

STATEMENT OF COMMON GROUND (SoCG)

BETWEEN

**LANCASTER CITY COUNCIL, TAYLOR WIMPEY AND
HOLLINS STRATEGIC LAND**

**WITH REGARD TO THE DELIVERY OF NORTH
LANCASTER STRATEGIC SITE (SG9) OF THE LANCASTER
DISTRICT LOCAL PLAN**

APRIL 2019

NORTH LANCASTER STRATEGIC SITE – STATEMENT OF COMMON GROUND

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- i. This document forms an agreed Statement of Common Ground (SoCG) to assist the future Examination of the Lancaster District Local Plan, specifically the delivery of the Strategic Policies and Land Allocations DPD. The SoCG is formulated by the Site Promoters, being Taylor Wimpey UK Ltd (TW) and Hollins Strategic Land (HSL), (hereafter referred to as ‘the Developers’); and, Lancaster City Council (LCC), the Local Planning Authority. The three parties are hereafter referred to as ‘the Parties’. The SoCG relates to the promotion of land for Green Belt release and the allocation for a residential-led development on Land at the North Lancaster Strategic Site (Policy SG9).
- ii. This SoCG reflects those matters which have been agreed between the Parties, notwithstanding any future agreement which may be reached between the Parties, and respective land owners. This SoCG does not preclude any additional representations by TW or HSL or that their professional advisors may wish to make to the Local Plan Examination, whether orally or in writing, in respect of relevant matters relating to these proposed allocations.
- iii. This agreed SoCG has been provided to the respective landowners for their information. All parties confirm that they will continue to keep their respective landowners informed and updated of progress at the Examination and will request their input where necessary and appropriate.

ON BEHALF OF LANCASTER CITY COUNCIL

Print Name: Maurice Brophy

Position: Planning and Housing Policy Manager

Date: 2nd April 2019

Signature:



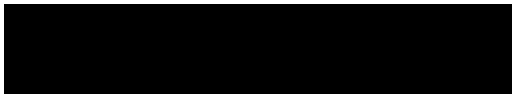
ON BEHALF OF TAYLOR WIMPEY UK LTD

Print Name: Jordan Gresham

Position: Strategic Land Regional Director

Date: 2nd April 2019

Signature:



ON BEHALF OF HOLLINS STRATEGIC LAND

Print Name: Matthew Symons

Position: Planning Manager

Date: 02/04/2019

Signature:



1. INTRODUCTION

- 1.1 This Statement of Common Ground (SoCG) has been prepared between the Parties to identify the matters agreed in respect of the North Lancaster Strategic Site (the site) which includes land between the northern fringes of Lancaster and the recently completed Bay Gateway and is proposed for allocation for residential-led mixed use development in the emerging Local Plan for Lancaster (Policy SG9 in the Part One: Strategic Policies and Land Allocations DPD).
- 1.2 The SoCG provides information in respect of the infrastructure provision and upgrades required to support the proposed allocation as well as the deliverability of the site and timescales for planning application processes and the subsequent build-out of the site.
- 1.3 LCC has proposed this site for residential-led development through the emerging Local Plan process after considering a range of reasonable alternatives following an assessment of relevant evidence and consultation with key stakeholders and the general public.
- 1.4 The Local Plan comprises the following Development Plan Documents (DPD) submitted for examination in May 2018:
 1. Part One: Strategic Policies and Land Allocations DPD (Land Allocations DPD); and,
 2. Part Two: Review of the Development Management DPD (Development Management DPD).

2. SITE PARAMETERS

- 2.1 A site boundary plan is provided in **Appendix 1**. The overall site comprises 73.9 hectares of open land located to the north of Lancaster stretching east from Barley Cop Lane across to Kellet Lane, which is the eastern boundary. The site is bounded to the north by the recently completed Bay Gateway and to the south by the existing urban edge of Lancaster.
- 2.2 The site currently lies within the North Lancashire Green Belt. The Parties agree that the site is to be released from the Green Belt for residential-led mixed use development in the Land Allocations DPD.

3. CONCEPT PLAN

- 3.1 A concept plan has been prepared by the Parties for this site and is included at **Appendix 2**. The Parties agree that the plan demonstrates that in principle, in the region of 700 dwellings plus associated necessary infrastructure can be accommodated on the site. It also demonstrates that the provision of public open space and play facilities, footpaths and cycling linkages, landscape buffers and Sustainable Drainage Systems (SuDS) features can also be achieved. Based on the work undertaken by the Parties to date, the Parties anticipate that this level of development, based upon current information, can be accommodated on the site.

4. QUANTUM OF DEVELOPMENT

Housing Delivery

- 4.1 The Parties agree that based on the current understanding, the site can deliver in the region of 700 residential units as part of the proposed allocation. It is also agreed that the exact type and mix of housing will be determined through planning applications in due course, but that future applications are likely to accommodate a mix of housing types and tenures, as well as affordable housing. In determining the housing mix for the site, consideration will be given to the most up-to-date housing needs evidence for the locality and that advice will be sought from the Council's Strategic Housing Team to provide balanced communities in the north of Lancaster. It is acknowledged that the current needs are identified in the 2018 Lancaster Housing Market Assessment.
- 4.2 The Parties agree that as part of the plan making process, and based upon work undertaken by the Developers and LCC to date, it has been demonstrated through the high-level viability evidence contained in the Local Plan Viability Assessment produced by Lambert Smith Hampton, that the site could deliver approximately 30% affordable housing in accordance with the requirements of the Local Plan, specifically the Development Management DPD.
- 4.3 The Parties agree that new housing provided at the site will be required to deliver the design and construction standards as set out in the final adopted version of the Development Management DPD unless there is clear policy justification or other material considerations, presented as part of any future planning application, demonstrating why this would not be deliverable.
- 4.4 The Parties agree that they will work together where relevant to deliver, where possible, a bespoke package of affordable housing through this allocation. This bespoke package may include the creation of housing with care and support for older people also referred to as 'extra care'. As set out in Lancashire County Council's published strategy, schemes of this type normally need to provide a minimum of 60 units as well as providing a number of on-site facilities and services. The Parties agree that LCC, with support from the Developers, will lead an investigation into the achievability of such a bespoke package, including identifying a potentially suitable Registered Provider partner, and given the nature of this specialist provision, identifying an appropriate location in the site which relates well to other services and infrastructure.
- 4.5 The Parties agree that, should such a bespoke package of provision be proposed as part of any planning application, this will lead to a reduction in the overall percentage of affordable housing that the site will be expected to provide.

Commercial & Community Requirements

- 4.6 Policies SG9 and SG10 of the Land Allocations DPD include a requirement for the provision of a local centre within the site, which should provide for basic local needs. LCC appointed White Young Green (WYG) to prepare a 'Local Centres Study' which identifies the need for a local centre within this allocation.
- 4.7 The Parties agree that the local centre should provide for 'very limited' levels of convenience and comparison retailing which includes a small-scale convenience shop and a number of other small units to provide for local service provision. The Parties anticipate that the number of units provided

should be between 3-5 trading units and that the local centre could also seek to include a flexible space for community and healthcare uses to be provided in partnership with the relevant providers.

- 4.8 The Concept Plan shows an indicative location which the Parties agree could be a suitable location for the local centre within the site.

Employment Requirements

- 4.9 Policy SG9 as submitted includes the expectation for employment land to be delivered as part of the mixed-use development of the site. The need for such a use on the site remains a matter of difference between the Parties. The Parties agree that the principle for an employment element to be included within the wider allocation should be discussed during the Examination process via the direction of the Inspector.

5. FLOOD RISK, DRAINAGE & UTILITIES

- 5.1 The Parties agree that to this point there are no known issues in relation to water supply, electricity supply or gas supply to the allocation.
- 5.2 With regard to Flood Risk, the allocation is located within Flood Zone 1 in accordance with the Environment Agency Flood Map. Notwithstanding this, the allocation is in close proximity to the River Lune. The allocation, particularly to the east, occupies higher land above the river and therefore the Parties agree that development proposals will have to carefully consider the impacts of surface water run-off and how water is managed on-site in high rainfall events. This is equally true of water run-off into the Howgill Brook catchment. This issue is discussed in more detail in paragraph 5.4 of this statement. The Parties agree that site specific flood risk assessments will be prepared as part of future planning applications for the site.

Foul Drainage

- 5.3 The Parties agree that in accordance with the requirements of United Utilities, a foul water drainage strategy will be prepared as part of future planning applications for the site. This will take account of relevant Development Management DPD policies and the proposed growth north of the City and will identify where upgrades may need to be provided.

Surface Water Drainage

- 5.4 The Parties agree that the Concept Plan set out in **Appendix 2** indicates that Sustainable Drainage Systems (SuDS) features may be reasonably incorporated within the allocation area to mitigate potential surface water run-off from the site and to enhance environmental features. The Parties agree that the design of any SuDS scheme(s) will be considered at the planning application stage and that other than topography, there are no other known constraints to the delivery of this element of the scheme.

Health Care

- 5.5 The Parties agree that the Morecambe Bay Clinical Commissioning Group and NHS England will be consulted on any future planning application for housing at the proposed allocation. The Parties agree that a proportionate Section 106 contribution will be negotiated at that time should a clear and demonstrable need for capital upgrades to local healthcare services be identified.

Fibre Optic Broadband

- 5.6 The Parties agree that new development will provide for Fibre to Premises broadband (FTTP). This infrastructure is currently provided free of charge by BT Openreach to any development proposals of over 30 units or more. The Parties agree that provided BT Openreach maintains free provision of FTTP infrastructure, the Developers should register their willingness to work with BT Openreach at least nine months before the date that they want the service to be provided to the first new property. The Parties agree that there is no reason why BT Openreach would delay housing delivery from the site.

6. HIGHWAYS, TRANSPORT & ACCESSIBILITY

Highways

- 6.1 LCC appointed White Young Green (WYG) to prepare highway assessment evidence¹ for the district and the impacts on the highway network from the proposed allocation in North Lancaster. The assessment has been prepared with the support and assistance of Lancashire County Council, which is the relevant Highways Authority for this area. The assessment takes account of the proposed growth and seeks to identify areas where the highway network is likely to become stressed, and therefore, where mitigation measures will be required.
- 6.2 The Parties agree that the proposed allocation will require access arrangements and local highway mitigation measures, including junction improvements to provide safe and appropriate vehicular access into the allocation from Slyne Road (A6). The Parties agree that vehicular access points will be provided into both elements of this allocation (i.e. east of Slyne Road and west of Slyne Road (A6)).
- 6.3 The Parties agree that the full scope and timing of the works for access and junction improvements onto the A6, as required by the Local Plan DPDs, will be agreed with Lancashire County Council as part of the future planning applications for the site.
- 6.4 The Parties agree that the provision of a secondary access point onto either Halton Road or Kellet Road will also be investigated by the Developers as part of the planning application process in consultation with Lancashire County Council. The Parties agree that the principle of this has been accepted within the Local Plan Transport Assessment prepared by WYG.

Public Transport

- 6.5 The Parties agree that to support and encourage the use of sustainable forms of transport, development will be expected to contribute towards the creation of new bus stops on Slyne Road (A6) to supplement access to existing bus services which run between Lancaster City Centre, Slyne-with-Hest, Carnforth and beyond to Kendal.

Cycling and Walking

- 6.6 The Parties agree that the Local Plan is seeking to promote a modal shift away from the use of private vehicles for local journeys, particularly to ease the evidenced air quality issues and congestion which occurs on the City Centre gyratory. Consequently, the Parties agree that development at the site will be expected to provide safe and convenient footpaths and cycleways to enable direct access through the site for pedestrians and cyclists.

¹ Local Plan Transport Assessment (Parts 1 and 2) - WYG

- 6.7 The Parties agree that beyond the allocation itself, improvements will be necessary to encourage and promote cycling and walking to new residents, especially to services in the City Centre.
- 6.8 **Appendix 3** provides a Movement Framework prepared by LCC, which the Parties agree, indicates how pedestrian and cycling movement to/from and through the site could be achieved. The Parties agree that the Movement Framework should be updated to reflect opportunities for connectivity to the western portion of the site on land to the west of Lancaster Canal.
- 6.9 The Parties agree that facilitating adequate pedestrian and cycling movements to/from the site will require improvements to the existing network. The Parties agree that the delivery of improvements will be discussed with LCC and Lancashire County Council as part of preparation of planning applications for the site and that potential options include:
- The provision of a new pedestrian linkage across the Lancaster Canal to improve connectivity from the eastern portions of the allocation towards Lancaster City Centre. Options to achieve this are at Green Lane Bridge or Halton Road Bridge.
 - Upgrades to Halton Road / Aldrens Road / Green Lane / Mainway through the provision of cycle lanes, traffic calming and signage.
 - Upgrades to cycling and walking routes through Skerton between the allocation and Ryelands Park to improve linkages to the City Centre.
 - The provision of a crossing point over Slyne Road (A6) to provide access between the two developable areas of this allocation (and their services) for cyclists and pedestrians.

7. EDUCATION & TRAINING

- 7.1 LCC has engaged with Lancashire County Council as the Education Authority throughout preparation of the Local Plan to inform the requirements of education within the emerging Local Plan. The latest meeting took place in March 2019.
- 7.2 The Parties agree that there is a clear need for new primary school places to be provided in the North Lancaster area which arises from existing demand as well as new demand created through the proposed allocation at the North Lancaster Strategic Site. Lancashire County Council's consistent view on this matter is that a new single-form entry primary school is required to meet future demands.
- 7.3 The Parties agree that development of the North Lancaster Strategic site will include the setting aside of land (in an appropriate, convenient, accessible location) to facilitate the development of a new primary school in accordance with the prevailing Department for Education space / area standards. The Parties agree that the new school should be delivered in an appropriate phase of development which should be agreed by the Education Authority and the relevant developer. The Parties agree that this will likely include agreement on whether the school can be constructed by the on-site developers in order to reduce overall costs. Provision will also be made for off-street car parking associated with the school.
- 7.4 The Parties agree that the development of the North Lancaster Strategic Site (Policy SG9) will only generate a proportion of the pupil growth for which the new single-form entry school is required

and hence the mitigation and costs pursuant to this piece of infrastructure need to be proportionate and directly linked to the scale of development proposed by SG9 to meet the test of national policy.

- 7.5 Lancashire County Council has intimated that they would request a larger plot size than that which would normally be required for a single form entry school. The reasoning for this is to enable opportunities for expansion of these facilities in the future. The Parties agree that developer contributions towards education provision must be proportionate to the proposed development and meet the necessary tests of planning policy². The Parties agree that as a result, any land to be held for future expansion should be secured outside of the planning process and secured through a commercial transaction between the Education Authority and landowner / developer.
- 7.6 The Parties agree that in respect of secondary education, the proposed allocation sits to the north of Lancaster which, in light of the proposed allocations made in the Local Plan, may require a need for further secondary school places over the course of the plan period. The Parties agree that the proposed allocation does not raise any insurmountable issues in relation to secondary school places. Notwithstanding this, the Parties agree that there may be a requirement for a financial contribution, which will need to be based on clear and robust evidence of need, to be made towards increasing the levels of secondary school places which is relative to and respective of the development proposed at the planning application stage.

Training and Skills

- 7.7 The Parties agree that new development will seek to promote opportunities for local apprenticeships through the construction phases of development in accordance with LCC's adopted Employment and Skills Plans SPD.

8. OTHER RELEVANT CONSIDERATIONS

- 8.1 To support the preparation of the Lancaster District Local Plan, particularly the Strategic Policies & Land Allocations DPD, the Council has commissioned a number of reports and assessments to support the allocations made. These have, and will be, supplemented further by more detailed assessments prepared by LCC and the Developers to support future planning applications for the site.

Ecology

- 8.2 A Phase 1 Habitat Survey was conducted in 2017 by the Greater Manchester Ecology Unit (GMEU) with further assessment work undertaken in relation to wintering birds and its role as functionally linked land in connection with Morecambe Bay.
- 8.3 The Parties agree that based on the surveys prepared to inform the preparation of the Local Plan, with appropriate mitigation in line with the recommendations of the reports the outcomes of the Habitats Regulation Assessment (HRA) and the direction and requirements of the Local Plan (particularly Appendix D of the Strategic Policies & Land Allocations DPD), there are no ecological constraints to development of the proposed allocation.

² Statutory tests as set out in the Community Infrastructure Levy Regulations 2010 and as policy tests in the National Planning Policy Framework.

- 8.4 These surveys will be updated in due course to ensure that the most up-to-date position is available in respect of ecological matters when determining future planning applications particularly in the context of the Lancaster Canal Biological Heritage site which is adjacent to the allocation.

Landscaping and Amenity

- 8.5 The Parties agree that the allocation includes challenging topography, largely consisting of a number of drumlins and valley areas, particular to the east of the allocation. The Parties agree that a landscaping scheme(s) which will consider how development can sympathetically work within the landscape in terms of densities, scale, massing and the materials used will be prepared as part of planning applications for the site. The site is also located adjacent to Lancaster Canal and the Parties agree that development should have a positive inter-relationship with this important landscape feature.
- 8.6 The Parties agree that the allocation is adjacent to (or contains) sensitive land-uses including existing residential dwellings, St John's Hospice and designated heritage assets. The Parties agree that development proposals will seek to use landscaping buffers, where appropriate to do so, to mitigate any impacts to amenity. The Parties agree that planning applications for the site will consider the amenity impacts of both the Bay Gateway and M6 motorway, particularly in relation to noise, and appropriate mitigation will be provided where necessary.
- 8.7 Through additional evidence prepared in relation to local landscape matters, all parties agree that the site boundaries to the north along the Bay Gateway may be suitable for amendment to allow for further housing capacity to be achieved. All parties agree that the principle and extent for such boundary changes should be discussed at the Examination via the direction of the Inspector. All parties agree that the Concept Plan (appendix 2) shows an appropriate developable area for the HSL land.

Design

- 8.8 The Parties agree that a Development Brief as required by Policy SG9 in the Submission Version of the Local Plan is not required to be submitted and approved by LCC prior to the submission of future planning applications at the site. To replace this requirement, the Parties agree a comprehensive masterplan for the whole site and bespoke Design and Access Statements will be required with future planning application(s).
- 8.9 The Parties agree that the comprehensive masterplan will address phasing and the delivery of infrastructure to make the development acceptable in planning terms, including addressing the requirements of Policy SG10 of the DPD in relation to wider strategic infrastructure needs in the North Lancashire area.
- 8.10 The Parties agree that careful consideration will be given to the design of new development, through the preparation of a bespoke Design and Access Statement(s) at the planning application stage which relate to land within the allocation. The Parties agree that the Design and Access statements will recognise the prominent location of the allocation and ensure that development is sympathetic towards its surroundings in terms of its scale, massing and materials used and will create a well-designed and high quality environment. The Parties agree that development should seek to mitigate against impacts on residential amenity, particularly in relation to St Johns Hospice and the residential properties within the allocation.

- 8.11 The Parties agree that given the extent of the development that character areas should be created, utilising elements which may include different house types, materials, landscaping and layouts.

Historic Environment

- 8.12 The Parties agree that there are designated heritage assets either contained within the site or adjacent to it, including Beaumont Hall, Hammerton Hall and a number of bridge structures associated with the Lancaster Canal. The Parties also agree that the site is within the setting of Lancaster Castle, Ashton Memorial and Lune Aqueduct which are Grade I Listed Structures. The Parties agree that these heritage assets and their settings are carefully considered as part of the planning application process, making use of the Heritage Impact Assessments which have been prepared by the LCC and seeking advice from the LCC's Conservation team.

Archaeology

- 8.13 An archaeological desk-based assessment was carried out in 2017 by the Lancashire Archaeological Advisory Service. The assessment concludes that with regards the land to the west of the A6 there is only limited potential for pre-medieval buried remains to survive on this site. This conclusion is also based on the archaeological work which took place in relation to the construction of the Bay Gateway.
- 8.14 Regarding the land east of the A6, given the historic occupation of this area (for instance that associated with Beaumont Hall) and the adjacent Lancaster Canal, this area is considered to be an area which could be of regional archaeological significance. The Parties agree that further assessment and field evaluations will be necessary on this area at the planning application stage, to establish the extent of the known buried remains within the allocation and confirm the existence or otherwise of as-yet unknown remains. The Parties agree that any mitigation work associated with this assessment will be addressed at the planning application stage.

Air Quality

- 8.15 LCC has prepared an Air Quality Position Statement which highlights the importance of new development mitigating the impacts on air quality, particularly in areas which have been identified as suffering from high levels of pollutants i.e. those locations where development could impact on an existing Air Quality Management Area.
- 8.16 The Parties agree that future planning applications for the site will consider their individual and in-combination effects on air quality and consider relevant mitigation measures where it is appropriate to do so and seek opportunities to integrate such measures into existing air quality plans and strategies.

Arboriculture

- 8.17 The Parties agree that the site is relatively free of trees with the exception of site and field boundaries. The Parties agree that planning applications for the site will be accompanied by landscaping plans which seek to work with the natural features of the site, including existing mature trees and hedgerows. The Parties agree that planning applications should be informed by an appropriate Arboricultural Impact Assessment (AIA) and where trees are proposed to be lost then compensatory planting within the site will be provided in line with LCC's Tree Policy³.

³ Lancaster City Council – Tree Policy 2010 <https://www.lancaster.gov.uk/planning/trees/tree-policy>

Ground Contamination

- 8.18 A geotechnical assessment has been prepared for the site by JBA in 2018 which considers ground conditions and ground contamination. It concludes there is very limited potential for ground contamination considered to pose a significant risk to the site. The Parties agree that the study concludes that ground contamination does not represent a constraint to the principle of development being achieved, however further more detailed assessment work will be necessary at the planning application stage in line with LCC's Validation Guide.

9. MITIGATION

- 9.1 The Parties agree the following in relation to potential mitigation measures and community infrastructure :
- **Education:** The Parties agree that land will be set aside within the allocation, at a safe, convenient and accessible location (by pedestrians, cyclists, those using public transport and motorists) for the creation of a new single-form entry Primary School. The size of the plot should provide for a single form entry facility. Should a commercial agreement be reached between the landowner / developer and the Education Authority then the Council would support the expansion of the plot to accommodate future expansion opportunities for the school. Further to the setting aside of the plot, developers will be expected to provide an appropriate contribution for the construction of the school. Provision of any Section 106 contributions will be negotiated at the planning application stage.
 - **Healthcare:** The Parties agree that provision of any Section 106 contributions will be negotiated at the planning application stage.
 - **Highways:** The Parties agree that highway upgrades have been identified as being necessary to support the proposed allocation in the region of 700 homes, particularly in relation to access and junction arrangements onto Slyne Road (A6).
 - **Public Transport:** The Parties agree that improvements will be needed to facilitate access to the existing bus networks which operate along Slyne Road (A6). Provision of any Section 106 contributions will be negotiated at the planning application stage.
 - **Cycling and Walking:** The Parties agree that improvements will be needed to promote cycling and walking not only through the allocation itself but also to improve linkages into Lancaster City Centre to encourage the modal shift away from the reliance on private vehicles. This will include improvements to links to the west of the allocation towards Ryelands Park and to the east of the allocation along Halton Road / Green Lane / Aldrens Road and Mainway. Provision of any Section 106 contributions will be negotiated at the planning application stage.
 - **Foul Water Drainage:** The Parties agree that in line with discussions with United Utilities, a foul drainage strategy will be prepared as part of the planning applications for the site. This will take account of all proposed growth and will identify where upgrades may need to be provided.

- **Surface Water Drainage:** The Parties agree that SuDS features will be provided on-site where feasible with the detailed design to be determined at the planning application stage.
- **Ecology:** The Parties agree that on-site ecological enhancements will be incorporated, such as green corridors and green networks, within future landscaping schemes and will seek to retain natural features (such as trees, hedgerows, woodland and ponds) where it is practicable to do so. The detailed design will be negotiated at the planning application stage.
- **Home Owner Packs:** The Parties agree that in accordance with the requirements of the Sustainability Appraisal, all new owners of residential properties will be provided with 'Home Owner Packs' which will set out the sensitivities of the surrounding environment, particularly Morecambe Bay, and will promote the use of alternative areas for recreation.
- **Open Space:** The Parties agree that localised open space will be required through the site in relation to children's play area(s), young person's area(s) and relevant public and semi-natural amenity space. Proposals for open space should be worked up in partnership with the Council's Public Realm Manager and in the context of the most up-to-date evidence on open space requirements. Financial contributions will also be required for off-site contributions towards playing pitches and associated infrastructure in the locality.

9.2 LCC has prepared an Infrastructure Delivery Plan (IDP) for the allocation which sets out the position in terms of the infrastructure proposed, the importance of the infrastructure, the approximate costs, delivery partners and timescales for delivery. The Parties agree that LCC will continue to keep the IDP up-to-date to inform future planning applications made in relation to the allocated site.

9.3 The parties agree that based upon robust evidence base, all costs and financial contributions required towards the delivery of on-site and off-site social infrastructure including but not limited to education, healthcare, and open space (as described in this SoCG) and attributable land costs will be split proportionately between the Developers based upon the number of dwellings proposed by each Developer.

10. APPLICATION TIMING AND PHASING

10.1 The Parties agree that the table below sets out an indicative timescale and the key milestones from this point forward through to the occupation of dwellings in the allocation. This is agreed to provide a reasonable assumption towards housing delivery. All anticipated timings are based on the parties' understanding at this point in time and may be subject to change.

April 2019	Examination in Public
September 2019	Issue of Inspector's Report
December 2019	Adoption of the Strategic Policies & Land Allocations DPD
October 2019	Pre-Application discussion as part of planning application process
October 2019	EIA Screening Request to be Submitted to the LPA
February 2020	Submission of first planning application for Taylor Wimpey's land including providing for an unfettered vehicle and pedestrian cycle access, to adoptable standard, from Slyne Road (A6) to the HSL land
August 2020	Submission of Discharge of Pre-Commencement Conditions application
December 2020	Commencement on Site

Q2 2021/22	Occupation of First Dwelling
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Table 1: Projected Timetable for Delivery for the North Lancaster Strategic Site

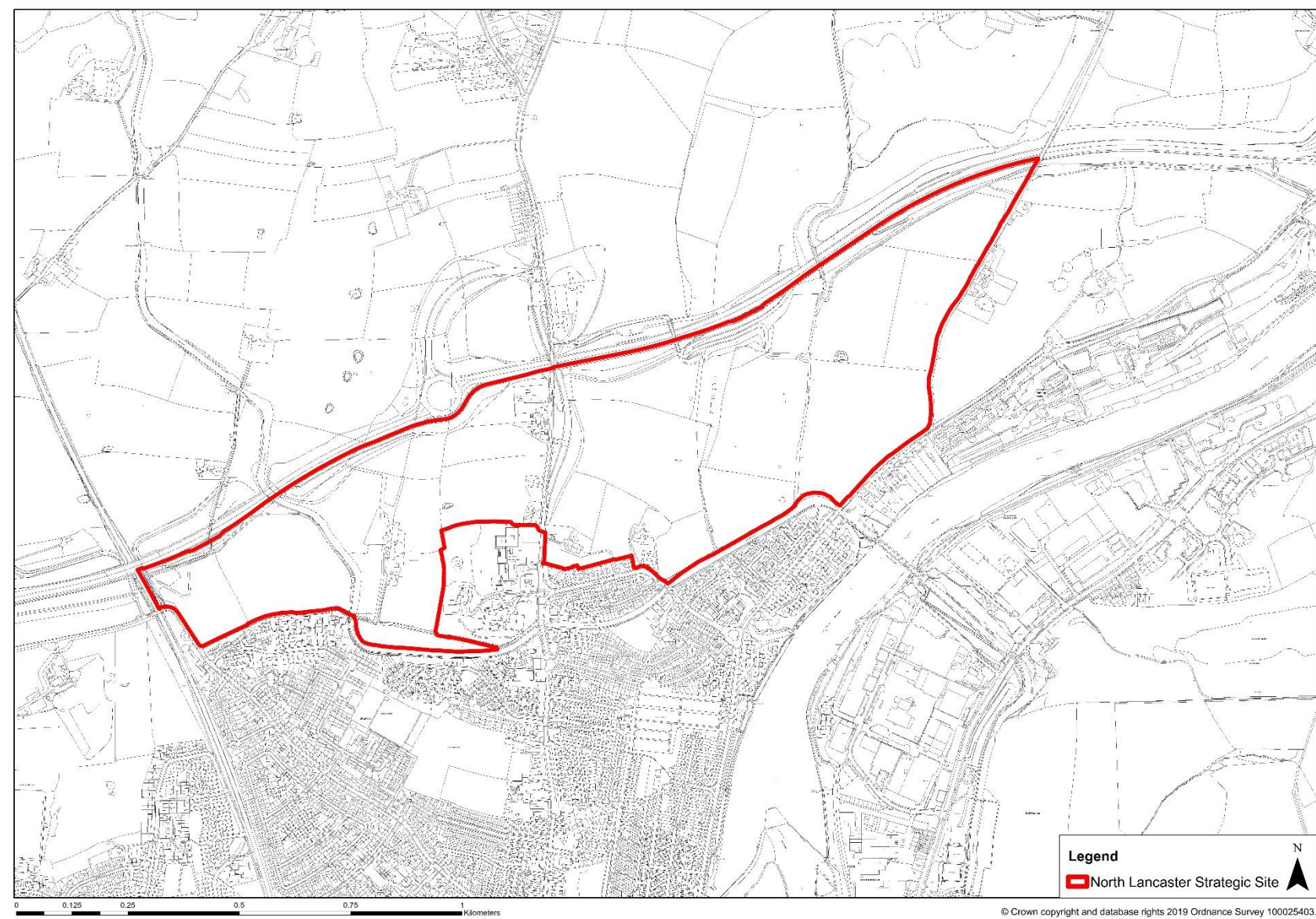
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic timescale.
- 10.3 The Parties agree that the majority of the site is within the control of both TW and HSL who have the necessary option agreements with the landowners. The site is therefore available for development.
- 10.4 TW confirms that it intends to submit the first planning application for the proposed development in support of the allocation as soon as it is appropriate to do so and in consultation with LCC. The Parties agree that it is anticipated that the first planning application will be for the parts of both the eastern and western portions of the allocation under TW's control so that all necessary consents are in place to achieve a start on site as soon as possible.
- 10.5 HSL anticipates that subject the approval of TW's planning application for the western portion of the site that it will submit a planning application for development on the part of the western portion of the site that it controls. It is anticipated that this will be outline application with a reserved matters application(s) to follow.
- 10.6 The Parties agree that the site shall, subject to detailed technical design, include an internal road layout to provide for an unfettered vehicle and pedestrian cycle access (to adoptable standard) from Slyne Road (A6) to the HSL development parcel.
- 10.7 TW is a national housebuilder and HSL are national land promoters with an associated active regional housebuilder company (Hollins Homes). The Parties agree that both companies have access to significant technical expertise and resources, and are committed to the delivery of housing at this site at the earliest opportunity.
- 10.8 The Parties agree that from the point of the first occupation of a dwelling, it is anticipated that 30 - 60 dwellings could be built out per annum on the TW land and 30 dwellings could be built out per annum on the HSL land of the North Lancaster Strategic Site. This rate of delivery could, at its peak, deliver 90 dwellings per annum at the site.

11. OTHER MATTERS

- 11.1 The timing of pre-application discussions and the submission of any planning application are still to be agreed. The Parties agree that these matters will be discussed in more detail with LCC's Development Management Team.
- 11.2 The Parties agree that the infrastructure expectations which are set out in this SoCG represent an understanding at a point in time. As more detailed assessment and modelling takes place it is recognised by all parties that the costs associated with this infrastructure may increase or decrease. The Parties agree that any future changes to costs must be sufficiently justified and will be reflected in any future updates to the SoCG.

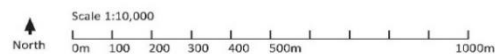
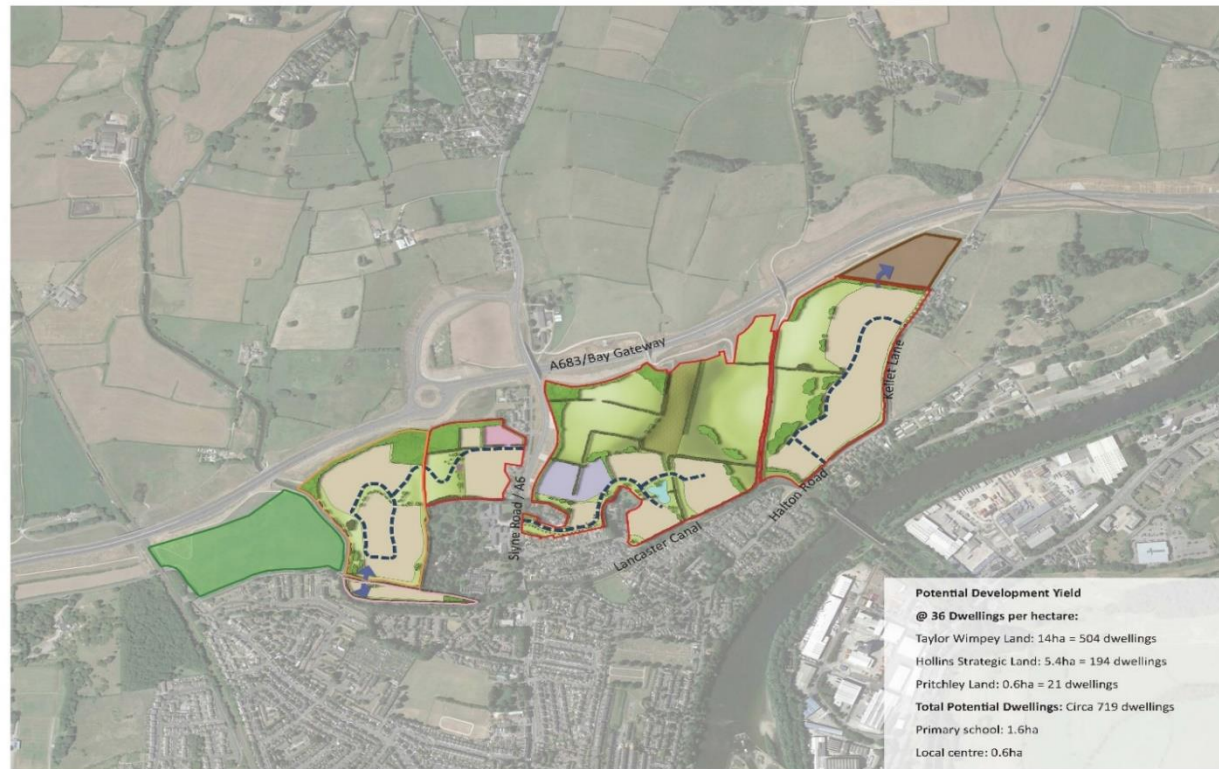
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity exists to deliver towards evidenced local needs and to support the Government agenda on this matter. However, all other parties concerned do not think such investigations are necessary, with current evidenced need so low and due to the implications on the viability of development.

APPENDIX 1: BOUNDARY PLAN



APPENDIX 2: CONCEPT PLAN

The Concept Plan currently submitted omits any proposals for the employment land requirement proposed via Policy SG9 of the Strategic Policies & Land Allocations DPD. All parties agree that the principle of providing employment land within the site will be discussed in more detail as part of the Examination process. The concept plan has been provided without prejudice of future discussions at the Examination on specific requirements for landscape buffers to the north of the site between new development and the Bay Gateway.



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL PLANNING
 MASTERPLANNING
 URBAN DESIGN

**RANDALL
 THORP**

Canada House, 3 Chepstow Street, Manchester M1 5FW
 0161 228 7721 mail@randallthorp.co.uk www.randallthorp.co.uk

Key:

- Taylor Wimpey Land (40.7 ha/ 100.6 acres)
- Hollins Strategic Land (8.7 ha/ 21.5 acres)
- Pritchley Land (1.1 ha/ 2.7 acres)
- Additional North Lancaster Strategic Site development parcels
- Open space mitigation
- Existing trees/woodland
- Habitat creation area
- Development land
- Primary school (1.6ha)
- Local centre (0.6ha)
- Proposed trees/woodland
- Proposed primary road
- Proposed greenspace
- Potential future access to the wider strategic site

DRAFT

**Taylor
 Wimpey**

Slyne Road, Lancaster

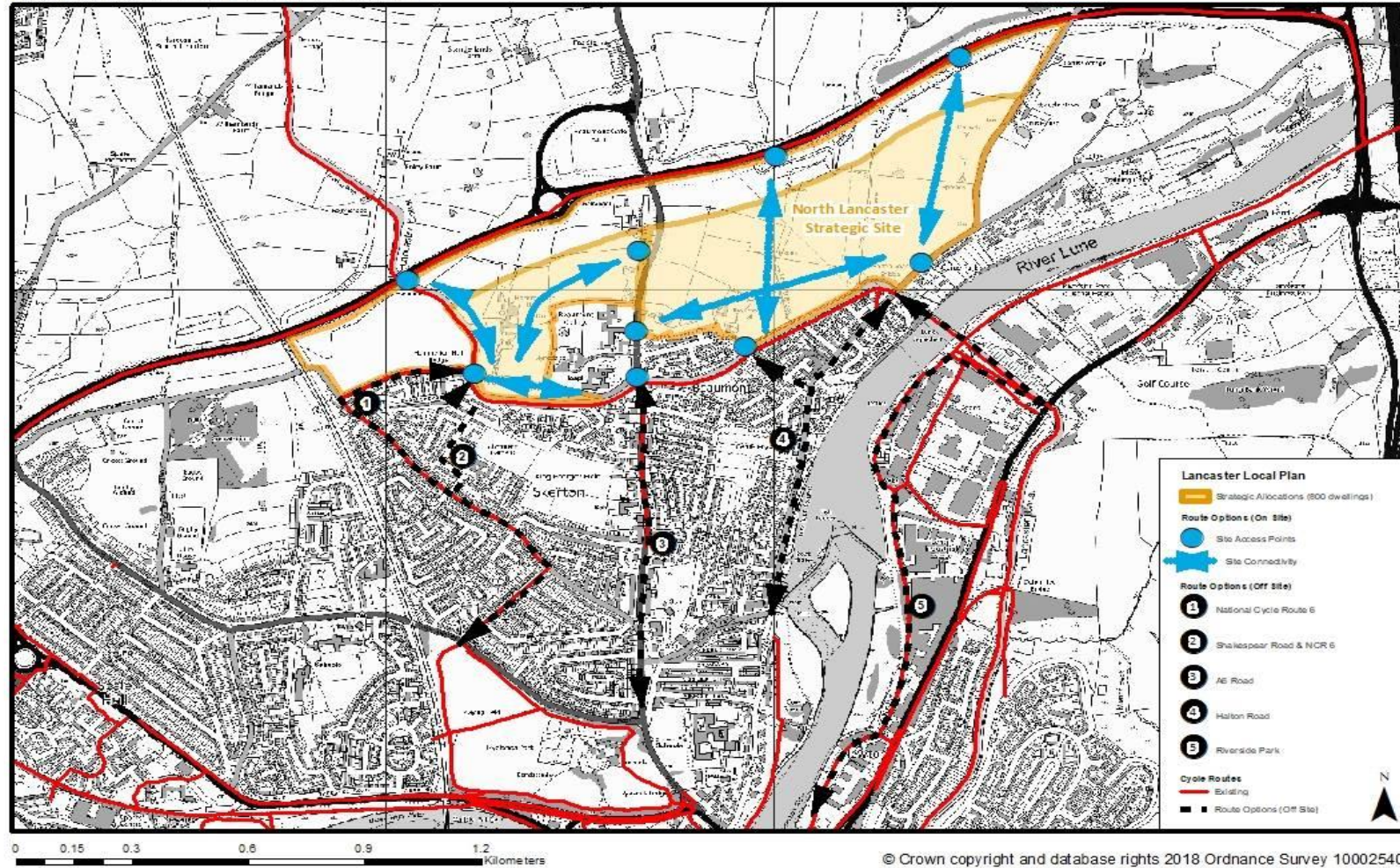
Conceptual Masterplan within wider Strategic Site

Drwg No: 620C-04
 Drawn by: YH
 Rev by:
 QM Status: checked
 Scale: 1: 10,000 @ A3

Date: 21.02.19
 Checker: CAW/NJ
 Rev checker:
 Product Status:
 Client Review

APPENDIX 3: MOVEMENT FRAMEWORK

LCWIP: Lancaster North Routes to be Assessed



APPENDIX 4: HOUSING TRAJECTORY FOR NORTH LANCASTER

[illegible]

APPENDIX 5: EVIDENCE USED TO INFORMED THE PREPARATION OF THE SOCG

- Strategic Housing and Employment Land Availability Assessment (Lancaster CC 2019) and formally the Strategic Housing Land Availability Assessment (Lancaster CC 2015);
- Strategic Housing Market Assessment – Part II (Arc4 2018);
- Local Plan Viability Assessments – Stage 1 (Lambert Smith Hampton 2018);
- Local Plan Viability Assessments – Stage 2 (Lambert Smith Hampton 2019);
- Lancaster District Infrastructure Delivery Plan (Lancaster CC 2017)
- Lancaster District Infrastructure Delivery Schedule – North Lancaster (Lancaster CC 2018)
- North Lancashire Green Belt Review (Lancaster CC & ARUP 2016);
- Lancaster District Local Centres Study (White Young Green 2017);
- North Lancaster Geo-Environmental Desk Study (JBA 2018);
- Lancaster Local Plan Transport Assessment Part 1 – Initial Assessment (White Young Green 2018);
- Lancaster Local Plan Transport Assessment Part 2 – Identification and Assessment of Mitigation Measures (White Young Green 2019);
- Lancaster City Council Level 1 Strategic Flood Risk Assessment (JBA 2017);
- Lancaster City Council Level 2 Strategic Flood Risk Assessment (JBA 2018);
- Preliminary Ecological Appraisal for North Lancaster (Greater Manchester Ecology Unit 2016);
- Initial Desktop Archaeological Assessment (Lancashire Archaeological Advisory Service 2017);
- Heritage Impact Assessment for Site Allocations in the Local Plan (Lancaster CC 2018);
- Lancaster Local Plan Air Quality Position Statement (Air Quality Consultants 2019);
- Lancaster District Open Space Assessment (KKP 2018); and
- Lancaster District Playing Pitch and Outdoor Sports Strategy (KKP 2019).

The preparation of this SoCG has also been informed through discussions with developers and infrastructure providers and supplementary evidence provided by these parties.