



Carnforth Neighbourhood Plan Working Group (CNPWG)
Monday 15th April 2019 at 5:00pm at Carnforth Council Offices

AGENDA:

1. Apologies
2. Minutes of meeting held on 18th March 2019
3. Review Carnforth Baseline Assessment – First draft ver2
4. Consider and agree draft Carnforth history extract
5. Local Green Space Methodology and assessment
6. Date and time of next meeting



Carnforth Baseline Assessment

First Draft

March 2019



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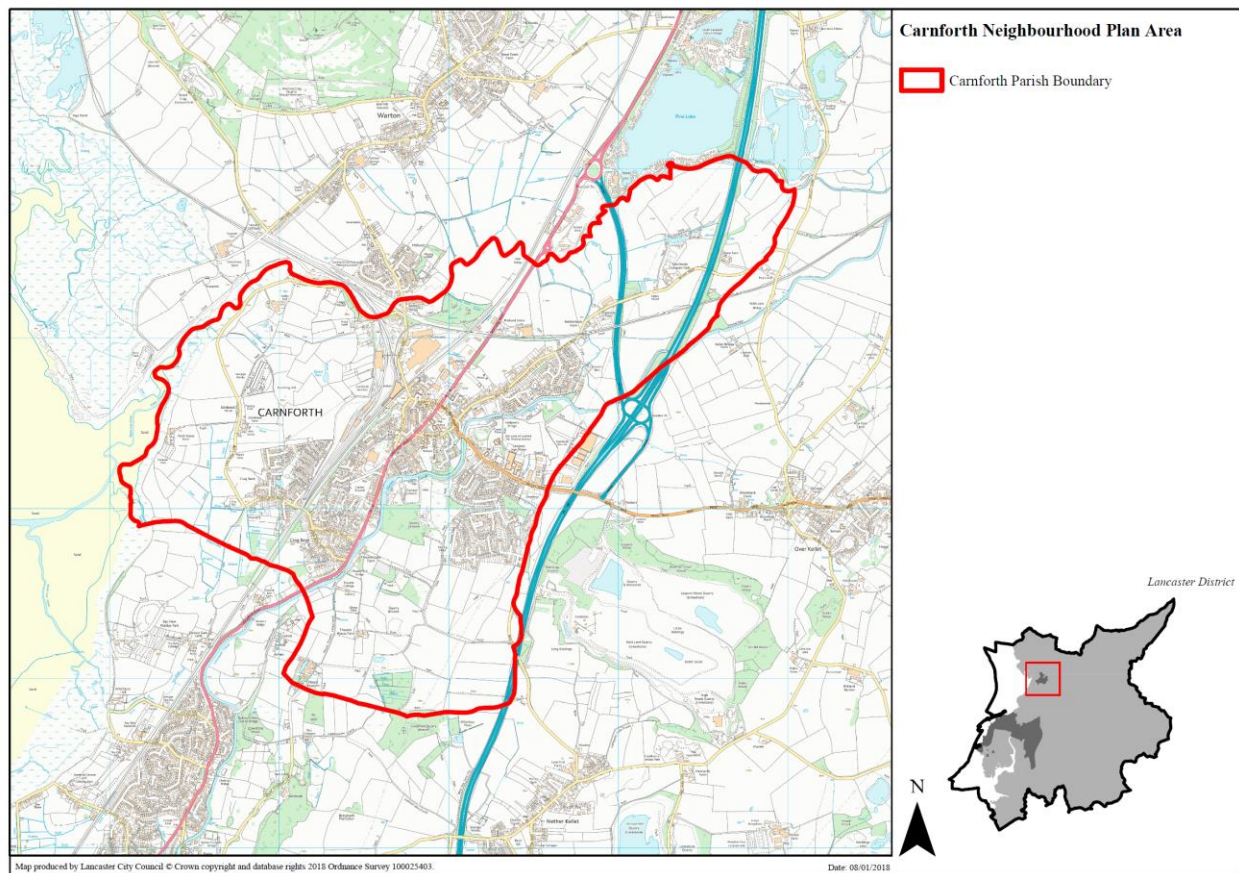
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1. Key Facts and Figures

Carnforth Parish is in the district of Lancaster in the Northwest of England. It is 9.24km to the north of Lancaster, and bordered roughly by local country roads to the south, the M6 to the east, the River Keer to the north, and Morecambe Bay to the west. Most of the built form in the designated neighbourhood area is concentrated along the A6, which runs parallel to the M6, east of the site. Carnforth railway station and town centre acts as a hub for the area, with retail offerings, public space, and other amenities available within a five minute walk from the station.

Carnforth is serviced by railways that connect to Lancaster and Greater Manchester to the south, and Edinburgh and Glasgow to the north.



1.1 Local Plan Status

Carnforth falls under the jurisdiction of the Lancaster District Local Plan (initially adopted in 2004), though many of the policies in this document have been superseded by more recently adopted development plan documents. Lancaster City Council's Core Strategy was adopted in July 2008, superseding many of the policies in the Lancaster District Local Plan 2004. The Lancaster City Council Core Strategy establishes policies relating to affordable housing, business and industrial development outside employment areas, Carnforth Town Centre, traffic management, development within the Green Belt Land and controlling the use of land in the open countryside and rural areas.

Lancaster City Council adopted the Development Management Development Plan Document (DPD) in December 2014. This sets out a series of non-strategic planning policies which are used to determine planning applications, as well as policies relating to economic, environmental and social matters. This document now forms a key part of the Local Plan for Lancaster District 2011 – 2031.

Lancaster's Local Plan for Lancaster District 2011 – 2031 is currently being updated. Drafts of the new Part One: Strategic Policies and Land Allocation Development Plan Document (DPD) and Part Two: review of the Development Management DPD were submitted to the Secretary of State for independent examination on 15 May 2018. A provisional date of 9 April 2019 has been set for the start of examination hearings for the emerging Local Plan.

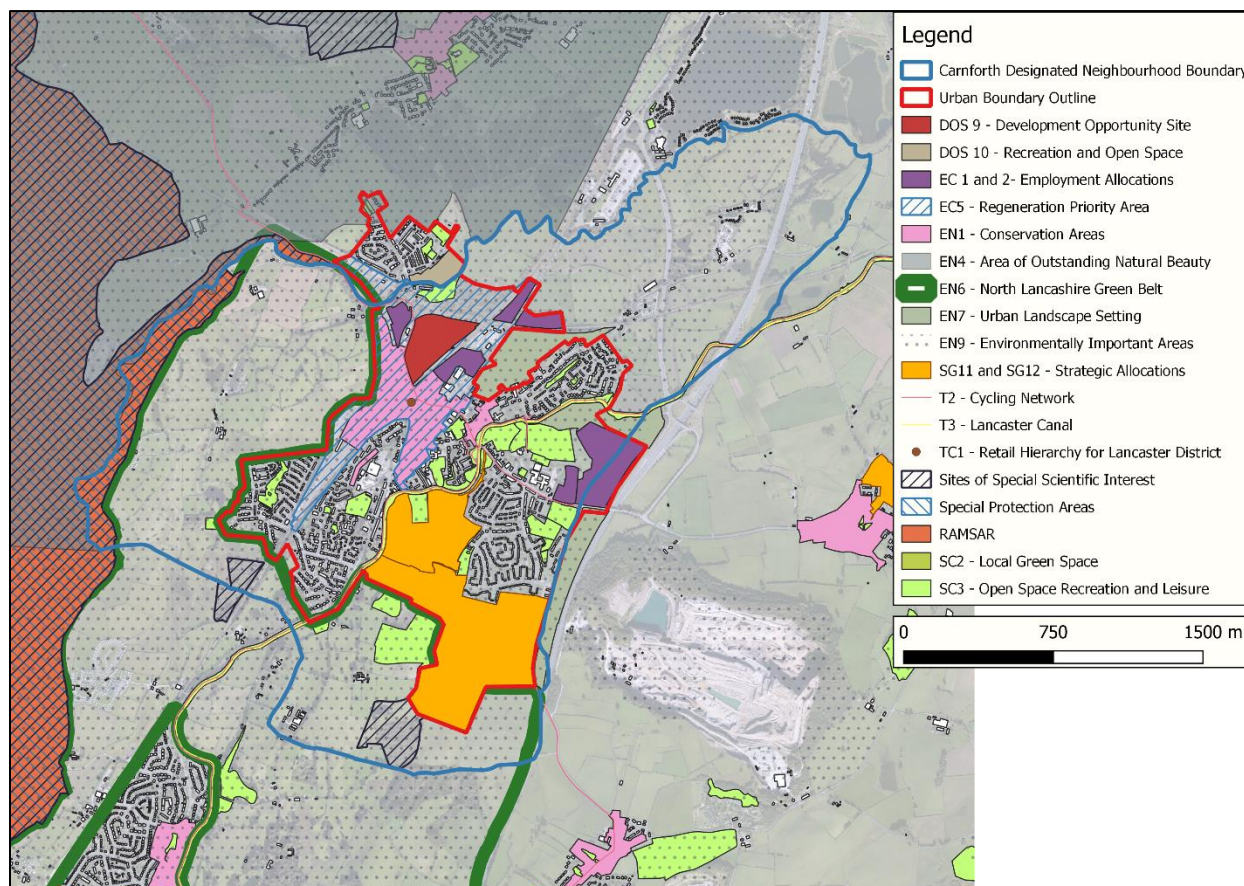
Upon the adoption of the Strategic Policies and Land Allocations DPD and the Review of the Development Management DPD the City Council will withdraw the 2008 Core Strategy, the remaining Saved Spatial Policies in the Lancaster District Council Local Plan (2004) and the First Edition of the Development Management Policies DPD (2014). From that point planning decisions will rely on the new Local Plan for Lancaster District 2011 – 2031. Appendix 2 reflects existing Local Plan policy that must be taken into account for the purposes of ensuring the basic conditions for preparation of the Neighbourhood Plan are met (particularly with regard to bring in general conformity with strategic policies in the development plan) until adoption of the new Local Plan.

The designated neighbourhood area for the Carnforth Neighbourhood Plan falls outside the boundaries of the Arnside and Silverdale Area of Outstanding Natural Beauty, but the policies of the Neighbourhood Plan should still have regard to the potential impact on this protected landscape and its setting. Lancaster City Council has worked together with South Lakeland District Council to prepare the Arnside and Silverdale AONB DPD, which was adopted as part of the Lancaster City Local Plan on 13 March 2019. Where potential impacts exist, regard should be had to the policies of that DPD to ensure that development reflects the AONB designation.

A Neighbourhood Plan should support the strategic development needs and generally conform to the policies set out in the Local Plan of which they are a part. To this end, this baseline lists policies of the emerging local plan that affect the Carnforth Designated Neighbourhood Area, below.

1.2 Emerging Local Plan

The emerging policies map for the emerging Lancaster local plan, above, reflects the policies that were submitted for inspection on 15th May, 2018. Emerging policy areas, while having potential to change, provide a greater understanding of constraints and strategic policies that will affect the Neighbourhood Plan in terms of ensuring general conformity and indicating areas potentially suitable for development.



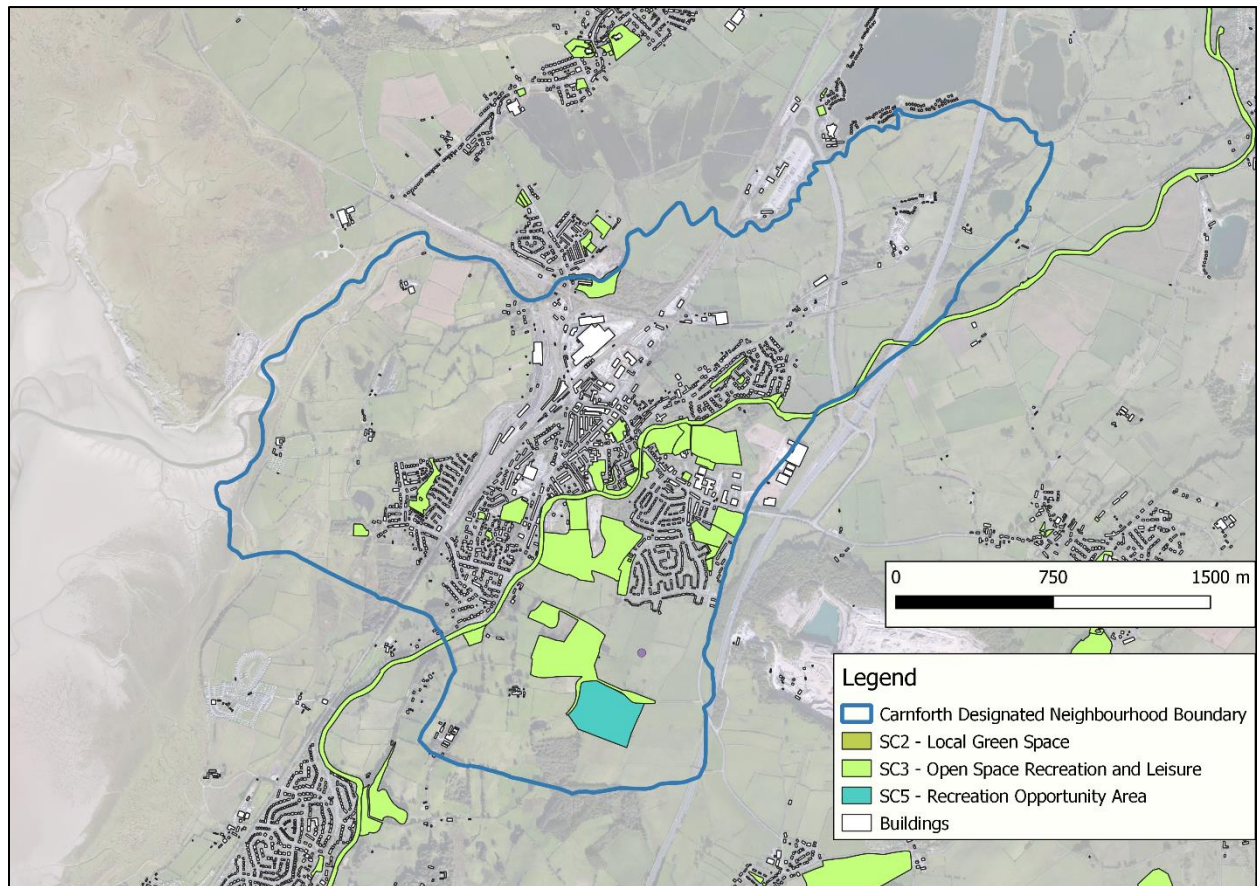
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Almost the entirety of the designated neighbourhood area falls under policy EN9 (Environmentally Important Areas), and forms part of an identified Nature Improvement Area. The area of Morecambe Bay extending into most of the land within the designated neighbourhood area form part of sites designated at a European level as Special Protection Areas (SPA), Special Conservation Areas (SAC) and RAMSAR sites due to their environmental importance. Policy area EN4 – Arnsdale and Silverdale Area of Outstanding Natural Beauty (AONB) – overlaps with these designations. The boundary of the AONB follows the designated neighbourhood area at coastline and extends westwards to incorporate the marine environment within Morecambe Bay.

The North Lancashire Green Belt, designated under policy EN6, surrounds the area to the south-west. A section of Green Belt that falls within the Carnforth Urban Boundary is identified for housing development under emerging policies H1, H2, and H3 (more detail for the proposed land use in this area is provided in the policies for Strategic Allocations SG11 and SG12).

2. Open Space, Services and Facilities

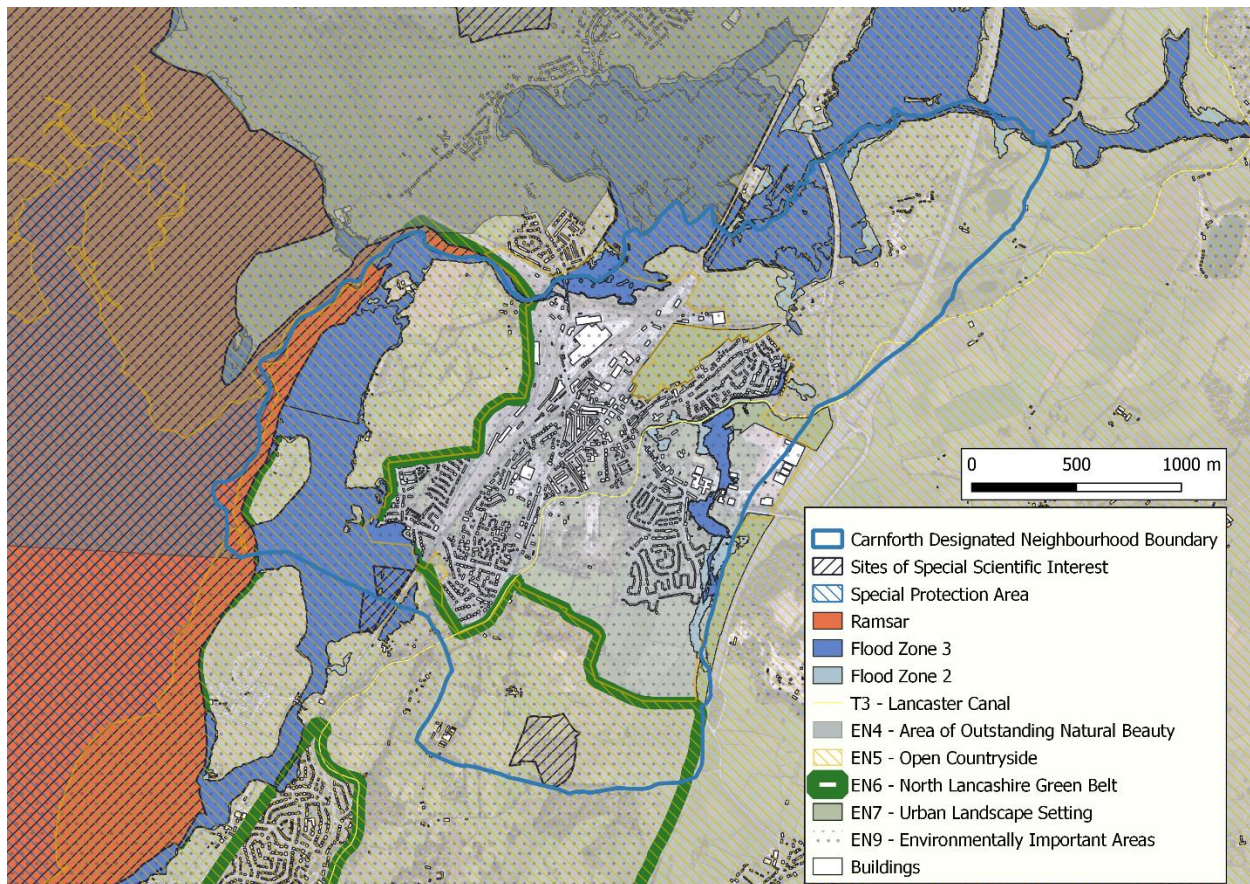
Within Carnforth's Designated Neighbourhood Area, there is 45.45 HA land designated as open space, spread across 32 sites as part of Local Plan Policy E29 – Urban Green Spaces. One site in the plan area is allocated for Open Space and Recreation Provision, in line with allocated Housing Developments as detailed in the previous local plan. Most open/recreation/leisure space is located along the Lancaster Canal. Although there is little by the way of open space in Carnforth town centre, or near the railway station, proximity to the Canal and the open space associated with could provide an opportunity for promoting enhanced links between the two.



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3. Biodiversity and Green Infrastructure

Carnforth is surrounded by many areas of significant biodiversity and green infrastructure. To the south west is the North Lancashire Green Belt. The Green Belt contains sites of Special Scientific Interest, as well as nationally identified “environmentally important areas.” The Carnforth coast, which abuts the west of the designated neighbourhood area, is a designated RAMSAR site and an Area of Outstanding Natural Beauty. If any development is proposed here, it may need to consider the impacts on the Arnside and Silverdale AONB to the North and the designated areas of Urban Landscape Setting (EN7) around the edge of the urban area.



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Land to the north of Carnforth, towards the railway station, falls partly within Flood Zones 2 and 3. Given the at-risk heritage assets around this location (detailed in the heritage section herein), and the existing green infrastructure, these findings suggest one measure of the neighbourhood plan may be to seek enhanced measures to incorporate Sustainable Drainage Systems (SuDS) as a component of development proposals. Alternatively, this may further provide an opportunity to support any strategic policies to accelerate retention of at-risk heritage assets within the Conservation Area.

4. Population

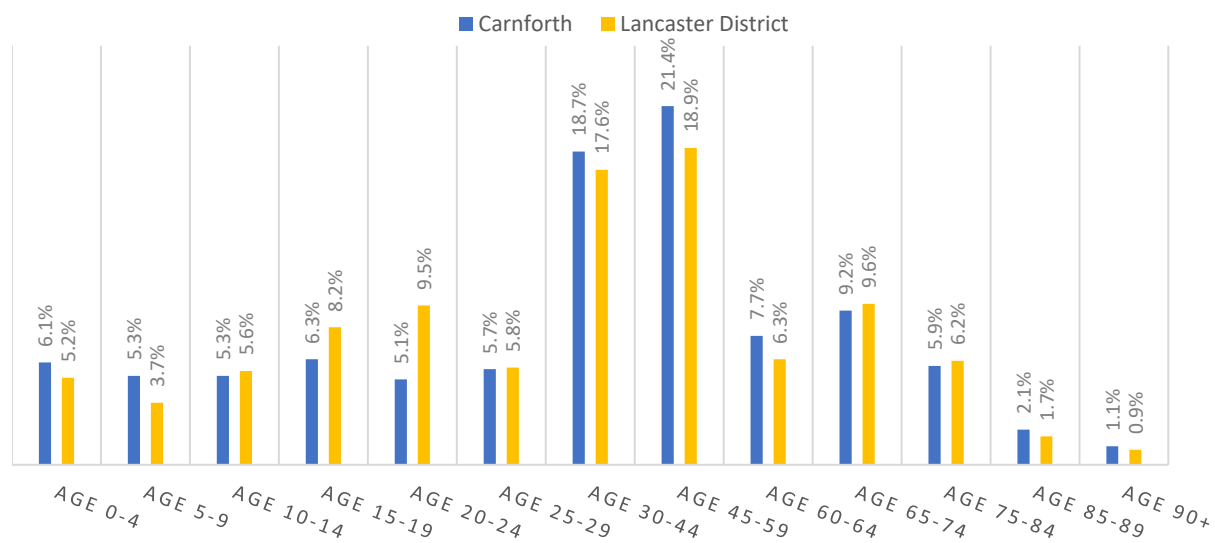
Carnforth has a slightly older population than Lancaster District as a whole, with a mean age of 42.5, as opposed to 40.2. The largest age brackets in terms of population breakdown within Carnforth are 30-44, and 45-59. Collectively, these two brackets make up 40.1% of the population of Carnforth. In comparison, those aged 29 and under make up 33.8% of the population.

This contrasts with Lancaster District, of which 35.9% of its population is 30-59, and 38% of its population is 29 years or younger. While there is a greater percentage of children nine and under in Carnforth than in Lancaster District, the number of young adults, 20-24, is significantly lower in Carnforth. This could indicate that young adults are leaving Carnforth for different parts of Lancaster, driven by more affordable or adequate forms of housing, jobs, education, or cultural offerings. Alternatively, as Lancaster is a relatively small district and Lancaster City has two big universities (The University of Lancaster and The University of Cumbria in Lancaster), these figures could potentially be skewed, showing larger figures for 15-24 age groups because of students locating in Lancaster from across the North-West, rather than those that grew up in the district.

Regardless of the reason for this skew, while there is not a largely disproportionate aging population in Carnforth, a significant increase in youth population, or growing families, will be necessary to prevent an eventual population decline. It should be noted that the supporting evidence base for the emerging Strategic Policies and Land Allocations DPD also recognises that population projections for the district suggest that there will be growth in the population through the plan period, particularly in the older population. Consequently, achieving the economic potential of the area requires intervention to address the challenges of an ageing workforce and poor graduate retention. This forms part of the rationale for the strategic allocations proposed, although there is opportunity locally to better understand and meet other specific or additional housing needs.

CARNFORTH VS. LANCASTER DISTRICT - POPULATION BY AGE

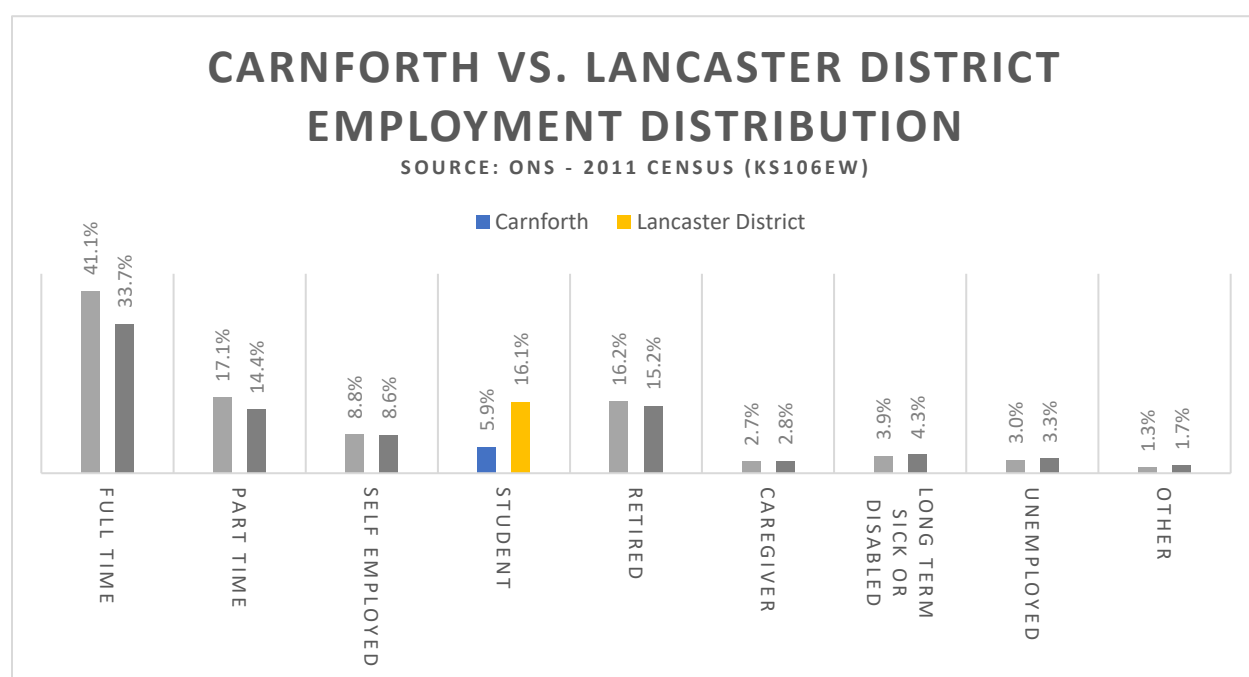
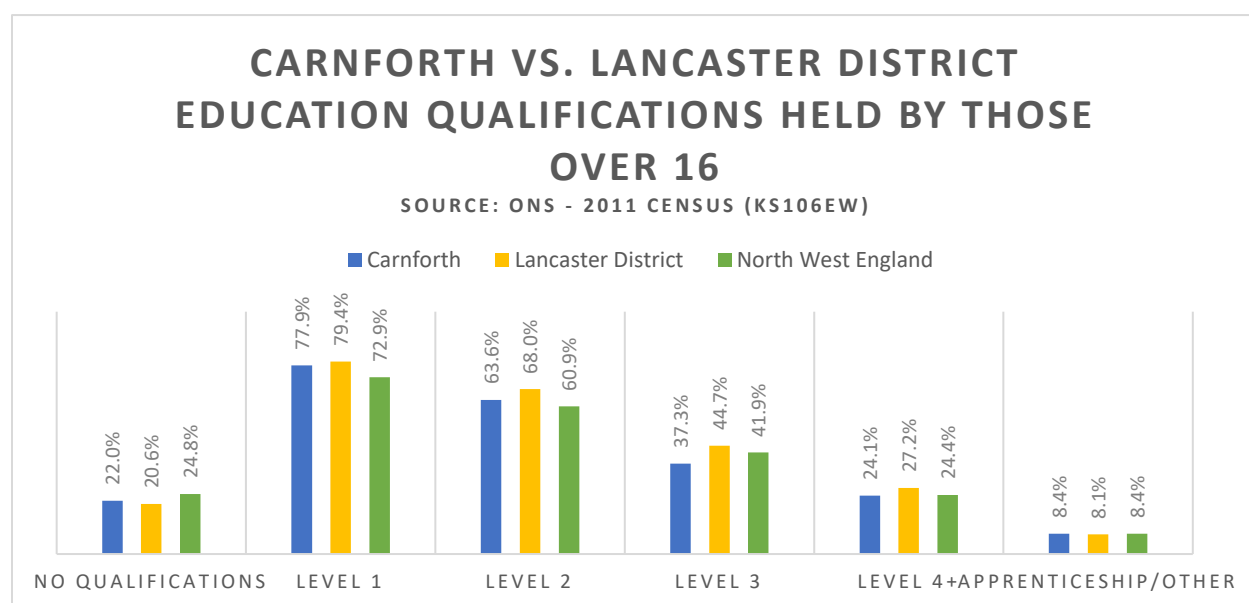
SOURCE: ONS - 2011 CENSUS (KS106EW)



One focus of the Carnforth neighbourhood plan could thus be the development of infrastructure, affordable housing, and cultural offerings that encourage today's youth to stay in Carnforth once they are grown up. Another focus could be on maintaining good/sustainable access to jobs for the existing working age population and putting support in place so residents can comfortably age 'in place' within Carnforth.

5. Education Qualifications

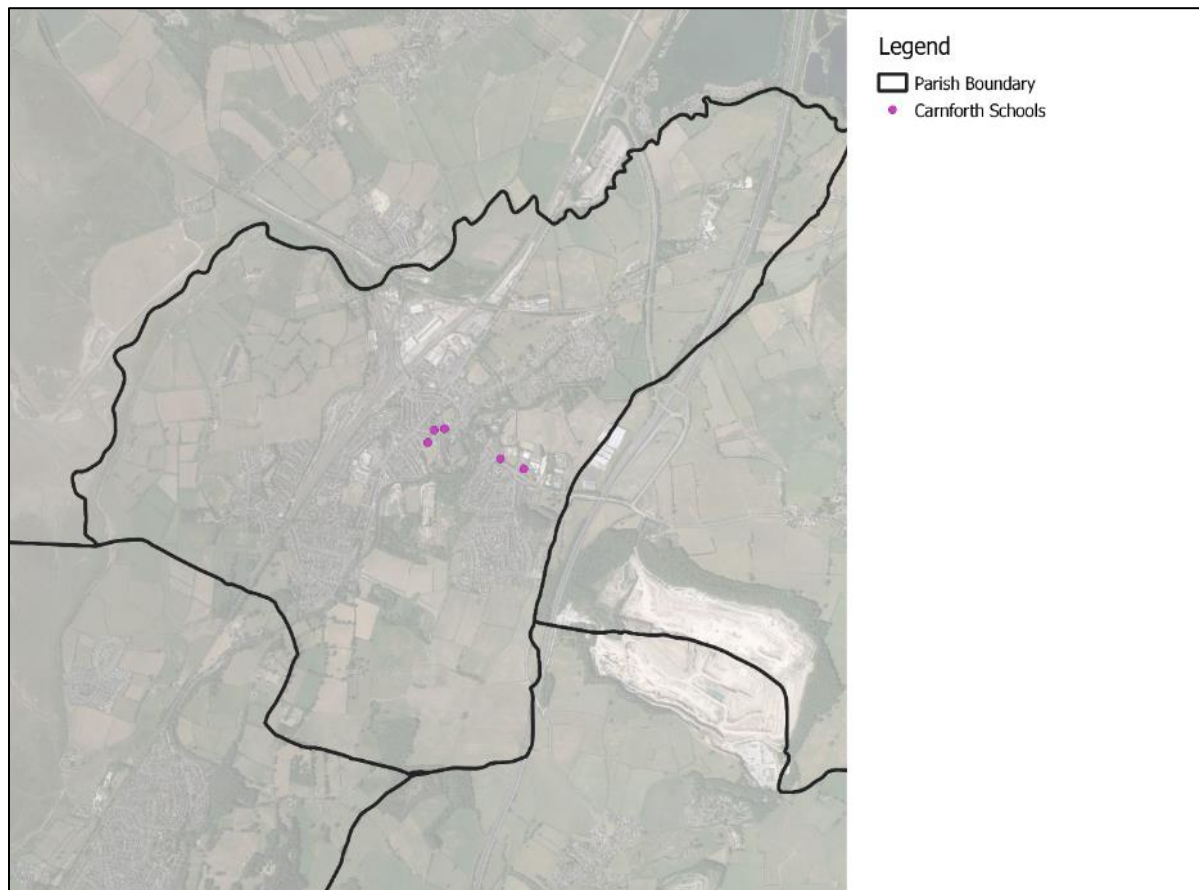
Qualification levels represent different schooling benchmarks. Level 1 is first certificate received after primary school, level 2 is GCSE, level 3 is A levels, diplomas or advanced apprenticeships, and level 4+ is certificates of higher education and beyond¹. Residents of Carnforth have, on average, a similar education qualification level to those in North West England. Higher education qualifications in the city of Lancaster itself are likely due to the presence of Lancaster University, and higher levels of graduates living as residents in Lancaster District as they study and following graduation.



¹ For further information on education qualification levels, please visit <https://www.gov.uk/what-different-qualification-levels-mean/list-of-qualification-levels> (Accessed 12 March 2019).

This trend is confirmed by a 10.2% difference between students in Carnforth and Lancaster District. This may be due to the lack of post-secondary institutions in Carnforth. As shown in the map to the right, there are 5 schools in Carnforth – 1 preschool, 3 primary schools, and one secondary school. The nearest university, Lancaster University, is in Bailrigg, 13.1km away from Carnforth.

Lancaster University is located in a satellite campus away from Lancaster City Centre and is therefore not accessible by frequent public transit (rail or bus) from Carnforth. As students are less likely to own cars due to lack of income and lifestyle, it is reasonable to assume many Lancaster University students who originate from Carnforth do not live in Carnforth while completing their studies.

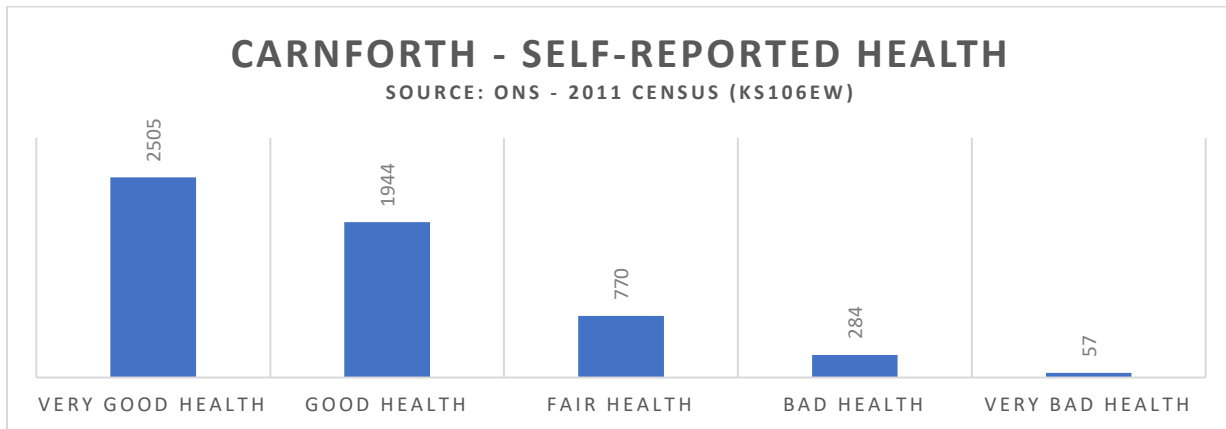


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6. Health

6.1 General

Those who rate themselves in “bad health” (as per the Census) are predominantly located close to the M6, or along North Road – this is consistent with higher deprivation indices, as demonstrated in the section below.



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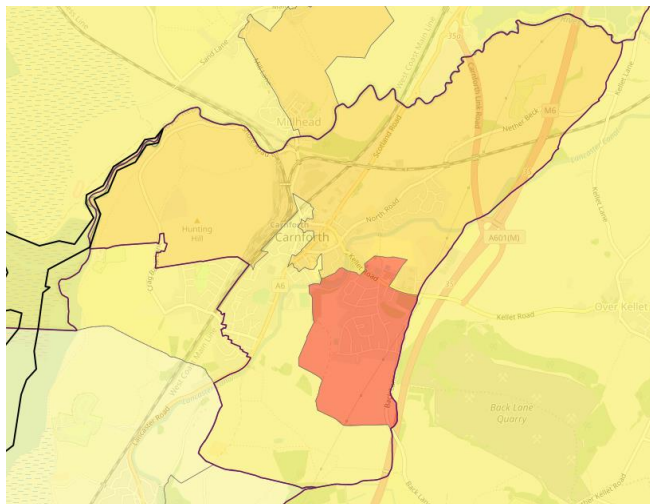
As shown in the map above, Carnforth has a good provision of primary health care services, with several doctors' surgeries, dentists, and pharmacies, all within walking distance from Carnforth railway station. The south-eastern portion of Carnforth has less access to primary healthcare facilities than other locations in Carnforth. This is perhaps reflected in both self-reported health statistics above, and the section on deprivation indices below. The nearest hospital is The BMI Lancaster Hospital, located 9.5km from Carnforth, which is on average 26 minutes by car.

6.2 Deprivation Indices

Deprivation Indices quantify whether an area in England is deprived, in broad socio-economic terms. The Ministry for Housing, Communities and Local Government (MHCLG) specifically lists the following as measures of deprivation:

- Income Deprivation
- Employment Deprivation
- Education, Skills, and Training Deprivation
- Health Deprivation and Disability
- Crime
- Barriers to Housing and Services
- Living Environment Deprivation

The overlap of multiple conditions in certain areas suggest structural issues that land use planning can help rectify through social or design policies.



Source: *Indices of Deprivation 2015 Explorer*. [OpenDataCommunities.org](https://opendatacommunities.org/).

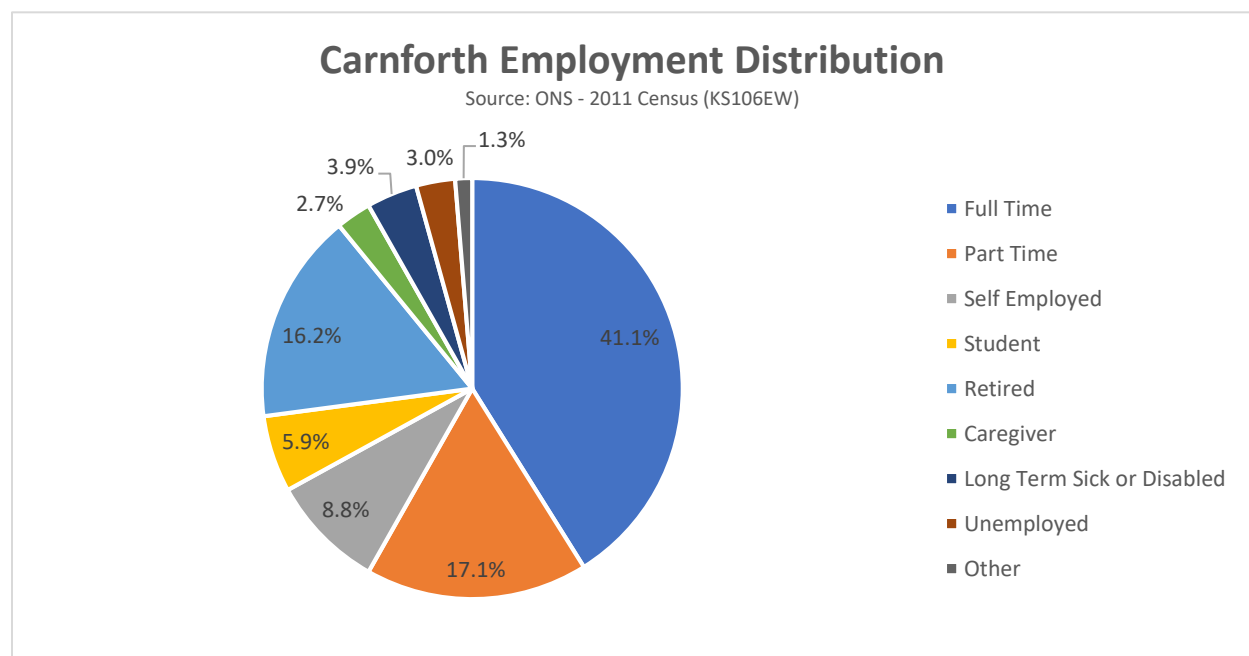
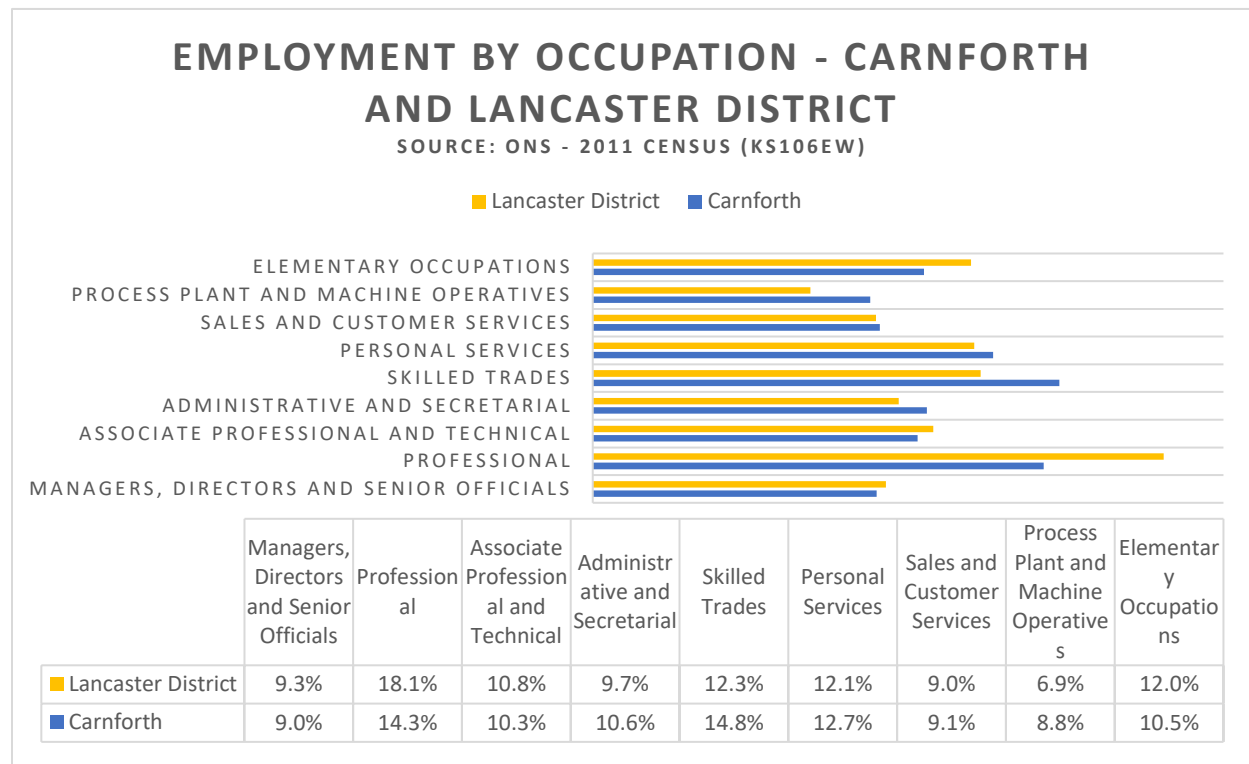
The above Indices of Deprivation (IMD) 2015 map indicates that the south-eastern subdivision in Carnforth is in the 30% most deprived neighbourhoods in the country.

As seen in the health section above, these results overlap with the proportion of the population who self-report their health as “bad”, thereby pointing to health deprivation. Proximity of those residents to air pollutants from the M6 may also lead to ongoing health concerns. The lack of connections to this neighbourhood and the lack of access points from here to Carnforth’s High Street could also potentially

indicate barriers to services. Given these findings, one focus of the neighbourhood plan could potentially be on integrating Carnforth's surrounding neighbourhoods to the city centre via transport connections or wayfinding strategies. It is important to note that this area of the town is in close proximity to the strategic allocations at South Carnforth, although these proposed policies indicate limited specific reference to regeneration and the Neighbourhood Plan may wish to seek to ensure that other opportunities are taken to maximise the public benefits arising from development.

7. Economy

Those in Carnforth are less likely than those in Lancaster District to work in professional occupations, and more likely to work in skilled trades. Those involved in skilled trades and professional occupations make up over 24% of the workforce in Carnforth. As seen from the transport section below, many Carnforth residents work in Lancaster.

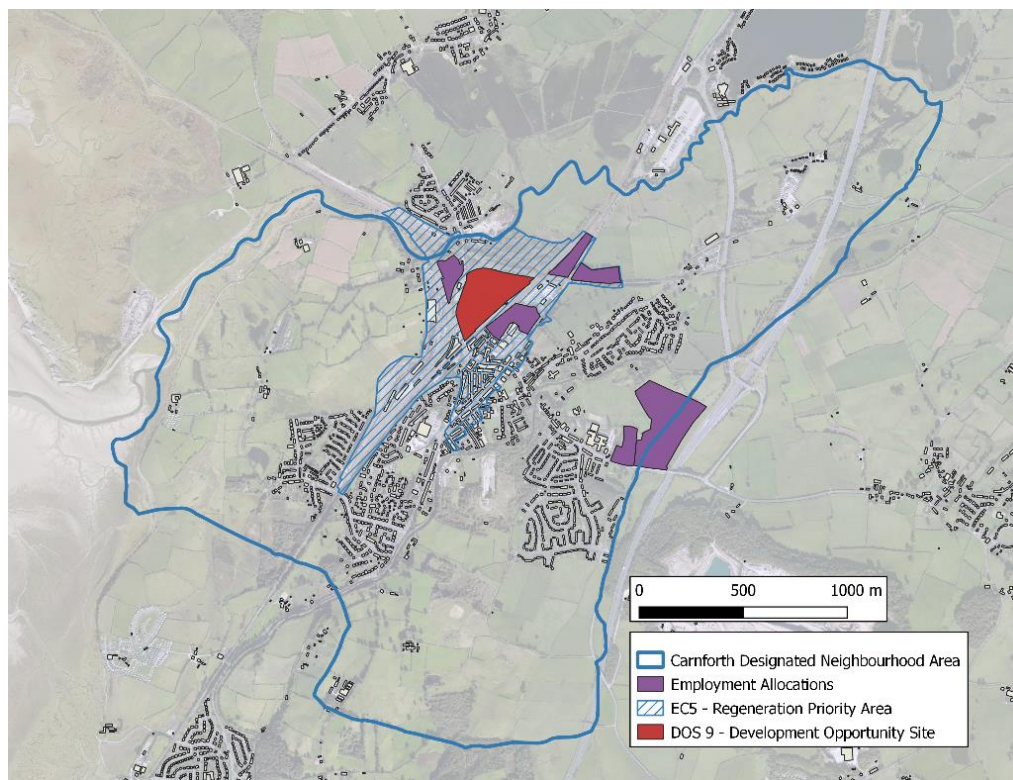


Carnforth has a healthy employment ratio, with an unemployment rate of only 3%. Many of those working full time or who identify as self-employed are assumed to work in skilled trades. The retirement rate sits at 16.2%, but with an aging population, it can be expected that the number of retirees will increase as the economically active age-group shrinks. Assuming the demand for skilled trades stays constant, this could cause a labour shortage within Carnforth.

The Carnforth Neighbourhood Plan can help to address these issues by supporting the use of planning obligations for new employment to offer local apprenticeships and training programmes. In tandem, the neighbourhood plan can encourage and provide for infrastructure and cultural offerings that encourage today's youth to stay in Carnforth once they are grown up, to foster a new local knowledge economy.

Several areas have been allocated for employment in the emerging Local Plan. These are important to sustain the existing portfolio of employment land and existing levels of employment provision, but equally to meet the needs of a changing economy. This could provide justification for the neighbourhood development plan to promote such allocation sites for new forms of enterprise in terms of encouraging diversification. The Neighbourhood Plan may also be able to supplement the approach in Policy EC5 of the emerging Local Plan, which promotes the west of the town (including the areas within and around the designated existing employment sites) as a Regeneration Opportunity Area.

The evidence base for the Neighbourhood Plan could be developed further by direct engagement with local businesses and entrepreneurs to understand the needs of economic development and any constraints to growth. This could also include the needs of very small enterprises, sole traders, home-workers and those involved in the leisure and tourism sectors that may operate outside of the designated employment areas.



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8. Transport

8.1 Access to Private and Public Transport

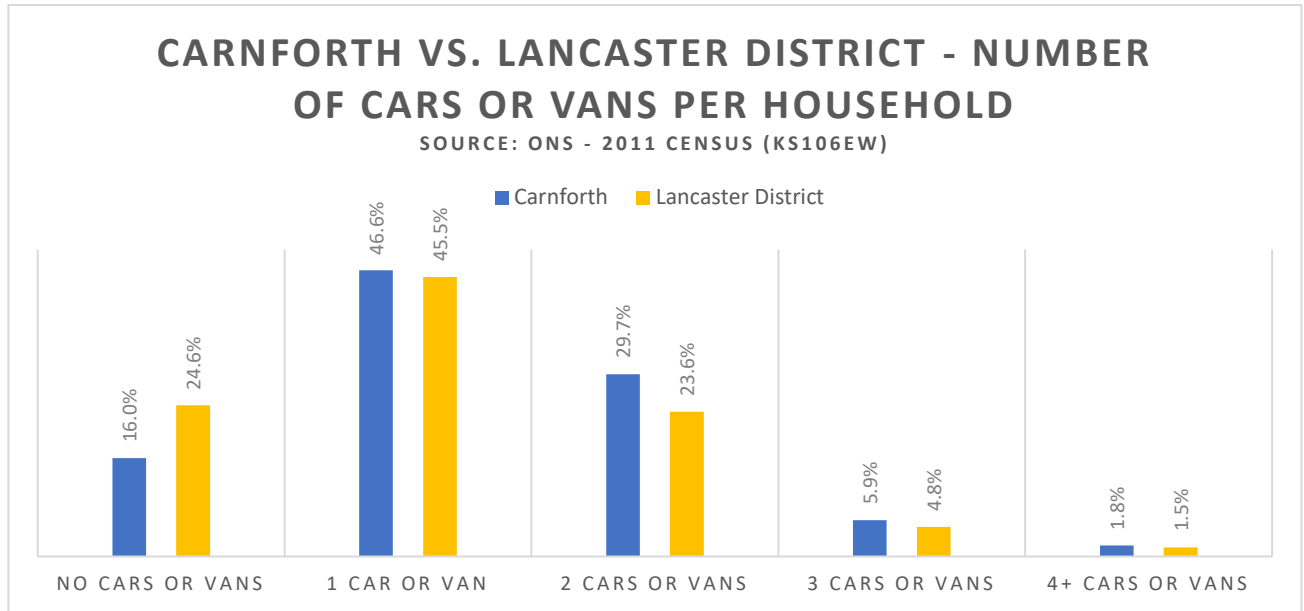
Carnforth is serviced by 9 bus lines², each with differing frequencies; generally, each line operates at least one bus per hour. Carnforth rail station is also a public transportation option, with trains to Lancaster every hour, and connections from Lancaster to the rest of the United Kingdom including Greater Manchester and Scotland.



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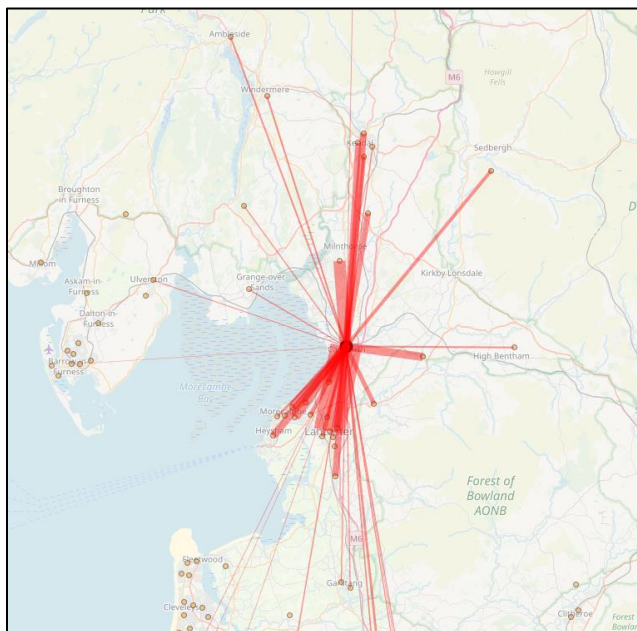
Those living in Carnforth, on average, have a higher number of cars or vans per household than those in Lancaster District as a whole. This can likely be attributed to the large geographical distances that those in Carnforth travel for work, as mapped in the section below.

² For more information, please visit: <https://bustimes.org/localities/carnforth> (Accessed 26 March, 2019).

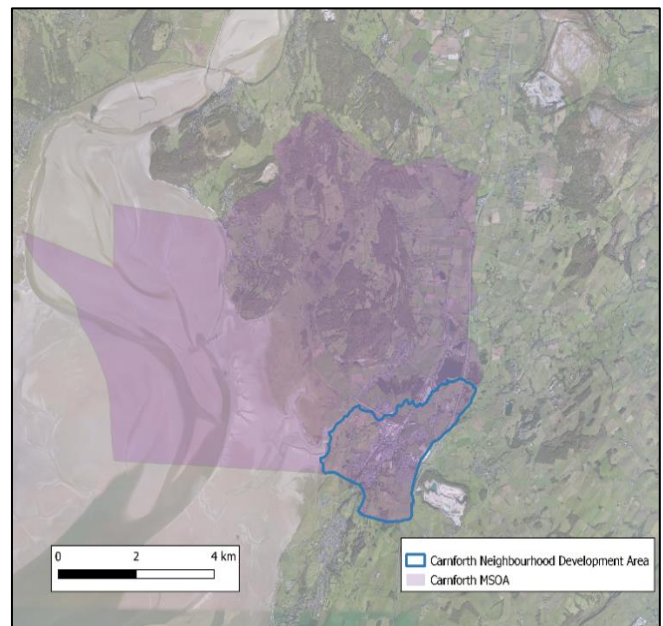


8.2 Travel to Work

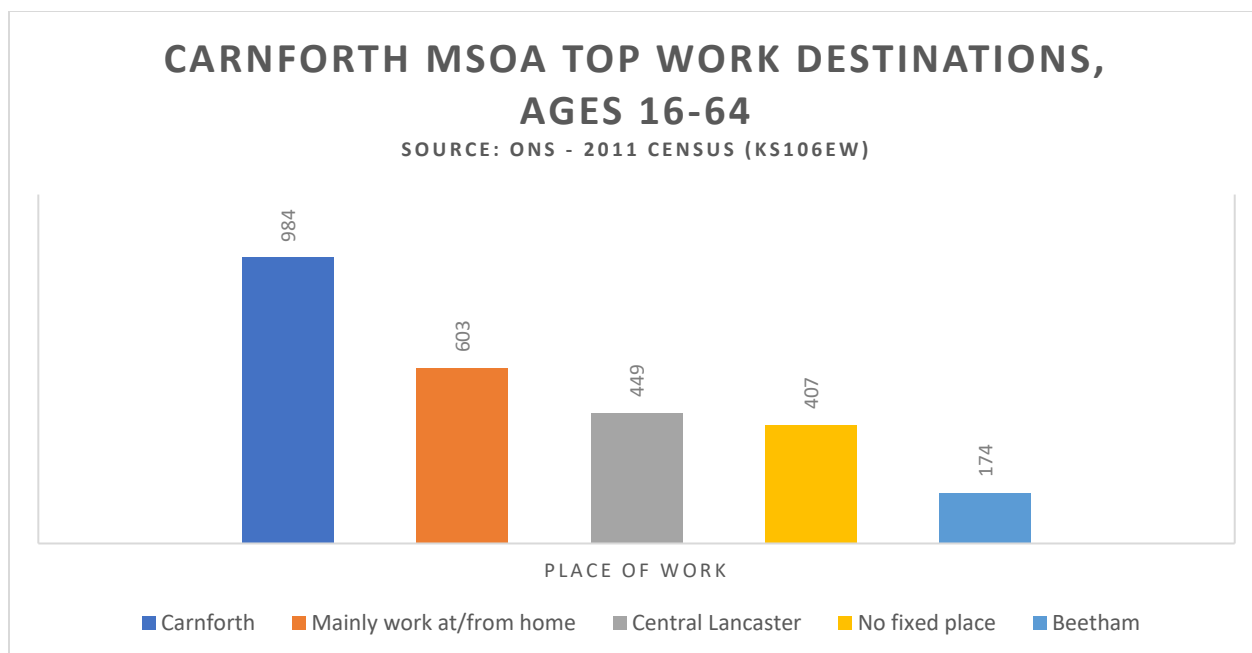
This section of analysis relies on data from a Middle Layer Super Output Area (MSOA), which is larger than Carnforth's Designated Neighbourhood Area, as shown right. As a result, the data and analysis within this section cannot be directly attributed to Carnforth, though it can provide a generalised picture of travel behaviours within the Carnforth region. Carnforth has a broad array of work destinations, some as far as Penrith (north), High Bentham (east), Preston (south), and Barrow in Furness (west). Despite this geographic range, over 50% of the population commutes only within a 10km radius from Carnforth, including to Lancaster.



Source: Datashine Commute



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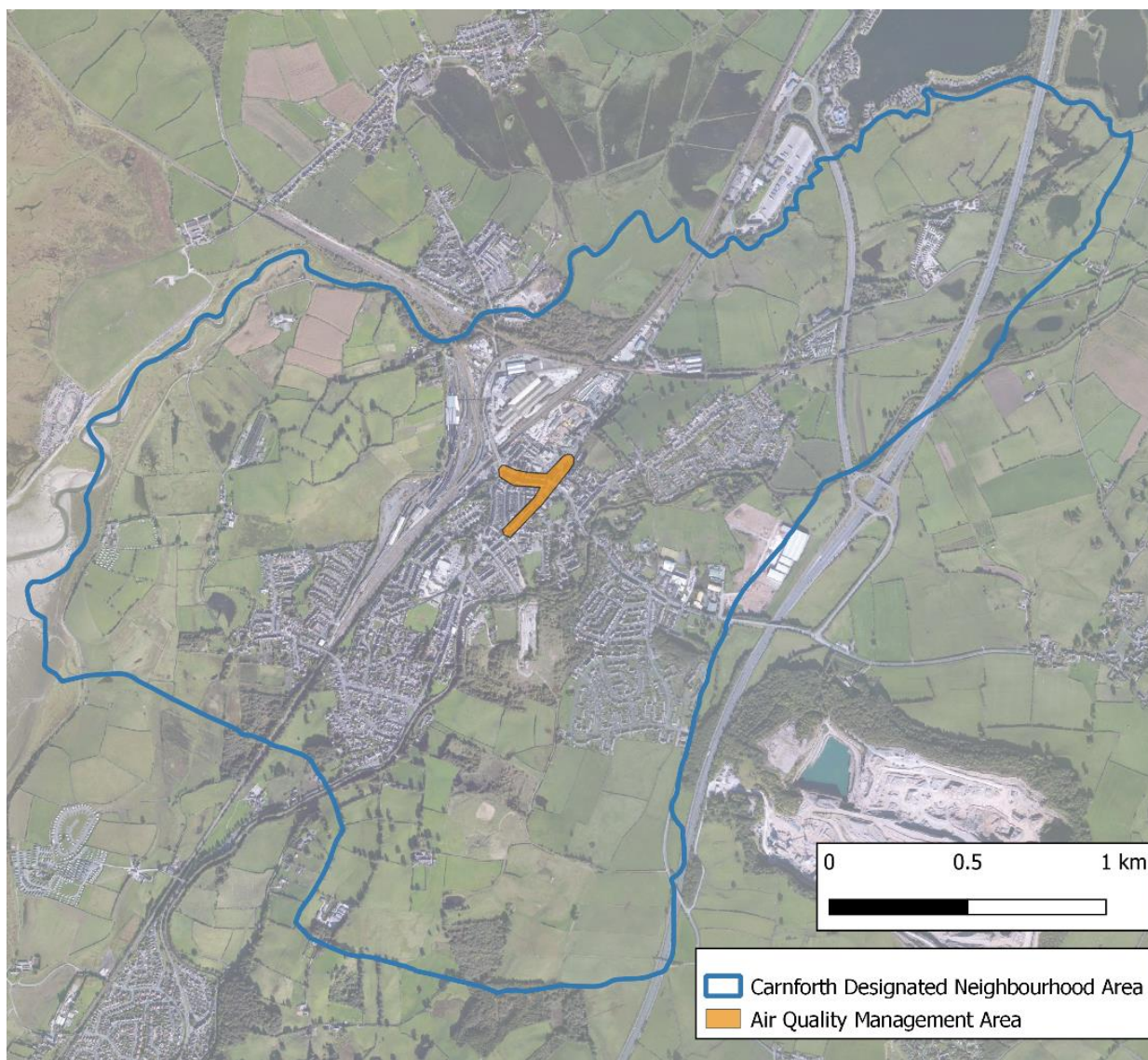
The above chart shows the top five work destinations of Carnforth residents aged 16-64, accounting for 58.8% of the population. A further 1,829 residents work in other parishes and counties across England, but do not commute in numbers greater than 150, accounting for their exclusion from this graph. The results reveal that a large number of Carnforth residents also work in Carnforth's MSOA, either from home, or in local businesses. Together, these two work destinations account for 35.7% of Carnforth's workforce, thus showing the self-containment of Carnforth's economy. This is not as high as those who live and work in Lancaster, which make up 41.9% of Lancaster's workforce – suggesting that Carnforth has room to expand its local economy through sustaining and enhancing the range of jobs available locally.

For those in Carnforth, driving is the most popular mode of transportation to work. Although there is not a corresponding passenger population, it can be assumed that there is a high degree of single occupancy vehicle (SOV) trips. Of those who work in Lancaster, 67% commute by car, while only 10.2% and 10% travel by rail and bus respectively. Of those who work in Beetham, 87.4% commute by driving, while the remainder commute as passengers. The exception to this is those who work in Carnforth, where only 48.6% drive to work and 39.4% travel by foot.

Given the high levels of car dependency and SOV trips within the parish, the neighbourhood plan can help to encourage active transportation options for those working in Carnforth, while encouraging more efficient modes of transportation for those working outside of it.

8.3 Air Quality Management Area

Part of Carnforth is specially designated as an Air Quality Management Area (AQMA). An AQMA comes into force when air quality measures, as set out by the National AQMA strategy for England and Wales, are not achieved or are not likely to be achieved, by predetermined dates.



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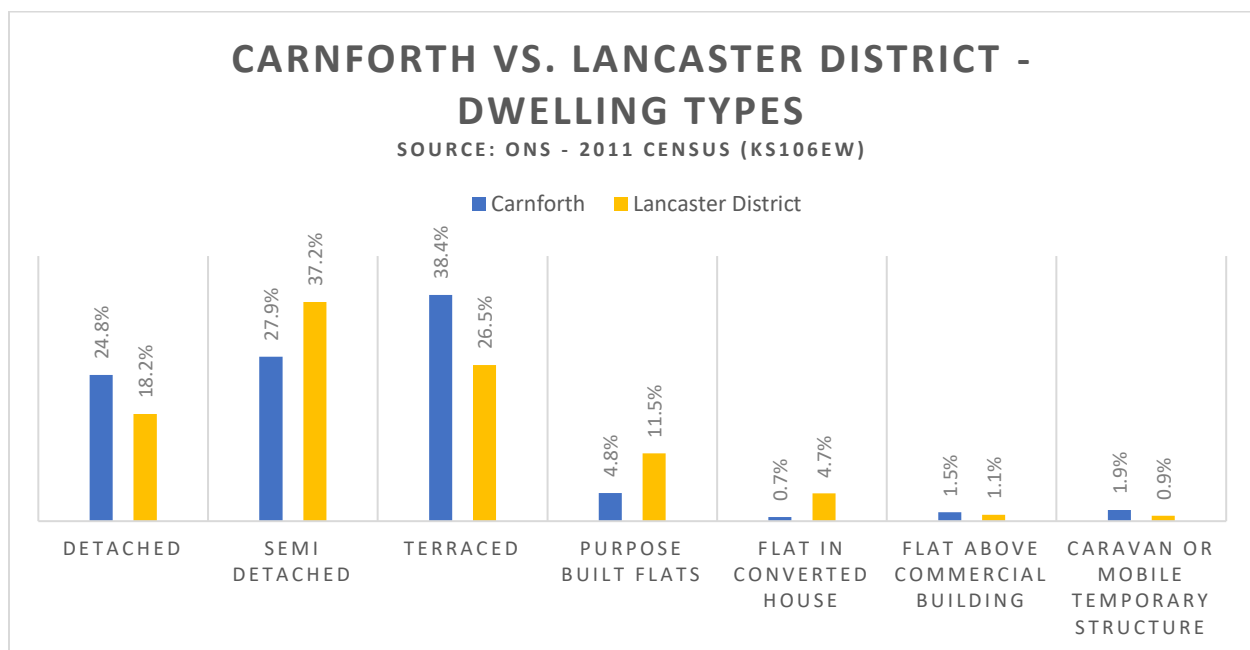
In Carnforth an AQMA has been declared in the mapped area above due to exhaust emissions from road traffic, which have caused excess Nitrogen Dioxide emissions in the area since 2007. As part of the Lancaster District Highways and Transport Masterplan, the M6/Heysham link road was opened in 2016, and emissions have since dropped below the AQMA threshold due to traffic being diverted beyond Carnforth's urban boundaries. Lancaster District continues to monitor these emissions, to determine they do not rise again.

With Carnforth's housing allocations under the emerging local plan, growth is expected to increase the number of vehicles on the road, which could again push Nitrogen Dioxide emissions above the AQMA threshold. This provides further justification for one focus of the neighbourhood plan to be the reduction of travel by private car in Carnforth.

9. Housing

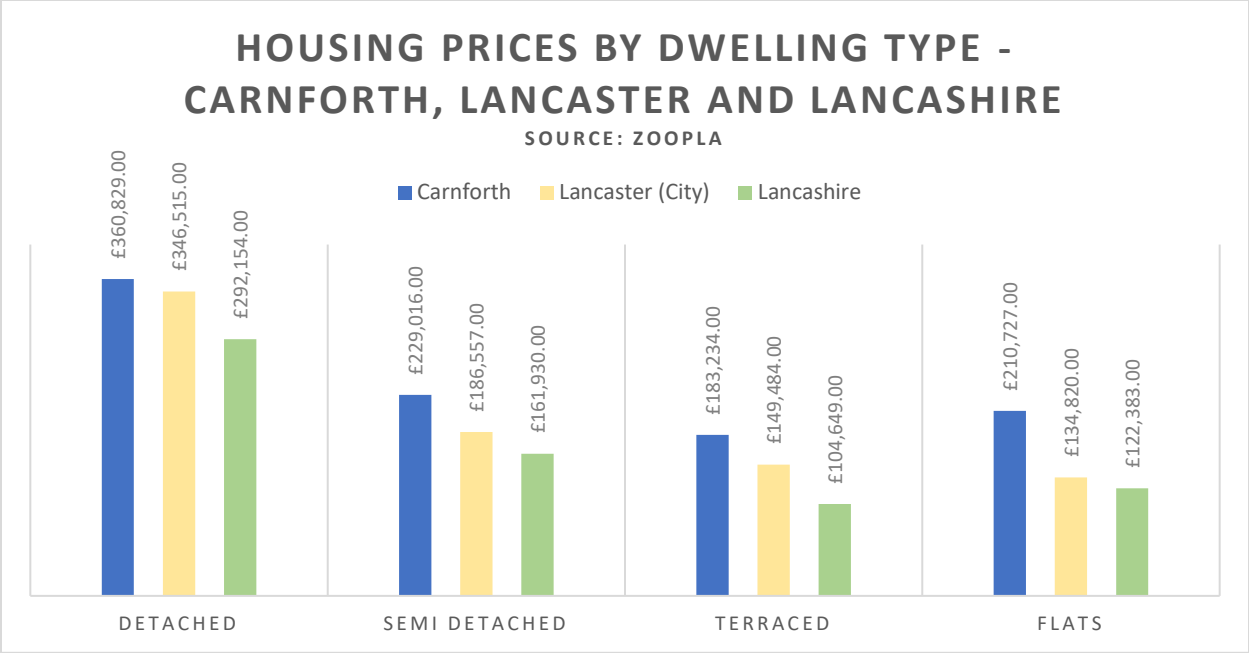
9.1 Housing Mix (Detached, semi-detached, flats, etc.)

Carnforth's dwelling types are predominantly terraced, followed by detached and then semi-detached. According to the Carnforth Conservation Area Appraisal, terraced housing was built for railway workers in the 19th century. There are fewer flats in Carnforth than in Lancaster District. The relatively low proportion of flats in converted houses, coupled with the lower proportion of semi-detached housing compared with Lancaster District as a whole, would suggest a relative lack of diversity in housing stock. This may partly relate to more limited options to adapt existing stock through sub-division or extension based on the original size of dwellings. The Neighbourhood Plan may wish to look at how it can manage any such opportunities and also recognise the potential benefits of delivering an appropriate mix of house types and dwelling types as part of development promoted in the strategic policies of the Local Plan. It should be noted that the housing section of this baseline assessment looks at the Carnforth Town Council area as a whole. It is likely that there will be local differences in terms of housing stock, tenure and affordability and if these appear relevant to more specific emerging priorities and proposals in the Neighbourhood Plan it may be possible to explore issues at lower spatial resolution, subject to the availability of data.



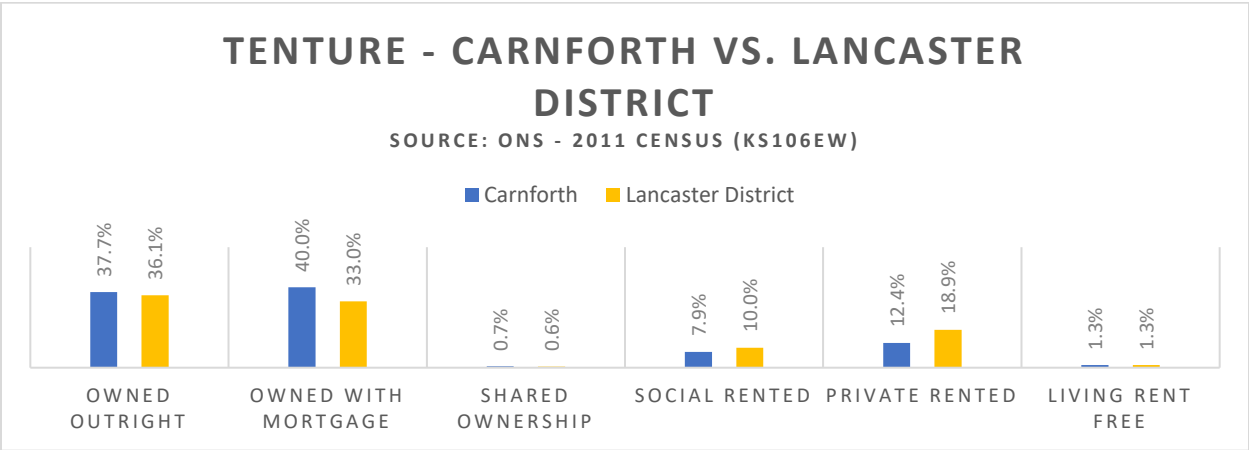
9.2 Housing Affordability

Compared to Lancaster and the Lancashire region, Carnforth demonstrates a higher average in terms of selling price achieved for all dwelling types. Interestingly, a flat in Carnforth costs more than a terraced home – a trend that is not followed in Lancaster or in Lancashire region but is likely to reflect the scarcity of stock. The high cost of housing could potentially deter younger residents from settling in Carnforth, compared to other areas such as Lancaster.



9.3 Housing Tenure

Most residents in Carnforth own their homes, either outright or with a mortgage. There is a 7% difference between Carnforth residents with a mortgage and Lancaster District residents, in line with Carnforth’s higher housing prices and the age profile of residents. Tenure of privately rented dwellings is also significantly higher (6.5%) in Lancaster District than in Carnforth, which is likely to reflect both the type of stock available and the student population in Lancaster. There is a slightly higher level of socially rented housing in the south-east part of Carnforth than in the rest of the parish, which aligns with the geographic distribution of both deprivation indices and health scores for the area.



9.4 Self and Custom Build

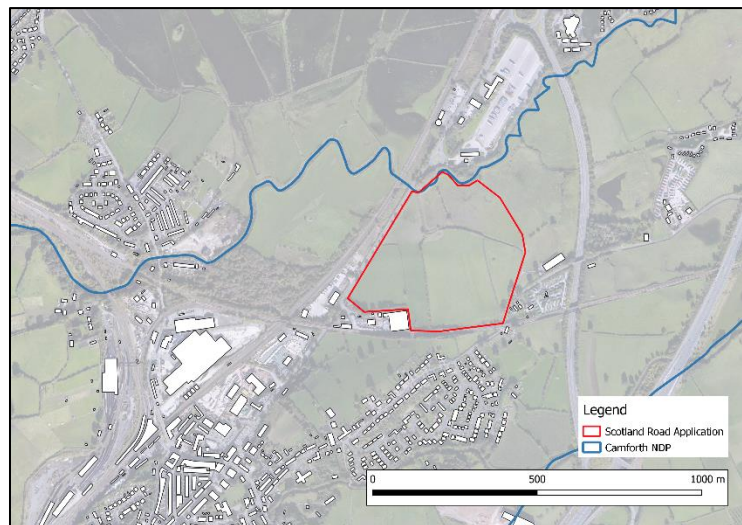
Lancaster District has a Self-build and Custom-build register³ that is up to date as of 4 February 2019. It is not a requirement to be on the register to self-build or custom-build, but rather to notify those on the registry if a suitable site (or sites) become available. To register, one must be 18 years or older, a citizen of the United Kingdom, an EEA state, or Switzerland, and must be looking to acquire a serviced plot of land in the Lancaster District to build a house to live in as his/her sole or main residence. There are currently 21 listings on the Lancaster District registry. Many are looking to build large homes with 3-4 bedrooms.

9.5 Scotland Road Development

An application for a residential development comprising 213 dwellings and associated vehicular and cycle/pedestrian access to Scotland Road was made on 23 March, 2018⁴.

The proposed development area abuts an existing employment designation and is not currently allocated for housing development either in Lancaster's existing local plan, nor in the emerging local plan allocations.

The implications of this development are wide-ranging, given that it sits outside the proposed urban settlement boundary, and within policy areas EN5 – open countryside, and EC5 – regeneration priority area. The number of homes proposed, alongside the number of vehicles likely added to Carnforth could contribute against Carnforth's AQMA, and leave the area with worse air pollution. The application is currently under review by Lancaster City Council and an outcome has yet to be determined.



Map from of Scotland Road Application Area - Source: © Crown Copyright and database right 2019. OS Licence 100060865 + Bing Maps

³ For more information, please visit <http://www.lancaster.gov.uk/planning/planning-policy/custom-build-and-self-build-homes> (Accessed 26 March, 2019).

⁴ Reference Number 18/00365/OUT. For more information, please visit <https://planning.lancaster.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=P61T2TIZK7U00> (Accessed 26 March, 2019)

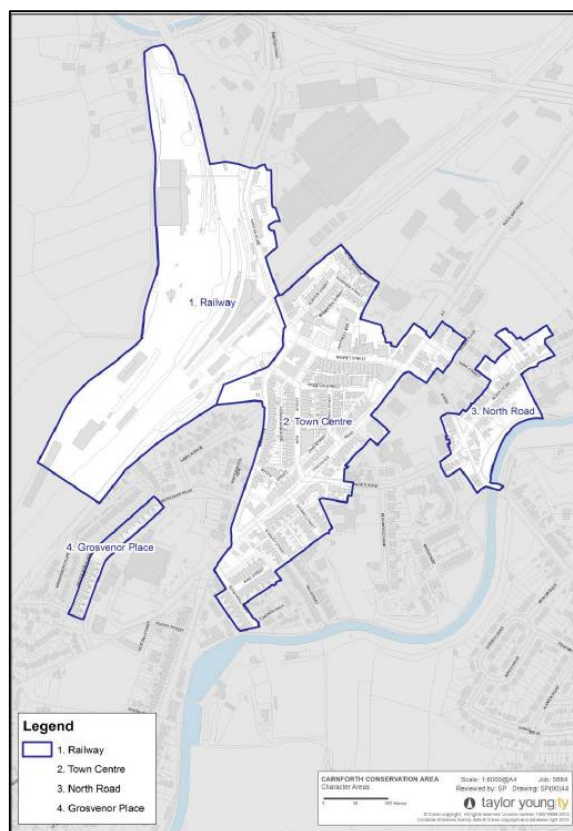
10. Heritage

10.1 Conservation Areas and other Designated Heritage Assets

A Conservation Area Appraisal (CAA) was adopted for Carnforth in June 2014. The Conservation Area is focused on the town centre, but also includes peripheral areas including the railway station and corridor. The railway area is included within the Conservation Area designation 'because of its special importance in railway history, and as a key driver for the growth of the town after the 1840s' (Architectural History Practice and Taylor Young, 2012).

Heritage assets in the Conservation Area include Victorian era houses, shops and banks, canal bridges, and historic churches. The CAA divides Carnforth into four distinct character areas, as shown on the map to the right.

Within the Carnforth designated neighbourhood area itself, there are 26 Listed Buildings. Of these, there are 12 Listed Buildings within the Conservation Area, 8 of which are railway structures located near Carnforth Station. Three of these railway structures are listed as Grade II*, while the other five are listed as Grade II. The CAA is particularly concerned with the degradation of these railway structures; as of the 24th October 2017 1 building, the Carnforth Engine Shed, is included on the 'Listed Buildings 'At Risk'' national register and identified as in 'very bad' condition (Historic England, 2018). The register lists this building as priority A (the highest priority), as the building is deteriorating rapidly with no solutions to secure its future. Further to this, because of the deteriorating condition of the other 7 assets, the Carnforth Conservation Area was added to the Heritage at Risk Register in 2016 (Lancaster City Council, 2018).

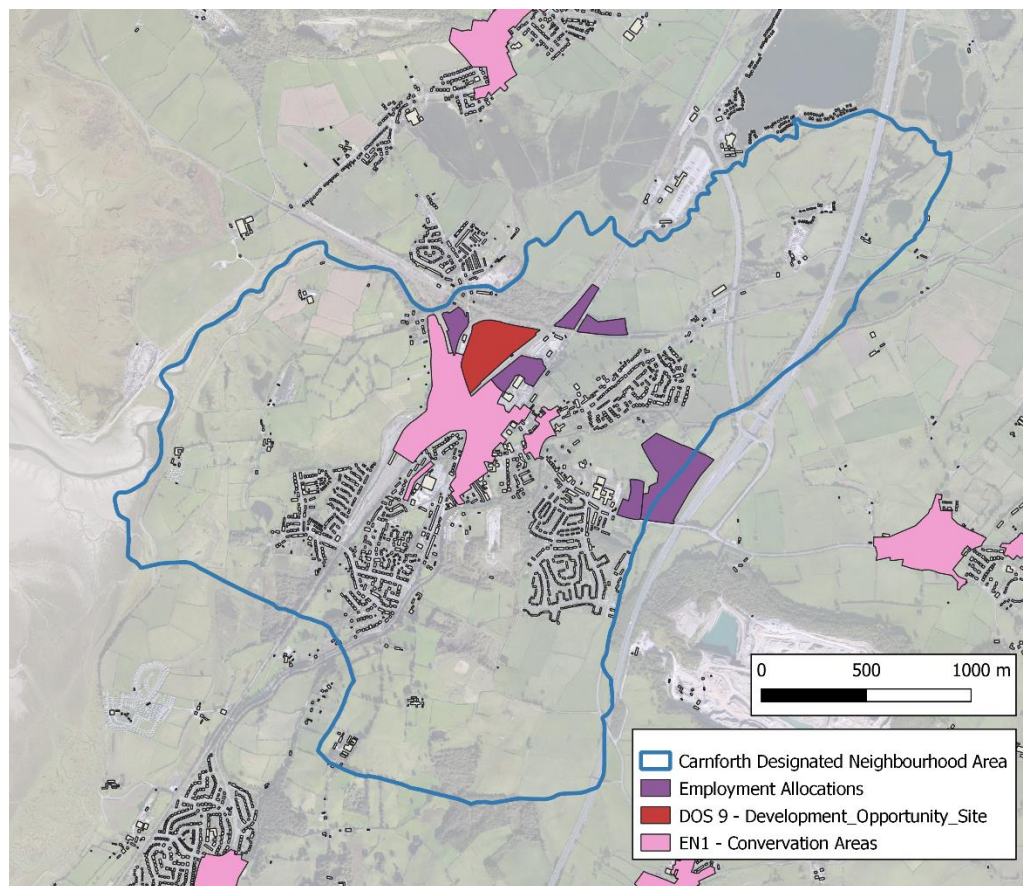


Map from Conservation Area Appraisal – Source:
Carnforth Conservation Area Appraisal (June 2014)

While Carnforth station was recently restored in 2003 (CSHC, 2018), it is unclear what is planned, if at all, for the eight infrastructure pieces. According to Lancaster City Council (2018), Historic England is now advising trusts and companies associated with railway structures to explore options for the area and to grow visitor numbers at the Railway Station Visitor Centre. Lancashire County Council (2018) identifies [Railway Heritage Trust](#) as one such conservation organization, with previous experience supporting the scheme for the revitalization of Lancaster station; however, the CAA notes the preservation of these structures is challenging in part due to constraints on public access, and potential for viable uses, which could hinder visitor or tourism schemes.

The CAA notes that most of the Conservation Area's other buildings appear to be in good condition, in active use, and well maintained. According to the CAA, development within other parts of the

Conservation Area should be resisted in most cases, with appropriate change taking the form of infill, and refurbishment to restore and enhance the character of the areas.



Source: © Crown Copyright and database right 2019. OS Licence 100060865 + Bing Maps

There is scope for the Neighbourhood Plan to promote and supplement protections to conserve and enhance the significance of heritage assets, although careful regard will need to be taken of existing provisions in national policy and the approach through strategic policies in the Local Plan.

Due to the strict protection of Carnforth's heritage assets, the Carnforth neighbourhood plan may focus on supporting optimum viable uses for heritage assets, especially those at risk.

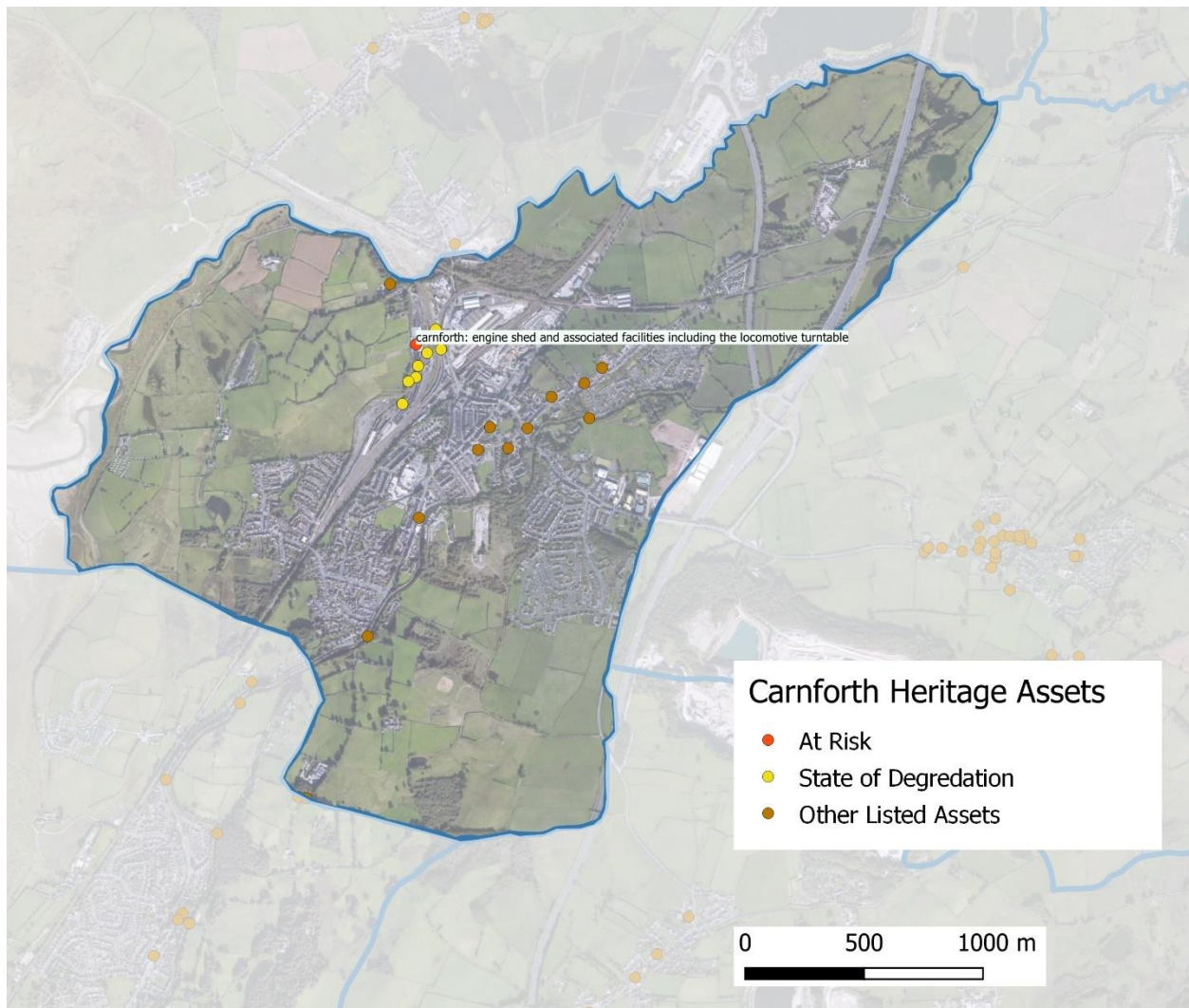
Opportunities through leisure and tourism as one opportunity to provide funding and enhance the use of heritage assets is one key dimension. The current and emerging policies of the development plan recognise a role for the tourism economy in Carnforth, including as a 'gateway' to the Arnside and Silverdale AONB but the Neighbourhood Plan may consider how it wishes to specifically support, encourage and manage tourism-related land uses. The Neighbourhood Plan as a whole could serve as a statement of support for this aspect of the local economy and the associated qualities in the wider area.

The Conservation Area abuts allocated employment sites and a Development Opportunity Site (DOS9) as proposed in the emerging Local Plan but does not overlap with them. Proximity of these sites to the Conservation Area could provide justification for the neighbourhood development plan to seek additional protections to guide the scale or type of employment allowed on these areas, to limit potential further potential harm to heritage assets. The Neighbourhood Plan may also be able to supplement the approach

in Policy EC5 of the emerging Local Plan, which promotes the west of the town including the Conservation Area as a Regeneration Opportunity Area, by ensuring wide-ranging support for development that conserves or enhances local heritage.

10.2 Listed Buildings

Listings that have been identified as 'At Risk' have been highlighted in red. Listings that have not been identified as 'At Risk' but are included in the 8 listed buildings in the railway lands have been highlighted in yellow.



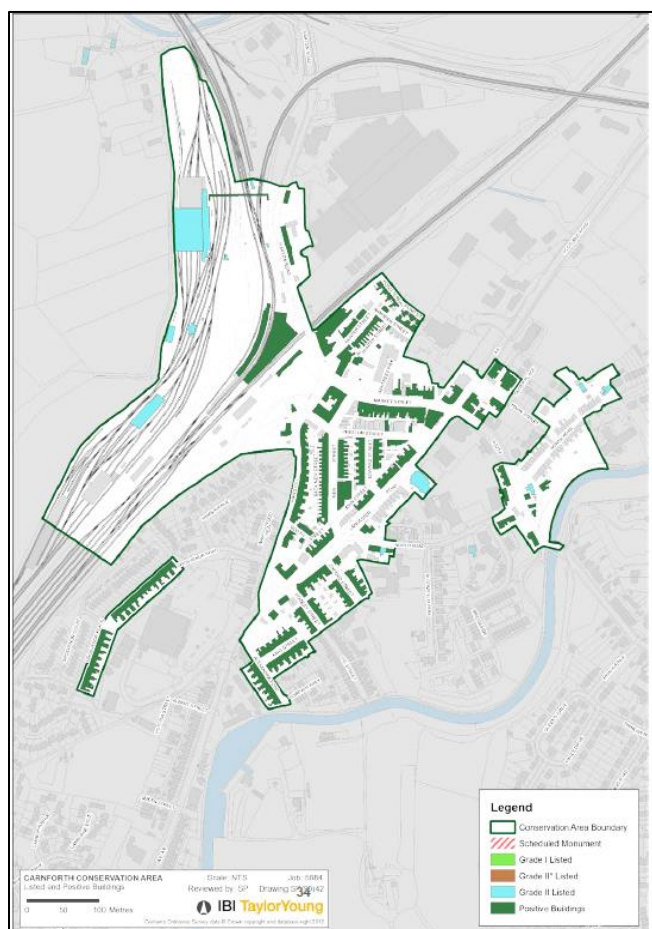
Source: © Crown Copyright and database right 2019. OS Licence 100060865 + Bing Maps

List Entry	Name	Grade	List Date	Easting	Northing
1071922	Lancaster Canal Thwaite End Bridge (Number 127)	II	1983-11-07	349383.4960 9999999	469630.01449 999999
1071921	MILESTONE 150 METRES SOUTH OF THE JUNCTION WITH ALEXANDRA ROAD AT NGR SD 495 701	II	1983-11-07	349598.6485 0000001	470127.04304 999998
1071924	BARN TO EAST OF MOUNT PLEASANT FARMHOUSE	II	1983-11-07	349126.0000 0000000	468950.36083 999998
1318210	MOUNT PLEASANT FARMHOUSE	II	1983-11-07	349092.0000 0000000	468955.36083 999998
1317967	10, NORTH ROAD	II	1949-05-03	349847.0000 0000000	470412.36083 999998
1071925	PLANE TREE HOUSE	II	1949-05-03	349973.8346 0000000	470419.27494 999999
1317960	CHRIST CHURCH	II	1983-11-07	349898.0000 0000000	470507.36083 999998
1317969	SHOVEL INN	II	1983-11-07	350054.8424 0000002	470502.61215 000000
1071926	CARNFORTH HOUSE	II	1949-05-03	350156.0000 0000000	470634.36083 999998
1071923	LANCASTER CANAL HODGSON'S BRIDGE (NUMBER 129)	II	1983-11-07	350315.0325 9999998	470545.16694 999998
1071927	HODGSON'S CROFT	II	1983-11-07	350293.9687 9999997	470691.23585 000000

1164021	HALL GOWAN	II	1983-11-07	350369.0000 0000000	470756.36083 999998
1164011	NOS 1 AND 2 HAGG COTTAGES AND HAGG FARMHOUSE	II	1949-05-03 Amended: 1983-11-07	349477.0000 0000000	471108.36083 999998
1078212	CARNFORTH STATION JUNCTION SIGNAL BOX	II	1989-02-15	349669.2650 0000001	470917.55696 999998
1071920	Former signal box, north end of platform at Carnforth Station, NGR SD 49692 70834	II	1983-11-07	349691.7249 9999998	470834.20847 000001
1342134	Carnforth: engine shed and associated facilities including the locomotive turntable	II*	1989-02-15 Amended: 2015-08-18	349586.6850 0000000	470854.65240 000002
1078214	Carnforth: the former Selside signal box	II	1989-02-15 Amended: 2015-08-18	349633.2899 9999998	470819.00500 000000
1078215	Carnforth: the ash plant	II*	1989-02-15 Amended: 2015-08-18	349595.3250 0000001	470764.72999 999998
1078213	Carnforth: the coaling plant	II*	1989-02-15 Amended: 2015-08-18	349586.1200 0000000	470717.00361 999997
1342135	Carnforth: the water tower	II	1989-02-15 Amended: 2015-08-18	349554.5555 0000002	470699.46200 000000
1342133	Carnforth: the former wagon repair workshop	II	1989-02-15 Amended: 2015-08-18	349529.4400 0000000	470604.84158 000001

10.3 Non-Designated Heritage Assets

The CAA identifies buildings which have a positive contribution on the Conservation Area; these would be considered non-designated heritage assets. A map of such buildings is displayed below.



Map from Conservation Area Appraisal – Source: Carnforth Conservation Area Appraisal (June 2014)

Lancaster City Council has guidance and suggestions for the selection of locally significant buildings for a local list; codifying this guidance through the Neighbourhood Planning process would be a positive addition to Carnforth’s policy toolkit, together with conservation and design policies tailored to Carnforth to reinforce the existing character of the area.

11. Conclusions

It is not the purpose of the baseline analysis at this stage to draw definitive conclusions on the pattern of future land use and development management that may be appropriate in Carnforth or to put forward. The initial findings will be incorporated as part of ongoing research and evidence gathering and should also inform the ongoing work to establish the vision and objectives of the Neighbourhood Plan. They should also be considered alongside the position of planning policy established in the existing development plan for the area.

12. References

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<https://planningdocs.lancaster.gov.uk/AniteIM.Websearch/Download.aspx?ID=935252>
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www.lancashire.gov.uk

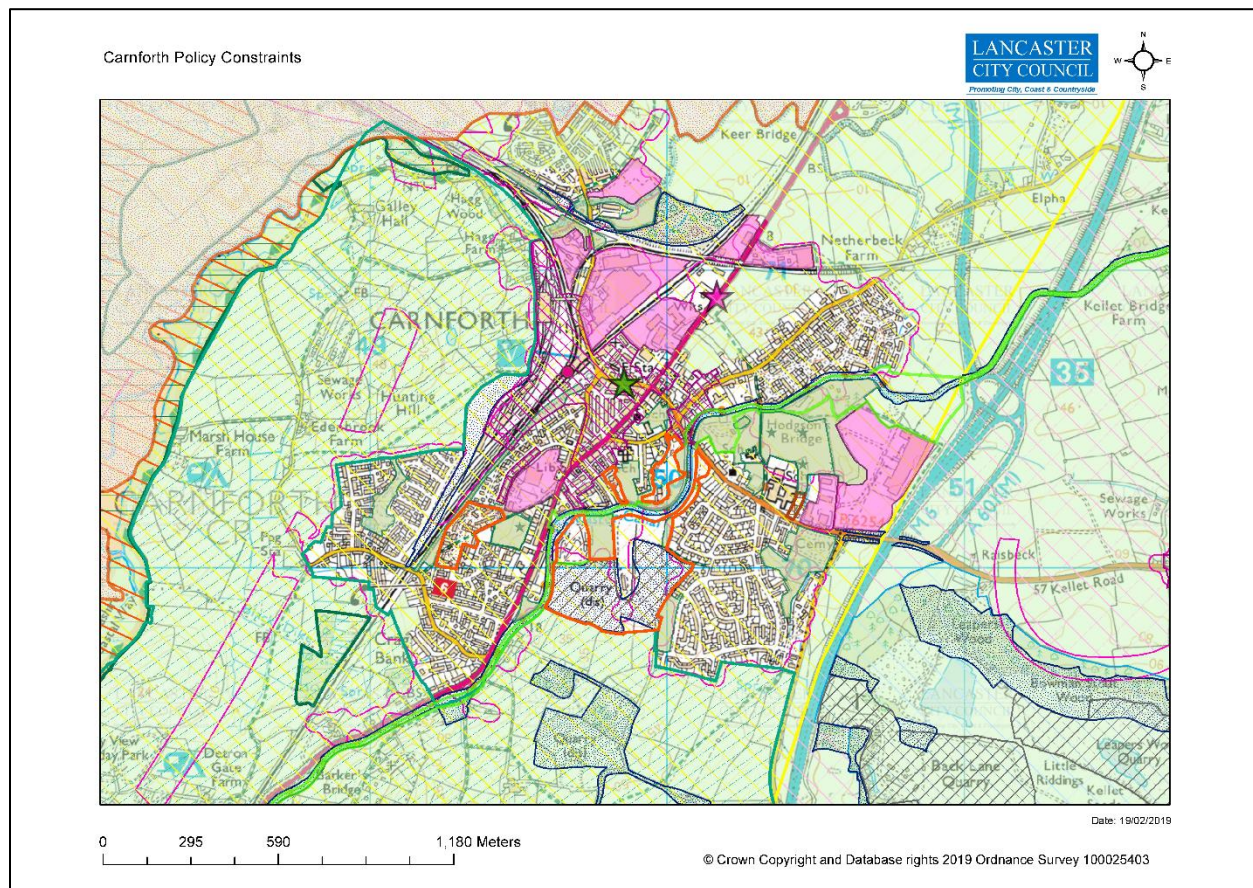
Appendix 1 – Historic England Heritage at Risk Register Entry for Carnforth Engine Running Shed



© Historic England

SITE NAME:	Engine Running Shed and associated locomotive facilities, Carnforth	Engine shed for steam locomotive stabling and servicing built between 1940-44. Rectangular plan form of six standard gauge tracks with full length inspection pits and wheel drop pit to the eastern track way. Associated facilities include a range of machine shops flanked by stores and offices. The wheel shop has its wheel lathe served by a travelling crane which crosses the eastern most line. At the northern end of the range are a sand drier, store and loading platform. The condition of the reinforced concrete frame is very poor and deteriorating.
DESIGNATION:	Listed Building grade II*	
CONDITION:	Very bad	
OCCUPANCY:	Part occupied/part in use	
PRIORITY CATEGORY:	A (A)	
OWNER TYPE:	Commercial company	
LIST ENTRY NUMBER:	1342134	Contact: Peter Barlow 0161 242 1428

Appendix 2 – Existing Local Plan Policies



<input checked="" type="checkbox"/> Open Space Deficit Areas (Core Strategy) <input checked="" type="checkbox"/> Gateway Locations (Development Management DPD) <input checked="" type="checkbox"/> Local Centres (Local Plan 2008) <input checked="" type="checkbox"/> Strategic Cycle Network (Local Plan 2008) <input checked="" type="checkbox"/> Key Public Space (Morecambe AAP) <input type="checkbox"/> Morecambe AAP Boundary (line) <input type="checkbox"/> Key Routes (Morecambe AAP) <input type="checkbox"/> Retail (Morecambe AAP) <input type="checkbox"/> Development Opportunities (Morecambe AAP) <input type="checkbox"/> Seafront (Morecambe AAP) <input checked="" type="checkbox"/> Morecambe AAP Boundary (shape)	<input checked="" type="checkbox"/> Housing (Local Plan 2008) <input type="checkbox"/> Housing opportunity site - H3, H6 <input type="checkbox"/> Land allocated for housing - H4 <input type="checkbox"/> Land re-allocated for housing - H2 <input type="checkbox"/> Stonewell upper floors - H20 <input type="checkbox"/> Retail Frontages (Development Management DPD) <input type="checkbox"/> Emerging Primary Retail Frontage <input type="checkbox"/> Emerging Secondary Retail Frontage <input checked="" type="checkbox"/> Retail (Development Management DPD) <input type="checkbox"/> Emerging City or Town Centre <input type="checkbox"/> Emerging Primary Shopping Area <input type="checkbox"/> Roads (Minerals and Waste)	<input checked="" type="checkbox"/> Transport (Local Plan 2008) <input type="checkbox"/> Lancaster Central Parking Area <input type="checkbox"/> Land Reserved for Highway Improvements <input type="checkbox"/> Shopper and Visitor Car Park <input checked="" type="checkbox"/> Tourism (Local Plan 2008) <input checked="" type="checkbox"/> Primary Retail Frontage <input type="checkbox"/> Secondary Retail Frontage <input checked="" type="checkbox"/> Retail (Local Plan 2008) <input type="checkbox"/> City or Town Centre <input type="checkbox"/> Primary Shopping Area <input checked="" type="checkbox"/> Recreation (Local Plan 2008) <input type="checkbox"/> Major Sports Ground <input type="checkbox"/> Outdoor Playing Space <input checked="" type="checkbox"/> Key Townscape Feature (Local Plan 2008) <input checked="" type="checkbox"/> Green Corridor (Local Plan 2008) <input checked="" type="checkbox"/> Education (Local Plan 2008)	<input checked="" type="checkbox"/> Community Services (Local Plan 2008) <input type="checkbox"/> Duke's Theatre <input type="checkbox"/> Youth and Community Centre <input checked="" type="checkbox"/> Employment (Local Plan 2008) <input checked="" type="checkbox"/> Conservation Area <input checked="" type="checkbox"/> North Lancashire Green Belt (Local Plan 2008) <input checked="" type="checkbox"/> Key Urban Landscape (Local Plan 2008) <input checked="" type="checkbox"/> Scheduled Monuments <input checked="" type="checkbox"/> Urban Green Spaces (Local Plan 2008) <input checked="" type="checkbox"/> Woodland Opportunity Area (Local Plan 2008) <input checked="" type="checkbox"/> Area of Outstanding Natural Beauty <input type="checkbox"/> Middleton Wood (Local Plan 2008) <input checked="" type="checkbox"/> Environmental Designations - County <input type="checkbox"/> Biological Heritage Site <input type="checkbox"/> Geological Heritage Site	<input checked="" type="checkbox"/> Environmental Designations - International and National <input type="checkbox"/> International and European Environmental Designations <input type="checkbox"/> Site of Special Scientific Interest <input type="checkbox"/> Natural Improvement Area <input type="checkbox"/> Yorkshire Dales National Park extension <input checked="" type="checkbox"/> Allocations (Minerals and Waste) <input type="checkbox"/> Mineral Safeguarding Area <input type="checkbox"/> Minerals and Waste Site Allocation <input type="checkbox"/> Permitted Site <input checked="" type="checkbox"/> Countryside Area (Local Plan 2008)
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As per the existing Local Plan for Lancaster District 2011 – 2031, as well as the supplementary policies contained in the 2008 Core Strategy and 2014 Development Management DPD, Carnforth is subject to the below planning policy considerations. Note that all policy references below will be superseded once the emerging Strategic Policies and Land Allocations DPD and Review of Development Management

Policies DPDs are adopted and some of those sites and designations in the 2004 Local Plan and 2008 Core Strategy may now be built out or in alternative uses

Name of Constraint	Source of Constraint	Policy/Policies
Open Space Deficit Areas	2008 Core Strategy	SC8
Gateway Locations	2014 Development Management DPD	DM35
Housing Opportunity Sites	2004 Local Plan + 2008 Core Strategy	H3, H6
Land Allocation for Housing	2004 Local Plan + 2008 Core Strategy	H4
Tourism	2004 Local Plan + 2008 Core Strategy	TO2, ER6
Retail Frontages - Primary	2004 Local Plan + 2008 Core Strategy	S12
Retail – City or Town Centre	2004 Local Plan + 2008 Core Strategy	S1
Recreation – Outdoor Playing Space	2004 Local Plan + 2008 Core Strategy	R1, R2, R3
Green Corridor	2004 Local Plan + 2008 Core Strategy	E30
Community Services – Youth and Community Centre	2004 Local Plan + 2008 Core Strategy	R18
Employment Areas	2004 Local Plan + 2008 Core Strategy	EC3, EC5
Conservation Area	2004 Local Plan + 2008 Core Strategy	DM6, DM31, DM32
North Lancashire Green Belt	2004 Local Plan + 2008 Core Strategy	E1, SC2
Urban Green Spaces	2004 Local Plan + 2008 Core Strategy	E29
Countryside Area	2004 Local Plan + 2008 Core Strategy	E4, E5
Area of Outstanding Natural Beauty	2014 Development Management DPD	DM27
Biological Heritage Site	2014 Development Management DPD	DM27
Environmental Destinations – International and National	2014 Development Management DPD	DM27
Site of Special Scientific Interest	2014 Development Management DPD	DM27
Natural Improvement Area	2014 Development Management DPD	DM27
Allocations (Mineral and Waste) – Mineral Safeguarding Area	2004 Local Plan + 2008 Core Strategy	E4, E5

CARNFORTH: A BRIEF HISTORY

Carnforth has had an unremarkable history and its development has almost entirely been shaped by its location as a natural junction, initially and most recently for roads both large and small and for a hundred years or more from the mid 19th century, for railways. There is some dispute regarding the derivation of the name Carnforth with some authorities claiming it is a corruption of "Keer ford" or ford over the river Keer whilst others believe it is based on the Anglo-Saxon "Chreneforde", derived from a stretch of water frequented by cranes.

Topography

Carnforth is situated on higher ground at the South end of a wide valley running North to South. The valley was gouged out between the limestone hills to the East and to the West by glaciers from the Lake District at the end of the last Ice Age.

This topography underlies the industrial development of Carnforth. The glacial debris consists of various gravel and sand deposits which contributed, with the native limestone, to an active extractive industry.

The valley forms an ideal North to South communications route but the wetness of the valley floor caused the early roads from the South to keep to either the East or the West after leaving Carnforth, until construction technology improved. The town is thus a natural junction.

Development

Early human development was based on the River Keer which was navigable with settlements just to the North East of the modern town. These areas later became gravel pits. In the medieval period Carnforth was a farming village in the more developed parish and settlement of Warton. The western road to the North led down Haws Hill over Keer Bridge by a mill, through Warton and Yealand Storrs. The eastern road took advantage of the high ground along North Road to Borwick and Burton. Another eastern road went through the Kellets.

In the 17th century the town developed both as a convenient halt for travellers with several inns and as a small market town to service the local agricultural community. The oldest remaining houses date from this period and are situated on these old roads.

Industrialisation

The industrialisation of Carnforth began in the late 18th and early 19th centuries when more modern transport links developed. The Lancaster to Kendal canal which opened in Carnforth in 1797 exported limestone southwards in return for coal from the Lancashire coal fields. Over a period of two decades in the mid 19th century the railways brought coal from the East and iron ore from Furness, thus allowing Carnforth to develop an iron industry that survived into the 20th century.

The iron works which first opened in 1846 brought in experienced workers from across the country and terraced houses were built to house them.

The railway also expanded with servicing facilities and more characteristic terraced housing. The mineral extraction industry was more dispersed with many small quarries and gravel pits and smaller housing terraces. Many of the quarry sites left level areas which have been built over and largely forgotten.

Modern Carnforth

In the late 19th century the structure of the town centre changed with the construction of a new road North from the original junction of Hawes Hill and North Road (now the A6 Scotland Road), enabled by the draining of the Levels by the railway. The centre moved to lower Market Street from the A6 road junction rather than near the Shovel Inn.

The provision of professional services and shops expanded apace after the establishment of a local Co-Operative Society and was followed in the early 20th century by the building of a cinema and the opening of an auction mart in the centre of the town.

In the 1980s, following the closure of the auction mart, the opportunity arose to develop a retail outlet (Booths) to serve the growing population and the numerous self-catering holiday sites and leisure parks around the town.

The construction of the M6 motorway gave an impetus to local quarrying but then the activity moved to the larger Kellet quarries and the cement works on the A6 closed. The 20th century also saw large housing estates being developed at Highfield, Whelmar, and Crag Bank and there are new residential developments currently planned for the former Lundsfield quarry site and on Scotland Road.

A growing population in the 20th century also led to a significant educational development. Although Carnforth had had several elementary and primary schools since the 19th century, the opening of a dedicated secondary school in 1959 ensured that pupils no longer needed to travel to Lancaster or Morecambe to complete their academic careers.

One noticeable by-product of local quarrying and the construction of the motorway has led to a different phase of development around the periphery of the town. Many of the exhausted gravel pits developed into lakes over time and this has enabled the creation of leisure parks with holiday homes that are easily accessible by visitors to the area. Better transport links, particularly the motorway network, are also providing a stimulus to the expansion of light industry and transport services in Carnforth and, after a recent period of relative inactivity, the future is looking bright.



Local Green Space Assessment Methodology

Policy context

What are Local Green Spaces?

The Local Green Space designation allows local communities to identify and protect green areas that have particular importance to them. The concept of Local Green Space (LGS) designation was first introduced in the National Planning Policy Framework (NPPF) published in 2012 and has been carried forward in the recent NPPF¹ update published in 2018.

National Planning Policy Framework (NPPF)

Paragraph 99 of the NPPF (2018) states that land can only be designated as LGS when either a local plan or neighbourhood plan is being prepared or updated and can be capable of enduring beyond the end of the plan period.

Paragraph 100 of the NPPF (2018) recognises that the LGS designation cannot be applied to all green space and sets out the following criteria for designation of LGS sites:

- a) In reasonably close proximity to the community it serves;
- b) Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) Local in character and is not an extensive tract of land.

Paragraph 101 of the NPPF (2018) says that managing development within LGS should be consistent with policies for Green Belt, therefore this designation would rule out development other than in very special circumstances and should be consistent with the local planning of sustainable development.

¹ MHCLG. 2018. National Planning Policy Framework. [ONLINE] Available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

National Planning Practice Guidance (PPG)

The national Planning Practice Guidance (PPG)² provides further guidance on the policies contained within the NPPF regarding LGS designation. The guidance addresses many common questions about the LGS designation, particularly relating to what sort of sites would be suitable for designation and what the designation means in practice. The following paragraphs in the PPG (specifically the 'Open Space, sports, and recreation facilities, public rights of way and local green space' section) are of relevance for the evaluation of sites for LGS designation. Key points of these paragraphs are summarised below:

- Paragraph 007 – LGS designation should be consistent with local planning for sustainable development and should not be used in a way that undermines this aim of plan making;
- Paragraph 008 – generally LGS designation is rarely appropriate for land which is subject to planning permission for development;
- Paragraph 011 – if land is already protected by designation (such as Area of Outstanding Natural Beauty or conservation area), then consideration should be given to whether any additional local benefit would be gained by LGS designation;
- Paragraph 014 – the proximity of LGS to the community it serves will depend on local circumstances, including why the green area is seen as special e.g. if public access is a factor, then the site should be in easy walking distance;
- Paragraph 015 – there are no hard and fast rules about how big LGS can be because places are different and a degree of judgement will inevitably be needed; and
- Paragraph 017 – some areas that may be considered for designation as LGS may already have largely unrestricted public access, however land could be considered for LGS designation if there is no public access (e.g. if valued for biodiversity, historic significance and/or beauty). LGS designation in itself does not confer any rights of public access over what exists at present.

Lancaster City Council

The current 'Local Plan 1996-2016' for Lancaster comprises of the Lancaster District Local Plan that was adopted in 2004 and the Core Strategy³ which was adopted in 2008. The Core Strategy supersedes many

² MHCLG. 2014. *Planning Practice Guidance, Local Green Space designation*. [ONLINE] Available at: <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#Local-Green-Space-designation>

³ Lancaster City Council. 2008. *Core Strategy (2003 -2021)*. [ONLINE] Available at: <http://www.lancaster.gov.uk/assets/attach/3971/Core-Strategy.pdf>

of the policies in the Local plan with a dedicated 'striketrough edition of the Local Plan'⁴ published in 2008 to show the policies that have been fully or partially replaced by the Core Strategy.

Lancaster City Council adopted the Development Management Development Plan Document (DPD)⁵ in December 2014, which sets out planning policies which are used to determine planning applications as well as relating to economic, environmental and social matters.

The 'Local Plan 2011-2031' for Lancaster City Council is currently being updated. Drafts of the Part One: Strategic Policies and Land Allocation DPD⁶ and Part Two: review of the Development Management DPD⁷ were submitted to the Secretary of State for independent examination on 15 May 2018.

The revised 'Local Plan 2011-2031' also consists of the Morecambe Area Action Plan DPD⁸ adopted in December 2014, the Arnsdale Silverdale Area of Outstanding Natural Beauty (AONB) DPD⁹ (recently adopted on 13th March 2019) and the Gypsy and Traveller Accommodation and the Lancaster South Area Action Plan DPD.

The PPG¹⁰ advises that a draft neighbourhood plan must be in general conformity with the strategic policies of the development plan in force borough wide, in order to meet basic condition (e).

Green Infrastructure is identified as beneficial in positively contributing to the locality through green spaces and green corridors. Policy DM25: Green Infrastructure 'Development Management Development Plan DPD 2014' states the following:

The integrity and connectivity of the Green Infrastructure network will be managed, maintained, protected and enhanced. Opportunities to extend the framework of green spaces and green corridors in the district

⁴ Lancaster City Council. 2008. Lancaster District Local Plan Strike-Through Edition. [ONLINE] Available at: <http://www.lancaster.gov.uk/assets/attach/3970/CORE-028-Lancaster-District-Local-Plan-Strike-Through-Edition-2008.pdf>

⁵ Lancaster City Council. 2014. A Local Plan for Lancaster District 2011-2031. Development Management DPD. [ONLINE] Available at: <http://www.lancaster.gov.uk/assets/attach/477/DM-Doc-Final-Sept-2015.pdf>

⁶ Lancaster City Council. 2018. A Local Plan for Lancaster District 2011-2031. Part One: Strategic Policies and Land Allocations DPD. [ONLINE] Available at: <https://planningdocs.lancaster.gov.uk/NorthgatePublicDocs/00917941.pdf>

⁷ Lancaster City Council. A Local Plan for Lancaster District 2011-2031. Part Two: Review of the Development Management DPD. [ONLINE] Available at: <https://planningdocs.lancaster.gov.uk/NorthgatePublicDocs/00917957.pdf>

⁸ Lancaster City Council. Morecambe Area Action Plan (to 2021). [ONLINE] Available at: <https://www.lancaster.gov.uk/assets/attach/366/Morecambe%20Area%20Action%20Plan%20DPD.pdf>

⁹ Lancaster City Council. 2018. Arnsdale & Silverdale. Area of Outstanding Natural Beauty. Delivery Plan 2014-2019. [ONLINE] Available at: <https://planningdocs.lancaster.gov.uk/NorthgatePublicDocs/00914197.pdf>

¹⁰ MHCLG. 2018. Planning Practice Guidance, What is neighbourhood planning, paragraph 009. [ONLINE] Available at: <https://www.gov.uk/guidance/neighbourhood-planning--2>

should be taken and development proposals which will result in the damage to the integrity of or severance of a green corridor will be resisted by the council.

Individual green assets should be retained wherever possible, particularly in relation to spaces which have a recognised value, whether this is a community or environmental value. Any development proposals which involve the loss of designated green space will be resisted by the council. Where appropriate, development proposals should seek to integrate green spaces and green infrastructure into development proposals and forge linkages with existing green space networks.

The policy continues to emphasise that the loss of green spaces will be resisted unless development proposals seek to reduce any adverse impact and provide improvements to open space.

A number of local green spaces have been identified across the district as holding particular importance to the community and have been designated in Policy SC2 of the Part one: Strategic Policies and Land Allocation DPD as part of the emerging Local Plan. Carnforth Cemetery Wood (SC2.13) has been designated under Policy SC2. The policy is supported by the evidence in the Local Green Space Assessment May 2018¹¹ that outlines the background and methodology undertaken to designate the identified Local Green Spaces district wide along with the individual site assessment and maps.

Although a draft neighbourhood plan is not tested against the policies in an emerging Local Plan; the reasoning and evidence informing the Local Plan process is likely to be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested. Therefore, Carnforth Neighbourhood Development Plan should have regard to evidence supporting relevant allocations and policies in the emerging 'Local Plan 2011-2031'.

Methodology

Method Stage 1: Initial Desktop Review

The first stage of this evaluation involves an initial review of existing green space within the Carnforth Neighbourhood Area. This would make the process of designation LGS easier to designate so as to avoid any potential clash with adopted and emerging development plan designations and NPPF/PPG guidance:

- Where the green space is;
- What type of green space it is;
- Statutory or policy designation;
- Quality and condition of the green space; and
- Value and benefit to the community.

¹¹ Lancaster City Council. 2018. A Local Plan for Lancaster District 2011-2031. Local Green Space Assessment. [ONLINE] Available at: <https://planningdocs.lancaster.gov.uk/Anitelm.Websearch/Download.aspx?ID=918912>

This information would then narrow down a list of sites determine if green space is considered for LGS designation.

Method Stage 2: Policy Audit

Once potential green space sites are identified, they will be assessed against the NPPF criteria outlined in paragraph 100 and additional guidance provided in the PPG. The criteria are:

- a) The green space is in reasonably close proximity to the community it serves;
- b) The green space is considered demonstrably special to a local community and holds a particular local significance; and
- c) The green space is local in character and is not an extensive tract of land.
- d) The green space does not already have planning permission for development;

There is no clear definition of what is 'an extensive tract of land'; however the site should be a local facility and not just a green space in the countryside. There is also no clear definition of what is 'close proximity to the community', however as noted in the PPG, public access is a key factor so should be in easy walking distance of the community served.

If satisfied that these sites meet the criteria identified above, the Carnforth Town Council will identify the sites that should go forward to be assessed in detail to determine if the site should be designated as LGS.

Before proceeding further with sites, consideration should be had for any local evidence base for green infrastructure to understand whether the site has already been assessed in its suitability for locally designated green infrastructure.

Method Stage 3: Detailed Policy Analysis

Part b of Paragraph 100 of the NPPF (2018) states that Local Green Space designation should be used where green space:

"...demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife."

As such, potential sites should meet at least one of the five criteria:

- Beauty (for example: local character, landscape, flora and fauna);
- Historic significance (for example: conservation area, high archaeological importance and listed buildings);

- Recreational value (for example: type of activity, facilities and events);
- Tranquility (for example: pollution, noise and natural environment); and
- Wildlife (for example: ecological designation, SNCI, SSSI and SAC and any evidence of wildlife).

Each site will be assessed using the table attached that clearly captures the above criteria and informs the judgement made by the Town Council to determine which sites will be allocated as LGS through the Neighbourhood Plan process.

Site Details			
Site	Grid Ref.	Description and purpose	
Checklist			
Policy designations (e.g. Green Belt / Recreation Area)	Quality and condition	Value and benefit to the community	
Criteria			
a) The green space does not already have planning permission for development	b) The green space is in reasonably close proximity to the community it serves	c) The green space is considered demonstrably special to a local community and holds a particular local significance	d) The green space is local in character and is not an extensive tract of land
		Beauty:	
		Historic Significance:	
		Recreational value:	
		Tranquillity:	
		Wildlife	
		Other values:	
Conclusion			
Does this site meet the criteria?		Comments	