li> <li>• Adjacent the Health Innovation campus</li> </ul>	<ul style="list-style-type: none"> <li>• Centrally located within the main areas reasonably available for village development</li> <li>• Likely can be readily served by all sustainable transport options.</li> <li>• Close to the University campus</li> <li>• Potential for excellent direct cycle and walking route connections to and from the campus</li> <li>• Existing development gives some character to work to</li> <li>• Ready-made 'main street'</li> <li>• Relatively unconstrained</li> </ul>	<ul style="list-style-type: none"> <li>• Centrally located within the main areas reasonably available for village development</li> <li>• Likely can be readily served by all sustainable transport options.</li> <li>• Close to the University campus</li> <li>• Potential for excellent direct cycle and walking route connections to and from the campus</li> </ul>	<ul style="list-style-type: none"> <li>• Centrally located within the main areas reasonably available for village development</li> <li>• Likely can be readily served by all sustainable transport options.</li> <li>• Potential for excellent direct cycle and walking route connections to and from the campus</li> </ul>
Disadvantages	<ul style="list-style-type: none"> <li>• Location not distinctive to the Garden Village</li> <li>• On campus and so not a definitively 'public location'</li> <li>• Scope for village development is quite constrained</li> <li>• Across the A6 and so away from the main areas reasonably available for village development</li> <li>• Required transport access is likely challenging</li> </ul>	None identified	<ul style="list-style-type: none"> <li>• Not distinctive</li> <li>• Difficult to design for any sense of place</li> <li>• Constrained by the A6 and main line railway</li> <li>• Much land otherwise required either for University development / use or for transport uses</li> </ul>	<ul style="list-style-type: none"> <li>• Split centres may be weak and limited with uses split between</li> <li>• Not distinctive and can confer no sense of place</li> <li>• Will make for otherwise unnecessary travel movements</li> <li>• Part heavily constrained by the A6 and main line railway</li> <li>• Much land otherwise required either for University development / use or for transport uses</li> </ul>

Table xxx

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# Initial Transport Proposals

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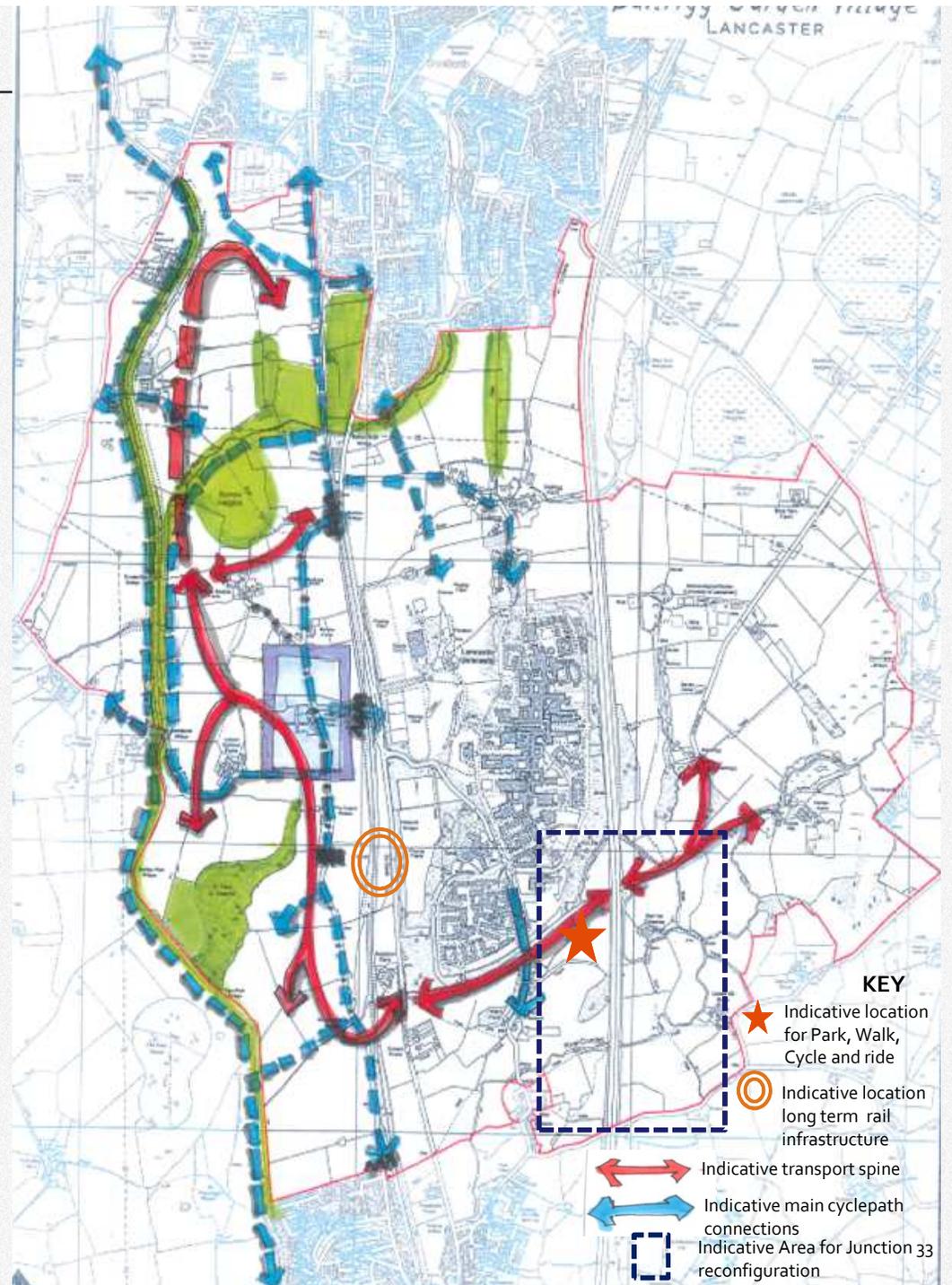
We want to share our current thinking on transport and infrastructure however preliminary this might be. We must caveat though that this is very early and is prior to decisions concerning BRT and Cycle Superhighway routing.

Consistent with the Highways and Transport Masterplan and its agenda for more sustainable local travel our thinking (for all three spatial options) is that-

- Vehicular traffic to and from the national road network should be via the reconfigured J33
- Principal highways servicing from the A6 Garden Village development west of the main line should be gained via a main spine from the south – likely in the vicinity of the A6 junction with Hazelrigg Lane
- A main highways spine serving development between the A6 and the Lancaster Canal should be routed and designed to prioritise BRT
- Such a main highways spine should not link otherwise to the A6 nor to Ashton Road other than for the purposes of BRT and cycling if required, this to advantage the sustainable modes.
- Development is to be interlaced with cycling and walking routes
- Local connectivity including east west and to and from the campus is to advantage walking and cycling, provide for emergency vehicles and preclude access by private vehicles to and from the A6 other than on the main spine.
- Burrow Heights / Burrow Road/ Highland Brow if the location of a Village Centre might form the main transport spine for walking and cycling but with access only to private vehicles.
- Highways servicing to any development at the south-eastern edge of Lancaster i.e. east of the A6 is subject to further consideration.

# Illustrative Transport Sketch

The sketch is illustrative only and to reiterate is prepared without the benefit of key routing decisions still to come e.g. for BRT and cycle superhighway. These will significantly inform transport planning and development decisions to come.



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# Cycle Superhighway- Possible Route Options ?

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*A Cycle Superhighway is a cycle highway, where commuters' needs have been given the highest priority.*

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*Accessible routes that offer fast, comfortable and safe journeys*

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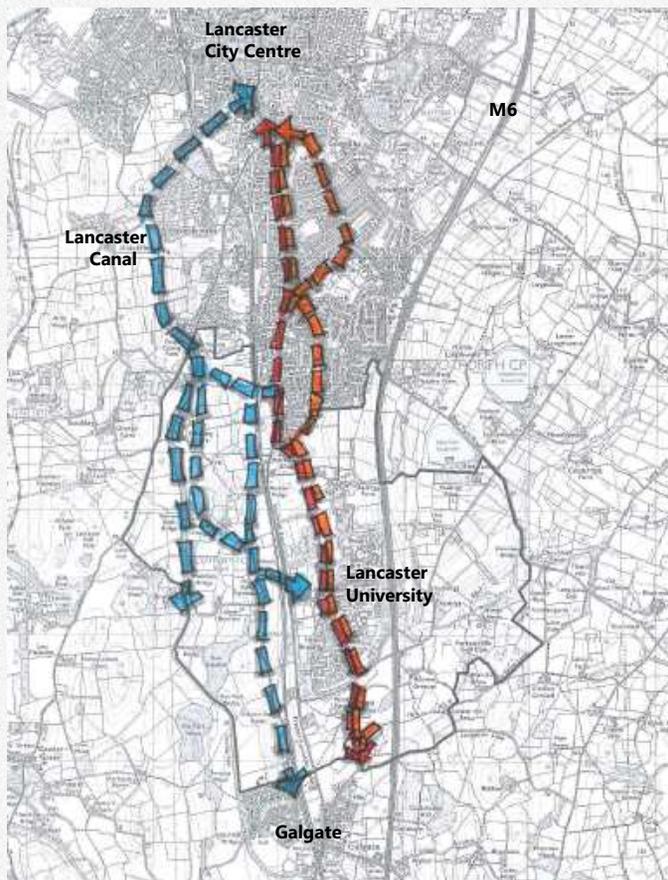
We recognise that there is much ambition for improved conditions for cycling and cycling infrastructure between the city centre and South Lancaster. And there is a long history to efforts to bring forward meaningful change.

Route options for the Cycle Superhighway will be brought forward as part of the Lancaster Cycling and Walking Investment Plan. The county council will lead on this. This is a significant piece of work involving thorough consideration of how best to use limited roadspace in conjunction with other demands, including for necessary private vehicle traffic and, as a priority, buses and Bus Rapid Transit. The planning will involve significant public engagement.

At this stage it is premature to anticipate in any detail what options might be brought forward but, it is appropriate to test peoples' aspirations for a route . As stated we consider that the Superhighway should provide for cycling segregated from traffic. But who are we planning for ? How direct do we want a route to be? What places should it serve as a priority? Can it involve more than gentle gradients? To test views on these and much more we suggest three very indicative routes and invite comments as to how well routes such as these might meet peoples' aspirations. We will collate responses to this very informal consultation and forward these on to the county council to help inform its route planning.

To inform responses we offer in the table below a preliminary and very outline analysis of three potential routes. This outlines geographical and certain technical factors but does not go into many others including implications for other modes of travel and community impacts. Respondents may want to suggest variants and alternatives to the routes suggested.

# Cycle Superhighway



INDICATIVE ROUTE OPTIONS	PROS	CONS
<b>RED CENTRAL ROUTE A6</b>	<ul style="list-style-type: none"> <li>The most direct route</li> <li>Gentle gradients</li> <li>Sufficient highway capacity available - subject to decisions on traffic mode priorities</li> <li>Well serves the University campus</li> <li>Well serves large existing residential areas in South Lancaster</li> </ul>	<ul style="list-style-type: none"> <li>Requires the removal of most if not all on highway parking</li> <li>Requires extensive engineering works to adjust the highway</li> <li>Many junctions to redesign</li> <li>Requires significant changes to (local) Traffic Regulation Orders</li> <li>Large parts of the proposed Garden Village will be somewhat remote albeit ready connections could be designed</li> </ul>
<b>BLUE WESTERN ROUTE (with sub options for the northern section via the Lancaster canal or Ashton Road)</b>	<ul style="list-style-type: none"> <li>Potential to achieve a full off road route if with Canal sub option</li> <li>Canal section is flat</li> <li>Canal section is segregated from traffic</li> <li>Scope to upgrade the Canal section</li> <li>Can well serve the Garden Village well</li> <li>Ashton Road sub option is quite direct and with gentle gradients</li> <li>Less engineering intervention required to Ashton Road than for other on highway options but still some removal of parking and junction adjustments required.</li> </ul>	<ul style="list-style-type: none"> <li>The least direct route.</li> <li>Canal section will require significant engineering upgrade including to achieve a satisfactory width.</li> <li>Canal bridges are a big obstacle and reduce the propensity for commuting.</li> <li>Alterations to bridges may have heritage impacts.</li> <li>Canal section already popular and potential conflicts with other users pedestrians/dog walkers/leisure users unless a sufficient upgrade achieve.</li> <li>Garden Village section can be readily planned but delivery</li> <li>subject to development progress</li> <li>Doesn't serve the University very well.</li> <li>Doesn't serve large residential areas connect east of the A6</li> </ul>
<b>ORANGE EASTERN ROUTE (with sub options for northern section via bowerham or the a6)</b>	<ul style="list-style-type: none"> <li>Well serves the University campus and including the new HIC</li> <li>Well serves large residential areas particularly east of the A6</li> <li>Sub option for northern section to use the A6 and avoid otherwise significant gradients.</li> <li>Requires less intervention and change to the A6 than does the Red Route</li> <li>Opportunity to route through Hala greenspace at Lentworth Drive/Whinell Drive</li> </ul>	<ul style="list-style-type: none"> <li>Less direct than the A6</li> <li>Requires the removal of much highway parking</li> <li>Many junctions to redesign</li> <li>Bowerham Road involves a significant gradient both ways and is a deterrent (to many) unless using an electric bike</li> <li>Sub option for a northern section along the A6 avoids this – but see above.</li> </ul>

Table xxx Simple initial analysis of route options

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## Spatial Options

- Q11** Which of the initial spatial options do you prefer? We present three options but we invite variations or alternative also.
- Q12** Within these spatial options, do you agree with our proposed Village Greenspace? We see this as land that should be reserved from development, to help make a Healthy Green Environment.
- Q13** Do you agree with our preferred Village Centre location around Burrow Road? We see think its important to be in a readily accessible location with opportunity for character and identity.
- Q14** Do you agree with our Initial Transport Proposals including indicative transport spine (pg.92-93) and any of the illustrative route options suggested for a Cycle Superhighway (pg. 94 -95)?
- Q15** Do have any comments to make on the Draft Sustainability Appraisal (SA) of the Initial Spatial Options? The SA will test the emerging proposals for their contribution to sustainable development.
- Q16** Do you have any further comments or suggestions to make on the initial spatial options or this section generally?

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## Next and to come

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*We will engage with landowners and developers and work cooperatively to initiate and progress master planning consistent with the emerging AAP spatial framework.*

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This document is about setting the spatial and urban design framework for development through the AAP, about setting parameters for how we are to achieve the Garden Village. This may be viewed as the first stages of master planning. The AAP will direct and guide, a key element in this will be an AAP Design Code.

The AAP will provide parameters and direction for further masterplanning and, in due course, for the preparation of planning applications.

The council intends to consult on key issues and content options for the Design Code this via a specific round of engagement this Summer.

Next, the council will consider responses to the Issues and Options Consultation and engagement concerning the engage Design Code and look to prepare a preferred spatial option for consultation hopefully this autumn.

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# Work to prepare Preferred Spatial Option and a Draft AAP

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Work to prepare a preferred spatial option and Draft AAP will include inter alia to -

- Draft and engage on a Design Code
- Prepare a full Drainage and Flood Risk Strategy including to help mitigate flood risk to communities downstream
- Make full proposals to achieve net gains for biodiversity – to enhance habitats we safeguard and, to provide for wildlife as part of all development
- Determine what may be required to satisfactorily conserve habitat important to species associated with nearby internationally designated wildlife sites
- Confirm any requirements concerning minerals safeguarding
- Establish any requirements for noise attenuation
- Undertake appropriate archaeological assessments for the areas proposed for development
- Seek to establish the forward programme to reconfigure J33 (Lancashire County Council)
- Consult on BRT and cycling infrastructure (Lancashire County Council)
- Confirm the planned main transport and associated infrastructure (Lancashire County Council)
- Liaise with utilities and services providers and plan utilities provision
- Investigate further how best to plan for and assist business via development
- Confirm as far as possible health and education requirements of development
- Set expectations and local standards for sports and recreation provision
- Further engage with the Lancaster University
- Establish the feasibility of bespoke District Heating and any other energy technologies for the Garden Village
- Further engage with the Canals and Rivers Trust
- Determine land to be safeguarded for transport infrastructure
- Test development viability
- Explore with relevant organisations all reasonable options to secure land in appropriate management into the future
- Engage with landowners and farmers as appropriate concerning any implications for farming operations
- Investigate and propose development phasing

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# Delivery

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*We anticipate making a Draft Delivery Plan available as part of a preferred options consultation.*

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*It is for the Local Plan to bring forward development at South Lancaster and all development for the Garden Village and University campus growth is subject to planning permission*

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*Good design takes time and delivering quality development and a true Garden Village will also take time.*

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The Area Action Plan will cover the delivery of growth and development but it is premature to cover this in any detail pending progress to determine infrastructure requirements and source funding. We need to get a good handle on this before work on viability and to establish priorities and, to determine phasing. The AAP will cover all these and more.

We aim at the preferred options stage to bring forward a credible and robust delivery plan grounded in a good understanding of constraints, opportunities and informed by sound infrastructure planning. To reiterate, significant growth and development at South Lancaster including for the Garden Village depends on providing substantial new infrastructure including J33 reconfiguration and for sustainable local transport and principally BRT.

To do this we will work closely with key partners notably the county council as transport infrastructure lead and with the University. We need also provide for the University's reasonable growth ambitions as outlined to 2027 in its Masterplan and, beyond.

We will work with developers to understand viability issues and, to set a mechanism(s) for cost sharing / equalisation as appropriate. Necessarily for the Garden Village such a mechanism(s) will involve an element of land value capture and to a level likely greater than landowners would normally anticipate given substantial infrastructure requirements and elevated development and quality ambitions.

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It is important to appreciate that development and growth at South Lancaster will take some years to achieve. This should not be read as a negative. It does take time to scope, plan, fund and provide significant new infrastructure. It takes time and much collaborative working to plan and bring forward quality development there are limits to the pace at which the private sector can deliver working within the supply and demand constraints of the contemporary housing market.

Development and growth at South Lancaster and the Garden Village are to make places for generations to come, and may prove the work of a generation.

We invite and look forward to receiving your comments on our thoughts so far.

***The traditional towns and cities that we love were not designed and built over a few short decades. They were built one building at a time and then allowed to evolve over centuries. They were often promoted by land owners with a long-term interest in the success of the place and many of their buildings were erected by people and businesses for their own use.***

***Olsen, Donald – Town Planning in London: The 18th and 19th centuries – Yale University Press 1982***

# Background Evidence

DOCUMENT TITLE	DOCUMENT LINK	DATE
BAILRIGG GARDEN VILLAGE AREA ACTION PLAN ISSUES AND OPTIONS PAPER	<a href="https://www.lancaster.gov.uk/planning/planning-policy/bailrigg-garden-village">https://www.lancaster.gov.uk/planning/planning-policy/bailrigg-garden-village</a>	May-18
DRAFT SUSTAINABILITY APPRAISAL FOR INITIAL SPATIAL OPTIONS	<a href="https://www.lancaster.gov.uk/planning/planning-policy/bailrigg-garden-village">https://www.lancaster.gov.uk/planning/planning-policy/bailrigg-garden-village</a>	May-18
PRELIMINARY COMMUNITY ENGAGEMENT AUTUMN 2017	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	2017
THE LOCAL VISON NARRATIVE	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Jan-18
CONCEPT BAILRIGG FLOOD RISK AND DRAINAGE STRATEGY (JBA)	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Mar-18
GEO – ENVIRONMENTAL AND GROUNDWATER FLOODING DESK STUDY (JBA)	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Jan-18
CULVERT SURVEYS (JBA)	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Oct-17
THE GARDEN VILLAGE PROSPECTUS	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Dec-17
TOPIC PAPERS 1.	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	
BREEDING BIRDS SURVEYS OF LAND AROUND FOREST HILLS/HAZELRIGGG LANE LANCASTER UNDER CONSIDERATION FOR POTENTIAL FUTURE DEVELOPMENT (GMEU)	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Dec-17
PRELIMINARY ECOLOGICAL APPRAISALS SITES BEING CONSIDERED FOR ALLOCATION FOR FUTURE DEVELOPMENT (GMEU)	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Aug-17
LCC:STRATEGIC SITES LANDSCAPE & VISUAL ASSESSMENT PART 2.1: Site 01 - BAILRIGG GARDEN VILLAGE (ARCADIS)	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	Apr-18
BAILRIGG GARDEN VILLAGE POSITION STATEMENT	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	
LANCASTER CITY COUNCIL -EXPRESSION OF INTEREST FOR A LOCALLY-LED GARDEN VILLAGE – BAILRIGG GARDEN VILLAGE, LANCASTER	<a href="http://www.lancaster.gov.uk/bgvevidence">www.lancaster.gov.uk/bgvevidence</a>	2016
LANDSCAPE ASSESSMENT OF EMERGING SITE OPTIONS BAILRIGG, LANCASTER (WOOLERTON DODWELL)	<a href="http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies</a>	Nov-12
INITIAL DESKTOP ARCHAEOLOGICAL ASSESSMENT - (Assessments conducted by Lancashire Archaeological Advisory Service)	<a href="http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning/planning-policy/environmental-studies</a>	Sept -2017 - Jan 18

DOCUMENT TITLE	DOCUMENT LINK	DATE
LANCASHIRE STRATEGIC ECONOMIC PLAN – A Growth Deal for the Arc of Prosperity – Lancashire Enterprise Partnership	<a href="http://www.lancashirelep.co.uk/about-us/what-we-do/lancashire-strategic-economic-plan.aspx">http://www.lancashirelep.co.uk/about-us/what-we-do/lancashire-strategic-economic-plan.aspx</a>	Mar-14
THE LANCASTER DISTRICT LOCAL PLAN - Strategic Policies and Land Allocation Development Plan Document (DPD)	<a href="http://www.lancaster.gov.uk/planning-policy/publication-local-plan">http://www.lancaster.gov.uk/planning-policy/publication-local-plan</a>	May-18
LANCASTER UNIVERSITY MASTERPLAN	<a href="http://www.lancaster.ac.uk/facilities/about/masterplan/">http://www.lancaster.ac.uk/facilities/about/masterplan/</a>	2017
INFRASTRUCTURE DELIVERY PLAN, LANCASTER DISTRICT LOCAL PLAN	<a href="http://www.lancaster.gov.uk/planning-policy/viability-studies">http://www.lancaster.gov.uk/planning-policy/viability-studies</a>	Feb-18
LANCASTER DISTRICT HIGHWAYS AND TRANSPORT MASTERPLAN (LANCASHIRE COUNTY COUNCIL)	<a href="http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan">http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/lancaster-district-highways-and-transport-masterplan</a>	May-16
LANCASTER UNIVERSITY/BAILRIGG BUSINESS PARK DEVELOPMENT BRIEF SPG Note 5	<a href="http://www.lancaster.gov.uk/planning-policy/supplementary-planning-documents-spds">http://www.lancaster.gov.uk/planning-policy/supplementary-planning-documents-spds</a>	Apr-02
EMPLOYMENT LAND SURVEY REPORT (LCC)	<a href="http://www.lancaster.gov.uk/planning-policy/employment-studies">http://www.lancaster.gov.uk/planning-policy/employment-studies</a>	SUMMER 2015
REVIEW OF THE EMPLOYMENT LAND POSITION FOR LANCASTER DISTRICT (TURLEY)		2015
HOUSING STUDIES; HOUSING LAND MONITORING REPORTS, HOUSING LAND SUPPLY STATEMENT, STRATEGIC HOUSING AND EMPLOYMENT LAND AVAILABILITY ASSESSMENT	<a href="http://www.lancaster.gov.uk/planning-policy/housing-reports-local-plan">http://www.lancaster.gov.uk/planning-policy/housing-reports-local-plan</a>	VARIOUS
STRATEGIC HOUSING MARKET ASSESSMENT (ARC 4)		2018
LANCASTER DISTRICT ECONOMIC PROSPECTS: UPDATE REPORT (TURLEY)	<a href="http://www.lancaster.gov.uk/planning-policy/employment-studies">http://www.lancaster.gov.uk/planning-policy/employment-studies</a>	Sep-17
STRATEGIC FLOOD RISK ASSESSMENT REPORT (SFRA) (JBA)	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Oct-17
REVIEW STAGE 1: ASSESSMENT OF KEY URBAN LANDSCAPE REPORT (WOOLERTON DODWELL)	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Nov-12
REVIEW STAGE 2: EVALUATION OF KEY URBAN LANDSCAPES (WOOLERTON DODWELL)	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Nov-12
KEY URBAN LANDSCAPE REVIEW (ARCADIS)	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Jul-05
LANDSCAPE, TOWNSCAPE AND VISUAL FIELD SUMMARY REPORT (LCC)	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Mar-16
PRELIMINARY DESK TOP ECOLOGICAL ASSESSMENTS - LANCASTER CITY COUNCIL POTENTIAL ALLOCATED SITES	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Mar-17

DOCUMENT TITLE	DOCUMENT LINK	DATE
DEVELOPMENT OPPORTUNITY SITES - INITIAL DESKTOP ARCHAEOLOGICAL ASSESSMENTS	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Jan-18
HERITAGE IMPACT ASSESSMENT FOR ALLOCATED SITES	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Feb-18
AIR QUALITY	<a href="http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality">http://www.lancaster.gov.uk/environmental-health/environmental-protection/air-quality</a>	
LANCASHIRE CYCLING AND WALKING STRATEGY 2016-2026 (Jacobs)	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	Aug-16
LANCASTER DISTRICT LOCAL CENTRES STUDY (WHITE YOUNG GREEN)	<a href="http://www.lancaster.gov.uk/planning-policy/retail-studies">http://www.lancaster.gov.uk/planning-policy/retail-studies</a>	Jul-17
LANCASTER COMMERCIAL LEISURE STUDY (WHITE YOUNG GREEN)	<a href="http://www.lancaster.gov.uk/planning-policy/retail-studies">http://www.lancaster.gov.uk/planning-policy/retail-studies</a>	Jul-16
LANCASTER DISTRICT RETAIL REVIEW (WHITE YOUNG GREEN)	<a href="http://www.lancaster.gov.uk/planning-policy/retail-studies">http://www.lancaster.gov.uk/planning-policy/retail-studies</a>	Dec-15
LANCASTER DISTRICT OPEN SPACE STUDY	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	May-18
EDUCATION NEEDS POSITION STATEMENT (LCC)	<a href="http://www.lancaster.gov.uk/planning-policy/environmental-studies">http://www.lancaster.gov.uk/planning-policy/environmental-studies</a>	