

CARNFORTH TOWN COUNCIL NEIGHBOURHOOD PLAN

2021 – 2031

CONSULTATION STATEMENT

July 2022



CARNFORTH NEIGHBOURHOOD PLAN

2021 –2031

CONSULTATION STATEMENT

FOR FURTHER INFORMATION PLEASE VISIT

<https://carnforthtowncouncil.org/neighbourhood-planning/>

Email: clerk@carnforthtowncouncil.org

Twitter: @CarnforthTC

Address: 46 – 48 Market Street Carnforth LA5 9LB

Telephone: 07486 256 006



Contents

Contents	3
Overview	4
Introduction	5
Consultation Undertaken	5
Drop-in-events	6
Business Survey	7
Decarbonising Local Transport	8
Lancaster City Council - Principal Authority	9
Regulation 14 Consultation	10
Supporting Material	11
Appendix A - Recruitment & Information Events	12
Appendix B - Community Drop-in Events	13
Appendix C - Surveys	17
Policy themes and projects	31
Appendix D - Regulation 14 Community Engagement	34
Summary of Regulation 14 Consultation Responses	57
Appendix 1	66



Overview

- 1) Carnforth was formally designated as an area for planning purposes on 25th April 2018. The Carnforth Neighbourhood Plan Working Group has surveyed, spoken and listened to the local community and has used the issues, and opportunities raised during the process to help inform production of the values, vision and objectives, policies and projects in the Regulation 14 draft Carnforth Neighbourhood Plan.



Introduction

- 2) This Consultation Statement has been produced to accompany the Carnforth Neighbourhood Plan. It sets out the process of consultation that has been undertaken in preparing the Neighbourhood Plan and how this has informed the submission version of the Plan.

Consultation undertaken

Overview

- 3) This section provides an overview of the consultation process undertaken for the Neighbourhood Plan, which is expanded upon in the supporting material (see Appendices).
- 4) Information evenings were held at the outset of the plan-making process to introduce and explain Neighbourhood planning; why a Plan should be prepared for the Carnforth designated area; what it might cover, and how the local community could get involved to help develop the Plan.
- 5) Our bi-monthly newsletter, the *Carnforth Express* delivered to all residents and published on the Council's website encouraged them to get involved in being part of the Carnforth Neighbourhood Plan Working Group and a survey of the local community helped to develop our *Vision and Objectives* and the evidence base for the Neighbourhood Plan policies and projects.
- 6) Requested feedback from the local community as well as having residents as members of the working group sought to understand key issues and concerns and helped inform the focus of the Plan and potential policy areas.
- 7) A high response rate was received, with analysis of responses identifying areas for consideration in the Neighbourhood Plan and our *Vision, Values and Objectives* for the Plan which we shared and discussed with our local community through the *Carnforth Express* and at informal drop-in events held in September 2019.

- 8) A four-week period of informal consultation on the Neighbourhood Plan took place between 30th September 2019 - 28th October 2019. Organised by Carnforth Town Council the consultation was open to all, including local businesses, community groups and residents of Carnforth.

Drop-in-events

- 9) The consultation commenced with a series of drop in events held by Carnforth Town Council on 26th September 2019 from 7:00pm and 30th September, from 2:00pm – 4:00pm and 5:00pm – 7:00pm at Carnforth Civic Hall, North Road. Around 80 people attended the drop-in events representing a cross section of the local community.
- 10) During the events the draft vision and objectives of the Plan, policy themes, local green space review and baseline assessment were displayed. These community drop-in events provided an overview of progress; sought feedback on the vision and objectives for the Plan and gave the local community another opportunity for further feedback and ideas for incorporation in the Plan. More than 50 people attended, representing a cross section of the local community. They confirmed they were happy with the Neighbourhood Plan Vision and Objectives as written.
- 11) Paper copies of the business survey were also available. The documents received universal support from the attendees and further comments raised as part of the exercise are detailed below.
- 12) The following were identified as Carnforth's key issues by residents:
- Lack of affordable housing;
 - Lack of parking outside of the town centre;
 - Lack of retail opportunities;
 - Traffic congestion and high rates of unsustainable transport behaviours;
 - Need for all new developments to be sustainable;
 - Lack of new parks / leisure facilities, and a need for improvements to existing parks/leisure facilities;
 - Need for protection of natural habitats;
 - Need for employment growth to be controlled;

- 13) Other opportunities for the area were identified, including:
- Potential for improved pedestrianisation;
 - Heritage retention and celebration;
 - Potential for increase in leisure and tourism opportunities;
 - Increased frequency and quality of community events
- 14) For those unable to attend the drop-in events, copies of the aforementioned documents were available on Carnforth Town Council's website. Hard copies of these documents were also provided at Carnforth Library and Carnforth Town Council Offices. Those interested in commenting on the documents could email or telephone the Town Clerk.

Business Survey

- 15) The Business Survey was created to understand the type of existing businesses and enterprises that operate within the Carnforth Neighbourhood Area. It was also intended that the survey would provide an understanding of their constraints, the state of physical and digital infrastructure within the town, and future issues and aspirations.
- 16) The survey was active online for a period of four weeks, from the 3rd October 2019 - 1st November 2019. Surveys were distributed to thirty six businesses in Carnforth with publicly accessible email addresses on the 3rd October, and again on the 22nd October. A link to the survey was also available on Carnforth Town Council's website and paper surveys available at Carnforth Town Council's drop-in consultation events. A total of thirteen responses were received, twelve of whom opted into the use of their data. This represented a 33.3% response rate.
- 17) The results of the business survey established parking and traffic management as key issues to be improved, with 100% of respondents agreeing that more (or better managed) parking infrastructure would assist their business. In some cases, the lack of parking was identified as a constraint to business expansion.
- 18) Improvement of rail services and providing better walking and cycling linkages were also identified as areas for potential improvement, potentially revealing a latent demand for alternate forms of transportation to private vehicles.

- 19) A relative majority of business owners and employees were identified to live within five miles of Carnforth, rather than in Carnforth itself. Of those living within Carnforth, 75% most often used a sustainable method of transportation to get to work, while 25% drove.
- 20) Those living outside of Carnforth (including those within five miles) exclusively used a private vehicle as their main choice of transportation. This indicated that any strategies to encourage a shift in transport behaviours would need to be enacted both within Carnforth, and in areas outside of it.
- 21) It was identified that the majority of business customers are located outside of Carnforth and travel from surrounding areas (58.3%). This indicated that one focus of the Neighbourhood Plan would be to provide strategies for more local use of businesses, or to attract tourists from further afield who are visiting the nearby Lake District.
- 22) Affordability, and the need for smaller business start-up units were also identified as key priorities.
- 23) Two thirds of respondents believed there was a need for additional business space in Carnforth, while half of respondents believed there was demand for the creation of low - cost flexible workspaces.
- 24) Digital infrastructure, while identified as important to some businesses was not identified as an area of concern.

Decarbonising Local Transport

- 25) In January / February 2021, the local community were invited to take part in a research study '*Decarbonising Local Transport in Carnforth*'. This project explored how bottom-up community initiatives can support the decarbonisation agenda by reducing the need for car journeys, providing residents with viable options for sustainable transport, influencing land use policy, and providing change behaviour incentives at the neighbourhood level. It sought to understand residents' view on the decarbonisation agenda and the suitability of some social and technological innovations to decarbonise transport in Carnforth.

- 26) The local community had identified transport as a key issue, with congestion in the town centre and many commuting trips being undertaken by car. There are also concerns about the potential for traffic to increase from proposed residential developments east of the canal and it was highlighted that whilst the town is a potential stopping off point en-route to the Lake District (and, in future, possibly the Eden Project in Morecambe) the high street (Market Street) does not capitalise on its location and is in decline.
- 27) The survey completed and submitted by the local community informed key parts of the draft Carnforth Neighbourhood Plan and makes it one of the first Neighbourhood plans in the country to seek to be Carbon Neutral.

Lancaster City Council – Principal Authority

- 28) From the beginning the Carnforth Neighbourhood Plan Working Group have shared progress and built a good working relationship with the principal authority, Lancaster City Council. This has included emails and face to face meetings and a *Service Level Agreement* agreed in March 2019.
- 29) We have also consulted with Lancaster City Council on the outcomes of technical support on the Housing Needs Assessment and Design Codes as well as the draft version of the Carnforth Neighbourhood Plan for the purposes of a 'health-check'. Comments were received from the City Council in February 2021 and incorporated into a revised version of the Plan.
- 30) This revised version was then subject to Screening for both SEA and HRA purposes and consultation by the City Council, with the Environment Agency, Historic England and Natural England in March 2021.
- 31) Following this process the Plan was subject to the formal Regulation 14 process. This ran for a duration of six weeks – with a further extension of two weeks requested by Lancaster City Council. This took the form of a series of outdoor and drop-in events and questionnaire. Statutory consultees were also contacted with their details being provided by Lancaster City Council.

Regulation 14 Consultation

- 32) Over the Regulation 14 consultation period the local community were asked to express its views on the vision for the future of Carnforth that is set out in the Plan. Over 100 people had the opportunity to express their opinions at face-to-face open meetings held around the town on 4th and 25th August 2021.
- 33) The Town Council established a neighbourhood planning page on its website, which is kept up-to-date with information and documents.
- 34) The Carnforth Neighbourhood Plan Working Group has met on a regular basis since the area was designated for plan-making purposes in April 2018. Minutes of all meetings are available via the Parish website.
- 35) Other means of communication for sharing information on the Neighbourhood Plan have included use of Carnforth Town Council's noticeboards, monthly and annual town council meetings, local radio, local press, Carnforth Town Council's Facebook page and Twitter account.
- 36) It should also be noted that technical support on the *Housing Needs Assessment* and *Design Codes* informed and provided evidence to the final draft of the Neighbourhood Plan and the policies within it. These were subject to detailed review by the Carnforth Neighbourhood Plan Working Group and details shared with the local community for comment through our bi-monthly newsletter, the *Carnforth Express*.
- 37) Consideration has been given to all comments and responses made in the preparation of the Neighbourhood Plan from every source of community engagement and at every stage until the final draft for the Regulation 14 consultation was approved.
- 38) The consultation responses to the Regulation 14 version of the Neighbourhood Plan also showed support for these policies (See Appendix D)

Supporting material

This Consultation Statement includes, in the appendices, material associated with the consultation process. This comprises:

- **Appendix A: Recruitment & information events**
- **Appendix B: Community Drop-in events**
- **Appendix C: Surveys**
- **Appendix D: Regulation 14 Community Engagement**

Appendix A:

Recruitment & Information events

This appendix sets out a presentation made at an event to consider whether the community wished to have a neighbourhood plan and to recruit members of the Carnforth Neighbourhood Plan Working Group

<h3>A NEIGHBOURHOOD PLAN FOR CARNFORTH</h3>	<h4>WHAT IS A NEIGHBOURHOOD PLAN?</h4> <ul style="list-style-type: none"> • Introduced in 2012 under the Localism Act 2011 • Provides a community-led planning framework for guiding future development, conservation, green spaces, improvement and provision of services etc. • Unlike a Parish Plan, once adopted it becomes part of the Statutory Development Plan and future planning decisions must be based upon it
<h4>WHY DOES GOVERNMENT WANT THIS?</h4> <ul style="list-style-type: none"> • It puts the job of looking for potential development sites in the hands of local communities thereby speeding up the delivery of more housing nationally and reducing the time and expense of local communities fighting planning applications • It is expected that plans will be proactive and positive about development 	<h4>WHY SHOULD WE WANT THIS?</h4> <ul style="list-style-type: none"> • Every resident gets a say in how the village should develop over the next 10 to 20 years • The current Government's demand for new housing is likely to continue to increase in the future and it would be hoped that land designated in a plan now as not suitable for residential development will continue as such. • We have a say in protecting green spaces and conservation areas
<h4>BUT...</h4> <ul style="list-style-type: none"> • Any plan must support the strategic development needs of the Lancaster District Local Plan. The planners will want us to identify potential development sites and are highly unlikely to accept the plan unless we do this. • Permission for development on land not identified in the plan could still be granted if successfully challenged by developers in the future (e.g. Newick, "a Neighbourhood Plan could not be used to refuse suitable applications") • And it is very time consuming...No village in Lancaster District has yet completed a plan. Wray started their plan in 2014 and are aiming for completion in 2018! 	<h4>WHAT IS ACTUALLY INVOLVED?</h4> <ul style="list-style-type: none"> • Although the Parish Council submits the plan it will be prepared by a steering group of volunteers (6-8), hopefully covering a range of skills. It is not the responsibility of the Town Council to actually produce the plan. • It may be necessary to engage planning consultants (grants are available) • At every stage residents need to be kept informed and consulted on a face-to-face basis • The final plan must be approved by Lancaster City Council, an Independent Examiner and put to a referendum
<h4>THE NECESSARY STEPS IN PREPARING A PLAN</h4> <ul style="list-style-type: none"> • Identify the 'designated area' covered (parish? village?) • Have this approved by City Council • Decide the vision and objectives of the plan • Gather the evidence to justify the content of the plan • Active consultation with all interested parties • Prepare the draft plan • Ensure plan meets all basic conditions (must accord with the District's Local Plan and Government's National Planning Policy) • Submit plan to City Council • If approved it then goes to an Independent Examiner and a referendum of all residents 	<h4>DECISION TIME...</h4> <ul style="list-style-type: none"> • Do we want a Neighbourhood Plan? • If the answer is "YES" who is going to prepare it?

Appendix B:

Community Drop-in events

This appendix sets out posters used to encourage the local community to attend drop-in events to help shape the Carnforth Neighbourhood Plan Values, Vision and Objectives.

Why YOU need to have YOUR say on a **NEIGHBOURHOOD PLAN** for **CARNFORTH**



There are many reasons both for and against having a neighbourhood plan. A plan for Carnforth **will affect the whole of the local community** – some will see it as a great opportunity to shape where we live; others will consider it an unnecessary burden.

The area shown on the map has been designated for neighbourhood planning and the Town Council has produced an outline *Vision, Values and Objectives*, supported by the Carnforth Chamber of Trade.



But it is **your views that really matter!**
So please take the opportunity to come along to an informal meeting and **have your say!**

Date: WEDNESDAY 26th SEPTEMBER

Time: 7:00pm

Where: CARNFORTH CIVIC HALL





**Carnforth Neighbourhood Plan
Infomal Consultation
Carnforth Civic Hall
Monday 30th September 2019
2pm to 4pm & 5pm to 7pm**

ALL WELCOME

We are launching a four-week consultation on key elements of the town's emerging Neighbourhood Plan.

The neighbourhood plan can be used to:

- Develop a shared vision & objectives;
- Choose where new homes, shops, offices & other developments should be built;
- Identify & protect important local green spaces, and;
- Influence what new buildings should look like.

We have now produced a **draft vision and objectives**, supported by detailed evidence in a **baseline assessment**, and carried out an initial review of our **local green spaces**.

You are invited to '**Have your say**' on these documents to help the local community to influence planning and shape the town's future for decades to come!

Don't miss out! Join us on the day, visit our website or see the documents at Carnforth Town Council Offices or the Library!





Carnforth Baseline Assessment

First Draft

March 2019



Carnforth Revised Vision and Objectives with Draft Policy Ideas

March 2019



Carnforth Neighbourhood Plan Local Green Space Report

Version 2
August 2020

Carnforth Town Council
Troy Planning + Design



Carnforth Housing Needs Assessment (HNA)

March 2020

Appendix C: Surveys

This appendix includes:

- Carnforth Neighbourhood Plan – Business Survey
- Research Survey – Decarbonising Local Transport in Carnforth
- Table of Key the themes raised during consultation and from survey responses

Carnforth Neighbourhood Plan - Business Survey

Thank you for agreeing to take part in this survey. Your input is valuable to informing the preparation of a Carnforth Neighbourhood Plan.

The following survey is being sent to businesses within Carnforth's town boundaries. This survey is important to ensure appropriate consultation and evidence, and inform and prepare locally relevant policy.

Please note that by participating in this survey you are giving your consent for this data to be collected and stored for the duration of this project.

*** Required**

1. Please note that by participating in this survey you are giving your consent for this data to be collected and stored for the duration of this project. *

Check all that apply.

☐ I hereby give consent for Troy Planning + Design and Carnforth Town Council to collect and use the data collected within this survey for the duration of this project.

You and Your Business

2. Business name:

3. Business address:

4. Years based in Carnforth: *

5. Nature of your business (E.g. retail, cafe / pub, professional services, manufacturing, light industry, warehousing or haulage, construction, other tradesperson etc.)? *

6. What would you say are the best three things about having a business in Carnforth? (Please only list three). *

7. Three things that could be improved in Carnforth for business? (Please only list three). *

8. How many full time employees (over 30 hours/week) does your business have? *

9. How many part time employees (under 30 hours/week) does your business have? *

10. How many seasonal employees does your business have? *

11. Where do you and the majority of your employees live? *

Mark only one oval per row.

	In Camforth	Within 5 miles of Camforth	Further Afield
You	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Your Employees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. Which mode of transport do you and the majority of your employees use the most to travel to work? *

Mark only one oval per row.

	Walking	Bicycle or other self-propelled Vehicle	Public Transport	Car (Driver)	Car (Passenger)	Other
You	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Your Employees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. To the best of your knowledge, where is the majority of your customer base from? *

Mark only one oval.

- ☐ Within Camforth
- ☐ Areas surrounding Camforth (Lancaster, Morecambe, Over Kellet, etc.)
- ☐ Greater Manchester
- ☐ Tourists from further afield

14. What is the overall size (m² or sqft) and type of business unit(s) that you currently occupy? *

15. How many customers do you estimate you have per year?

16. Please agree with one of the following statements: *

Mark only one oval.

- ☐ I own my premises outright
- ☐ I own my premises with a mortgage
- ☐ My premises are rented/leased
- ☐ I share my business space with others
- ☐ I work/run my business from home
- ☐ Other: _____

17. Are there constraints that are preventing your business in Camforth from growing? *

Mark only one oval.

- ☐ Yes Skip to question 18.
- ☐ No Skip to question 20.

Business Constraints

Please fill in this section only if you indicated "yes" to there being constraints that are preventing your business in Camforth from growing.

18. Which constraints affect your business? *

Mark only one oval per row.

	Heavily Constrains	Constrains	Neutral	Does not Constrain	Unsure/No Opinion
Broadband speed and coverage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicular access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rent	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Business Rates	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Suitable office space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Suitable retail space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Suitable Workshops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shortage of skilled workers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shortage of unskilled workers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of local affordable housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fear of Crime	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. Are there any other constraints that affect your business?

Physical and Digital Infrastructure

20. How important is high speed broadband to your business? *

Mark only one oval.

	1	2	3	4	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not Important

21. Does the need for up to date technology play a lead role in your business? *

Mark only one oval.

- ☐ Yes
- ☐ No

22. If yes, please explain:

23. What improvements to infrastructure would assist your business? *

Check all that apply.

- ☐ Telephone
- ☐ Electricity
- ☐ Gas
- ☐ Suitable Bus Service
- ☐ Rail Service
- ☐ Quality of Road Network
- ☐ Suitable housing for workforce
- ☐ Parking
- ☐ Lighting/CCTV
- ☐ Foul Drainage
- ☐ Surface Water Drainage
- ☐ Better Walking and Cycling
- ☐ Other: _____

24. Do you believe there is a need for additional business space in Camforth? *

Mark only one oval.

- ☐ Yes Skip to question 25.
- ☐ No Skip to question 27.

Additional Business Space

Please fill in this section only if you indicated "yes" to there being a need for additional business space in Camforth.

25. Please explain why you believe there is a need for additional business space in Camforth: *

26. What type of business accommodation is needed? *

Mark only one oval.

- ☐ Shops and Retail
- ☐ Hospitality (such as hotels and spas)
- ☐ Light Industrial Uses
- ☐ Factory/Manufacturing Units
- ☐ Offices
- ☐ Petrol Station and Retail
- ☐ Other: _____

Business Opportunities in Carnforth

27. Is there a demand for the creation of business starter units that provide low-cost flexible work spaces? *

Mark only one oval.

- ☐ Yes
- ☐ No
- ☐ Don't Know

28. What in your opinion would encourage existing businesses to stay in Carnforth, and attract new businesses to the town? *

29. Do you see a successful future for your business in Carnforth? *

Mark only one oval per row.

	Yes	No	Unsure
In the next 12 months?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In the next 24 months?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In the next 48 months?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

30. Please explain *

31. Any final comments?

Research Survey: Decarbonising Local Transport in Carnforth

Participant Information Sheet

You are being invited to take part in a research study **Decarbonising Local Transport in Carnforth**. This project, funded by DecarboN8, explores how bottom-up community initiatives can support the decarbonisation agenda by reducing the need for car journeys, providing residents with viable options for sustainable transport, influencing land use policy, and providing change behaviour incentives at the neighbourhood level. It seeks to understand residents' view on the decarbonisation agenda and the suitability of some social and technological innovations to decarbonise transport in Carnforth.

Before you decide whether to take part, it is important for you to understand why the research is being conducted and what it will involve. Please take time to read the following information carefully before deciding whether to take part, and discuss it with others if you wish. You can reach me at caglar.koksal@manchester.ac.uk if there is anything that is not clear or if you would like more information. Thank you for taking the time to read this.

Who will conduct the research?

Dr Caglar Koksal and Prof Mark Baker, Department of Planning and Environmental Management, University of Manchester.

Will the outcomes of the research be published?

The findings may be published in academic journals and professional magazines.

What would I be asked to do if I took part?

You are asked to participate in a short online survey answering questions about different ways in which local travel and transport can be made more sustainable and greener in Carnforth.

What happens if I do not want to take part or if I change my mind?

It is up to you to decide whether or not to take part. If you decide to take part you are still free to withdraw at any time without giving a reason and without detriment to yourself. However, it will not be possible to remove your data from the project once it has been anonymised as we will not be able to identify your specific data. This does not affect your data protection rights. If you decide not to take part you do not need to

address if you wish to share with us to contact you about the future workshop and community events around the decarbonisation of transport in Camforth.

Will my participation in the study be confidential and my personal identifiable information be protected?

In accordance with data protection law, The University of Manchester is the Data Controller for this project. This means that we are responsible for making sure your personal information is kept secure, confidential and used only in the way you have been told it will be used. However, all response data is anonymous. At the end of the survey we will ask you to provide your name and contact details only if you are interested in future workshops and community events around the decarbonisation of transport in Camforth. However, your responses to the survey and contact details page are separated, therefore your responses to this survey will remain fully anonymous even if you share your name and contact details for future workshops with us.

Contact details for complaints

If you have a complaint that you wish to direct to members of the research team, please contact: caglar.koksal@manchester.ac.uk

If you wish to make a formal complaint to someone independent of the research team or if you are not satisfied with the response you have gained from the researchers in the first instance then please contact

The Research Ethics Manager, Research Office, Christie Building, The University of Manchester, Oxford Road, Manchester, M13 9PL, by emailing: research.complaints@manchester.ac.uk or by telephoning 0161 275 2674.

Contact Details

If you have any queries about the study or if you are interested in taking part then please contact the researcher(s) Dr Caglar Koksal caglar.koksal@manchester.ac.uk

By participating in this study, you are agreeing that the contact information provided may be entered into a directory for future contact. However, all response data is anonymous, as contact information and survey data are

Default Question Block

How concerned are you about the effect of transport on climate change?

- ☐ Very concerned
- ☐ Fairly concerned
- ☐ Not very concerned
- ☐ Not at all concerned

How concerned are you about exhaust fumes from traffic in Camforth?

- ☐ Very concerned
- ☐ Fairly concerned
- ☐ Not very concerned
- ☐ Not at all concerned

By 2031, all local transport in Camforth will become carbon-neutral. This means a substantial majority of local travel in Camforth (e.g. travelling to town centre) will be made by walking, cycling or public transport, and a substantial majority of all inbound and outbound travel to and from Camforth will be made by either zero-emission (e.g. walking or cycling) or ultra-low emission transport options (e.g. public transport or electric car).

Do you agree with this statement?

- ☐ Strongly agree
- ☐ Somewhat agree
- ☐ Neither agree nor disagree
- ☐ Somewhat disagree
- ☐ Strongly disagree

Below we listed some **land use planning and infrastructure investment strategies** at the disposal of the local community in Camforth to make local transport greener and reduce greenhouse gas emissions from surface traffic.

Thinking only the local context of Camforth, please indicate how much you either agree or disagree with each strategy.

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
All new housing should be built at higher densities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New developments should provide a mixed use of residential, retail, leisure and commercial space.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Isolated and inward looking housing estates built around a series of cul-de-sac should be restricted.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Developers' contributions from new developments should be increased for transport infrastructure.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Available car parking provisions in the town centre should be reduced.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Levels of car parking provisions in new residential and commercial developments should be limited.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Future investment in road infrastructure should be restricted to maintenance only, with no new road construction.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improvements in rail services including	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Infrastructure

Investment in cycling infrastructure including segregated cycle lanes and cycle parking should be increased.

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Investment in walking routes in and around the town should be increased.

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Part of the town centre should be pedestrianised.

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Local work opportunities should be increased to reduce commuting long distances.

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Investment in electric vehicles charging stations should be increased.

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Below we listed some **public awareness and behavioural strategies** at the disposal of the local community in Camforth to make local transport greener and reduce greenhouse gas emissions from surface traffic.

Thinking only the local context of Camforth, please indicate how much you either agree or disagree with each strategy.

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
Better traffic management including route restriction and speed limits should be adopted across Camforth.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic-calming including road					

Flexible working hours should be encouraged to spread travel demand beyond conventional peak hours

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Home-based working should be encouraged

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Please indicate how much you are willing to change your own travel behaviour to help reduce the negative impact of transport on the environment and your health.

Promotional activities to make people aware of the environmental, economic and health benefits of walking and cycling should be encouraged

Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Encouraging the use of less than 30 minutes that I usually make by car, I am willing to walk, e.g. walking bus, should be encouraged

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

School travel plans, e.g. walking bus, should be encouraged

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Next time I buy a car, I would be willing to buy a car with lower engine capacity

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Low and ultra-low carbon vehicles should be promoted

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

I am willing to reduce the amount I travel by car

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Ride sharing and car clubs should be encouraged

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

Bike sharing should be encouraged

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

How do you usually get around within Camforth? Tick as many as you feel apply

- ☐ Walking
- ☐ Cycling
- ☐ Driving
- ☐ Public transport
- ☐ Other

How far did you used to travel outside Camforth *before the coronavirus pandemic?*

Please move the slider to indicate in minutes.

	0	10	20	30	40	50	60	70	80	90	100
work related trip	<div><div></div></div>										
schooling trip	<div><div></div></div>										
restaurant visit	<div><div></div></div>										
shopping/groceries	<div><div></div></div>										
services (bank or medical)	<div><div></div></div>										
visiting friends or relatives	<div><div></div></div>										
leisure	<div><div></div></div>										
hobby, culture or sport	<div><div></div></div>										

How far do you think you will travel outside Camforth *once the travel restrictions are lifted permanently?*

Please move the slider to indicate in minutes.

	0	10	20	30	40	50	60	70	80	90	100
work related trip											<input type="text"/>
schooling trip											<input type="text"/>
restaurant visit											<input type="text"/>
shopping/groceries											<input type="text"/>
services (bank or medical)											<input type="text"/>
visiting friends or relatives											<input type="text"/>
leisure											<input type="text"/>
hobby, culture and sport											<input type="text"/>

Is there anything else you would like to share with the research team to help us understand the best way to decarbonise local transport in Camforth.

Which part of Camforth do you live in? Please indicate an area based on the last two digits of your postcode. If postcode is not listed then choose the closest area.

- ☐ Millhead
- ☐ Town Centre
- ☐ North East (LT; LU; XA; XE; XF; XQ; XD; XG; XB; XN; XH; XW; XT)
- ☐ East (LP; LR; BG; LS; XP; XJ; BE; AQ; XL; AH; AD; AE; AF; BB; BD; AN; AG)
- ☐ South East (AW; BA; AJ; BJ; AY; AZ; AX; AL; BH; AP; AU; AR; AS; AT)
- ☐ South (DN; TT; JN; TS; JL; TU; EJ; EH; EN; EW; EQ; EG; FB; EF; TP; TW)
- ☐ South West (UP; UW; UR; UN; UL; UJ; UH; JH; GX; JJ; JQ; JP; JG; JF; UT; JD; JE; QY; JB)

What is your gender?

- ☐ Male
- ☐ Female
- ☐ Non-binary / third gender
- ☐ Prefer not to say

What is your age?

- ☐ Under 18
- ☐ 18 - 24
- ☐ 25 - 34
- ☐ 35 - 44
- ☐ 45 - 54
- ☐ 55 - 64
- ☐ 65 - 74
- ☐ 75 - 84
- ☐ 85 or older
- ☐ Prefer not to say

Please use the 'next page' arrow to move to the next page.

Powered by Qualtrics

Policy Themes and projects

The following table sets out the key the themes raised during the different stages of consultation. The Carnforth Neighbourhood Plan Steering Group took the 'themes' raised into account when determining the policies and projects in the Neighbourhood Plan.

Policy themes and projects	
Policy Theme	Content
Design	<ul style="list-style-type: none">Proposals for new development should demonstrate how they respond to the local character and built form expressed through scale and massing of development as well as use of materials and landscaping. The height and density of new development will reflect the existing built form. New development should help contribute to an improved quality of place with provision of good walking and cycling routes, building frontages that align with the existing built form and overlook the street clearly defining public and private realm.
Heritage and conservation	<ul style="list-style-type: none">Development affecting designated heritage assets.Potential to build on more specific policy support for individual assetsNon designated asset policy
Protection and Enhancement of Open Space	<ul style="list-style-type: none">Designate Local Green spaces.These areas will be given long term protection and proposals for development which is not ancillary to the use of the land for recreational purposes will be resisted. Planning applications for development of ancillary uses on the Local Green Spaces will only be permitted in very special circumstances.
Retail and Town Centre	<ul style="list-style-type: none">Proposals for new local services should be located within the defined Local CentreShop fronts/ advertisements- local design criteria can be added here following from the design code work

Policy themes and projects

Policy Theme	Content
Leisure and Tourism	<ul style="list-style-type: none"> • Defining the cultural assets in Carnforth and prioritising the protection for existing assets. • Explore demand for visitor accommodation in the town and impact of the development in the surrounding area • Proposals for the improvement or development of small-scale leisure and tourism facilities will be supported providing that: <ul style="list-style-type: none"> ➤ The scale, massing and design reflects the existing character of the area ➤ There is no unacceptable harm to the amenity of residents ➤ It is well connected to public transport links and the traffic impact is not significant
Sustainable Residential Development	<ul style="list-style-type: none"> • Promoting development within the settlement boundary • Making best use of previously developed land • Locating development as close as possible to the existing built-up area and services
Infrastructure, transport and Air quality	<ul style="list-style-type: none"> • Specific projects relating to the AQMA/reinstatement of mainline train services
Promoting sustainable transport	<ul style="list-style-type: none"> • Proposals for development will be required to support measures that promote and encourage active travel. This includes provision of good walking and cycle routes in proposed developments that are safe, well-connected, direct and convenient. These should link with existing walking and cycle route provision. • Project: Improving A6/Market Street to include safe/segregated cycle lanes with suitable pedestrian crossing.

Policy themes and projects

Policy Theme	Content
Delivering, Monitoring and review	<ul style="list-style-type: none">• List of projects to be funded by developer contributions including CIL.• Monitoring Framework of the Neighbourhood Plan and its policies• Frequency and triggering of NDP Review• Where development projects trigger the requirement for CIL payments and or section 106 agreements these will be made in accordance with Lancaster's adopted guidance or any subsequent updates to this.• The neighbourhood portion of CIL funding payable to Lancaster City Council resulting from development in Carnforth should be used to help support the delivery of the projects outlined in the Neighbourhood plan

Appendix D:

Regulation 14 Community Engagement

This appendix includes:

- Formal notice of the Regulation 14 consultation.
- Posters advertising the Carnforth Neighbourhood Plan on A Boards at open and drop-in events.
- Extract from the July / August edition of the *Carnforth Express* inviting residents and the local community to comment on the draft Carnforth Neighbourhood Plan
- Two press releases published in the *Lancaster Guardian*; *Morecambe Visitor* and the *Westmoreland Gazette*
- Regulation 14 Consultation Feedback Form and Frequently Asked Questions
- Presentation on the Regulation 14 consultation
- Summary report of Regulation 14 consultation responses.



OUR CARNFORTH OUR NEIGHBOURHOOD PLAN



Draft Plan Consultation

The purpose of the Carnforth Neighbourhood Plan is to help improve the quality of life and the built and natural environment for our community. It will establish policies for new development that calls for high standards of design and sustainability.

The Neighbourhood Plan has been developed in consultation with you, the Carnforth community. It responds to issues of local concern, as well as identified opportunities, and will enable us to influence the form of new development and infrastructure that comes forward in Carnforth.

Please do read the draft Plan and let us know what you think.

Please respond between 26 July and 5 September:

<https://carnforthtowncouncil.org/neighbourhood-planning/>



Please tell us what you think:

To find out more about the Plan please visit the Town Council website:
<https://carnforthtowncouncil.org/neighbourhood-planning>

Please submit your views by completing the questionnaire online or by hand and returning to the Town Council Offices. The consultation period runs from 26 July to 5 September.



CARNFORTH NEIGHBOURHOOD PLAN

With your support we have prepared a draft Neighbourhood Plan. This is an exciting opportunity for the local community to influence future development and make Carnforth an even better place to live, work and visit.

This is the first document of its kind to have been prepared for Carnforth and will present policies that will be used to inform and determine planning applications.

It is important to note that the Neighbourhood Plan is not the same as the Lancaster Local Plan. That presents the strategic policy direction and outlines how much new development will come forward in Carnforth over the next fifteen years. The Neighbourhood Plan expands upon this and provides the opportunity to present more locally specific policies and proposals that will help shape future change.

This includes policies around the design of any new development in Carnforth, such that it reflects the best qualities and character of the area.

The Neighbourhood Plan also looks at wider matters of importance to the community, including conservation and enhancement of open spaces and the natural environment, historic buildings and features, making it easier for people to get around, protecting and supporting important local services.

Having worked on the Neighbourhood Plan over the last three years we are now asking for your views on the Plan and policies within it. Consultation on the Neighbourhood Plan is open for a period of six weeks.



The history of Carnforth, which is closely linked to the railway, helps create a sense of identity and place which the Neighbourhood Plan aims to reflect in any future change in the area.



The Neighbourhood Plan focuses on land use and development matters highlighted during consultation events

Please tell us what you think

To find out more about the Plan please visit the Town Council website:

<https://carnforthtowncouncil.org/neighbourhood-planning>

Please submit your views by completing the questionnaire online or by hand and returning to the Town Council Offices. The consultation period runs from 26 July to 5 September.



CARNFORTH NEIGHBOURHOOD PLAN



THE VISION FOR CARNFORTH

Our vision for Carnforth is that it becomes the **vibrant and successful core** of the area, where issues of poor air quality and traffic noise have been tackled.



Over the plan period, Carnforth will maintain **sustainable patterns of development** through **conserving and enhancing** the qualities of the built, natural and historic environment, by promoting development which reflects its **distinct character areas**, and **encouraging well connected green infrastructure** networks. New development will be well connected into the existing urban fabric.



Cohesive, **sustainable transport links** will have helped to reduce air pollution in the area supporting **active and healthy communities**. Together with improvements to pedestrian and cycling links in the area, many more residents, visitors and people working in Carnforth will benefit from an efficient alternative to car-based travel, and will work to transition to a **net-zero carbon** transport network, with any vehicle in the central area being of an ultra-low emission character.



New growth will meet local needs and will allow Carnforth to **become more self-sufficient**; with increased support of local tourism, enterprise and community lead events. Because of its heritage and development the town will become **an even more attractive destination** for visitors, including those visiting because of the town's transport links to the Eden of the North.



Icons made by [flaticon](http://flaticon.com) www.flaticon.com

Please tell us what you think

To find out more about the Plan please visit the Town Council website:

<https://carnforthtowncouncil.org/neighbourhood-planning>

Please submit your views by completing the questionnaire online or by hand and returning to the Town Council Offices. The consultation period runs from 26 July to 5 September.





CARNFORTH NEIGHBOURHOOD PLAN

Thank you for reading this summary of the draft Neighbourhood Plan. Please do let us know what you think about the Plan by completing the questionnaire.

We will review all feedback and prepare a revised Plan for submission to Lancaster City Council later this year.

This will be subject to independent examination and, eventually, a referendum. If you vote in favour of the Neighbourhood Plan at the referendum it will then be used to guide, shape and determine planning applications and investment opportunities in Carnforth.

The aim is to put in place policies such that future growth in the area is done in the right way, bringing benefits to the locality and effecting positive change for current and future generations.

Having a Plan in place will also allow us to identify key infrastructure improvements we'd like to see delivered in Carnforth, either through new development or in partnership with funding organisations, such as infrastructure providers. The Plan identifies a need for improvements to the quality of public space, safer walking and cycling routes for example. These will be kept under review.

Please complete the online questionnaire at:
<http://tiny.cc/carnforth>



Please tell us what you think

To find out more about the Plan please visit the Town Council website:
<https://carnforthtowncouncil.org/neighbourhood-planning>

Please submit your views by completing the questionnaire online or by hand and returning to the Town Council Offices. The consultation period runs from 26 July to 5 September.



CARNFORTH NEIGHBOURHOOD PLAN

POLICIES IN THE PLAN

The Neighbourhood Plan includes policies that seek to:

- Conserve and enhance the natural and historic environment, designating important local buildings that warrant continued protection and give Carnforth its unique character.
- Influence the delivery of high quality design in new development that reflects the key characteristics and qualities that define Carnforth. These are presented by way of a series of design guides and codes that applicants should respond to.
- Support the leisure and tourism sectors, strengthening the town as a place to visit.
- Support uses that complement and sustain the attractiveness of the town centre, but which seek to minimise the impact of traffic on the retail environment, making this a more attractive place for people to spend time in.
- Support applications for a diversified employment offer, encouraging smaller start-up businesses and flexible working spaces.
- Deliver new walking and cycling routes that are safe and attractive for all to use, as well as promoting the delivery of infrastructure to support electric vehicles.
- Promote delivery of a mix of housing types and sizes, including affordable homes and opportunities for down-sizing, including that which meets the needs of an ageing population, as well as opportunities for self and custom build homes.
- Promote high standards of energy efficiency in the development of new homes.
- Designate green space in Carnforth that will benefit from long term protection from development.
- Reduce the impact and glare of light pollution.



Any future development proposed in Carnforth should respect the character and qualities of the built form and natural environment.

Please tell us what you think

To find out more about the Plan please visit the Town Council website:
<https://carnforthtowncouncil.org/neighbourhood-planning>

Please submit your views by completing the questionnaire online or by hand and returning to the Town Council Offices. The consultation period runs from 26 July to 5 September.



CARNFORTH EXPRESS

Carnforth Town Council – Working for you

July & August 2021

HAVE YOUR SAY ON OUR NEIGHBOURHOOD PLAN



Since mid-2018 a group supported by Carnforth Town Council has been working on a Carnforth Neighbourhood Plan for the town that will be a blue-print for its future.

Throughout its development residents and businesses have been consulted to form the plans, vision and objectives. Technical support has helped to gather evidence to inform the plan and provide expert advice on housing needs and design codes that will apply to any new development to ensure that they support and enhance the quality of Carnforth's existing character and heritage.

Carnforth Town Council have just been awarded the final funding, making a total of £18,000 (the maximum available) to develop a plan that will support sustainable development that reflects the distinct local character of the town and delivers cohesive, sustainable transport links that will help reduce air pollution and support active and healthy communities.

Together with improvements to pedestrian and cycling links, many more residents, visitors and those working in the town will

see suggestions for an efficient alternative to car travel. New growth will meet local needs and allow the town to become more self-sufficient, with increased support of local tourism, enterprise and community led events.

The draft plan has also sought to understand the views of the local community on the suitability of social and technological innovations to decarbonise transport in Carnforth. This work makes the draft neighbourhood plan one of the first in the country to be Carbon Neutral!

The Carnforth Neighbourhood Plan is now reaching the final stages. Residents, local businesses, neighbouring town and parish councils and statutory bodies will be consulted over a six-week period between 26th July and 5th September. **See also pages 9 – 12 of the *Carnforth Express* for a residents letter and Frequently Asked Questions** Representations made at this stage will be taken into consideration before submission to Lancaster City Council and an independent examination. After that the neighbour plan, with modifications if necessary, will be subject to a local referendum before the final plan is adopted as part of the development plan alongside the Lancaster District Local Plan.

The neighbourhood plan is paramount to the future of the town and community engagement is essential to its success. I encourage the Carnforth community to have their say on how the town develops for decades to come. The full Carnforth Neighbourhood Plan, supporting information and online consultation questionnaire are available on our website here:

<https://carnforthtowncouncil.org/neighbourhood-planning/>

There will also be opportunities to attend informal drop-in's on August 4nd and 25th between 10am and 1pm and 6pm and 8pm at Ashtrees Way, Carnforth Civic Hall, Crag Bank Village Hall and on Highfield (Look out on social media and Council Noticeboards for more information)

Have your say on the Carnforth Neighbourhood Plan

Carnforth Town Council have been awarded a total of £18,000 to develop a neighbourhood plan.

By Michelle Blade

Monday, 28th June 2021, 12:30 pm

Updated Monday, 28th June 2021, 3:36 pm

Since mid-2018 a group supported by Carnforth Town Council has been working on a Neighbourhood Plan for the town that will be a blue-print for its future.

Throughout its development residents and businesses have been consulted to form the plans vision and objectives.

Technical support has helped to gather evidence to inform the plan and provide expert advice on housing needs and design codes that will apply to any new development to ensure that they support and enhance the quality of Carnforth's existing character and heritage.



Residents having their say on the Carnforth Neighbourhood Plan.

The final funding will help Carnforth Town Council to develop a plan that will support sustainable development that reflects the distinct local character of the town and delivers cohesive, sustainable transport links that will help reduce air pollution and support active and healthy communities.

The plan will aim to support sustainable development that reflects the distinct local

character of the town and delivers cohesive, sustainable transport links that will help reduce air pollution and support active and healthy communities.

Together with improvements to pedestrian and cycling links, many more residents, visitors and those working in the town will see suggestions for an efficient alternative to car travel. New growth will meet local needs and allow the town to become more self-sufficient, with increased support of local tourism, enterprise and community led events.

The draft plan has also sought to understand the views of the local community on the suitability of social and technological innovations to decarbonise transport in Carnforth.

This work makes the draft neighbourhood plan one of the first in the country to be Carbon Neutral.

The Carnforth Neighbourhood Plan is now reaching the final stages.

Residents, local businesses, neighbouring town and parish councils and statutory bodies will be consulted over a six-week period between July 26 and September 5.

Representations made at this stage will be taken into consideration before submission to Lancaster City Council and an independent examination.

After that the neighbourhood plan, with modifications if necessary, will be subject to a local referendum before the final plan is adopted as part of the development plan alongside the Lancaster District Local Plan.

Speaking on behalf of the working group and the Town Council, Bob Bailey, proper officer said: *"The neighbourhood plan is paramount to the future of the town and community engagement is essential to its success.*

"The consultation will include leaflets setting out the main aims and focus of the plan and its policies, printed copies of the plan and details posted on social media and the Town Council's website. There will also be opportunities for people to attend informal drop-in's where they will be able to ask questions and discuss the plan on a one-to-one basis.

"I encourage the Carnforth community to have their say on how the town develops for decades to come.

PRESS RELEASE



Carnforth's New Neighbourhood Plan taking shape

After almost two and a half year's work, Carnforth's new Neighbourhood Plan outlining objectives and ambitions for the development of the Town for the next 10 years, is steadily nearing completion.



The Plan, being prepared by Carnforth Town Council and a small group of residents, has now entered a phase of public consultation. Over a period of six weeks the local community is being asked to express its views on the vision for the future of Carnforth that is set out in the Plan. So far over 100 people have had the opportunity to express their opinions in a number of face-to-face open meetings held around the Town and many others are submitting comments online.

The public consultation is due to close on 5th September so if you still haven't had your say on what will form the blueprint for the development of Carnforth for the next decade then go to <https://carnforthtowncouncil.org/neighbourhood-planning/>

All comments will be considered and the Plan will be modified if necessary to reflect prevailing views prior to publication early in 2022.



REGULATION 14 CONSULTATION: FEEDBACK FORM

PLEASE RETURN BY: 5 SEPTEMBER 2021

The draft Carnforth Neighbourhood Plan has been informed by and responds to comments made during earlier consultation events. We are now seeking your views on the draft Neighbourhood Plan; all of which will be reviewed when preparing the final version.

Before you complete this questionnaire please do take the time to familiarise yourself with the draft Plan. This is available online via the Neighbourhood Planning page of Carnforth Town Council, where you can also complete this questionnaire: <https://carnforthtowncouncil.org/neighbourhood-planning/>

Please note that fields marked with a [*] are required.

PART 1: YOUR DETAILS

Name [*]	
Organisation	
Address [*]	
Email address [*]	
Post Code [*]	

Are you (please tick all that apply) []*

A resident of Carnforth [*]	<input type="checkbox"/> Yes <input type="checkbox"/> No
An employee in Carnforth [*]	<input type="checkbox"/> Yes <input type="checkbox"/> No
Other (please indicate)	

How old are you (please only tick one) []*

Under 18	18 - 25	26 - 35	36 - 45	46 - 55	56 - 65	Over 65	Would rather not say

Are you (please only tick one) []*

Male	
Female	
Would rather not say	

PART 2: COMMENTS

The draft Neighbourhood Plan includes a series of proposed policies that will help shape future change and development in Carnforth. These are highlighted in green boxes throughout the Plan and prefixed with the words 'POLICYCNDP'.

The draft Neighbourhood Plan also includes a series of wider projects and ideas for change in Carnforth. They are highlighted in blue coloured boxes and prefixed with the words 'PROJECT / ASPIRATION'.

Please use the tables overleaf to provide your comments on this draft version of the Neighbourhood Plan.

Your comments will be read and considered carefully and may result in modifications to the draft Neighbourhood Plan before it is submitted to Lancaster City Council for independent examination.

The questionnaire can be completed and returned online, at:

<https://carnforthtowncouncil.org/neighbourhood-planning/>

This form can also be downloaded from the website and returned by email, to: clerk@carnforthtowncouncil.org

Alternatively, the form can be returned by post:

Carnforth Neighbourhood Plan c/o
Carnforth Town Council 46-48
Market Street
Carnforth LA5 9LB

Thank you very much for your time and feedback.

PROPOSED POLICIES

Please circle the number which most closely reflects your views:

1: strongly agree 2: agree 3: neither agree nor disagree 4: disagree 5: strongly disagree

Policy Reference	Proposed Policies – Heritage and Design	Please circle one number per row				
HD1	Conserving the Historic Environment	1	2	3	4	5
HD2	Locally Designated Heritage Assets	1	2	3	4	5
HD3	Design	1	2	3	4	5
Policy Reference	Proposed Policies – Economy	Please circle one number per row				
E1	Leisure and Tourism	1	2	3	4	5
E2	Employment	1	2	3	4	5
E3	Local Centre	1	2	3	4	5
E4	Shopfront Design	1	2	3	4	5
Policy Reference	Proposed Policies – Access and Movement	Please circle one number per row				
AM1	Active Travel	1	2	3	4	5
AM2	Charging Points for Electric Vehicles	1	2	3	4	5
Policy Reference	Proposed Policies – Housing	Please circle one number per row				
H1	Housing	1	2	3	4	5
H2	Housing Mix	1	2	3	4	5
Policy Reference	Proposed Policies – Environment and Community	Please circle one number per row				
EC1	Local Biodiversity, Landscape and Character	1	2	3	4	5
EC2	Local Green Space Designations	1	2	3	4	5
EC3	Development Adjacent to Parks	1	2	3	4	5
EC4	Sustainable Housing	1	2	3	4	5
EC5	Dark Skies	1	2	3	4	5

OTHER COMMENTS

If you have any comments or suggested modifications please add them here, stating the section of the draft Plan to which they refer:

Section of Plan / Policy Reference	Comment

Please continue on a separate sheet if necessary

LOW CARBON TRANSPORT PROJECTS

In parallel to the Neighbourhood Plan the Town Council has successfully been awarded grant funding to explore ideas in Carnforth around 'low-carbon' transport solutions and that might help improve walking and cycling conditions for all.

This document is entitled '*Design Standards and Practices for Walking and Cycling in Carnforth*' and is available on the Town Council website alongside the Neighbourhood Plan material. This helps support project ideas in the Neighbourhood Plan.

Please let us know if you have any comments on this.

Comment

PART 3: CONSENT

We need to store your personal information in order to receive your comments. Please confirm whether you agree to the following:

I consent to Carnforth Town Council storing my personal data [*]	<input type="checkbox"/> Yes <input type="checkbox"/> No
I consent to my name being published alongside my comments in the Consultation Statement prepared for submission and examination of the Neighbourhood Plan [*]	<input type="checkbox"/> Yes <input type="checkbox"/> No
I consent to be contacted with regard to my response by Carnforth Town Council [*]	<input type="checkbox"/> Yes <input type="checkbox"/> No

General Data Protection Regulations (GDPR): protecting your data

A summary of all comments will be made publicly available. Please note that any other personal information provided will be confidential and processed in line with the Data Protection Act 1988 and General Data Protection Regulations. Carnforth Town Council will process your details in relation to the preparation of this document only.

As part of the consultation and in line with the new General Data Protection Regulations (GDPR) please confirm that you are happy for Carnforth Town Council to pass on your contact details (name, address, email address) to Lancaster City Council so that they can contact you at the Regulation 16 consultation and examination stages if required.

I consent to Carnforth Town Council passing my contact details (name, address, email address) to Lancaster City Council so that I can be contacted regarding the Regulation 16 consultation and examination stages [*]	<input type="checkbox"/> Yes <input type="checkbox"/> No
--	--

For further information on the Carnforth Town Council Data Protection Policy please visit the website:

<https://carnforthtowncouncil.org/wp-content/uploads/2021/06/Carnforth-Town-Council-Information-Data-Protection-Policy-2020.pdf>

REGULATION 14 CONSULTATION: FAQs



WHAT IS THE NEIGHBOURHOOD PLAN?

The Neighbourhood Plan is a document which will help determine planning applications across Carnforth. It is the first document of its kind to have been prepared for the area. It is important to note that the Neighbourhood Plan has been drawn up over the past three years by local people and is a result of extensive consultation and engagement. Although it has not been prepared by Lancaster City Council, it will be used by them to help determine future planning applications in the area.

WHY HAS A NEIGHBOURHOOD PLAN BEEN PREPARED?

The purpose of the Carnforth Neighbourhood Plan is to help improve the quality of life and environment for the community as a whole. The Neighbourhood Plan is set in the context of the new Local Plan recently adopted by Lancaster City Council. The Local Plan has set housing targets for new development across the district, including land for development in Carnforth, at Lundsfield Quarry and the former TDG Depot on Warton Road. The Neighbourhood Plan seeks to influence the form and quality of new development, on these sites and elsewhere, as well as seeking to protect important green spaces and locally important heritage assets and helping to move towards a more sustainable future. Importantly, because the Neighbourhood Plan has been produced with extensive input from the local community, it reflects local issues, concerns and aspirations. It has very real potential to influence change for the better – and more so than any other documents prepared before.

CAN'T THE NEIGHBOURHOOD PLAN BE USED TO STOP DEVELOPMENT?

No. Government policy does not allow this, it has to plan for the amount of new development set by Lancaster City Council for Carnforth. But, the Neighbourhood Plan can be used to make sure that future development in Carnforth reflects the characteristics and qualities of the area that we value and enjoy, and brings as many benefits as possible to the Parish.

WHAT DOES THE NEIGHBOURHOOD PLAN DO?

It gives local residents a say in planning decisions and sets out policies which will be used by Lancaster City Council to determine planning applications. It covers a large number of important local issues including housing and design, landscape, green space and heritage assets, access, local services and facilities. It also allows the local community to identify important infrastructure projects that should be improved and which could be funded through development or in partnership with other delivery partners, such as the highways authority.

AREN'T THERE ALREADY POLICIES IN THE LOCAL PLAN FOR CARNFORTH?

Lancaster City Council has prepared a new Local Plan for the entire district. This identifies areas for new development. It also has policies in respect of local services and the natural environment, open spaces and heritage. The Neighbourhood Plan develops these further, providing more locally based policies than set out in the Local Plan and which specifically respond to the Carnforth context.

WHAT IS HAPPENING NOW?

The Neighbourhood Plan has been drafted following consultation feedback on issues and emerging ideas. It is now being consulted upon by the Town Council before being submitted to Lancaster City Council to commence independent examination of the Neighbourhood Plan.

WHAT ARE THE POLICIES IN THE NEIGHBOURHOOD PLAN?

The policies respond to key concerns raised during previous consultation events. In summary, the policies in the Neighbourhood Plan seek to:

- Establish design guidance that promote the highest quality of development in and around Carnforth.
- Make it easier, more attractive and convenient for all people of all ages to be able to move around Carnforth, particularly by foot and by bicycle.
- Conserve, manage and enhance the natural environment, including protecting important open spaces.

- Protect, support and strengthen important local services and facilities, as well as important local historic features.

These themes and policies were developed and tested through earlier consultation events to make sure the Neighbourhood Plan reflects local opinion.

HOW WILL INFRASTRUCTURE IMPROVEMENTS BE PAID FOR?

Lancaster City Council currently receives financial contributions from developers (Section 106 Planning Obligations) to fund on and off-site infrastructure works. The City Council is considering whether to introduce a Community Infrastructure Levy. If so, this will be chargeable on new developments over a certain size, with 15% of all monies payable coming back to Carnforth Town Council. If and when the Neighbourhood Plan is made, and if the Community Infrastructure Levy is in place, this will increase to 25%. This will help pay for improvements to things such as important road junctions, green spaces and play facilities, walking and cycling routes, and improved community facilities. The Neighbourhood Plan includes a set of projects that we would like to see funded.

WHO HAS PREPARED THE NEIGHBOURHOOD PLAN

The Neighbourhood Plan has been led by a Steering Group set up by the Town Council and has involved significant consultation with local residents and businesses over the last three years.

WHAT HAPPENS NEXT?

All comments received will be reviewed and any changes made as appropriate to the Neighbourhood Plan. It will then go to Lancaster City Council who will formally consult on the Neighbourhood Plan and appoint an independent examiner to review it. If the examiner is happy that the Neighbourhood Plan has followed due process, a referendum will take place.

WHAT IS THE REFERENDUM?

Everyone who is eligible to vote within the town boundary will have the chance to say whether they think the Neighbourhood Plan should be used to begin shaping future change and determining planning applications. If more than 50% of the votes cast agree with the Neighbourhood Plan then it will become part of formal planning policy for Carnforth.

Carnforth Neighbourhood Plan

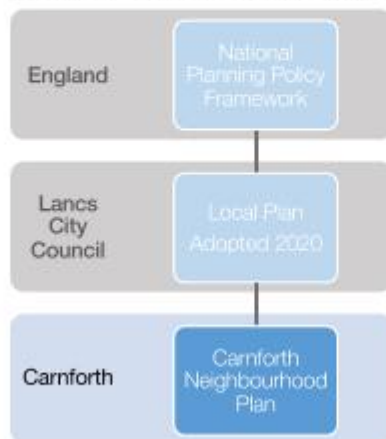
Summary of 'Regulation 14' Consultation Version

Consultation period: 26 July – 5 September



What is a Neighbourhood Plan?

WHERE DOES IT STAND?



WHAT CAN IT AFFECT?

- Green Spaces
- Heritage buildings
- Development management
- Community aspirations
- Urban revitalisation
- Local character

The Neighbourhood Plan boundary



Why do a Neighbourhood Plan?

- Neighbourhood Development Plans: a way of giving 'power' to local people
- Must be land use related: but can include a wider manifesto to influence change – can be about more than new development
- Can bring about positive planning and community cohesion
- Can draw out the benefits of change
- Expressing the community's aspirations for change

NEIGHBOURHOOD PLAN MUST:



BE LAND-USE RELATED




CONFORM WITH HIGHER POLICY



EXPRESS COMMUNITY ASPIRATIONS

Neighbourhood Plan process

- 
- | | | |
|------|----------------------------------|--------------------|
| 1. | Review and Familiarisation | ✓ |
| 2. | Evidence, Vision and Objectives | ✓ |
| 3. | Plan Writing | ✓ |
| ➔ 4. | Consulting on the Plan | six weeks |
| 5. | Updating and submitting the Plan | Autumn 2021 |
| 6. | Examination and Referendum | six – seven months |

Structure and Content

Focus of the Plan

An overarching vision
Ten objectives
Five themes

Development & Infrastructure

Sixteen policies
Six projects

Theme 1: Heritage and Design

- Conserve the Historic Environment
- Protect Locally Designated Heritage Assets
- Require High Quality Design



Theme 2: Economy

- Support Leisure and Tourism
- Encourage new employment opportunities
- Strengthen the Local Centre
- Well-designed new shop fronts



BARCLAYS

Theme 3: Access and Movement

- Promote walking and cycling
- Support the move to Electric Vehicles
- Improve public spaces in the centre



Theme 4: Housing

- Guidance on the design and layout of new development
- Size, mix and tenure of new homes

Supported by a Design Code and
Housing Needs Assessment



Theme 5: Environment and Community

- Local Green Space Designations
- Improving the setting of and access to parks
- Promoting sustainable design and construction
- 'Dark Skies' and reducing light pollution



Neighbourhood Plan process

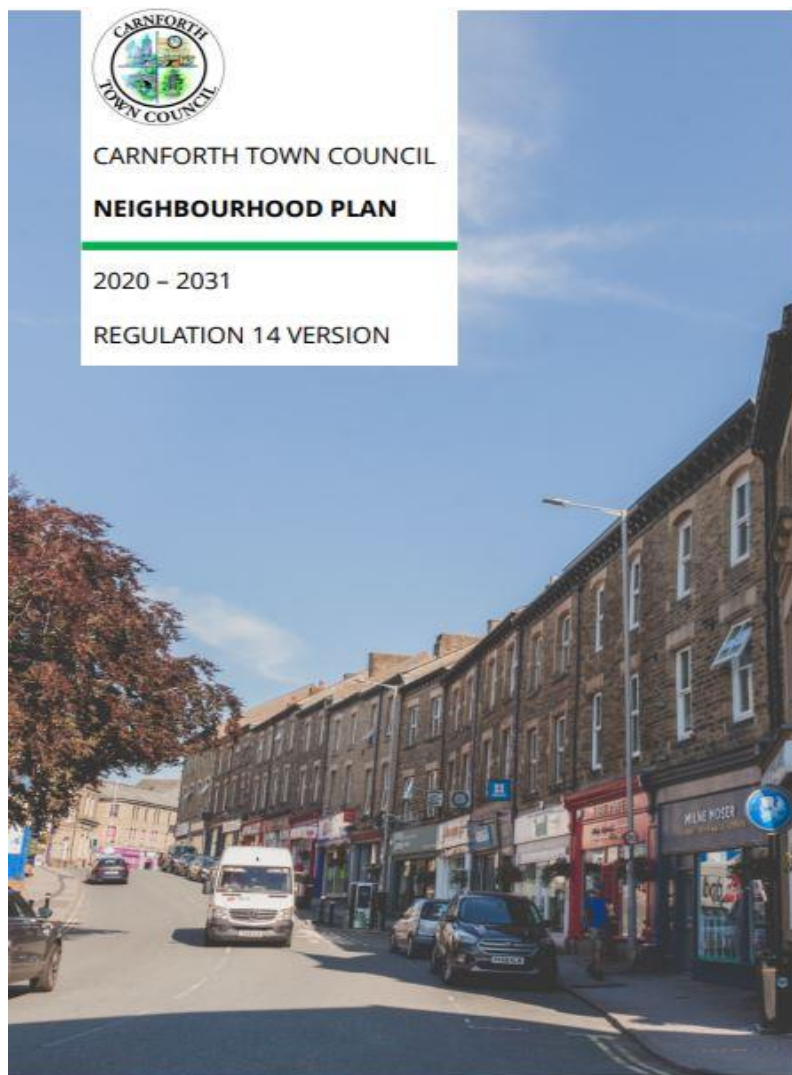
- | | | |
|------|----------------------------------|--------------------|
| 1. | Review and Familiarisation | ✓ |
| 2. | Evidence, Vision and Objectives | ✓ |
| 3. | Plan Writing | ✓ |
| ➔ 4. | Consulting on the Plan | six weeks |
| 5. | Updating and submitting the Plan | Autumn 2021 |
| 6. | Examination and Referendum | six – seven months |

CARNFORTH TOWN COUNCIL

NEIGHBOURHOOD PLAN

2021– 2031

Summary of Regulation 14 Consultation Responses



Introduction

- 1) This document presents a summary of responses made to Carnforth Town Council through the formal Regulation 14 consultation period. This consultation was undertaken in accordance with the Neighbourhood Planning (General) Regulations 2101 (as amended).
- 2) The consultation period ran from Monday 26th July 2021 through to Sunday 5th September 2021, with an extension to 20th September requested by Lancaster City Council.
- 3) During this period the draft plan and all associated documents were available to view at the Carnforth Town Council website (<https://carnforthtowncouncil.org/neighbourhood-planning/>). Hard copy versions of the documents were also available to view at Carnforth Council Offices; Carnforth Civic Hall and Carnforth Library. Copies could also be viewed by contacting the Clerk and Proper Officer.
- 4) The Carnforth Neighbourhood Working Group, supported by Carnforth Town Council arranged four open-air and drop-in events held on:
 - ❖ **Saturday 4th August 2021 at Ashtrees Way from 10:00 am to 1:00 pm and Carnforth Civic Hall from 6:00pm to 8:00pm**
 - ❖ **Wednesday 25th August 2021 at Ashtrees Way and Highfield Road from 10:00am to 1:00pm and Crag Bank Village Hall Car Park from 6:00pm to 8:00pm**
- 5) Statutory consultees were contacted and invited to respond to the draft version of the Plan. Lancaster City Council provided contact details for all relevant consultees.
- 6) A feedback form was provided for all to complete and return. This could be returned online via the website, by email or in hard copy of the Clerk and Proper Officer.
- 7) A total of thirty-nine responses were received from the local community and land owners with a further eight from statutory consultees. Key messages are summarised in the next section of this report.

Key Messages

Residents and local community

- 8) Consultation responses were received from thirty-seven residents and people working or connected to Carnforth through local community groups/clubs. Two people who own land in Carnforth but do not currently live in the area also responded.
- 9) Two thirds of responses to all sixteen policies in the Neighborhood Plan were either 'Strongly agree' or 'Agree'.
- 10) Policies H1: Housing; H2 Housing Mix and EC4: Sustainable Housing received the highest number of 'Disagree' or 'Strongly disagree' responses but these equated to just 3% of all responses received. A few comments questioned developers desire to build sufficient homes to meet the statutory target of 10% for affordable homes but strongly supported the Neighbourhood Plan's policies to make this possible.
- 11) Comments in support of the Neighbourhood Plan typically said that '*..infrastructure needs to be in place*' to provide services and support for new houses, referring specifically to doctors surgeries; dentists; schools; banks; traffic control; public transport; parking provision and access routes.
- 12) Regarding the proposed changes to the transport routes through Carnforth, one resident felt that the proposal to make Market Street one way and route traffic to Warton down Hawes Hill would '*...only be [sic] moving the problem of pollution from Market Street, which is mainly retail, onto a residential terraced street which is very narrow, with access from the houses being directly out onto what will become a very busy road used by heavy goods vehicles*'. .
- 13) There was strong support to maintain and / or enhance the town's heritage, particularly in relation to Carnforth Station and its Heritage Centre.
- 14) Several residents commented on the need for the provision of and / or improvement to sports and leisure facilities, including football, tennis and a skatepark.
- 15) There were particularly strong views relating to the proposed Lundsfield Quarry development and the impact that this will have on South Carnforth and Carnforth Rangers Football Club.

- 16) Two residents made reference to the objections already raised by Sports England regarding *the '...difficulties in building a housing estate around a long-established and thriving football club'* and the fact that they have *'...drawn attention to the constraints that will be imposed on the functioning and future development of the club'*.
- 17) It was pointed out that this is supported by a report commissioned by Lancaster City Council entitled *'Lancaster Playing Pitch and Outdoor Sport Strategy'* which acknowledges that there was *'...an existing under provision of outdoor sporting facilities in Carnforth and that in respect of football, to assist in accommodating future demand, there was a need for more pitches, including a 3G pitch'*.
- 18) There were a number of comments on the need for the *'Retention and improvement of green space which [sic] is vital to the health and well-being of the community'*.
- 19) One resident whilst very supportive of the aims of the Neighbourhood Plan to be carbon neutral suggested that it should go further and *'aim to be carbon negative'* and provided several ways in which this could be achieved.
- 20) Comments specifically relating to 'Low Carbon Transport Projects' received wide support, although one resident questioned whether the aspirations set out in the document *'Design Standards and practices for Walking and Cycling in Carnforth'* *'...would be workable'*
- 21) Others commented on the need for improvements to public transport; North Road; the canal towpath and cheaper, more available electric vehicles.

Parish & Town Councils

- 22) Thirteen (13) neighbouring parish and town councils were invited to comment on the Carnforth Neighbourhood Plan. No responses were received inferring that they all support the Plan.

Statutory Consultees

Consultation responses were received from eight of the statutory consultees. These are summarised below:

- 23) **Lancaster City Council:** Following receipt of the Council's consultation response a remote meeting was held to discuss these on some detail and to take advantage of the mutual respect and support that has been in place throughout the development of the Carnforth Neighbourhood Plan.

It was a very helpful meeting where several matters were clarified and agreed to enhance the quality of the Carnforth Neighbourhood Plan.

- 24) It was requested that a monitoring framework be included within the Carnforth Neighbourhood Plan to '*...ensure the effects of the plan are appropriately monitored and to identify what actions will be undertaken where implementation is not occurring as planned*'. The Carnforth Neighbourhood Plan Working Group made the point that there is a clear commitment to regularly review the plan and following guidance from City colleagues a monitoring framework will be incorporated directly into the Plan.
- 25) It was advised that the evidence behind the local list, designation criteria and assessments should be published to justify the decisions made. Arrangements have now been made to complete the appropriate proforma for nominating assets for inclusion in the Local List to be subsequently appended to the separate heritage report prepared alongside the Neighbourhood Plan.
- 26) The proposals in Section 6 - *Access & movement* of the Plan were welcomed by the City Council as the new approaches for the town centre potentially help to meet objectives and policies within the Local Plan supporting sustainable modes of transport.
- 27) The City Council argued that given the status of Carnforth in the Local Plan requiring new housing to meet a specific Carnforth need does not appear to be in conformity with the Local Plan. The Carnforth Neighbourhood Working Group have countered that with a strong view that the housing policies in the Neighbourhood Plan **do not** seek to restrict or constrain delivery of housing (indeed, Policy H1 supports new development over and above those on the strategic sites in the Local Plan), but rather acknowledge that there are nuances in the housing market across Lancaster, and that proposals that reflect the housing challenges in Carnforth are encouraged and supported. This does not 'require' that potential developers do so or present any conflict with the Local Plan but rather supports a more local application of this.
- 28) The City Council did express some concerns over the methodology and the outcome of the Housing Needs Assessment and the impact the mix advocated would have upon viability. It was suggested that the housing proposals in the plan would '*...fail to address the wider district housing need*'.

- 29) It was argued that an alternative housing mix of predominantly one and two-bedroom open market housing '*...is likely to have an impact on viability and require viability testing to support the mix*'. It was advised that despite the recommended mix in the Local Plan developers argue that this adversely affects viability and does not reflect the post pandemic need for larger homes.
- 30) In contrast, based on their local knowledge the Carnforth Neighbourhood Plan Working Group fully supports the affordability gap and modelling undertaken in the Housing Needs Assessment which suggests that smaller properties are required and makes the point that this position is backed by residents and other consultees during Regulation 14 Consultation period. The point was also made that the new requirement for First Homes introduced by the Government supports this (and potentially more than the 30% required under that approach). In addition, Policy H2 in the Carnforth Neighbourhood Plan is worded to provides potential developers with the flexibility to justify a different approach where this is supported by up-to-date evidence of need.
- 31) The City Council welcomed the inclusion of the section on the *Natural Environment and Setting* and specifically Policy EC1: *Local Biodiversity, Landscape and Character*
- 32) The City Council questioned the number of Local Green Space Designations within the Carnforth Neighborhood Plan and whether these assessments have been '*...shown to be demonstrably special as per the guidance set out within the NPPF and the NPPG*'. The Carnforth Neighbourhood Plan Working Group acknowledged shortcoming in the assessments and have undertaken to conduct these again with the City Council providing a further critical review of those subsequently identified for Local Green Space Designation. Consideration will be given to the inclusion within the Carnforth Neighbourhood Plan of a project / aspiration setting out continuous work with the community, partner organisations and landowners to consider whether these sites meet the criteria for designation and could be included as such in a future review of the Plan.
- 33) **Lancashire County Council:** Twenty-four representatives across all Lancashire County Council Services were contacted. The response that was received from the County Council focusses solely on Education and concludes that the Neighbourhood Plan would have a low impact on school place requirements and makes no suggestions for change or amendment to the Plan.

- 34) **Environment Agency:** Suggest a minor change to Objective 7 in relation to Climate Change to include reference to flood risk and, elsewhere in the Plan, changing terminology of sustainable urban drainage systems to sustainable drainage systems. This change has been incorporated within the Carnforth Neighbourhood Plan.
- 35) **Homes England:** In general, Homes England express support for the Plan. They did, however, object to inclusion of Project / Aspiration CNDP AM(c) and, in particular, the aspiration for a link road across the Canal, which they consider to be unnecessary for the Lundsfield Quarry development and they felt that the Plan was unclear on how this would be delivered.
- 36) Subsequent to the response being received a meeting was held on 16th September with Homes England representatives. Members of the Carnforth Neighbourhood Working Group pointed out that the suggested link road is an *aspiration* rather than a policy. As such, it would be subject to ongoing testing and feasibility studies with partner organisations and it was not, therefore, considered necessary to make significant changes to the Neighbourhood Plan. The Working Group did, however, suggest the following amendment which was acceptable to Homes England: *'A new link road over the Lancaster – Kendal canal, providing improved connections to the A6 for residents and businesses of existing and new developments'*.
- 37) Homes England had also commented on the last bullet point in Project/Aspiration CNDP AM(a) in relation to Lundsfield Quarry and the aspiration that a new foot and cycle bridge '*..should also be provided*' to improve connectivity. Here they suggested that '*should*' be replaced with '*could*'. Whilst it was noted that this change would have no major impact on the Plan it was the view of the Working Group that as this is an aspiration rather than a policy requirement it is not necessary to make this change.
- 38) Homes England further suggested that:
- in **Policy CNDP EC3** in relation to **Development adjacent to parks** the policy should be revised to make it clear that these requirements do not relate to floodlit sports pitches and that;

- Whilst they support **Policy CNDP EC5: Dark Skies** it should be clarified that any assessment of the impact of lighting on dark skies should be taken from the existing baseline position.

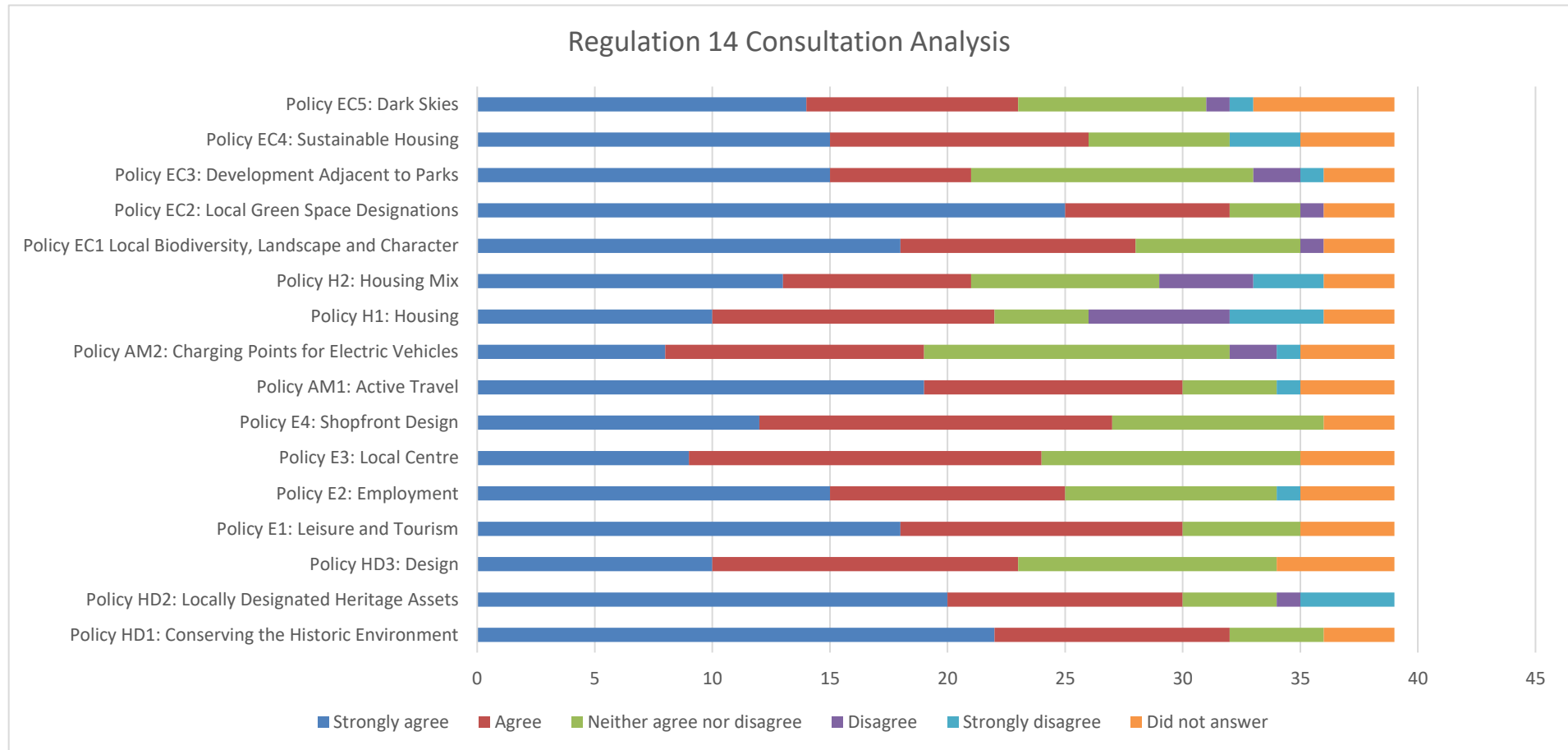
The Working Group accepted that these minor clarifications could be made to the Neighbourhood Plan as they would not have any significant impact on the main purpose of these two policies in the Plan.

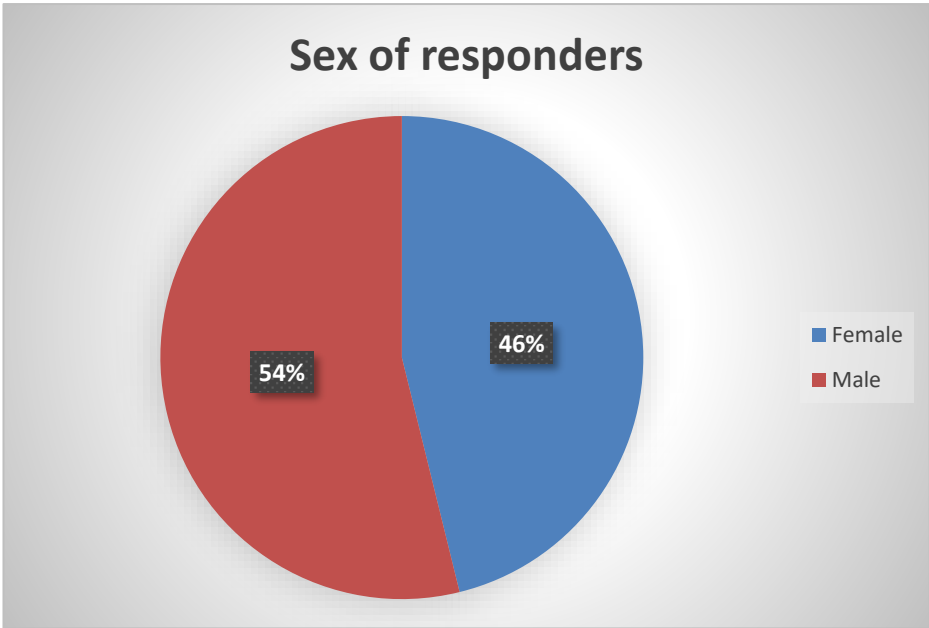
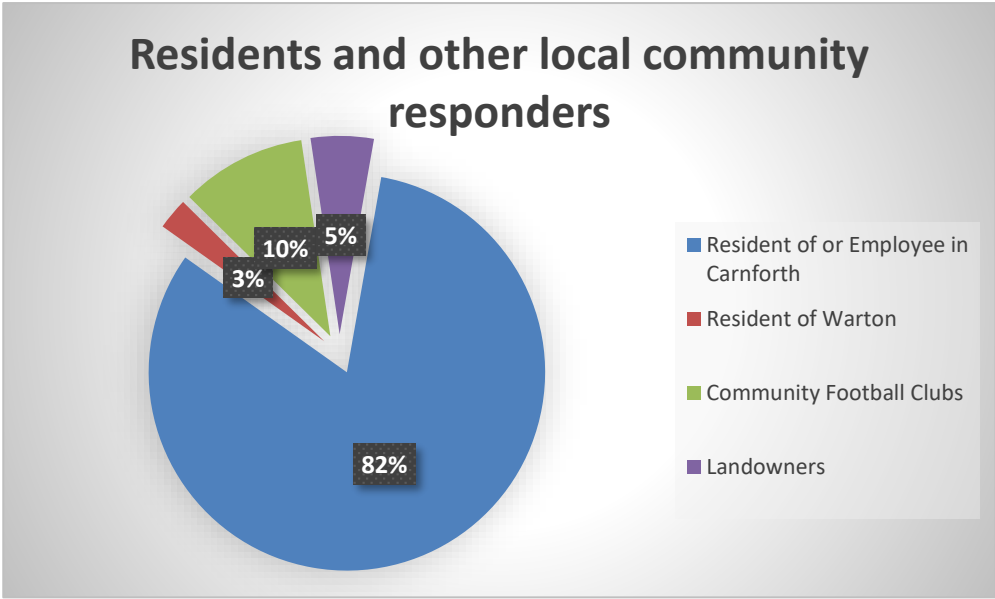
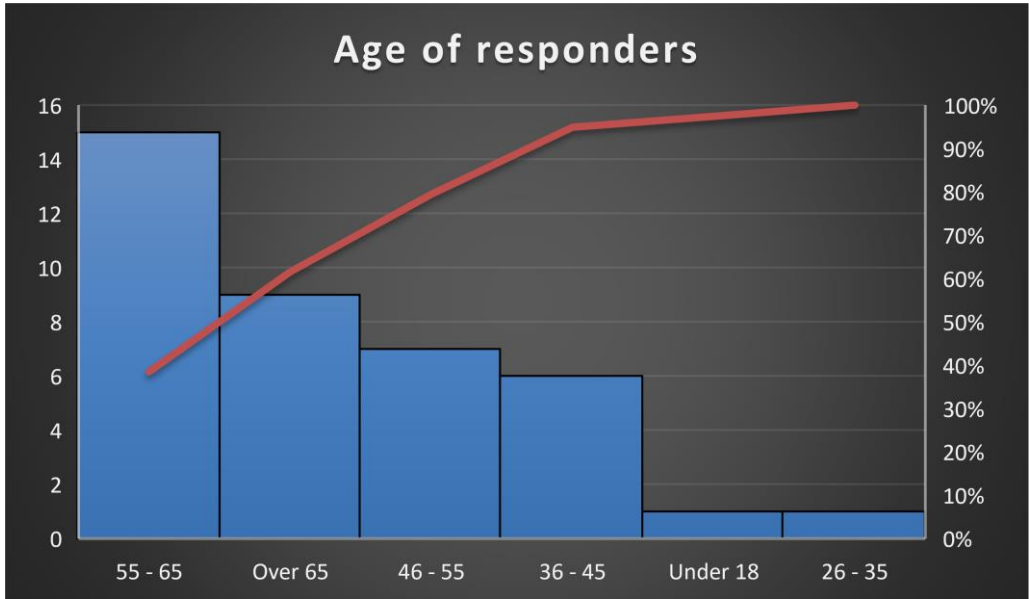
- 39) **Canal & Rivers Trust:** Reference was made to *Policy T3* within the adopted Lancaster Part One: Strategic Policies and Land Allocations DPD (July 2020) which relates specially to the Lancaster Canal and provides a robust and comprehensive mechanism to manage development adjacent to their water ways.
- 40) It was considered that the canal should be noted as a '*non-designated heritage asset in its own right, being an over 200-year-old waterway infrastructure asset*'.
- 41) The Canal & Rivers Trust stated that they would welcome specific reference to the Lancaster Canal in the text supporting Policy E1 in terms of the leisure and tourism role that it can and does play within Carnforth and that project/ aspiration CNDP E(b) regarding a Marina refers to the need for the '*separate consent of the Canal & River Trust for any offline and marina development*'.
- 42) Referring to project /aspirations CDNP AM(a) Cycle Infrastructure, the Canal & Rivers Trust supported in principle reference to the canal towpath as an improved route and pointed out that any such improvements would need their consent.
- 43) Similarly any new foot and cycle bridge associated with the Lundsfield Quarry Site would also require the separate consent and agreement of the Trust . As such the Canal & Rivers Trust have been added as a 'partner organisation' within the Carnforth Neighbourhood Plan.
- 44) It was noted that the Carnforth Neighbourhood Plan does not include reference that the Lancaster Canal is a designated Biological Heritage Site (BHS) and it was suggested that this be included especially '*...as the canal functions as a key blue / green infrastructure and wildlife corridor within the Neighbourhood Plan area*'.

- 45) Finally, the Canal & Rivers Trust supported the principle of a separate walking and cycling strategy insofar as it relates to encouraging and enhancing access to the Lancaster canal for all users. Whilst they do not have a preference in terms of the potential location of any new pedestrian footbridge over the canal or new towpath access points they state that any such bridge would '*...need to be designed to accord with our required headroom clearance and ensure that it does not impact the safe navigation of our waterways*'. They go on to advise that any new bridge or towpath access would also need to be Equality Act compliant and a separate formal agreement and consent from the Trust would be required, including ownership and ongoing maintenance requirements.
- 46) **Natural England:** No comments were provided in response to the Plan. It is thus inferred that this represents support for the Plan.
- 47) **Coal Authority:** No comments were provided in response to the Plan. It is thus inferred that this represents support for the Plan.
- 48) **Marine Management Association:** Suggested that reference is made in the Neighbourhood Plan to the draft North West Marine Plan which is now a document for '*material consideration*'. This has been incorporated into the Carnforth Neighbourhood Plan as the vision contained in the draft North West Marine Plan supports the vision and objectives contained in the Neighbourhood Plan.
- 49) **Historic England:** Noted that the Carnforth Neighbourhood Plan contains a number of designated heritage assets, including listed buildings and conservation area as well as other features of local historic, architectural or archaeological value. They had no comments to make on the Carnforth Neighbourhood Plan.

Appendix 1: Reg 14 Consultation Analysis

A copy of the response form prepared for completion during the Regulation 14 Consultation exercise is included overleaf.





COMMENTS AND SUGGESTED MODIFICATIONS FROM ALL RESPONDERS:

- Carnforth Town Council were applying for Village Green Status after a failed planning application for houses on Dunkirk Avenue playing field. Several years have passed and after several attempts to get updates from Carnforth Town Councillors I have no idea if this has been achieved. Councillor Reynolds attended a meeting at Gummers Howe and support the idea.
- Whilst Carnforth is a small rural town we have very little green spaces within the boundaries of the town. These should be protected from development by all parties both private and local authorities.
- Increase the amount of space for leisure activities
- As long as the infrastructure is put in place ie new doctor/dentist surgeries, schools, I am in favour of anything that enhances my town. It is absolutely imperative that we have better sports facilities. I am the chairman of CRFC and we have 300 members and only 1 official club pitch. Without the generosity of CH School, our junior section would fold!
- What about sports facilities for young people? The nearest 4g Astroturf pitch is half hour drive away. Carnforth Rangers is providing a sporting outlet for the young people of Carnforth but unfortunately we have outgrown our home at Quarry Park and need to expand our facilities due to demand. Can the neighbourhood plan help?
- General - Not only should Carnforth aim to be carbon neutral but should aim to be carbon negative. Must think beyond just reducing carbon but my looking at ways to increase carbon sequestration eg. further tree planting, natural regeneration, enhancing grass areas with wildflowers, soil generation

Lands currently earmarked for housing development at former industrial sites currently offer good access to green space and further more are scarce successional habitats such as scrub and unimproved flower-rich grasslands which with the right management could become attractions themselves such as local nature reserves. Why look to enhance other sites, spending lots of money when current sites provide that at lower cost? The same argument stands for carbon sequestration, why plant trees at high cost/low success when they are naturally regenerating on sites that are earmarked for development?

Work with local farmers/landowners to enhance their habitats too.

E1 - Recognise nature tourism as viable. Carnforth's mixture of river, marsh, woods, meadows and scrub could be an attraction and source of interest if actively promoted and enhanced through the rest of the plan. This can then be combined with looking at what's on the horizon e.g. AONB, Eden.

EC1 - Any mitigation for habitat destruction to be the same habitat type. Do not undervalue successional scrub e.g. brambles, hawthorn i.e. Be aware of flaws in DEFRA Biodiversity Net Gain Calculations or modelling. Actively promote nature and host events that educate and encourage improvements for wildlife and the value of nature. Recognise the importance of the Keer and surrounding dynamic marsh/fields, actively clamping down & discouraging disturbance such as motorbikes and dogs not under control.

H1 - Use of native trees, shrubs and other flora for any habitat replacement, landscaping. Incorporation of wildlife features to house, gardens and green spaces to be mandatory e.g. use of swift* bricks for nesting swifts, hedgehog highways (holes in fences), ponds.

*Carnforth currently has a good population of this red-listed bird as it benefits from the older & taller housing. We should look to increase the opportunities for these miraculous birds.

EC2 - Management regimes allow for development of meadow areas rich in native wildflowers (less mowing, less spraying) not to be sown with non-native annual "cornflower mixes". Allow for natural succession to take place i.e. have full remit of older trees, young trees, bushes and flower-rich swards. Recognise standing deadwood as important habitat.

EC5 - Work with businesses to reduce light pollution e.g. TESCO and their 24 (!?!) hour delivery service which also creates lots of noise

- Need another G.P Surgery
- EC4. Developers resist building affordable homes and planning law states that 10% affordable must be made possible. People who want to come to Carnforth to work(and pay tax) must be able to afford to come and live here.

There is nothing in the plan about development on the north side of the A601M which would be opened up to green field sites if the Netherbeck high bridge is demolished and replaced with a traffic light. This would increase the traffic up north road which is already a nightmare.

- Enhanced outdoor active leisure facilities for young people age 10+ would serve local people well, and be a draw to the area (eg small skate park, larger adventure play equipment). If these were adjacent to new walks/cycle ways families would be more motivated to use them.

- Highfield wood should be added to green space. The WWII pill box in the wood should be recognised under heritage
- Section 8 Community and Environment, to encourage people to value gardens as habitat and improve their local space rather than using paving could be helped by a volunteer gardening scheme, training and advice.
- I do feel the land beside the football field should be made a green space it's popular with locals and there is an abundance of wildlife including deer, it would be a massive loss if it were built on it could be a real hub of the community for humans and wildlife
- Services and support will be necessary if hundreds of new houses are built: doctors, dentists, schools, banks, traffic control, parking spaces, access routes. All the aforesaid will be essential if the town grows by, potentially, thousands more residents. Each new home could contain four or more residents, potentially needing two or more residents' parking spaces. Carnforth's streets are already congested and do not support the existing through-traffic, residents' parking, visitors' parking, cyclists, pedestrians. The current situation will worsen with the addition of new housing, as proposed.
- H1 - I do NOT like the proposed housing development south of Carnforth near the canal;
H2 - Some social housing can cause problems for private ownership;
Transport - The entire transport system in Carnforth is hindered greatly by not having a functioning station rail ticket office
- HD1/2: Railway is the heart of the town and should be maintained to a high standard;
HD1/2 E1: The canal is a further priority for leisure;
H1/H2 EC2: Additional housing should only be permitted on brownfield land;
EC1/EC2: How can we be a market town if we have no fields to produce food to take to market?
E1: A Marina is an excellent idea
- 5.4 & 5.6 The term 'visitor centre' should read 'heritage centre'. This was changed officially some years ago. I understand there were legal reasons for the new designation.
AM1/AMa The first priority for improvement should be given to the link between Carnforth and Bolton-le Sands. This is a major barrier for cyclists due to a) the very poor state of the canal towpath, and b) the A6 carriageway, which is busy, narrow and dangerous.

5.6 The major attraction Carnforth has is the Station and its Heritage Centre, especially with its links to railway history and the film 'Brief Encounter'. However, currently, the station is in a very poor state of repair, with many structures rusting away, giving a drab, unwelcoming appearance. This is in contrast to some other local stations – e.g Grange over Sands and Hellifield, which have had decent facelifts. In addition, the 'clock' (featured in the Plan in several photographs) shows no sign of returning, despite having completed repairs over 6 months ago.

So, a major (highlighted) section in the Plan should be devoted to the Station, and the immense potential this has, both for attracting visitors, and also to attract further investment in the town.

The section should also highlight the need for stakeholders – particularly Carnforth Station Trust, Network Rail and the Town Council - to work together to enable the great potential to be realised.

- In relation to point 6.22 in reference to a new route from Back Lane to the A6 roundabout at Crag Bank if designated to support leisure and sporting facilities.

Over the past few years I have been organising a campaign for a skatepark in Carnforth.

There are many wheeled sport enthusiasts in the area and as clearly seen in nearby Halton the skatepark has assisted in creating a hub and safe environment for older kids and young adults. These spaces have proved a great success in reducing anti-social behaviour and who knows if done well could now be a training ground for a future Olympian. These areas are a good draw for visitors to the area with often young people and families travelling great distances to use them.

Locally we have gauged interest by a petition which now has over 400 signatures of support. This has also prompted feedback with calls for a pump track similar to the facility in Ingleton to be included.

One of the main challenges has been finding a site for this facility. It seems that much of the land in Carnforth is spoken for via developers, church groups or in areas where previous attempts have been looked into closed minded residents.

If a site could be found then I would be happy to then work on securing funding and begin raising money for the campaign. I hope this is something that could be included in the plan for Carnforth's future as it would be a huge asset to the area.

- My comments relate to two Sections in the draft Plan, Leisure & Tourism and Housing. At Section 7.3 the draft Plan makes reference to (Lancaster City Council's) Local Plan policy H1 and the allocation of 250 dwellings on Lundsfield Quarry, South Carnforth. This site is currently awaiting the submission of a detailed planning application from Homes England. The development of the site has had a long and troubled history and a positive outcome is awaiting the resolution of a seemingly intractable problem, namely the juxtaposition between the projected 250 houses and the existing resident of part of the site, Carnforth Rangers Football Club. Sport England has already raised objections to the difficulties of building a housing estate around a long-established and thriving football club and drawn attention to the constraints that will be imposed on the functioning and future development of the club.

In a report entitled "Lancaster Playing Pitch & Outdoor Sport Strategy" dated December 2018 and commissioned by Lancaster City Council from consultants, Knight, Kavanagh & Page, it was acknowledged that there was an existing under provision of outdoor sporting facilities in Carnforth and that in respect of football, to assist in accommodating future demand, there was a need for more pitches including a 3G pitch.

It is my view that the move of Carnforth Rangers FC to an alternative site in the Town would simultaneously address two key strategic needs, the first being the ability to create a larger housing development at Lundsfield with sufficient viability and economies of scale to enable the building of a new road crossing over the Lancaster Canal to link with the A6. The second strategic need to be addressed would be directly linked to that identified by the City Council, i.e. the under provision of sporting facilities.

If Carnforth Rangers, with the support of the City Council, were encouraged and assisted to move to an alternative site, say at Back Lane, they would be able to expand their operations to meet existing and future levels of demand. In time such a move might facilitate the creation of an integrated sports hub on a single site benefiting the growing population of the Town.

I would also like to point out a small factual error in the draft Plan. At paragraph 5.8 it states that Carnforth Community Pool is on a long lease from Lancaster City Council. This is not the case and the lease is from Lancashire County Council.

- H1: Nothing should be built within the Carnforth area;
HD3: Absolutely essential that all hedgerows and green spaces are retained (and extended where possible)
E1: Needs much more consideration of the impact on wildlife. We're very fortunate to have good biodiversity in Carnforth. We mustn't lose it;
E2: Public transport will need to be improved accordingly;
E3: Also need to consider the impact on nature and greenspaces;
H1: Too many houses proposed. This will lead to: too many vehicles - congestion, hazard, poor air quality; Strain on health services, public transport, schools and utility services;
H2: How many will really be affordable? Many builders claim this, then build one or two 'token' affordable houses and the rest are large expensive houses;
EC1: It is not possible to simply 'replace' destroyed habitat. It takes years for a site to mature and an ecosystem to develop. Wildlife can't just wait around, so biodiversity is lost forever. Absolutely NO loss or damage should be tolerated;
EC3: Avoid ALL development close to green spaces
EC4: It should be essential for all new developments to meet Passivhaus standards. It should be compulsory for new builders to register for assessment under Home Quality Mark
- I may be mistaken, but I didn't see anything in the plan relating to car parking provision. The issue of railway commuters parking on residential streets in the centre of the town rather than paying to use the station car park impacts greatly on residents. I realise that the station car park is privately owned so there is little control over how it is run but maybe there should be an aspiration to deal with this. And of course there is the conflict of not deterring commuters from using our station in order to keep it viable
- Policy AM2, Carnforth has an above average number of charging points and some of these are noted but local businesses as adding pressure on already limited town centre parking. These went in with no consultation as I believe they are classed as street furniture and there is no requirement for planning permission. With a little consultation it is felt many of these could have been better placed.
6.22- as I recall, land to the south of Windermere Road is protected by a designation for minerals and aggregates relating to the quarries on Back Lane and this was removed from the Lancaster Local Plan. (Lancaster Guardian 6th August 2020).

Unless something changes with regards to minerals safeguarding any such plans for this area would be futile. Would it be better to be a bit more specific and realistic about this in the plan? I get we need to have aspirations but I feel that we need to be realistic about this site. I would also echo the inspectors concerns about new development close to long established industrial sites. I have seen this happen time and again throughout my career and feel it wise to keep a buffer zone between them else you end up with new residents

- (Active Travel AM1). Regarding the proposed changes to the transport routes through Carnforth, we feel that the proposal to make market street one way and route the traffic to Warton, down Hawes Hill is only moving the problem of pollution from market street, which is mainly retail, onto a residential terraced street which is very narrow, with access from the houses being directly out onto what will become a very busy road used by heavy goods vehicles. How safe is that for families? Also, the creation of a roundabout at the top of Hawes Hill at the junction with the A6 will add to the already congested stop/start traffic passing through Carnforth, with lights at Tesco, the pedestrian crossing and the lights at market street.

Also we are concerned about a proposed link from the roundabout at Longfield Drive, which will connect the new housing (Lundsfield) with the A6. There is very limited space to open up this roundabout and any road over the canal will be very steep. This roundabout is already an accident area due to the fast flowing traffic exiting Carnforth. However, we feel that the proposed link between the A6 north of Carnforth with the old Iron Works site on Warton road is a good one as this will remove more traffic off Market St.

- Retention and improvement of green space is vital to the health and well-being of the community. Encourage urban wildlife creating a greener wilder Carnforth attractive to residents
- In my many years I have seen many grandiose plans come and go alas Carnforth is still blighted the drastic action required to clean up and develop our town is not going to be considered. It is my view the main plus to develop Carnforth is re connect n/s rail travel to link us to the tourist honey pot Windermere and all cardinal points by rail please see.carnforthplatforms.org future rail services we need to encourage Electric /battery hybrid

- Sport facilities should sit together with all the other important subject matters covered by the plan. The 'Today' section of the report should make reference to the valuable contribution made by Carnforth Rangers Football Club to the local community, its near 120 year old history and pedigree of providing organised competitive football, and how it now has claim to be the largest sports club in the entire Lancaster area with over 20 junior and adult teams representing a club operating to FA Charter Standard. Unfortunately the football club only has one pitch and to sustain the club and enable it to serve the community in the future, there is a desperate need for the Club to develop new larger facilities rather than continue to rely on sporting facilities scattered around the wider district. Plans for new facilities were included in the draft Local Plan for the wider Lancaster District but they became an indirect casualty of the finally adopted Local Plan by virtue of the quarries representations that the proposed housing development to the south of Carnforth (of which the new football facilities would have been an integral part) should not be allowed because of the future potential for minerals to be extracted from the ground. The need for more football pitches in the Carnforth area is independently confirmed in the publicly available 'Lancaster Playing Pitch & Outdoor Sport Strategy' report commissioned by Lancaster City Council circa December 2018. This report identifies there is an existing shortfall of pitches equivalent to 8.5 football matches per week in the whole of the Lancaster and District area, and that a massive 7.5 of these is in the Carnforth area. As the final Neighbourhood Plan will ultimately sit alongside the Lancaster District Local Plan to help determine planning applications, and footballing provision is so desperately underprovided in the Carnforth area, then I would represent that the need to develop new footballing facilities should feature as a specific objective in Section 3 of the Neighbourhood Plan and further identified as a project alongside those already described in Sections 4-8 of the plan, and that the cycle and walkway proposals of the draft neighbourhood plan include an extension to recognise the provision of a cycle and footway that enables the future football facilities to be accessed by the local community safely without use of motor vehicles. I feel sure my views are shared by the wider membership of the football club.

Separate to the above, I would propose that the words used in Housing Policy CNDP H1 are extended to read '*...well integrated with existing built form and adjacent land use*'

- Parking bay at the front of the Fire Station is currently reserved for Police vehicles only. Can this be changed to parking for Fire personnel due to the restricted parking for fire fighters when they respond to incidents?
- Very happy with the draft plan as it currently stands.

LOW CARBON TRANSPORT PROJECTS: In parallel to the Neighbourhood Plan the Town Council has successfully been awarded grant funding to explore ideas in Carnforth around 'low-carbon' transport solutions and that might help improve walking and cycling conditions for all. This document is entitled "Design Standards and Practices for Walking and Cycling in Carnforth and is available on the Town Council website alongside the Neighbourhood Plan material. This helps support project ideas in the Neighbourhood Plan. Please let us know if you have any comments on this.

- The traffic congestion along the A6 needs addressing.
- The only way to reduce the amount of carbon emissions from transport in Carnforth is to force transient vehicles to bypass the centre of town. On busy days the traffic can be backed up from the roundabout at Truckhaven all the way through the town.
- A local 4 g pitch would lower the carbon footprint by stopping people travelling to facilities out of town
- It's a great idea
- Nice idea but unworkable
- Support this
- I gave up my car 10 years ago as I was able to commute to work by train, and I travel adequately in the local area by the excellent bus service. With the money I saved on not having a car, I was able to retire early 3 years ago. Perhaps this aspect of avoiding car ownership could be emphasized when persuading people to use alternative methods.
- Better train connectivity needs to be included
- I fully support it, I have long felt many of our public rights of way lack connectivity and could be vastly improved.
- Footpaths are maintained but frequency of cleaning needs increasing, particularly through the Summer months; Additional footpaths; Improvements to North Road; No roundabout on North Road; No additional electric vehicle charging points until vehicle density increases, but existing ones are sometimes used.

- Please please consider those that have to drive their cars for a living, my job involves visiting vulnerable residents so I need my car and need to be able to park easily. We may be a town but we are still rural and need a car to get to most places especially when you have 3 dogs as well public transport is not feasible. If I could afford an electric car I would have one but for most people we can't, I also have a hidden disability I can't have a blue badge but often need my car I will walk into the town if able but sometimes I simply can't. Also please consider routes for horse riders, many feel they have to ride on pavements which is against the law but many feel they have no choice. There are many horses around Carnforth more than you may think
- Improved & extensive cycleways are essential;
- (NB This is a repeat of my comment in the main consultation feedback.) The first priority for improvement should be given to the link between Carnforth and Bolton-le Sands. This is a major barrier for cyclists due to a) the very poor state of the canal towpath, and b) the A6 carriageway, which is busy, narrow and dangerous.
- I would like to see the publication (in hard copy and mobile app formats) of local guides to footpaths and cycleways to encourage greater public use by residents and visitors alike.
- I would like to see the publication (in hard copy and mobile app formats) of local guides to footpaths and cycleways to encourage greater public use by residents and visitors alike.
- Supportive of low carbon transport. Better rail and bus links would really help. Dreadful to try and get anywhere from the station whether by bus or taxi
- Very important for residents to adopt a low carbon plan in order to reduce emissions and improve air quality in and around the town.
- Walking and cycling track from the station utilising the old track bed of our old iron works railway to link scout crag caravan park then on to the Silverdale reserve taking cyclists and pedestrians off the roads building our tourist attraction. Removing Diesel HGV pollution in Market street is a priority ways to achieve this MUST be FOUND. suggestions .1. charge to use for HGV 2. remove Hunter Street place a roundabout outside the station and link a by pas road to join the booths /Aldi road to the A6.
3 enforce weight limits and remove the silly access only and ban HGV traffic impossible suggestion's yes but to clean up and meet targets health and environment essential.

What we did

Working closely with the planning consultants, the Carnforth Neighbourhood Plan Working Group, carefully considered all the responses received from residents, local organisations and statutory consultees.

Many comments related to individual residents current concerns as well as aspirations, many already set out in the Carnforth Neighbourhood Plan or not within its scope.

Where advice was given and amendments or additional comments/updates to technical information was needed, changes were made to the submission draft plan.

More fundamental changes were also incorporated where required and there was detailed discussion with Lancaster City Council on the matters raised by them, in particular.

Of particular note was the inclusion of a *Monitoring Framework* relating to policies included within the Carnforth Neighbourhood Plan. This framework will ensure that the effects of the plan are appropriately monitored and the related Measures to ensure that the plan 'stays on track'. Appendix 3: Monitoring (pages 57 – 60) of the submitted Neighbourhood sets out the framework. A separate spreadsheet sets out the priority for each Measures and where these have been Assigned.

In addition, the Terms of Reference for each of the three Carnforth Town Council Committees have been tasked with delivering key objectives within the Carnforth Neighbourhood Plan.

Carnforth Neighbourhood Plan

Summary of Regulation 14 Consultation Responses:

October 2021



Carnforth Town Council,

46 – 48 Market Street Carnforth LA5 9LB

Telephone: 07846 256 006

Email: clerk@carnforthtowncouncil.org

Website: www.carnforthtowncouncil.org