



Lancaster District Local Plan 2011-2031 Part One: Strategic Policies and Land Allocations DPD

Representations on Inspector's Matters, Issues and Questions

APRIL 2019



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/1 Introduction

- 1.1. PWA Planning have been instructed by Hollins Strategic Land (HSL) to make formal representations on Lancaster City Council's Local Plan Part One (Strategic Policies and Land Allocations DPD) in relation to the Inspector's Matters, Issues and Questions.
- 1.2. HSL have previously made formal representations themselves in March 2016 and again in April and October 2018 on Lancaster City Council's (LCC) Local Plan. PWA made formal representations in relation to the additional information that was published by the Council and the suggested modifications in October 2018.
- 1.3. HSL previously asserted that Part One of the Local Plan was not sound in relation to the following policies.
 - SP6 The Delivery of New Homes
 - SG1 Broad Location for Growth (in relation to Bailrigg)
 - SG9 North Lancaster Strategic Site
 - EN7 Local Landscape Designations
- 1.4. These representations respond to the Inspector's Matters, Issues and Questions to Part One of the Local Plan in relation to the soundness of the Plan and should be read in conjunction with previous representations.
- 1.5. These representations should also be read in conjunction with those made by Influence Environmental Ltd, report reference INF_N0568_R01 dated 12th February 2019 which are included at Appendix A and the Statement of Common Ground provided as Appendix C.

/2 Matter 2: Housing

(f) Is the amount of land allocated for housing sufficient to meet the requirement and how will it ensure delivery of the appropriate type of housing where it is required within the District (with particular reference to Policies SP2, SG1, SG7, SG9, H1, H2, H3, H4, H5, H6, DOS7, DM1, DM2, DM4, DM7, DM8, DM11 and DM12)?

- 2.1. We support the allocation of site SG9, North Lancaster Strategic Site. Furthermore, we support the delivery of at least 700 dwellings to be accommodated within allocated site SG9 North Lancaster Strategic Site. This quantum of development has been agreed as deliverable by all parties to the SOCG provided as Appendix C. The Concept Plan provided as an appendix to the SOCG demonstrates that in principle this number of dwellings and associated infrastructure can be delivered on site. We assert that the full 700 dwellings can be delivered in this plan period as opposed to the 495 of the total 700 dwellings that the Council have set out in the table in Policy SP6.
- 2.2. The Council's housing trajectory and evidence base in the SHELAA (Strategic Housing and Employment Land Availability Assessment) both envisage this site delivering housing in years 1-5. There does not appear to be any evidence from LCC as to why the Site could not deliver the full 700 dwellings in the plan period to justify the figure of 495 in Policy SP6. There is also no evidence produced by the Council to justify the delivery of the site to go beyond the current plan period.
- 2.3. To rectify this and ensure the plan is sound the table in Policy SP6 should be amended to detail that the anticipated number of dwellings in the Plan period should be 700 and not 495.
- 2.4. There are different landowners involved on this site and whilst one housebuilder (Taylor Wimpey) is involved, Hollins Strategic Land (whilst a land promoter also includes Hollins Homes who are also a housebuilder) is also involved on the other significant portion of the allocation. It is clear that the site could therefore be developed by multiple housebuilders and this will ensure the deliverability of dwellings (in

accordance with the council's evidence) in years 1-5. Clearly the parties are willing to work together to achieve the delivery of 700 dwellings on this site as evidenced by their agreement to the SOCG.

- 2.5. There are two willing developers and another landowner involved in progressing a Statement of Common Ground with the Council (SoCG) provided as Appendix C. This demonstrates the commitment of these developers to the delivery of dwellings in the short term – paragraph 10.2 of the SOCG details that all Parties agree that the proposed development of site SG9 can commence within the first five years of the Local Plan. In Appendix 4 of the SoCG, the housing trajectory demonstrates that the site could start to deliver housing within the first five years of the plan period and this trajectory has been agreed by all parties as a realistic timescale.
- 2.6. It is contended that the full 700 dwellings can be delivered within the plan period provided that there is unfettered access to the land controlled by HSL. The western parcel of land within the allocation has to be in the first phase and must include access to the remainder of the allocation. The timings provided in the table at 10.1 of the SOCG provide the key milestones in delivering housing on the site and set out all Parties intentions that the first planning application for housing will be on Taylor Wimpey's land (the western parcel) which will include an unfettered access to the parcel in the control of HSL. HSL assert that the land within their control can be built at a rate of 30dpa and this would be in addition to those built on the land controlled by Taylor Wimpey.

(g) Will the distribution, capacity and speed of deliverability (with regard to viability and infrastructure) of the sites, satisfy the provision of a 5 year housing land supply?

- 2.7. We agree with the infrastructure delivery as part of Policy SG9. Furthermore, we agree with the assertion that infrastructure is delivered to see SG9 North Lancaster Strategic Site come forward provided that Policy SG9 is revised to include specific wording to ensure there is no ransom between the landowners and / or developers within the corresponding allocated site.

- 2.8. To ensure the deliverability of the entire site, and therefore the minimum amount of homes required in the district during the plan period, it is essential that the policy is revised to ensure the provision of an unfettered access to land to the west of the A6, which is controlled by HSL (see plan at Appendix B of the extent of land controlled by HSL). This is essential. Without this requirement written into Policy SG9 the Plan would not be sound in so far as it would not be effective as the housing requirement over the Plan period would not be deliverable, given that SG9 could not deliver the number of dwellings forecast in SP6. As per paragraph 6.2 of the SOCG (Appendix C), 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)). This is further reiterated in table 10.1 of the SOCG which provides the anticipated milestone for delivery of housing on SG9, and includes that the first planning application by Taylor Wimpey will provide the unfettered access.
- 2.9. It is suggested that within the wording of Policy SG9 to allow for this access, there is a dwelling occupation trigger such as "before occupation of the 50th dwelling anywhere within the allocation SG9" to ensure its effectiveness.
- 2.10. To not include specific wording would stifle the delivery of the total number of dwellings not only in terms of quantum but also in terms of the Council's housing trajectory. It would result in less comprehensive and therefore unsustainable and not properly planned development. By ensuring this wording of the policy is contained within the Local Plan gives certainty to all parties. It is also standard practice to ensure Local Plans are sound.

/3 Matter 3: Spatial Strategy

(a) Is the spatial strategy as set out in policies SP1, SP2, SP3, SP4, SP5 and SP6 and their supporting text soundly based? Is the settlement hierarchy soundly based? Would the spatial strategy be sound if no provision was made for any unmet housing need for Lancaster District either within the District or within the wider Strategic Housing Market Area?

- 3.1. We broadly agree that the spatial strategy is sound, however, we disagree with the amount of development to be delivered in the plan period. With specific reference to policy SP6, the amount of development to be provided in the plan period is specified as 495 dwellings for the North Lancaster Strategic Allocation (SG9). It is considered that the total 700 dwellings that this site can accommodate can be delivered in the Plan period and should not be limited to 495. This is agreed by all Parties to the SOCG and demonstrated on the Concept Plan provided as an appendix to the SOCG demonstrates that in principle 700 dwellings and associated infrastructure can be delivered on site.
- 3.2. There are different landowners involved on this site and whilst one housebuilder (Taylor Wimpey) is involved, Hollins Strategic Land (whilst a land promoter also includes Hollins Homes who are also a housebuilder) is also involved on the other significant portion of the allocation. It is clear that the site could therefore be developed by multiple housebuilders and this will ensure the deliverability of the Site within the Plan period, as agreed in the SOCG.
- 3.3. The Council's housing trajectory and evidence base in the SHELAA (Strategic Housing and Employment Land Availability Assessment) both envisage this site delivering housing in years 1-5.
- 3.4. It is considered that to restrict the amount of development to be delivered would not be sound as the plan would not be positively prepared. The landowners and developers with interests in the total site allocation consider that the full objectively assessed

development and infrastructure requirements of SG9 can be fulfilled in the plan period.
There does not appear to be any opposing evidence from LCC.

/4 Matter 5: Heritage and Natural Environment

Do policies SP7, SP8, SG4, SG9, SG14, SG15, EC1, EC3, H3, H4, H5, H6, DOS1, DOS2, DOS3, DOS6, DOS7, DOS8, DOS9, DOS10, DM21, DM24, DM29, DM37, DM38, DM39, DM40, DM41, DM43, DM44, DM45 and DM46 provide for the conservation and management of the District's built and natural heritage in accordance with the policies of the NPPF?

- 4.1. Policy DM45 of the Development Management DPD 'Development and Landscape Impact' states proposals affecting local landscape designations including Key Urban Landscapes or Urban Setting Landscapes will be supported provided it preserves the open nature of the area and the character and appearance of its surroundings.
- 4.2. The entire northern portion of the North Lancaster Strategic Site (SG9) is designated as an Urban Setting Landscape (USL). The allocation of USL within allocation SG9 is not considered to be justified.
- 4.3. LCC's evidence for the inclusion of the USL in this section of the allocation is provided in the Landscape Visual Assessment (LVA) carried out by Arcadis dated July 2018. These representations are accompanied at Appendix A by those of Influence who have reviewed the robustness of the recommendation in this report and challenge the need to include this buffer.
- 4.4. The Influence report concludes that the evidence in the Arcadis report (July 2018) does not justify the USL designation as the landscape does not have a high quality in terms of condition or value, the site is well screened by existing and newly planted landscape buffers and there are no publically accessed areas on this part of the Site. Indeed, it has now been agreed by all Parties that the site boundaries of SG9 to the north along Bay Gateway may be suitable for amendment to allow for further housing capacity to be achieved. As per paragraph 8.7 of the SOCG, all Parties agree that the principle and extent of such boundary changes should be discussed at the Examination via the direction of the Inspector, with all Parties also agreeing to the Concept Plan provided

as an appendix to the SOCG as providing the appropriate developable area for the land in the control of HSL.

- 4.5. The allocation of the USL within SG9 prejudices the delivery of the quantum of development proposed by removing a significant proportion of land that could be developed. It is asserted that this arbitrary blanket buffer to keep the land “open” would remove a significant portion of land which is considered to be developable, with little merit in landscape terms.
- 4.6. Policy SG9 sets out requirements in terms of environmental considerations that are considered by HSL to be sufficient for LCC to provide for the conservation and management of the District’s built and natural heritage without the need to impose the USL designation within the allocation as well. To do so would not be justified as there are reasonable alternatives to this unnecessary additional restriction.
- 4.7. Policy SG9 requires the creation of ecological networks linking green corridors including the Lancaster Canal and the identification of the Valley Meadow Habitat Creation Area, requires recreational open space for future and existing residents as well as landscape buffers to:
- existing residential properties in the area;
 - St. Johns Hospice and Hammerton Hall;
 - existing designated heritage assets;
 - non-designated heritage assets (including the Lancaster Canal);
 - the Bay Gateway Link Road;
 - the West Coast Mainline;
- 4.8. These requirements in Policy SG9 satisfactorily safeguard the assets identified as needing a sensitive design approach. This approach is agreed by all parties in paragraph 8.6 of the SOCG.
- 4.9. It is considered that the Plan is not sound in so far as the requirement for the USL is not justified as the alternatives have not been taken into account sufficiently, but rather

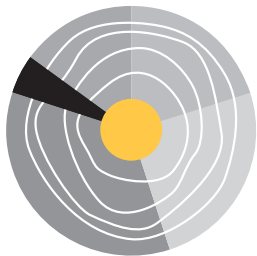
reiterated. Policy DM45 of the DPD review states at 12.49 *"the Council believes that development proposals, regardless of their location within the district, should consider their role in positively contributing to their local landscape or townscape and the ways in which potential impacts can be minimised."* Furthermore at 12.51 states *"Development proposals, through good use of siting, scale, massing, design and an appropriate palette of materials should seek to positively influence their surroundings. The Council will encourage development proposals to, where appropriate, provide a detailed landscaping scheme that will clearly demonstrate how new development will create positive linkages and contribute to the local landscape and townscape."*

- 4.10. Policy ENV7 states USL *"function is to define the urban area"* and *"maintain distinction between town and country and in providing a rural backdrop and setting to the urban area."* The characteristics of site SG9 do not require a designation to ensure that the urban area is defined or to maintain distinction as immediately to the north is the link road and beyond that the land is allocated as open countryside where development is restricted. Coupled with the requirements in policy SG9 outlined above at point 4.7 of these Representations it is considered that the Site can be developed so to maintain a distinction between town and country and still provide the rural backdrop of the site.
- 4.11. It is considered that there would be ample control for the Council over the landscape impact from the development of the Site negating the need for the USL designation.
- 4.12. There is no need to duplicate in one policy what can be achieved by another policy. The USL buffer should not be present in the site allocation (SG9) as it has been demonstrated that the extensive requirements of policy SG9 can already ensure that the site is sensitively developed to achieve a satisfactory peripheral built form.

/5 Conclusion

- 5.1. LCC's approach is not consistent with the government's objective of significantly boosting the supply of new homes due to the burdensome inclusion of a landscape buffer (USL) within site allocation SG9 and the omission of a requirement of an unfettered access point to land in the west of the allocation which is owned by a separate landowner to the main portion of the site.
- 5.2. For the Local Plan to be considered sound the following modifications are required:
- The USL should be removed from site allocation SG9;
 - The housing requirement within the Plan period identified in policy SP6 should be a minimum of 700 dwellings;
 - Policy SG9 should include wording which ensures access to the various parcels is entirely unfettered in view of the requirement for access to be off the A6 and not through other land parcels party to different land ownerships involved. The wording of the policy should include a trigger for delivery of access and services to land to the west.
- 5.3. The above points are agreed by Hollins Strategic Land, Taylor Wimpey and Lancaster City Council in the SOCG provided as Appendix C.
- 5.4. It is considered that the above modifications are essential to ensure that the Local Plan is positively prepared.

**APPENDIX A –
Influence Environmental Ltd, report reference INF_N0568_R01 dated 12th
February 2019**



Landscape Written Representation

**Land off Hammerton Hall Lane,
Lancaster**

**Date: February 2019
INF_N0568_R01**



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Introduction

- 1.1 Influence Environmental Ltd (Influence) have been appointed by Hollins Strategic Land (HSL) to make formal representations on Lancaster City Council's Local Plan Part One (Strategic Policies and Land Allocations DPD) in relation to the additional information that has been published by the Council and the suggested modifications in October 2018.
- 1.2 These representations are as an appendix to the PWA Planning report 19-658 and concentrate on the designation of Urban Setting Landscapes (USL) within allocation SG9. This inclusion is based on the Landscape Visual Assessment (LVA) carried out by Arcadis dated July 2018 and the proceeding landscape and visual evidence.

Scope of this Report

- 1.3 This report is not based on field survey work and does not challenge the actual findings as set out by Arcadis. This report does not carry out an assessment. However, this report carries out a review of the robustness of the recommendation for a USL designation against the information collated.
- 1.4 The report reviews the assessments carried out to date for the whole of the North Lancaster Strategic allocation and then focuses on the Hammerton Hall site.

SCHLAA Landscape, Townscape and Visual Field Surveys

- 1.5 Hyder Consulting UK carried out Landscape, Townscape and Visual Field Surveys of the sites recommended for inclusion, as development allocations within the Lancaster Strategic Sites, in December 2017. These record sheets have been included in the Arcadis December report. The credited surveyor is B Pope who has then continued to carry out assessment work on the additional assessment relevant to these sites for Arcadis¹.
- 1.6 The receptor reference applicable to this site is Broad Location Site – GB01: North Lancaster Greenbelt.
- 1.7 The field survey recorded the following:
 - There are limited views to the AONB;
 - The tranquillity is interrupted by traffic noise;
 - The landscape character is fragmented and separated from the wider countryside by the new by-pass; and
 - There are some constrained footpath links.
- 1.8 General comments were that:
 - Powerlines dominate the skyline;
 - It is considered that partial development of the site could be accommodated along the southern edge as an extension to the urban fringe without causing significant change to the view from the AONB and the wider countryside; and

¹ This is an assumption based on the credited name to the initial and subsequent reports and the inclusion of the field survey sheets within the Arcadis report.

- Mitigation measures could reduce the change in views from distance.

Urban Setting Landscapes (USL)

- 1.9 In May 2018 Arcadis carried out a review of the Key Urban Landscapes designations set out in Policy E31 of the adopted Local Plan where it was stated that within these areas:
- Important natural features will be safeguarded, and new development strictly controlled to preserve their open nature and their character and appearance.
- 1.10 Prior to this work being carried out, the site had not been designated as a KUL, however the review also brought forward additional sites to be considered for designation as KULs. These numbered ten and during the process it was determined that a sub category, Urban Setting Landscapes (USLs) to specially address landscapes peripheral to the built form, on the edge of the main urban area which:
- Visually frame the urban area;
 - Play an important role in the setting; and
 - Are significant in context and legibility of features in the surrounding landscape.
- 1.11 The sites, referenced AS-01 and AS-02, formed part of those ten additional sites and relate to the site.
- 1.12 The methodology for assessment was based on the original November 2012 document by Woolerton Dodwell, from which the original KULs were designated. The report is based on seemingly sound methods of assessment and at this time we are not questioning that process.
- 1.13 On completion of the review of KULs, Arcadis recommend that AS-01 should be designated as a USL on the basis that it is:
- A high-quality landscape with a strong pattern and mature well managed features containing recreational routes and Lancaster canal. An important urban fringe amenity and setting to the adjacent urban area.
- 1.14 This is despite stating within the report that:
- The landscape is often punctuated by infrastructure such as pylons, lighting columns, mobile masts and telegraph poles;
 - The line of the Bay Gateway Bypass and its traffic is a clearly defined feature in the landscape where it is on an embankment and new bridges, but not yet hidden by the new mitigation planting;
 - The site forms an important buffer to the rural coastal drumlin landscape to the west, providing a semi urban character despite the proximity of numerous urban infrastructures; and
 - The traffic noise of the Bay Gateway Bypass is a constant disturbance.
- 1.15 Within the summary of the landscape assessment section, the report also stated that:
- The site has no rare or unique features although the relationship with the Lune Valley, the Lancaster Canal, the woodland block and field boundary hedgerows and hedgerow trees are important in the local context. Urban fringe landscape associated with the Lune Valley;

- The land is a prominent band of land on the north of Lancaster. Separating the Bay Gateway Bypass from the edge of the residential settlement. Views of the site are generally obscured from the Lune Valley floor by mature vegetation bands;
 - The land is classified as ancient enclosure;
 - Frequent traffic from the Bay Gateway is audible;
 - Potential for urban expansion up to the Bay Gateway Bypass is a possible pressure on the landscape integrity; and
 - Further mitigation planting for the Bay Gateway could be enhanced to provide further screening.
- 1.16 There then followed, in July 2018, a more detailed assessment of Land at Hammerton Hall and Beaumont Hall, Sites 03 and 04 of the Identified Lancaster Sites, also carried out by Arcadis.
- 1.17 This report carried out a high-level review of the sites, referencing the landscape character and the potentially visual sensitive receptors. I have the below comments:
- The surrounding LCAs have no more than a good condition and medium value (two of the three are low value);
 - LCA 12a in which the sites fall is described as partially disturbed in condition and of medium value;
 - The overall views generally describe filtered, screened or glimpsed views through the boundary vegetation, overhead powerlines interrupting the views and views of the Bay Gateway;
 - The selected representative views (RVP 01-04) are poor quality and do not conform to accepted LVIA methodology. They are not representative of the view experienced as they are single shots rather than panoramas. Reviewing the judgements made on them, based on the photos only, these judgements are made without the consideration of mitigation.
- 1.18 This report reviewed the landscape character and the visual sensitivity of the overall sites and concluded that (added emphasis):
- It is considered that the development of the entire identified site would result in a high nature of change on the local landscape character and form a significant new feature in the wider landscape in views from surrounding high sensitivity receptors;
 - ...development of the site along the south and western [sic] edges could be accommodated with a greatly reduced significance of effect in particular on the overall landscape character area and on visual receptors.

Hammerton Hall (Site 03)

- 1.19 Hammerton Hall forms the mid-west portion of the overall site, lying to the west of the A6 (Slynn Road) and east of the Lancaster Canal.
- 1.20 With reference to commentary in the Arcadis report, key elements of the site as described are:
- The eastern edge is bound by the A6 to the north and Beaumont College to the southeast, with mature woodland planting along the boundary;
 - The western portion of the site has recently been returned to farmland following temporary use for the construction of the bypass; and

- A significant area of mitigation planting has been developed along the northern boundary of the bypass and along the western side to form screening to residential properties.
- 1.21 Part of Site 03, Hammerton Hall is recommended as a USL because, as stated earlier, it is:
- A high-quality landscape with a strong pattern and mature well managed features containing recreational routes and Lancaster Canal. An important urban fringe amenity and setting to the adjacent urban area.
- 1.22 As part of the assessment by Arcadis no representative view was submitted which addresses this portion of the site. The closest is RVP 03 from Barley Cop Road, beyond the field to the west of the Lancaster Canal, adjacent to the railway line. The area of raised land in the fore to mid ground of the view is the higher ground in the intervening field and there will be no views from here towards any development east of the canal.
- 1.23 There are no Public Rights of Way within the site itself and the Tow Path, which we assume is publicly accessible, runs along the western edge of the canal. A national cycle route runs along Hammerton Lane to the south.
- 1.24 Although the site does in a small part directly adjoin the residential settlement edge of Lancaster to the south of Hammerton Lane, the main boundaries are to the roads, the canal and Beaumont Hall. There is significant mature tree planting as part of Beaumont College and additional planting has been carried out as part of the Bypass construction forming a screen to the northern edge.
- 1.25 The landscape character is described as 'partially disturbed' and is rated as a medium value. The 'disturbance to the landscape character' as a result of the Bypass would lead to an assumption that the condition was also medium and therefore, in combination with a medium value cannot be described as 'high quality'.
- 1.26 Considering the above, it would appear that there is insufficient evidence to designate Site 03 as a USL. The evidence that has been produced is contrary to the suggested designation, in that it describes a landscape which has already been disturbed by the development of the bypass, does not have any unique or distinctive features which contribute to the value and is largely screened from surrounding potentially sensitive receptors.
- 1.27 Earlier surveys have concluded that partial development of the site could be accommodated along the southern edge without causing significant change and that development along the south and western edges could be accommodated with a greatly reduced significance of effect.
- 1.28 In December 2018 a report was commissioned by Lancaster City Council and prepared by Galpin Landscape Architects to review the USL boundary and 'build on the existing landscape evidence base' in light of emerging proposals from allocations. The report considers the USL boundary recommendations and whether they are appropriate and meet the needs of the USL criteria. This report follows only five months after the Arcadis report and the necessity of it is not clear.
- 1.29 The language of the report and the contents focus on elements which are considered to be principles of good design rather than components supporting a local landscape designation. By way of example, the Lancaster Canal is a feature along the western edge of the site and provides opportunity for connectivity and recreation. The Masterplanning process will seek to develop a

layout and design for the development within this parcel which takes advantage of these opportunities. With reference to the edge of the Slynne Road/A6, language such as '*visually there would be a better connection between the future urban edge and the countryside*' is appropriate for a Design and Access Statement rather than strategic policy or designation.

- 1.30 An Illustrative Masterplan reflecting an indicative layout for the delivery of North Lancaster Strategic Site has been produced in support of the Statement of Common Ground (SoCG) drafted between Lancaster City Council, Taylor Wimpey and Hollins SL. The layout provides an option for how the whole site, including Hammerton Hall, could be developed. The Proposals for Hammerton Hall incorporates a landscape buffer to the Lancaster Canal, green corridors through the development featuring footpath links linking to a significant provision of public open space, an improved and enhanced landscape buffer to the Bypass and retention of some of the existing hedgerows.
- 1.31 This Illustrative Masterplan does not set out development across the entire site, following guidance from the original surveys and assessments which essentially set out that development can be accommodated on the south and western parts of the site.
- 1.32 The aspirations set out in paragraphs 2.25- 2.29 can be achieved through a planning application, the design development of the right scheme to provide the housing which meets the needs of the LPA, achieves their aspirations and adheres to principles of good design.

Summary

- 1.33 In summary the landscape and visual evidence, collated and assessed from 2012 does not suggest that Site 03-Hammerton Hall meets the criteria for designation as a USL. The landscape does not have a high quality in terms of condition or value, the site is well screened through existing and newly planted landscape buffers and does not contain any publicly accessible areas.
- 1.34 The Illustrative Masterplan drafted in the SoCG sets out how the Proposals could be developed on the site, meeting the needs of the LPA and realising theirs and the community's objectives for a well-designed place.

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APPENDIX B –
Plan showing the extent of land controlled by Hollins strategic Land.

APPENDIX C –

Statement of Common Ground between Lancaster City Council, Taylor Wimpey and Hollins Strategic Land with regard to the delivery of the North Lancaster Strategic Site (SG9) of the Lancaster District Local Plan

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:

A handwritten signature in black ink that reads "Maurice Brophy".

ON BEHALF OF TAYLOR WIMPEY UK LTD

Print Name: Jordan Gresham

Position: Strategic Land Regional Director

Date: 2nd April 2019

Signature:

A handwritten signature in blue ink that reads "J Gresham".

ON BEHALF OF HOLLINS STRATEGIC LAND

Print Name: Matthew Symons

Position: Planning Manager

Date: 02/04/2019

Signature:

A handwritten signature in black ink that reads "Matthew Symons".

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

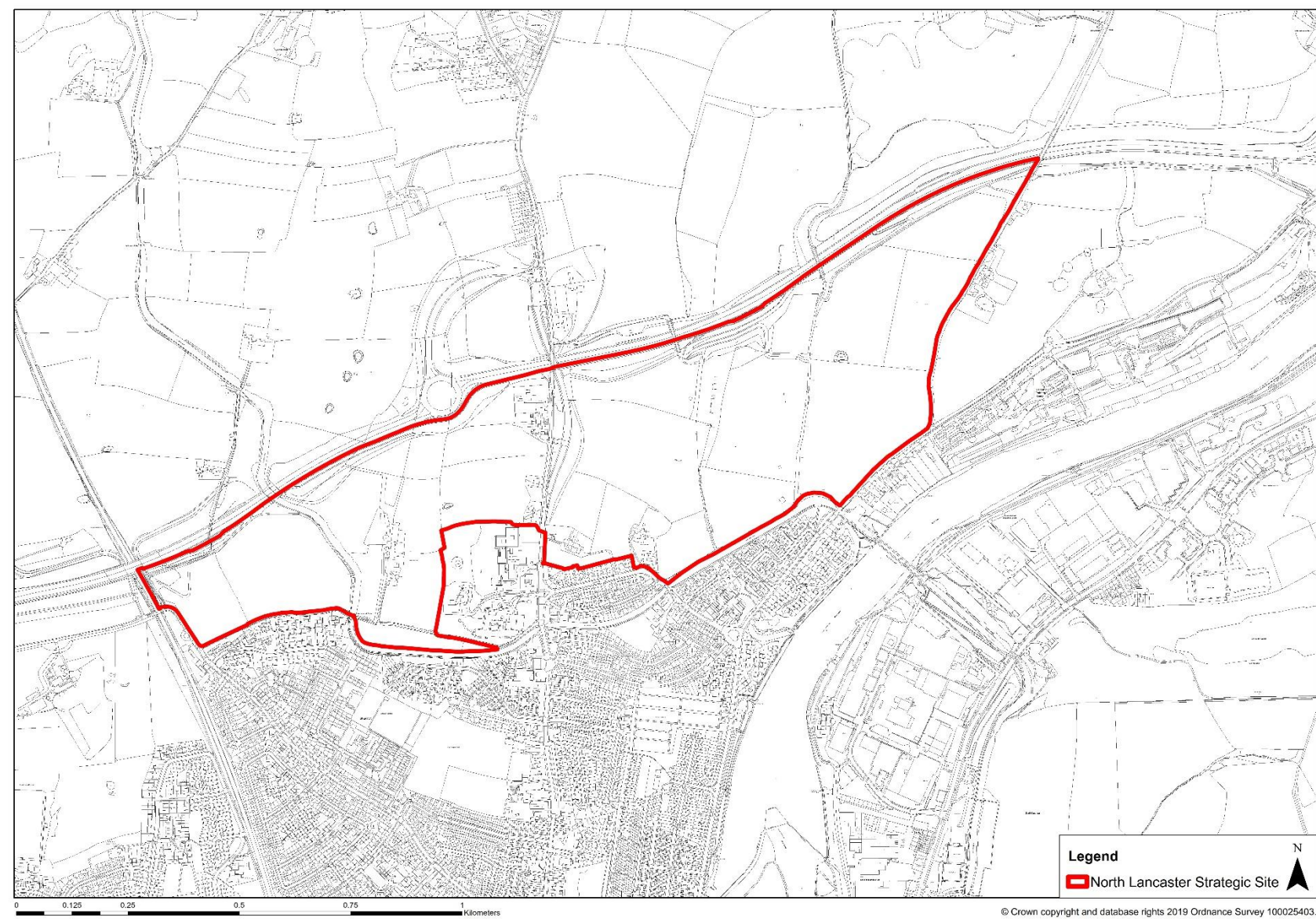
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic 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.

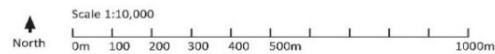
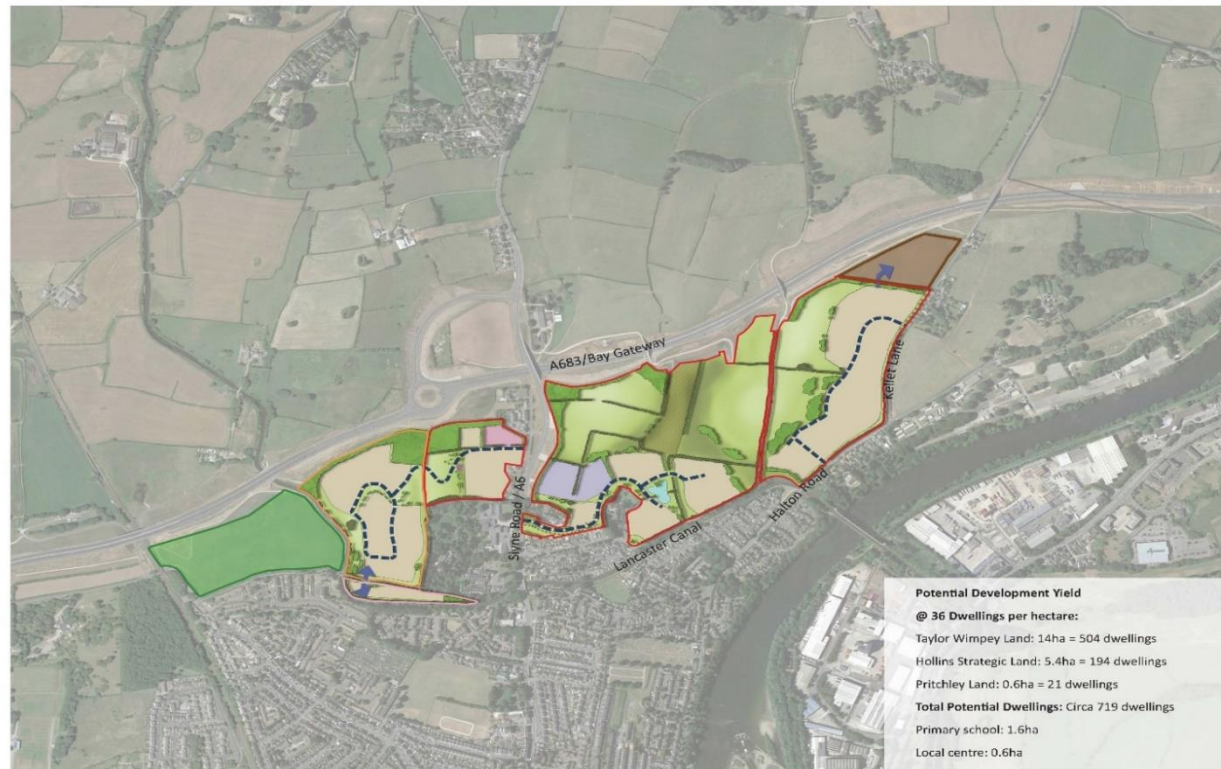
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity 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

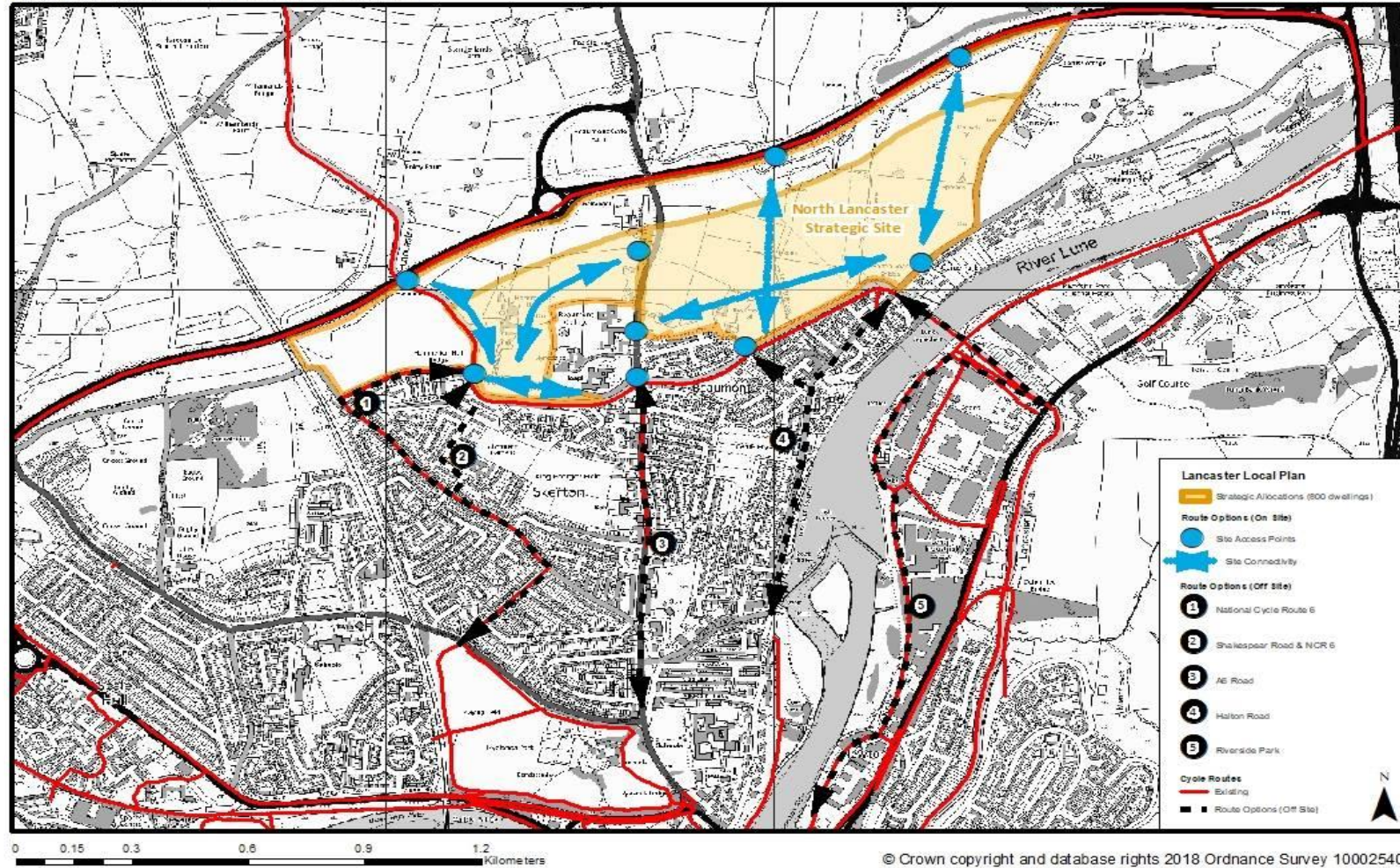
Conceptual Masterplan within wider Strategic Site

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.



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