



Lancaster Local Plan Examination

Taylor Wimpey UK Limited's Response to Matter 1 - Legal, Compliance, Procedural and General

April 2019

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For and on behalf of GVA Grimley Limited t/a Avison Young

1. Introduction

- 1.1 This hearing statement has been prepared by Avison Young on behalf of Taylor Wimpey UK Limited ("Taylor Wimpey") in relation to **Matter 1: Legal, Compliance, Procedural and General**. It has been prepared in the context of Taylor Wimpey's land interest at North Lancaster which is proposed for removal from the Green Belt and housing allocation in the Local Plan under Policy H1 and site specific Policy SG9.
- 1.2 Matter 1 of the Inspector's Matters, Issues and Questions ("MIQs") Discussion Note dated 28th February 2019 concerns **Main Issue: have the DPDs been prepared in accordance with relevant legal requirements, including the Habitats Regulations, Duty to Co-operate, the procedural requirements of the National Planning Policy Framework, the Local Development Scheme and the Statement of Community Involvement**. The remainder of this hearing statement sets out Taylor Wimpey's response to the issues and questions contained therein.
- 1.3 Taylor Wimpey has also entered a Statement of Common Ground ("SoCG") with Lancaster City Council ("LCC") and Hollins Strategic Land ("HSL") to demonstrate the deliverability of the strategic allocation. The SoCG is attached at **Appendix I**.

2. Taylor Wimpey's Response to Matter 1.

b. The Council refers in the Duty to Co-operate Statement to how co-operation with South Lakeland District Council informed the need to review the Greenbelt in relation to OAN methodology and calculation. Could the Council be more specific on this matter? How did the Council co- operate with adjoining authorities in respect of any unmet housing need?

- 2.1 The Council considers that there is a lack of opportunity to deliver Lancaster's evidenced housing needs outside of the Green Belt. In its response to Matter 1, the Council states that:
- "South Lakeland may in theory have sufficient land to meet some of Lancaster's unmet need, but the high levels self-containment, relatively weak connections and significant house price differences all mitigate against South Lakeland being able or willing to accommodate any of Lancaster's housing needs."¹*
- 2.2 Paragraph 83 of the 2012 NPPF states that once the general extent of a Green Belt has been approved, it should only be altered in 'exceptional circumstances' through the plan making process so that they are capable of enduring beyond the plan period. The Council has acknowledged that such exceptional circumstances exist in Lancaster and has carried out a Green Belt Review in order to identify suitable sites for

¹ Council's response to Matter 1 (LCC7.1.0), p.5, para. 1B.12.

release from the Green Belt to meet the identified need for housing land. The exceptional circumstance in Lancaster are underpinned by:

- A lack of 5 Year Housing Land Supply;
 - Insufficient land in the settlement boundary;
 - Persistent under-delivery of housing; and
 - Affordable housing need
- 2.3 Policy EN6 of the Local Plan sets out the current extent of the North Lancashire Green Belt and proposes three changes to it following the North Lancashire Green Belt Review (En_GBR_01), including the release of two areas of land for strategic residential development, one of which being North Lancaster (Policy SG9). It is essential that strategic allocations such as North Lancaster, are removed from the Green Belt where they do not contribute to Green Belt purposes.
- 2.4 Taylor Wimpey strongly supports the proposed changes to the Green Belt designation in the Local Plan and in particular the removal of the North Lancaster Strategic Site (Policy SG9) from the Green Belt. Taylor Wimpey considers that the proposed changes accord with paragraph 83 of the 2012 NPPF and that the Council's Green Belt Review provides a robust assessment on which to base the North Lancaster Strategic Site's release from the Green Belt.
- 2.5 The exceptional circumstances that exist which justify making amendments to the Green Belt in Lancaster plus the lack of opportunity for South Lakeland to assist in meeting any unmet need for Lancaster, make it even more important that appropriate amendments are made to the Green Belt boundary in the Local Plan.

d. Are the DPDs in general conformity with the National Planning Policy Framework (NPPF)? Do they reflect the presumption in favour of sustainable development (in particular policies SP1 and SP2)?

Conformity with NPPF

- 2.6 In terms of plan-making, the presumption in favour of sustainable development contained in Paragraph 14 of the 2012 NPPF means that:
- Local planning authorities should positively seek opportunities to meet the development needs of their area.
 - The Local Plan should meet objectively assessed needs with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or where specific policies in this Framework indicate development should be restricted.
- 2.7 In its response to Matter 1, the Council sets out that it believes that the Local Plan, as submitted, does seek to plan positively to meet the development needs in the district. The Plan seeks to identify a range of sites, including a series of strategic greenfield sites which will allow for delivery through the course of the plan period. The Council also believes the above position is equally applicable to the presumption contained in the revised NPPF published in July 2018 ("2018 NPPF").

- 2.8 Taylor Wimpey makes more specific comments in relation to these issues in its responses to Matters 2, 3, 4, 5, 6 and 7. It is noted however, that in the context of Paragraph 14 of the 2012 NPPF, the Council is not able to meet the OAN for housing in full because of the constraints to development that have been highlighted.
- 2.9 Taylor Wimpey's position is that the North Lancaster Strategic Site (Policy SG9) provides an opportunity to deliver a residential-led development which will make a positive contribution towards meeting Lancaster's identified housing requirements. As set out in Taylor Wimpey's Matter 4 Statement, the Council is over-providing employment land which exceeds its employment land requirements. Therefore, it is Taylor Wimpey's position that the 2 hectares of employment land proposed at North Lancaster Strategic Site should be removed to enable housing delivery to be maximised at the site. Taylor Wimpey considers that there are more appropriate employment sites which have been identified for employment allocation in the Local Plan to the north and east of Lancaster which are better suited to meetings the Council's employment land requirements and that the 2 hectares of employment land designated at North Lancaster Strategic Site is not required.
- 2.10 To reflect this proposed change, Taylor Wimpey has prepared a document which sets out all its proposed changes to the Local Plan policies which it has commented upon. This document is attached at **Appendix II** of the Statement and the removal of the employment land at North Lancaster Strategic Site is addressed in Taylor Wimpey's proposed changes to Policies SG9 and EC2.

Sustainable Development - Policies SP1 and SP2

- 2.11 Policy SP1 (Presumption in Favour of Sustainable Development) states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the NPPF.
- 2.12 Taylor Wimpey considers that Policy SP1 reflects the presumption in favour of sustainable development in the NPPF. Taylor Wimpey supports a presumption in favour of sustainable development in accordance with the NPPF, which is important in ensuring that sustainable development is not delayed and that the Council can meet its development needs in a timely manner.
- 2.13 Policy SP2 (Lancaster District Settlement Hierarchy) sets out a hierarchy of settlements in which proposals for development will be supported provided that they are of a nature and scale that is proportionate to the role and function of that settlement or where they have been specifically identified in the plan to meet the strategic growth needs of the district. The settlement hierarchy is as follows:
1. Regional Centre (Lancaster) - will accommodate the majority of new development;
 2. Key Service Centres and Market Towns - will play a supporting role to the Regional Centre and will accommodate levels of new residential and economic development to serve more localised catchment;
 3. Sustainable Rural Settlements - will provide the focus of growth for Lancaster district outside the main urban areas; and
 4. Rural Villages - will accommodate development that meets evidenced local needs only.

- 2.14 Taylor Wimpey strongly supports the Council's spatial strategy and settlement hierarchy which logically seeks to direct the majority of development towards the urban area of Lancaster, reflecting its regional importance. In addition, the development strategy includes additional large strategic development sites in greenfield locations including the North Lancaster Strategic Site (Policy SG9). As set out in Taylor Wimpey's response to Matter 2, these releases from the Green Belt are necessary for Lancaster to achieve the sustainable growth that the NPPF requires and that the DPDs are aiming for.
- 2.15 The proposed spatial strategy is based upon evidence contained within the Council's 'Sustainable Settlement Review' which considers the future role of all settlements in the District and matters such as service provision (either the settlement itself or its accessibility to provision in other settlements), settlement form and environmental constraints.
- 2.16 Taylor Wimpey considers that Policy SP2 reflects the presumption in favour of sustainable development in the NPPF.

g. Are appropriate arrangements in place to ensure proper monitoring of the DPDs?

- 2.17 The Local Plan states at Paragraph 25.1 that a separate report setting out the Monitoring Framework for the District will be prepared. Background Paper 9: Local Plan Monitoring Framework sets out how the Council has prepared a separate monitoring framework to monitor the implementation and delivery of the Local Plan. The Background Paper sets out the sub-objectives of the plan and identifies those policies through which the sub-objective will be delivered. Trigger points have also been identified for each sub-objective.
- 2.18 In relation to housing, this monitoring framework includes a series of indicators relating to completions and the 5-year housing land supply position and contains the following triggers:
- Shortfall in 5-year supply of greater than 1 year; and
 - Alignment to the requirements of the housing delivery test: 25% below annual requirement from November 2018, 45% below annual requirement from November 2019, 65% below annual requirement from November 2020.
- 2.19 In its response to Matter 2, the Council states that should these triggers be met, actions could include:
- “the identification of potential causes for the variant in performance and the identification of measures to address them. Such measures may include working with key providers, developers and landowners to better manage the delivery of development (this could include reviewing Section 106 Agreements and other contributions where appropriate and where their delivery has put into question the delivery of sites); identification of potential funding opportunities that might be available to facilitate development; implementation of a new call for sites to facilitate the identification of additional supply; a review of capacity assumptions via the SHELAA; and where necessary a review of the Local Plan.”*
- 2.20 Taylor Wimpey generally welcomes the Council's approach to monitoring which will assess the implementation of the Local Development Scheme and the extent to which the planning policies, in

particular housing delivery policies (including Policy SP6), are being achieved. One of the measures that should be employed in response to triggers being met, should be the relaxation of certain policy requirements (e.g. relating to infrastructure or employment provision) in favour of more urgent needs such as housing delivery. For example, Taylor Wimpey have consistently questioned the evidence for the requirement for employment land as part of the North Lancaster allocation throughout the preparation of the Local Plan.

- 2.21 Taylor Wimpey also notes that whilst this plan is being examined under the 2012 NPPF, its performance will be assessed under the requirements of the 2018 NPPF and ultimately the requirements of the Housing Delivery Test contained therein. The NPPF and supporting PPG make clear that if the housing falls below the housing requirement then certain policies within the NPPF will apply depending on the level of delivery.

i. Does the SA adequately consider reasonable alternatives where these exist, including in respect of the scale of housing and employment provision and the balance between them?

- 2.22 Taylor Wimpey does not wish to comment specifically in response to this question but notes that further comments on the balance between housing and employment provision are provided in Taylor Wimpey's responses to Matters 2 and 4.

Appendix I

North Lancaster Strategic Site Statement of Common Ground

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:

Handwritten signature of Maurice Brophy in black ink.

ON BEHALF OF TAYLOR WIMPEY UK LTD

Print Name: Jordan Gresham

Position: Strategic Land Regional Director

Date: 2nd April 2019

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ON BEHALF OF HOLLINS STRATEGIC LAND

Print Name: Matthew Symons

Position: Planning Manager

Date: 02/04/2019

Signature:

Handwritten signature of Matthew Symons in black ink.

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

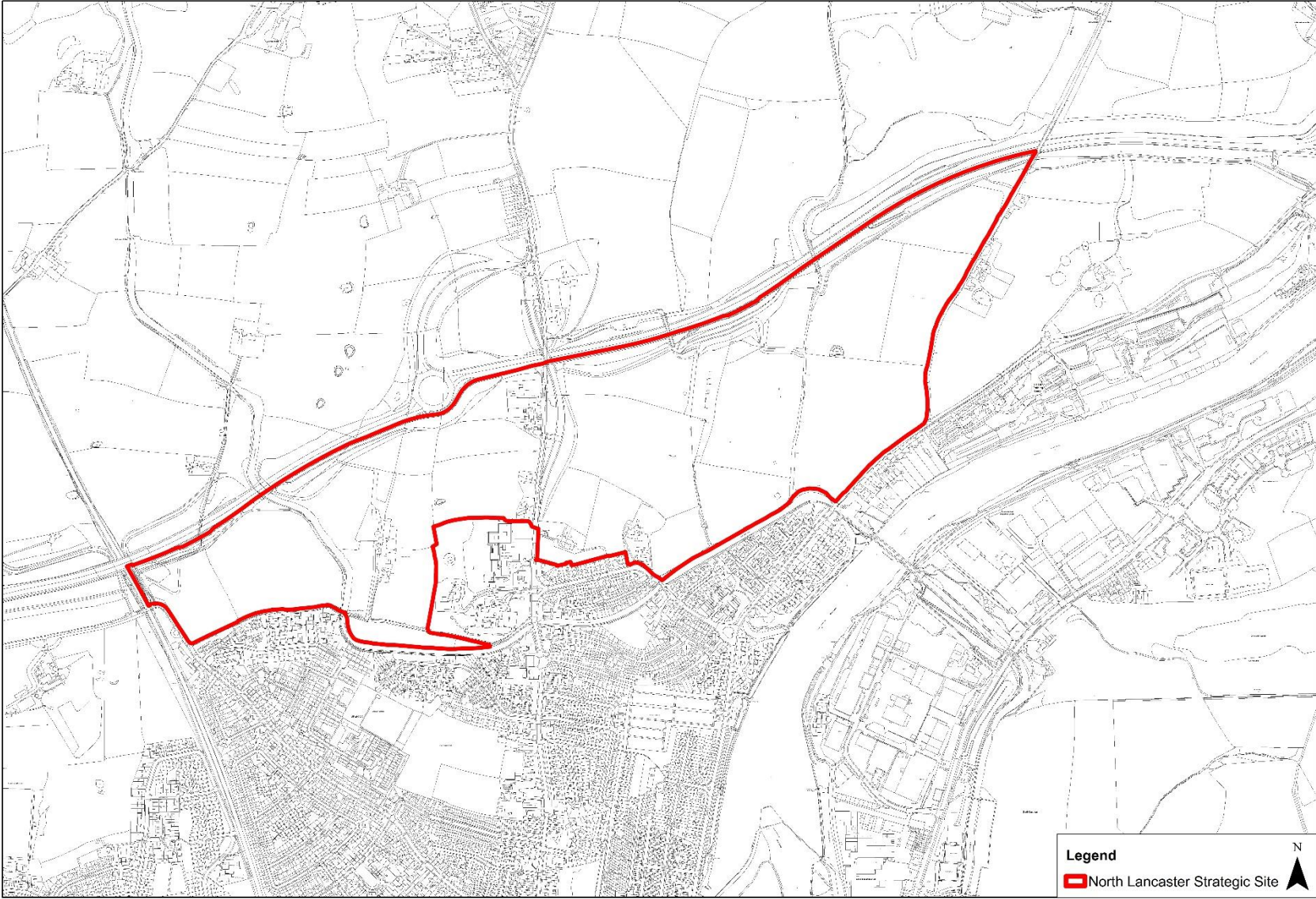
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic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

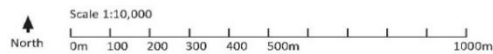
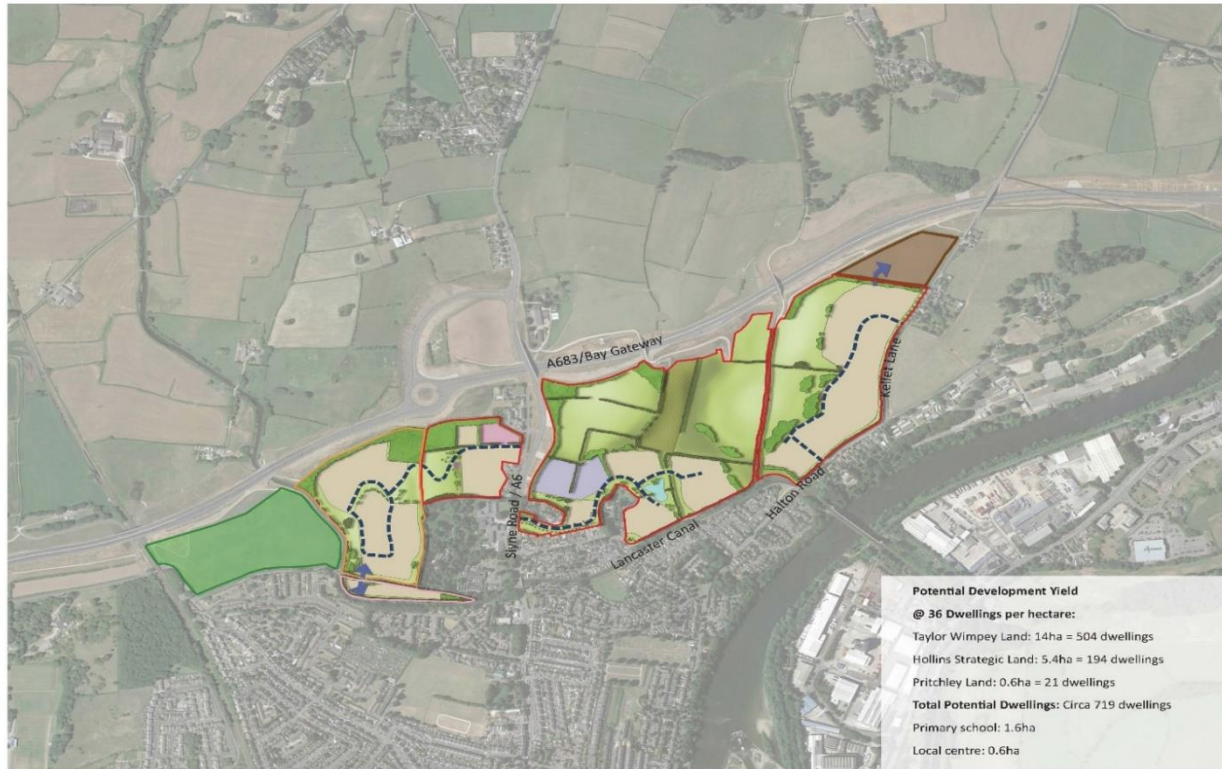
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity 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 Chestnut Street, Manchester M1 5FW
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Key:

- Taylor Wimpey Land (40.7 ha/ 100.6 acres)
- Hollins Strategic Land (8.7 ha/ 21.5 acres)
- Pritchley Land (1.1 ha/ 2.7acres)
- 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

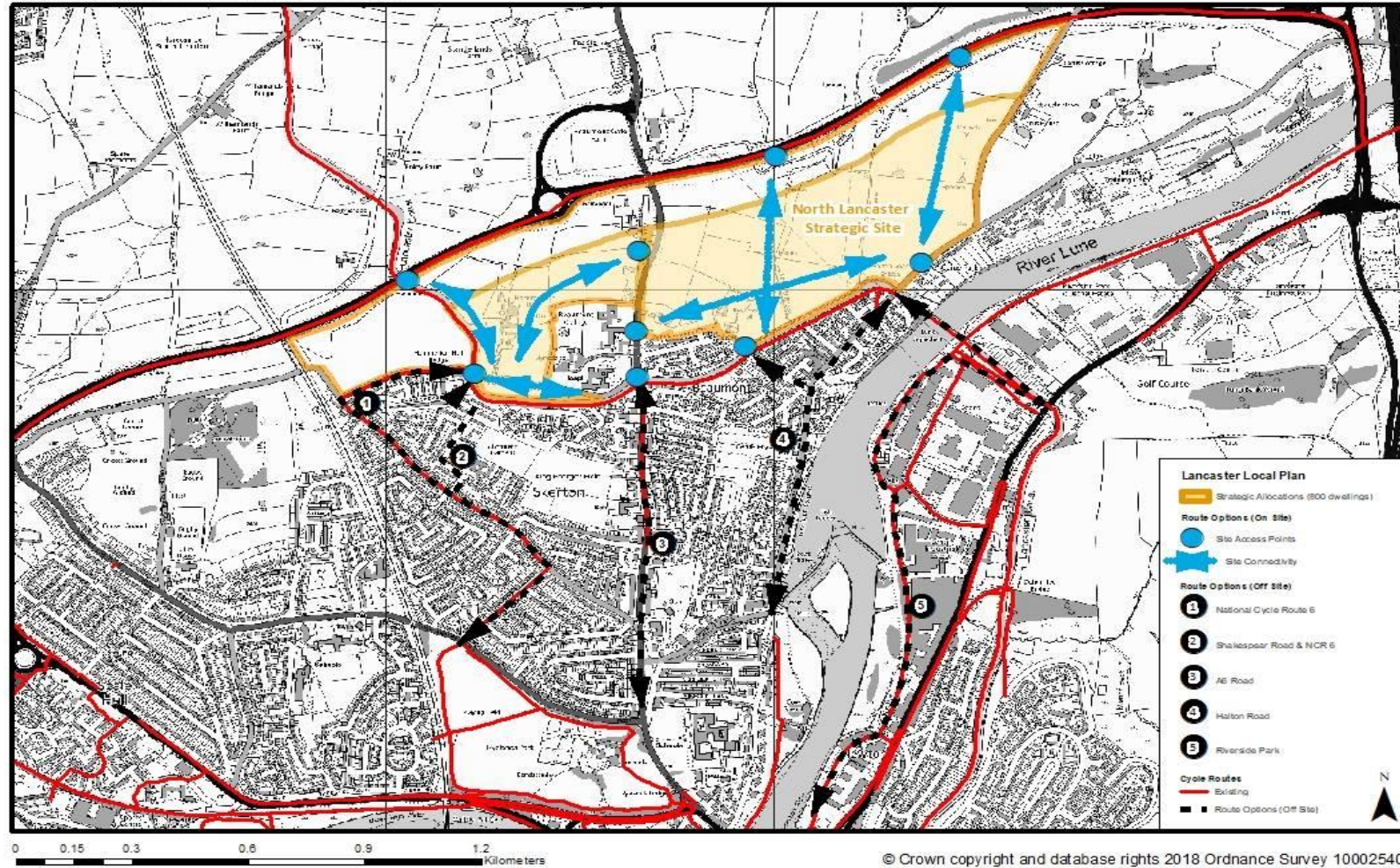
Conceptual Masterplan within wider Strategic Site

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 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.

Appendix II

Taylor Wimpey's Proposed Changes
to the Local Plan Policies

(Submission Version) May 2018

Taylor Wimpey's Suggested Amendments to Policies of the Lancaster Local Plan:

Part One: Strategic Policies and Land Allocations DPD; and,

Part Two: Review of the Development Management DPD

April 2019

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For and on behalf of GVA Grimley Limited t/a Avison Young

Policy SG9: North Lancaster Strategic Site

1.1 Taylor Wimpey's proposed changes to Policy SG9 are shown in red below:

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall / Beaumont Hall in North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 700 dwellings, ~~2 hectares of high quality B1 employment land~~ and a range of infrastructure necessary to facilitate these new homes ~~and jobs~~.

~~The Council will prepare a Development Brief to set out in more detail how development of this strategic site should move forward in the context of wider growth in the Lancaster area. The recommendations of the Local Plan (Part One) Sustainability Appraisal should be taken into account when preparing this document.~~

~~The Council will expect that future proposals for the site should be prepared in the context of this Development Brief and taken forward through a comprehensive masterplan for the whole site that addresses the issues of phasing, delivering the necessary infrastructure and addressing all issues set out within the Brief.~~

~~In preparing the masterplan and future planning applications, any future proposals will be required to address~~ the following matters ~~to be fully addressed~~:

- ~~I.~~ A comprehensive masterplan for the whole site will be required with future planning application(s) which addresses phasing and the delivery of infrastructure to make the development acceptable in planning terms, including addressing the requirements of Policy SG10 of this DPD in relation to wider strategic infrastructure needs in the North Lancashire area;
- ~~II.~~ The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- ~~III.~~ Building an appropriate mix of housing types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment
- ~~IV.~~ Approximately ~~40%~~30% of the residential units provided will be defined as 'affordable', which includes the delivery of a full range of affordable products through dialogue with the Local Planning Authority.

Design Considerations

- ~~IV.~~ The submission of a ~~bespoke Design and Access Statement with future planning application(s) detailed design statement~~, recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster and its proximity to the Bay Gateway which is to the north. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents.
- V. Support will be given to development that seeks to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency,

this should include investigating opportunities to deliver district heating systems and provision for electric charging points and infrastructure for electric vehicles;

- VI. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD, providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- VII. Appropriate safeguarding to the satisfaction of National Grid / Electricity Northwest from the overhead powerlines which run across the site.

Environmental Considerations

- VIII. The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which makes the best use of the topography of the site. The landscaping scheme should seek to create landscape buffers between the development site and the Bay Gateway Link Road to the north, ~~the A6 which runs through the centre of the site,~~ the West Coast Mainline to the west and the residential areas to the south;
- IX. The creation of ~~significant~~ green buffers informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s) between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
- X. Provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas for recreation, such as public open space within the development;
- XI. ~~Future planning application(s) Proposals~~ will be expected to fully assess the potential effect impact upon the setting and significance of heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of ~~proposed new~~ development, ~~should be investigated, and w~~ where potential concerns may arise, mitigation measures should be put in place. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site; ~~should make use of the Heritage Assessments which have been prepared by the City Council in relation to this site;~~
- XII. The provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site;
- XIII. ~~Proposals~~ Future planning application(s) should fully and satisfactorily address amenity issues, including noise and air quality issues that arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;
- XIV. ~~Proposals~~ Future planning application(s) will be required to demonstrate how they will contribute to the delivery of green network corridors and ecological networks, identifying opportunities for enhancing biodiversity, recreation and leisure uses and integrating the delivery of the site with improved functionality of both the district's ecological and green infrastructure networks;

- XV. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced. The Council will expect ~~development proposals~~ future planning application(s) to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create functional ecological networks;
- XVI. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority; and
- XVII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the DM DPD.

Transport Considerations

- XVIII. The delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority. Further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- XIX. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only;
- XX. Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

Any future planning application(s) proposal that is submitted for this area will be expected to take fully into account ~~the content of the Development Brief and~~ all other relevant policies within the Local Plan.

Policy DM12: Self Build, Custom Build and Community-led Housing

1.2 Taylor Wimpey's proposed changes to Policy DM12 are shown in red below:

Planning applications for self, custom or community-led housing, built by individuals or groups of individuals for their own occupation will be supported by the Council where they are located in sustainable locations.

Developers of strategic sites (sites and amount to be determined by the outcomes of the Strategic Housing Market Assessment) and other smaller sites will be encouraged to investigate the possibility of making provision for a proportion of serviced plots of land to contribute towards meeting the evidenced demand for self, custom or community-led Housebuilding in the district.

Serviced plots of land will also be supported on other allocated sites where overall, this would not result in an over-provision of this type of housebuilding when compared to the Council's supply/demand evidence. The Council will seek to identify plots for self and custom build housing where the need is clearly identified via the Self Build Register.

The Council will support proposals from community groups seeking to provide affordable housing units and who will implement their management and lettings arrangements (providing these meet a local need and comply with other relevant planning requirements and policies, including Policy DM43).

Policy EN2: Future Employment Growth

1.3 Taylor Wimpey requests that Policy EC2 of the LADPD is amended as below in red:

Policy EC2: Future Employment Growth

The Council anticipates that a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Innovation Park	Allocation made to deliver opportunities for technology and research based industries that provide close linkages to the adjacent university campus.	9.7ha
SG14	Expansion of Facilities for the Port of Heysham	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG15	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the strategic allocation of Beaumont Hall for a mixed-use development of residential and high-quality employment uses, which takes advantage of the linkages with the new Bay Gateway Link Road.	2ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment of land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	9ha

Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.

Policy EN7: Local Landscape Designations

1.4 Taylor Wimpey's requests that Policy EN7 is removed from the LADPD.

~~Areas of Key Urban Landscape and Urban Setting Landscape have been identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded.~~

~~Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM45 of the Development Management DPD which relates to development and landscape impact.~~

Policy DM2: Housing Standards

1.5 Taylor Wimpey's proposed changes to Policy DM2 are shown in red below:

The Council in accordance with national policy and practice guidance has taken consideration of overall need and viability across the district and has adopted to implement optional housing standards on new residential development. Proposals for residential development will be supported where:

- I. All new dwellings (market and affordable) meet the Nationally Described Space Standard (or any future successor)*
- II. At least 20% of new affordable housing and market housing on schemes of more than ten dwellings will be expected to meet Building Regulations Requirement M4(2) Category (accessible and adaptable dwellings).*

Applicants will be expected to design schemes in accordance with the nationally described standards, including sufficient built-in storage. Applicants must submit appropriate supporting documentation alongside the planning application to ensure that compliance with the standards can be verified, including completion of an internal space compliance statement.

A flexible approach will be taken to the delivery of homes which accord with the nationally described standards. The requirement for dwellings to meet the standards will be relaxed where it would not be viable.

A flexible approach will be taken to the delivery of accessible and adaptable dwellings under Building Regulation M4(2) where exceptional circumstances are demonstrated, such circumstances could include site topography or vulnerability to flooding.

Policy DM3: The Delivery of Affordable Housing

1.6 Taylor Wimpey's proposed changes to Policy DM3 are shown in red below:

The Council will continue to support and promote the delivery of new affordable housing within the district through a variety of differing tenures.

The tenure of affordable housing will need to conform to the definition of affordable housing as defined by Annex 2 of the National Planning Policy Framework. Should the definition of affordable housing be revised through changes to the National Planning Policy Framework, proposals will need to accord with the revisions to this Framework.

Affordable housing thresholds

Other than in the most exceptional circumstances or for schemes within the West End Masterplan and Morecambe Area Action Plan boundaries, new housing development must contribute towards the provision of affordable housing and meet the requirements set out in the table below. The Council will consider detailed proposals for new housing development that falls into Use Class C3 with reference to the following requirements:

Reference Affordable Housing Target by Development Type (Average)			
Number of dwellings	Location	Affordable Housing	Delivery Method
15 plus	Urban	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
15 plus	Lancaster and Carnforth	Minimum 30% (Greenfield)	On site
11 plus	Rural (Excluding AONBs)	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
11 to 14	Urban	Minimum 20%	On site

<i>Developments exceeding 1,000 sqm (Gross Internal Area) and under 11 units</i>	<i>Urban / Rural</i>	<i>Minimum 20%</i>	<i>On-site</i>
<i>Affordable housing requirements within the Arnside and Silverdale AONB are identified within the Arnside & Silverdale AONB DPD and requirements for Forest of Bowland AONB identified under Policy DM6 of this DPD.</i>			

<u>Reference Affordable Housing Target by Development Type</u>			
<u>Lancaster and Carnforth and Rural West*</u>			
<u>Greenfield</u>	<u>15 and over</u>	<u>On site</u>	<u>30%</u>
<u>Greenfield</u>	<u>10-14</u>	<u>On site</u>	<u>20%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>20%</u>
<u>Morecambe, Heysham and Overton</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>15%</u>
<u>Rural East**</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>40%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>30%</u>
<u>Nil contribution will be sought on schemes of less than 10 units outside of the districts two Areas of Outstanding Natural Beauty, nor will any contribution be sought on schemes in any part of the district which comprise solely of apartment led development, nor brownfield development in Morecambe and Heysham.</u>			
<u>** Rural East includes the wards of Halton with Aughton, Kellet, Lower Lune Valley and Upper Lune Valley (excluding any part of the Forest of Bowland AONB)</u>			
<u>* Rural West includes the wards of Ellel and Bolton-with-Slyne</u>			

Affordable housing requirements

The provision of affordable housing will be required to accord with the following criteria:

- I. Affordable housing shall remain affordable in perpetuity unless there are justified reasons which would require otherwise, in such circumstances this justification will need to be agreed with the Local Planning Authority at the time of application;
- II. The form of provision, location within a site and the means of delivery will be subject to negotiation at the time of a planning application. However, close consideration of the latest available evidence will be required including the most up to date Strategic Housing Market Assessment or where there is an up-to-date village or parish housing needs assessment that is a more appropriate indication of housing need.
- III. Accommodation provided will be required to be genuinely available to those households who have been identified as being in housing need;

- IV. *Housing must be well integrated into the design of an overall scheme and be consistent with market housing in quality of materials, design and open spaces.*
- V. *Financial contributions towards the provision of affordable housing will be calculated in accordance with the methods detailed in the emerging Viability Protocol SPD.*

Loss of affordable housing

Proposals to vary or remove restrictive occupancy conditions will be required to make a financial contribution towards affordable housing in accordance with the emerging Viability Protocol SPD (where a contribution has not already been made).

Viability

Where compelling and detailed evidence demonstrates that the provision of affordable housing in accordance with the above requirements would have a disproportionate and unwarranted negative impact on the viability of a proposed development, applicants may, in agreement with the Council, provide fewer affordable dwellings than would ordinarily be acceptable, review the tenure or mix of dwellings, or provide a financial contribution in lieu of onsite provision. Such evidence must include an open book financial viability appraisal which will need to accord with guidance in the emerging Viability Protocol SPD.

Policy DM27: Open Space, Sports and Recreational Facilities

1.7 Taylor Wimpey's proposed changes to Policy DM27 are shown in red below:

Protection of Recreational Open Space

The Local Plan Policies Map identifies a range of designated open spaces within the district which have been provided for their important value. Proposals that seek to protect and enhance existing designated open spaces shall be supported by the Council. The Council will not permit the loss of designated open space unless:

- I. An assessment has been undertaken to demonstrate that the open space is surplus to requirements;
- II. An assessment has been undertaken to demonstrate that the open space no longer has an economic, environmental or community value, which shall include consultation with key stakeholders and the local community;
- III. The loss of open space resulting from development would be replaced by equivalent or better, high quality provision in a suitable location;
- IV. The development is for alternative sports and recreation provision, the needs for which clear outweigh the loss.

Development proposals that are adjacent to designated open spaces will be required to incorporate design measures that ensure that there are no negative impacts on amenity, ecological value and functionality of the space. The Council will only permit development that has identified negative impacts on open space where appropriate mitigation measures or compensation measures have been provided.

The Council will protect amenity spaces, particularly in the main urban settlements of Lancaster, Morecambe, Heysham and Carnforth that are not specifically designated as open space but have an economic, environmental or social value to the community they serve. Development of such sites will not be encouraged unless appropriate re-provision is provided or it is clearly demonstrated to the satisfaction of the Council that the land in question does not provide any economic, environmental or social value.

The Creation of New Recreational Open Space

Where viable, ~~Dd~~ development proposals located in areas of recognised open space deficiency will be required to provide appropriate contributions toward open space provision, either through the provision of on-site facilities or a financial contribution toward the creation of new off-site open spaces or enhancement of existing recreation spaces off-site.

Development proposals should give due consideration to the standards and thresholds set out in Appendix D of this DPD in relation to open space requirements or, where appropriate, site specific policies contained within the Strategic Policies & Land Allocations DPD.

Any provision made for recreational open space should be fully accessible to the public without any restrictions, and will be provided in addition to any private amenity space or landscaping. Proposals

should not have an adverse impact on surrounding residential amenity in terms of light and noise disturbance, with any potential impacts being appropriately mitigated against. The management and maintenance of open space should address the requirements of Appendix D of this DPD.

Policy DM30: Sustainable Design

1.8 Taylor Wimpey considers that the highlighted text below must be retained in Policy DM30.

Sustainable design has an important role to play in improving the overall sustainability performance of new development, offering opportunities to deliver improved efficiency and reduced environmental impacts. The Council is supportive of proposals that deliver high standards of sustainable design and construction. In delivering sustainable development the Council will encourage development to deliver high standards of sustainable design and construction through consideration of:

- I. Measures to reduce energy consumption and carbon dioxide emissions, and water consumption;*
- II. Opportunities for energy supply from on-site, decentralised, renewable or low carbon energy systems;*
- III. Opportunities to contribute to local and community-led energy initiatives;*
- IV. Account of landform, layout, building orientation, massing and landscaping to minimise energy, water consumption and water efficiency measures;*
- V. Use of materials that reduce energy demand (for example, insulation) and increase the energy efficiency of the building/development; and*
- VI. The reuse of existing resources (including the conversion of existing buildings) where this would be 'fit for purpose'.*

Policy DM31: Air Quality Management and Pollution

1.9 Taylor Wimpey requests that the following should be added into the supporting text to Policy DM31:

The Council will seek to encourage provision of a suitable level of infrastructure for the charging of electric/plug-in hybrid vehicles, however this is not a policy requirement.

Policy DM58: Telecommunications and Broadband Improvements

1.10 Taylor Wimpey's proposed changes to Policy DM58 are shown in red below:

The Council will support the improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in rural areas that have poor or no service provision at all, providing that the proposals accord with paragraph 43 of the National Planning Policy Framework and that the following criteria are achieved.

- I. That it has been demonstrated there is no reasonable possibility of sharing existing facilities within the locality;*
- II. Installation equipment is sited and designed to minimise its impact on the landscape character and visual amenity of the surrounding area; and*
- III. Proposals will not have a detrimental effect upon the character or appearance of the building and local amenity.*

All major developments within the district will enable Fibre to the Premises (FTTP) the infrastructure for which will be provided by and funded by BT Openreach.

For smaller schemes the Council will expect FTTP to be provided where practical.

Proposals for telecommunications or broadband equipment should pay due regard to their surroundings through sympathetic design, particularly in sensitive townscapes and landscapes. The principles of Policies DM43 and DM45 will apply in relation to the impacts on the natural environment and Policies DM37, DM38 and DM39 in relation to the historic environment.

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Lancaster Local Plan Examination

Taylor Wimpey UK Limited's Response to Matter 2-
Housing

April 2019

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Prepared By: Paul Nellist

Status: Final

Date: April 2019

For and on behalf of GVA Grimley Limited t/a Avison Young

1. Introduction

- 1.1 This hearing statement has been prepared by Avison Young on behalf of Taylor Wimpey UK Limited ("Taylor Wimpey") in relation to Matter 2: Housing. It has been prepared in the context of Taylor Wimpey's land interest at North Lancaster which is proposed for removal from the Green Belt and housing allocation in the Local Plan under Policy H1 and site specific Policy SG9.
- 1.2 Matter 2 of the Inspector's **Matters, Issues and Questions ("MIQs")** Discussion Note dated 28th February 2019 concerns Main Issue: Whether the **Council's** strategy for meeting its housing requirement is sound? The remainder of this hearing statement sets out Taylor Wimpey's response to the issues and questions contained therein.
- 1.3 Taylor Wimpey has also entered a Statement of **Common Ground ("SoCG")** with Lancaster City Council ("LCC") and Hollins Strategic Land ("HSL") to demonstrate the deliverability of the strategic allocation. The SoCG is attached at Appendix I.

2. Taylor Wimpey's Response to Matter 2.

- a. The identified objectively-assessed need (OAN) for housing for the area is 14,000 new dwellings (an average of 700 per year). The Council, as set out in policy SP6, identifies a requirement of 12,000 new dwellings at a rate of 522 per year. Is the **Council's** housing requirement soundly based and supported by robust and credible evidence? Does it take appropriate account of the 2012-based DCLG Household Projections, the likelihood of past trends in migration and household formation continuing in the future, and **'market signals'**? Is the housing requirement appropriately aligned with forecasts for jobs growth? What implications should be drawn from paragraphs 7.9 – 7.13 of the Updated Consultation Statement February 2019, on the OAN figure?

Housing

- 2.1 The housing requirement figure of 522 dwellings per annum (12,000 new dwellings over a 23 year delivery period) set out in Policy SP6 of the Local Plan is significantly lower than the objectively assessed need ("OAN") set out within the Council's own evidence. The Lancaster OAN Verification Study (2018) has assessed that the OAN for Lancaster is "at least 605 dwellings per annum"¹ over the plan period and that need is likely to be higher in a positive employment forecast and job growth scenario. The Study suggests that the actual OAN should be within the range of 650 to 700 dwellings per annum.
- 2.2 Justification for LCC's housing requirement figure is set out within the Council's 'Background Paper 2: The Delivery of Housing Need in Lancaster District' (February 2018). Further justification is provided within paragraphs 9.1 - 9.25 of the supporting text of the Local Plan. Paragraph 9.11 explains that the determination of an OAN provides a recommendation on an area's need for housing based at a point in time and that establishing a housing requirement must have regard to the available supply, deliverability and the sustainable capacity of the area in the context of its constraints. Paragraph 9.18 concludes that there is still not sufficient supply to meet the OAN in full, despite the Council rigorously assessing all opportunities for delivery in consideration of the identified infrastructure and physical constraints.
- 2.3 The Council acknowledges in its updated Consultation Statement (February 2019) at Paragraph 7.9 that there remains a lack of confidence in the validity and robustness of the OAN and how it has been delivered in the Local Plan process.
- 2.4 Paragraph 7.12 states that since consultation on the draft Local Plan, the Council have recommissioned Turley to seek verification of the OAN to ensure that the recommendations made in October 2015 (part of the Independent Housing Requirements Study) remain applicable and appropriate to the Local Plan at Publication Stage. The verification work takes account of changes to the demographic projections, economic growth and changes to Government policy and identifies a modest downshift in overall need, from 675 to 615 homes per year.
- 2.5 The presumption in favour of sustainable development at Paragraph 14 of the 2012 NPPF states:
- "Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - specific policies in this Framework indicate development should be restricted."*
- 2.6 Taylor Wimpey acknowledge that the Council has demonstrated that it is unable to meet its OAN for housing for the District through the Local Plan because of the constraints to development. More detailed comments on the Council's housing requirement are provided in the answers to questions b, f and g below.

¹ Lancaster OAN Verification Study (2018), pp.8.38, p.59

Employment

2.7 Policy SP5 of the Local Plan sets out the development of employment sites in the District will deliver approximately 48.9 hectares of new employment land, including:

“As part of the strategic allocations of land at North of Lancaster, the plan will allocate areas of land for the creation of high-quality B1 uses to meet evidence need for further office space.”²

2.8 Policy EC2 of the Local Plan states that:

“the Council anticipates that a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031.”³

2.9 The policy includes 2 hectares of employment land identified at ‘North Lancaster Business Park’ as part of proposed allocation SG9.

2.10 The Council acknowledges in its response to Matter 2 that its proposed employment supply exceeds its employment requirements set out in the Employment Land Review (“ELR”) but argues this is justified by qualitative arguments and the expectation of national policy to provide flexibility and choice in an employment site portfolio.

2.11 Taylor Wimpey provides more detailed comments on the housing and employment land requirements and the provision of land to meet them in its responses to questions b, f and g of this matter and its response to Matter 4. However, Taylor Wimpey makes the following general points:

1. Through the Local Plan, the Council is seeking to not meet the OAN for housing in the District but exceed the need for employment land. The North Lancaster Strategic Site is not the most appropriate location in the District for the proposed employment development and throughout the preparation of the Local Plan, Taylor Wimpey has made representations to remove the employment land provision and maximise housing delivery at the proposed strategic allocation at North Lancaster. This is important in the context of the Council not being able to meet its full OAN for housing. Therefore, the priority should be on maximising land for housing within Lancaster and within strategic allocations, including the proposed strategic allocation at North Lancaster under Policy SG9. Taylor Wimpey has proposed changes to relevant policies in the Local Plan and its proposed policy changes are attached at Appendix II of this Statement. Taylor Wimpey's proposed changes include amendments to policies SG9 and EC2 to remove the requirement for 2 hectares of employment land at North Lancaster Strategic Site.

² Local Plan Part One: Strategic Policies and Land Allocations DPD Submission Version (May 2018), pp. 8.18, p. 34

³ Local Plan Part One: Strategic Policies and Land Allocations DPD Submission Version (May 2018), pp. 18.26, p. 96

2. In the context of not seeking or being able to meet the OAN for housing, it is critical that whatever housing requirement is ultimately pursued, deliverable, available sites such as North Lancaster are allocated through the Local Plan to enable the delivery of much needed housing and infrastructure as soon as possible as they can make a significant and positive contribution towards meeting the District's housing needs.

b. Are the constraints identified by the Council sufficient justification for not meeting the full OAN for housing in the District?

2.12 Paragraph 9.13 of the Local Plan states that the evidence base and wider consultation responses confirm that Lancaster District is a highly constrained housing market area which makes the identification of land for development exceptionally challenging. The key constraints identified by the Council as justification for not meeting the full OAN for housing in the District include:

- Extensive environmental designations, including the Arnside and Silverdale AONB and the Forest of Bowland AONB and protected habitats at Morecambe Bay and the Lune Valley;
- Large areas of the District are on the coast and River Lune Estuary and therefore are at high risk from either coastal or fluvial flooding;
- The constrained nature of local infrastructure, in particular a poor and inefficient highway network particularly within and between the main urban areas.

2.13 In the context of Paragraph 14 of the 2012 NPPF, the Council is not able to meet the OAN for housing in full because of the constraints to development that have been highlighted. It is therefore essential that the Council maximises housing delivery on the sites that are proposed for allocation including the North Lancaster Strategic Site (Policy SG9). Furthermore, the Local Plan seeks to provide employment land in excess of the employment OAN and therefore where employment provision is not necessary on Strategic Allocations (as is the case with the North Lancaster Strategic Site as demonstrated in Taylor Wimpey's Matter 4 Statement), it should be replaced with housing to maximise delivery. Taylor Wimpey considers that Policies SG9 and EC2 should be amended to reflect this and as shown at Appendix II.

c. What provision has the Council made for any unmet housing need and does the housing requirement take appropriate account of the need to ensure that the identified requirement for affordable housing is delivered?

2.14 Taylor Wimpey makes detailed comments on affordable housing and the provision sought from the North Lancaster Strategic Site in its response to question j below.

d. Is the Housing Market Area (HMA) agreed with adjoining authorities in line with the Planning Practice Guidance and does the plan period coincide with housing projections?

2.15 The plan period specified within the Local Plan is from 2011 to 2031 (20 years), however the housing requirement (Policy SP6: The Delivery of New Homes) covers a longer delivery period of 23 years (2011/2012 to 2033/34).

2.16 Taylor Wimpey agrees with the Council's justification at Paragraph 9.19 of the Local Plan which explains that an additional 3 years has been included post adoption to ensure that the plan meets the requirements to plan for a full 15 years following adoption.

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)?

2.17 Policy H1 (Residential Development in Urban Areas) identifies 19 sites with capacity for approximately 6,938 dwellings in the urban area. Policy H2 (Residential Development in Rural Areas) identifies 13 sites in the rural area with capacity for approximately 1,024 homes. This gives a total of approximately 6,117 homes.

2.18 As submitted, Policy SP6 (The Delivery of New Homes) sets out the potential supply of homes and identifies a total of 10,614 homes (including potential capacity for 6,121 homes⁴ from allocations). According to LCC's Housing Land Monitoring Report (2018), in the period 2011/12 to 2017/18 2,595 homes were completed. On this basis, the amount of land allocated for housing is sufficient to meet the net minimum delivery of 12,000 new dwellings (522 per annum) in the submitted Local Plan.

2.19 It has been robustly demonstrated through Taylor Wimpey's previous representations and comprehensive Development Statement (attached at Appendix III), that the site at North Lancaster, covered by strategic allocation SG9 is suitable, available and deliverable. This is reflected in LCC's decision to allocate the site for residential-led development. Taylor Wimpey has also entered a SoCG with LCC and HSL to demonstrate the deliverability of the strategic allocation. The SoCG is attached at Appendix I.

2.20 As set out in the SoCG and Taylor Wimpey's Development Statement the North Lancaster Strategic Site:

1. Is a logical and natural extension to the north of Lancaster, which will benefit from a permanent Green Belt boundary in the recently constructed Bay Gateway Link Road;

⁴ strategic development sites (3,955) + H1-H9 non-strategic site delivery (1,241) + DOS1-DOS11 development opportunities (925)

2. Would not result in unacceptable harm or loss to important natural, built or historic environmental assets and does not have any identified environmental constraints that would prevent it coming forward early in the plan period;
 3. Is sustainable and accessible, with access to key existing and future services and facilities;
 4. Is wholly available, achievable and suitable in accordance with the NPPF;
 5. Could deliver approximately 700 new homes and several pieces of key infrastructure; and,
 6. Can deliver an attractive network of green infrastructure and greenspace that will benefit future occupiers and the wider community.
- 2.21 The SoCG between Taylor Wimpey, HSL and LCC includes indicative timescales for the development of the site and an agreed trajectory which would see the submission of the first planning application within a few months of the Local Plan being adopted and the delivery of dwellings within 5 years of adoption of the Plan and the full delivery of 700 dwellings within the Plan period.
- 2.22 A concept plan has been prepared for the site which demonstrates that in principle 700 dwellings plus associated necessary infrastructure, including a primary school and local centre, 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.
- 2.23 In terms of distribution, the SG9 allocation is the only residential-led strategic allocation abutting the north of the main urban area of Lancaster and is therefore a critical component in achieving the Spatial Strategy and objectives of the Local Plan in terms of housing. Despite its important role in achieving the spatial strategy in relation to housing, Taylor Wimpey considers that this is not a suitable location for employment development, the employment provision proposed in the policy, as submitted, is not necessary to achieve the spatial strategy and that there are more appropriate employment sites to the north and east of Lancaster which can address the Council identified employment requirements. Taylor Wimpey provides further detailed comments on this in its response to Matters 3 and 4.
- 2.24 Policy DM1 is not overly-prescriptive in respect of housing mix but gives flexibility for the Council to support proposals that seek to promote balanced communities and meet evidenced housing needs in the Council's latest Strategic Housing Market Assessment. Taylor Wimpey supports this approach which is reflected in the agreed SoCG at Appendix I.
- 2.25 In Policy DM2, the Council requires all new affordable and market homes to be built to a Nationally Described Space Standard ("NDSS"). The policy also requires at least 20% of new affordable dwellings (on schemes of 10 or more dwellings) to be built to the optional Building Regulation M4(2). Taylor Wimpey acknowledges that both the Nationally Described Space Standard and the M4(2) Building Regulation have been subject to high-level viability testing as part of the Council's Local Plan Viability Assessment.

- 2.26 However, as was demonstrated by the Inspector's Post Hearing Advice as part of the examination of the South Gloucestershire Policies, Sites & Places Plan (Appendix IV)⁵, the bar is set high for the application of the NDSS. If the Government had wanted a blanket approach across the country, then the NDSS would have been introduced into Building Regulations. They have not been. Therefore, despite the high-level viability testing undertaken, the Inspector must be comfortable that Policy DM2 would not render developments unviable or undeliverable, particularly in the context of the need for housing and Council not meeting its OAN through the Local Plan.
- 2.27 Policy DM12 encourages the inclusion of self-build within the housing mix on strategic sites. Taylor Wimpey supports the fact that developers of strategic sites are 'encouraged' rather than 'required' to make provision for a proportion of serviced plots of land and notes that evidence of need will be identified through the Self-Build Register. Furthermore, Taylor Wimpey understands that there are just 28 individuals on the Council's Self-Build Register. Therefore, Policy DM12 must be flexibly applied. Taylor Wimpey is a major national housing builder who will deliver a significant volume of much needed housing and whose business model does not easily allow for the delivery of self-build plots. However, there may be other sites where it is easier and more practical to accommodate the District's very modest requirement for self-build and therefore a blanket approach should not be required in the Local Plan. Suggested amendments to the policy wording of Policy DM12 are provided at Appendix II.

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?

- 2.28 Paragraph 47 of the 2012 NPPF requires local authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from the later in the plan period) to ensure choice and competition in the market for housing (or 20% where there has been a persistent record of under-delivery).
- 2.29 The Council sets out in its response to Matter 2 that:
- "In submitting the Local Plan, the Council was confident that it could demonstrate 5 years of supply based on the submitted housing requirement of 522 dwellings per annum, application of the Liverpool method for managing past periods of under delivery and application of a 20% NPPF buffer."*⁶
- 2.30 However, the Council has undertaken additional analysis which concludes that the delivery of a 522 dwelling per annum housing requirement is challenging. Since the submission of the Local Plan, the Council has re-calculated its 5 year supply position to provide an up to date position as of the 1st April 2019. This is set

⁵ Paragraph 24

⁶ Council's Response to Matter 2 (LCC 7.2.0) (March 2019), pp. 2G.2, p. 29

out in further detail in the paper titled 'The Council's Approach to Delivering Housing Supply in Lancaster District'⁷ and the accompanying trajectory but in summary:

- Delivery from all sources is updated and an amended trajectory for the district identifies a supply of 2,973 dwellings between 2019/20 and 2023/24 which on the basis of a 20% buffer would be equivalent to 4.1 years. This is increased to 4.5 years using a 10% buffer.
- The Council proposes that the best approach to deliver a 5 year supply is to use a stepped housing target combined with the Liverpool approach to dealing with past periods of under delivery.

2.31 Therefore, the Council's position is that despite substantial efforts to identify a deliverable supply, it is unable to demonstrate a 5 year housing land supply. The Council wishes to explore a stepped change to its housing requirement through the examination process, which it considers to be in accordance with the NPPF which requires Plans to be aspirational but realistic. This stepped approach would, in summary, see the Council adopting the following housing requirements:

- 400 dwellings per annum (pre-adoption);
- 450 dwellings per annum (post-adoption years 1-5);
- 675 dwellings per annum (post-adoption years 6-10); and,
- 685 dwellings per annum (post-adoption years 11-12).

2.32 The Council calculates that on the basis of a supply of 2,973 dwellings and this stepped approach, it would be able to demonstrate a 5.7 year supply. The Council also considers that based on its proposed stepped approach, there would be an over-provision of 369 dwellings over the plan period.

2.33 A key element of the Council's reasoning for not being able to demonstrate a 5 year supply based on the requirement of 522 new dwellings per annum in the submitted Local Plan is that its reliance on a number of large strategic sites reduces its ability to achieve the early uplift assumed possible. The Council's response to Matter 2 sets out its expected delivery from strategic sites has reduced from 3,955 to 3,220, including the delivery of 600 dwellings from SG9 rather than 700. However, as set out in the SoCG, it has been agreed that the North Lancaster Strategic site can deliver 700 dwellings over the plan period with a higher contribution in the first five years following adoption. Therefore, it is requested that the Council updates its 5 year housing supply calculations ahead of the Examination.

2.34 In the context of the above, Taylor Wimpey's previous representations; the SoCG; and Taylor Wimpey's answer to question f above all demonstrate that the site at North Lancaster is suitable, available and deliverable. Furthermore, not only is the site entirely deliverable but is capable of delivering 170 dwellings within 5-years of the adoption of the plan and will therefore contribute to the Council's 5 year supply. The SoCG at Appendix 4 includes an agreed trajectory demonstrating the delivery of 700 dwellings in the plan period and 170 in the first 5 years.

⁷ The Council's Approach to Delivering Housing Supply in Lancaster District (October 2018)

2.35 Taylor Wimpey and HSL have interests covering the vast majority of the proposed North Lancaster allocation. Taylor Wimpey confirms that it intends to submit a 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.

h. Do the DPDs make provision for addressing inclusive design and accessible environments issues in accordance with the NPPF?

2.36 Many of the allocation policies, including Policy SG9 include a requirement for the submission of a detailed design statement which will help to ensure good quality urban design and inclusive environments. The Council has indicated in its response to Matter 2 that guidance on what is expected of design statements will be published post the adoption of the Local Plan but that it will be vital for schemes to have regard to Building for Life in accordance with the 2018 NPPF.

2.37 However, LCC, Taylor Wimpey and HSL in the SoCG 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 North Lancaster Strategic site. To replace this requirement, LCC, Taylor Wimpey and HSL agree that a comprehensive masterplan for the whole site and bespoke Design and Access Statements will be required with future planning application(s).

2.38 LCC, Taylor Wimpey and HSL 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 Local Plan in relation to wider strategic infrastructure needs in the North Lancashire area.

2.39 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. LCC, Taylor Wimpey and HSL 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. LCC, Taylor Wimpey and HSL 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.

2.40 It is therefore requested that Policy SG9 is amended to reflect the agreements reached by LCC, Taylor Wimpey and HSL in the SoCG. The suggested amendments to the policy wording of Policy SG9 is provided at Appendix II.

2.41 As detailed in Taylor Wimpey's response to question f above, in Policy DM2, the Council has set out a policy which requires all new affordable and market homes to be built to NDSS and at least 20% of new affordable dwellings (on schemes of 10 or more dwellings) to be built to the optional Building Regulation M4(2).

2.42 Taylor Wimpey acknowledges that both the Nationally Described Space Standard and the M4(2) Building Regulation have been subject to high-level viability testing as part of the Council's Local Plan Viability Assessment but as noted in the response to question f above, the Inspector must be comfortable that Policy

DM2 would not render developments unviable or undeliverable, particularly in the context of the need for housing and Council not meeting its OAN. However, where it is not be feasible to deliver homes to NDSS or the optional building regulation M4(2) (e.g. where topography constraints exist) a flexible approach should be taken, and the policy amended to reflect this. Suggested wording as to how Policy DM2 should be amended to reflect this is also provided at Appendix II.

i. Is the proposed monitoring likely to be adequate and what steps will be taken if sites do not come forward?

2.43 The Local Plan states at Paragraph 25.1 that a separate report setting out the Monitoring Framework for the District will be prepared. Background Paper 9: Local Plan Monitoring Framework sets out how the Council has prepared a separate monitoring framework to monitor the implementation and delivery of the Local Plan.

2.44 This monitoring framework includes a series of indicators relating to completions and the 5 year housing land supply position and the following triggers:

- Shortfall in 5 year supply of greater than 1 year; and
- Alignment to the requirements of the housing delivery test: 25% below annual requirement from November 2018, 45% below annual requirement from November 2019, 65% below annual requirement from November 2020.

2.45 In its response to Matter 2, the Council states that should these triggers be met, actions could include:

“the identification of potential causes for the variant in performance and the identification of measures to address them. Such measures may include working with key providers, developers and landowners to better manage the delivery of development (this could include reviewing Section 106 Agreements and other contributions where appropriate and where their delivery has put into question the delivery of sites); identification of potential funding opportunities that might be available to facilitate development; implementation of a new call for sites to facilitate the identification of additional supply; a review of capacity assumptions via the SHELAA; and where necessary a review of the Local Plan.”

2.46 Taylor Wimpey generally welcomes the Council's approach to monitoring which will assess the implementation of the Local Development Scheme and the extent to which the planning policies, in particular housing delivery policies (Policy SP6) are being achieved. One of the measures that should be employed in response to triggers being met, should be the relaxation of certain policy requirements (e.g. relating to infrastructure or employment provision) in favour of more urgent needs such as housing delivery. Taylor Wimpey have consistently questioned the evidence for a requirement for employment land as part of the North Lancaster Strategic allocation.

2.47 Taylor Wimpey also notes that whilst this plan is being examined under the 2012 NPPF, its performance will also be assessed under the requirements of the 2018 NPPF and ultimately the requirements of the Housing

Delivery Test contained therein. The NPPF and supporting PPG make clear that if the housing falls below the housing requirement then certain policies within the NPPF will apply depending on the level of delivery.

j. How will the housing allocations in the DPDs deliver the affordable housing set out in policies DM3 and DM6? What is the likely effect of DM6 on viability?

- 2.48 Policy DM3 (The Delivery of Affordable Housing) sets out the Council's approach to the delivery of affordable housing and the affordable housing thresholds for new housing developments. For developments of 15 + dwellings, the affordable housing target is a minimum of 30% and 'up to 40%' to be delivered on site. The policy then sets a number of criteria with which the provision of affordable housing must accord.
- 2.49 These requirements in the submitted Local Plan were based on the latest evidence for affordable housing viability at the time⁸. However, since the submission of the Local Plan in May 2018, the Council has commissioned Lambert Smith Hampton to carry out viability work and as identified in the Council's response to Matter 2, "there is likely to be a need to amend the policy DM3 as a result of viability understandings."
- 2.50 The Council's response to Matter 2 sets out that in Lancaster and Carnforth, large greenfield housing sites (15 dwellings or more) will be expected to deliver 30% affordable housing on site. As set out in its representation to the Council's additional modifications consultation in October 2018, Taylor Wimpey fully supports this amendment and suggested wording to amend Policy SG9 to reflect this is provided at Appendix II.
- 2.51 Taylor Wimpey recognise the importance of meeting the imbalance in affordable housing provision in the District. As set out in the SoCG, the development of the North Lancaster Strategic Site will include the provision of affordable housing though the exact type and mix of housing will be determined through planning applications at a later date. As such, the allocation and development of the site for housing will contribute to the delivery of affordable housing in the District.

k. How do the DPDs sit with the aim of the NPPF to create sustainable, inclusive and mixed communities (Policy SP9)?

- 2.52 Policy SP9 (Maintaining Strong and Vibrant Communities) of the Local Plan outlines the Council's approach to ensuring that the aspirations of all sections of the community are met which will be done through ensuring that sufficient and appropriate provision is made for education and health for both existing and new residents within the District. The policy states that new development should deliver safe, cohesive and healthy communities across the social gradient which benefit from quality homes, good accessibility to open spaces and recreational provision and promoting the role of sustainable transport, particularly cycling and walking. In addition, it states that the Council will seek to protect important facilities that act as hubs of the

⁸ the 2010 Adams Integra.

community and supports the contribution of local communities to the plan-making process through the neighbourhood plan process.

- 2.53 Taylor Wimpey consider that the Local Plan, in particular Policy SG9 are aligned with the aim of the NPPF to create sustainable, inclusive and mixed communities. The allocation and delivery of SG9 and the infrastructure requirements in SG10 (for example primary school and local centre) are essential to help ensure that the Local Plan delivers on the aim of the NPPF to create sustainable, inclusive and mixed communities.
- 2.54 The SoCG sets out the agreements that have been made between Taylor Wimpey, HSL and LCC in respect of the infrastructure provision and upgrades required to support the proposed allocation.

I. Are policies EN6 Strategic Policies & Land Allocations DPD and DM49 of the Development Management DPD on the Green Belt consistent with the NPPF?

- 2.55 Paragraph 83 of the 2012 NPPF states that once the general extent of a Green Belt has been approved, it should only be altered in 'exceptional circumstances' through the plan making process so that the Green Belt boundaries are capable of enduring beyond the plan period. The Council has acknowledged that such exceptional circumstances exist in Lancaster and has carried out a Green Belt Review in order to identify suitable sites for release from the Green Belt to meet the identified need for housing land. The exceptional circumstance in Lancaster are underpinned by:
- A lack of 5 Year Housing Land Supply;
 - Insufficient land in the settlement boundary;
 - Persistent under-delivery of housing; and
 - Affordable housing need.
- 2.56 Policy EN6 of the Local Plan sets out the current extent of the North Lancashire Green Belt and proposes three changes to it following the North Lancashire Green Belt Review (En_GBR_01), including the release of two areas of land for strategic residential development, one of which being North Lancaster (Policy SG9). It is essential that strategic allocations such as North Lancaster, are removed from the Green Belt where they do not contribute to Green Belt purposes.
- 2.57 Taylor Wimpey strongly supports the proposed changes to the Green Belt designation in the Local Plan and in particular the removal of the North Lancaster Strategic Site (Policy SG9) from the Green Belt. Taylor Wimpey considers that the proposed changes accord with paragraph 83 of the 2012 NPPF and that the Council's Green Belt Review provides a robust assessment on which to base the North Lancaster Strategic Site's release from the Green Belt.
- 2.58 The exceptional circumstances that exist which justify making amendments to the Green Belt in Lancaster plus the lack of opportunity for South Lakeland to assist in meeting any unmet need for Lancaster, make it

even more important that appropriate amendments are made to the Green Belt boundary in the Local Plan.

2.59 The Council acknowledges in its response to Matter 2 that:

“the change to the Green Belt in North Lancaster is reflective of significant change to the openness of land that has occurred in the construction of the Bay Gateway link road. This has radically altered the character of this area and has essentially severed a significant tract of land from the wider Green Belt designation to the north (En_GBR_01.9).”⁹

2.60 Taylor Wimpey fully supports the North Lancaster allocation (Policy SG9) and as set out in Taylor Wimpey's previous representations, the SOCG (Appendix I) and the Development Statement (Appendix III), the site is a logical location to amend the Green Belt boundary and allocate land to meet the needs of the District. Specifically, the removal of the site from the Green Belt:

1. Will not result in the unrestricted sprawl of large **built up areas** – the North Lancaster Strategic Site is a natural and logical 'infill' urban extension that has been segregated from the wider Green Belt and open countryside by the recently completed Bay Gateway Link Road. As such, the allocation of the site will not result in the unrestricted sprawl of built up areas and will be contained by a new and highly defensible Green Belt boundary.
2. Will not cause the merger of neighbouring towns – the North Lancaster Strategic Site will maintain significant separation between Lancaster and surrounding settlements, which will be reinforced and enhanced by the Bay Gateway Link Road. As such, the allocation of the site will not result in the merger of surrounding settlements, including Slyne to the north, Halton to the east and Torrisholme to the west.
3. Will not create unacceptable encroachment into the countryside – the development of the North Lancaster Strategic Site would not result in unacceptable encroachment into the countryside. The Bay Gateway Link Road creates a strong physical barrier between Lancaster and the open countryside to the north. In the long term, the embankment planting associated with the new link road will become a strong visual barrier.
4. Will not impact on the special character of historic towns – there are no historic towns in the vicinity of the North Lancaster Strategic Site and the impact on any Listed buildings and their setting could be sensitively addressed to ensure their character is retained.
5. Will not discourage urban regeneration – it is clear that the Council does not have a sufficient supply of brownfield sites, based on the Local Plan evidence base including the SHLAA and Green Belt Review. As such, the release of Green Belt land is required and would not discourage urban regeneration.

⁹ Council's Response to Matter 2 (LCC 7.2.0) (March 2019), pp. 2L.6, p. 40

2.61 In summary, and as agreed in the SoCG (Appendix I) the Council's allocation of the North Lancaster Strategic Site is wholly justified based on existing evidence and the relative performance of the North Lancaster Strategic Site in Green Belt terms. It is clear that the acute need for new homes requires significant land outside of the urban area to meet Lancaster's need. The North Lancaster Strategic Site is not required to maintain the purposes of the Green Belt based on the site characteristics and the Council's Green Belt Review.

Appendix I

North Lancaster Strategic Site Statement of Common Ground

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
------------	------------------------------

Table 1: Projected Timetable for Delivery for the North Lancaster Strategic Site

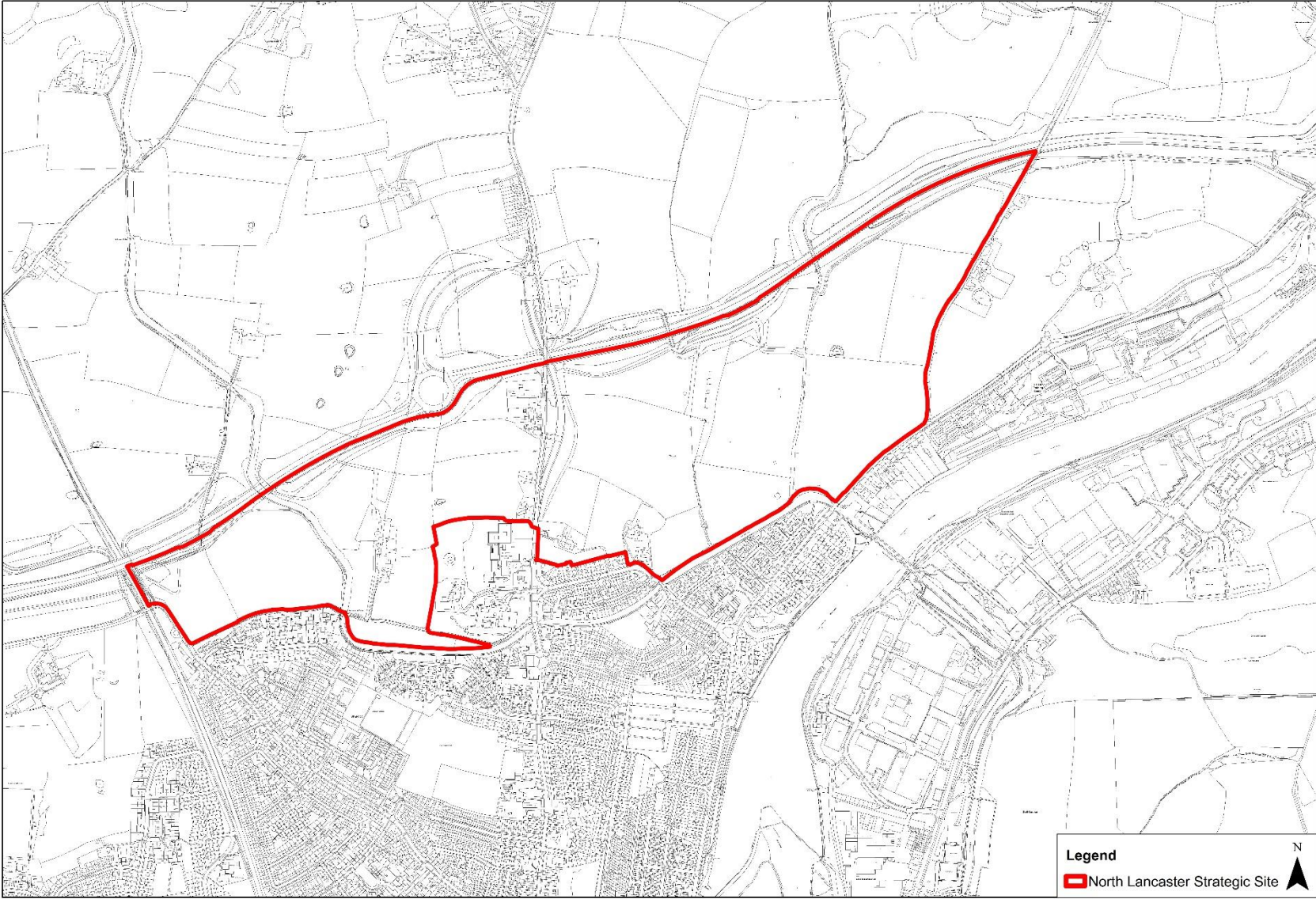
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic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

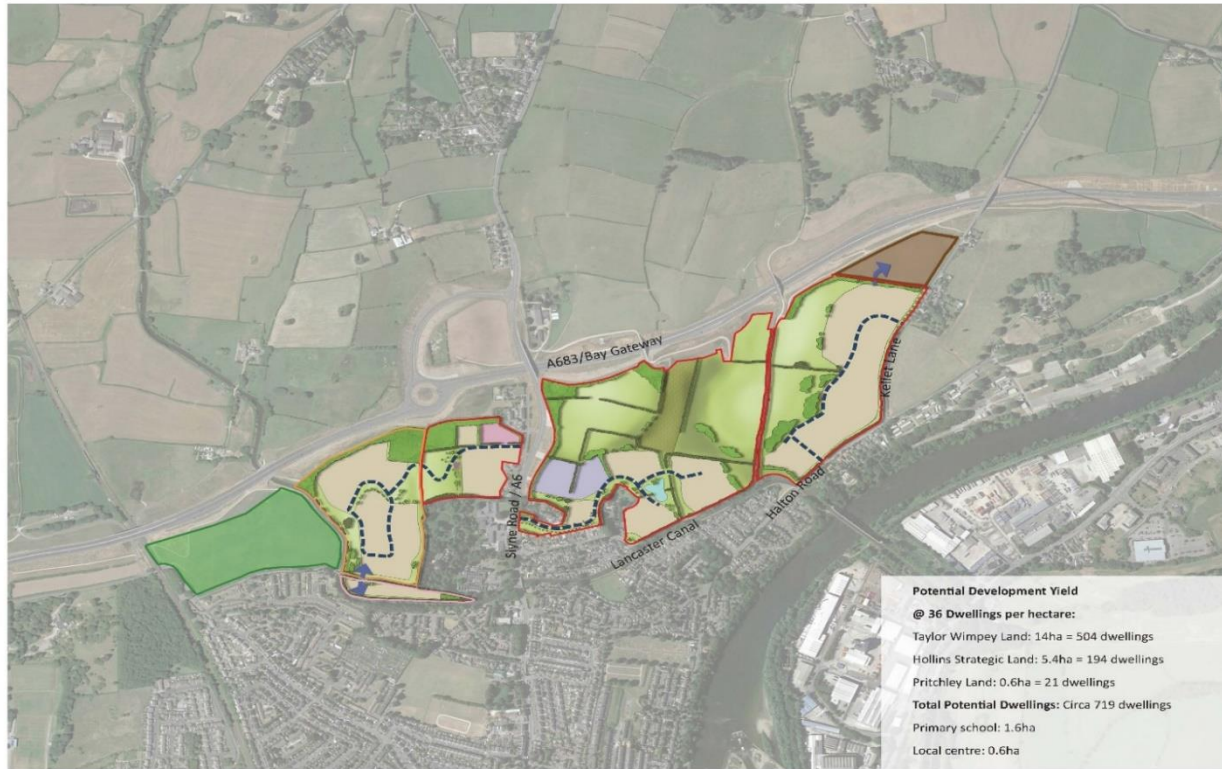
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity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

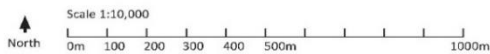


APPENDIX 2: CONCEPT PLAN

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.



Potential Development Yield
 @ 36 Dwellings per hectare:
 Taylor Wimpey Land: 14ha = 504 dwellings
 Hollins Strategic Land: 5.4ha = 194 dwellings
 Pritchley Land: 0.6ha = 21 dwellings
Total Potential Dwellings: Circa 719 dwellings
 Primary school: 1.6ha
 Local centre: 0.6ha



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL PLANNING
 MASTERPLANNING
 URBAN DESIGN

RANDALL THORP

Canada House, 3 Chestnut 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/ 2.7acres)
 - 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

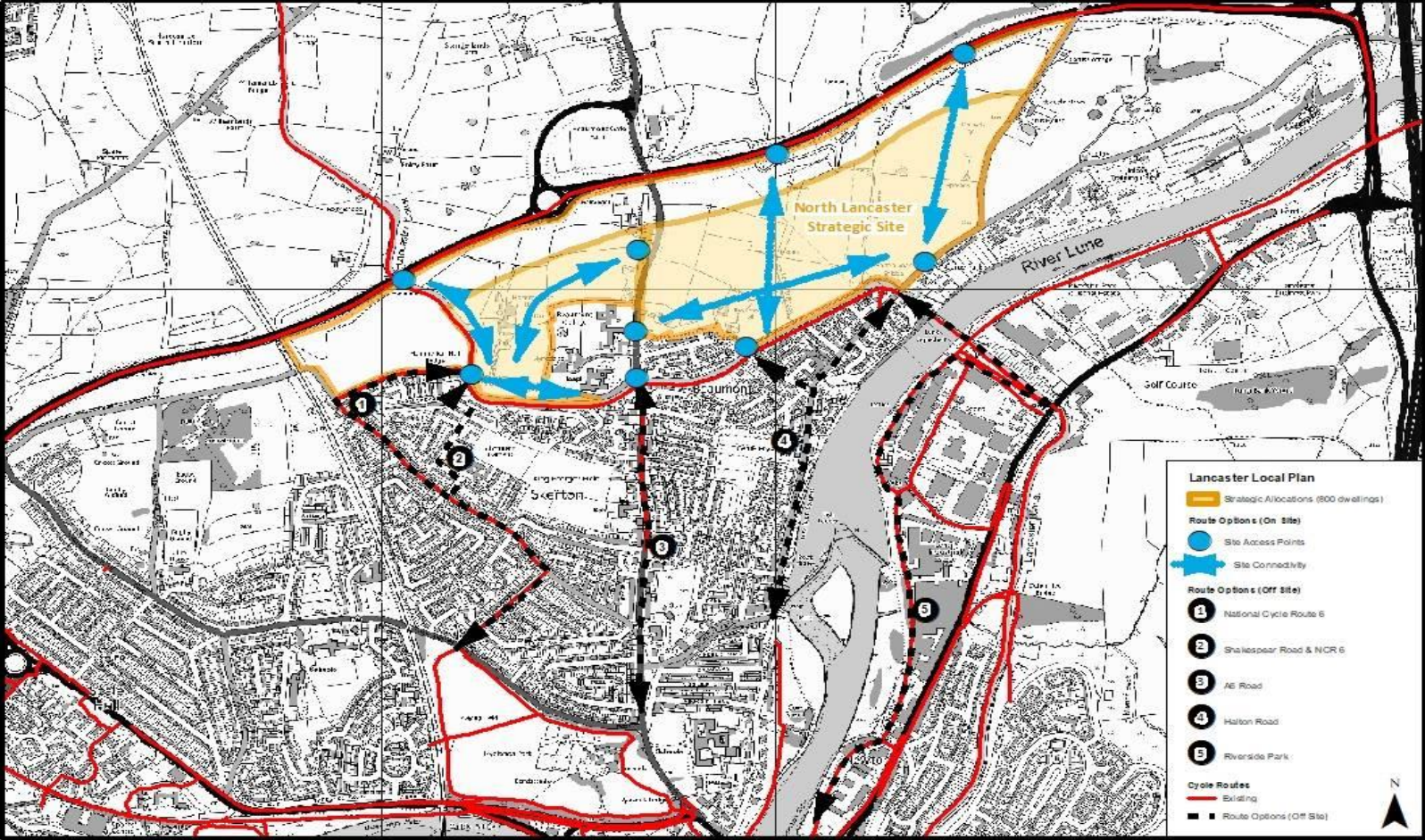
Slyne Road, Lancaster

Conceptual Masterplan within wider Strategic Site

Drwg No: 620C-04 Date: 21.02.19
 Drawn by: YH Checker: CAW/NJ
 Rev by: Rev checker:
 QM Status: checked Product Status:
 Scale: 1: 10,000 @ A3 Client Review

APPENDIX 3: MOVEMENT FRAMEWORK

LCWIP: Lancaster North Routes to be Assessed



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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.

Appendix II

Taylor Wimpey's Proposed Changes
to the Local Plan Policies
(Submission Version) May 2018

Taylor Wimpey's Suggested Amendments to Policies of the Lancaster Local Plan:

Part One: Strategic Policies and Land Allocations DPD; and,

Part Two: Review of the Development Management DPD

April 2019

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For and on behalf of GVA Grimley Limited t/a Avison Young

Policy SG9: North Lancaster Strategic Site

1.1 Taylor Wimpey's proposed changes to Policy SG9 are shown in red below:

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall / Beaumont Hall in North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 700 dwellings, ~~2 hectares of high quality B1 employment land~~ and a range of infrastructure necessary to facilitate these new homes ~~and jobs~~.

~~The Council will prepare a Development Brief to set out in more detail how development of this strategic site should move forward in the context of wider growth in the Lancaster area. The recommendations of the Local Plan (Part One) Sustainability Appraisal should be taken into account when preparing this document.~~

~~The Council will expect that future proposals for the site should be prepared in the context of this Development Brief and taken forward through a comprehensive masterplan for the whole site that addresses the issues of phasing, delivering the necessary infrastructure and addressing all issues set out within the Brief.~~

~~In preparing the masterplan and future planning applications, any future proposals will be required to address~~ the following matters ~~to be fully addressed~~:

- ~~I.~~ A comprehensive masterplan for the whole site will be required with future planning application(s) which addresses phasing and the delivery of infrastructure to make the development acceptable in planning terms, including addressing the requirements of Policy SG10 of this DPD in relation to wider strategic infrastructure needs in the North Lancashire area;
- ~~II.~~ The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- ~~III.~~ Building an appropriate mix of housing types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment
- ~~IV.~~ Approximately 40%30% of the residential units provided will be defined as 'affordable', which includes the delivery of a full range of affordable products through dialogue with the Local Planning Authority.

Design Considerations

- ~~IV.~~ The submission of a bespoke Design and Access Statement with future planning application(s) detailed design statement, recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster and its proximity to the Bay Gateway which is to the north. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents.
- V. Support will be given to development that seeks to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency,

this should include investigating opportunities to deliver district heating systems and provision for electric charging points and infrastructure for electric vehicles;

- VI. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD, providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- VII. Appropriate safeguarding to the satisfaction of National Grid / Electricity Northwest from the overhead powerlines which run across the site.

Environmental Considerations

- VIII. The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which makes the best use of the topography of the site. The landscaping scheme should seek to create landscape buffers between the development site and the Bay Gateway Link Road to the north, ~~the A6 which runs through the centre of the site,~~ the West Coast Mainline to the west and the residential areas to the south;
- IX. The creation of ~~significant~~ green buffers informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s) between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
- X. Provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas for recreation, such as public open space within the development;
- XI. ~~Future planning application(s) Proposals~~ will be expected to fully assess the potential ~~effect impact~~ upon the setting and significance of heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of ~~proposed new~~ development, ~~should be investigated, and w~~ where potential concerns may arise, mitigation measures should be put in place. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site; ~~should make use of the Heritage Assessments which have been prepared by the City Council in relation to this site;~~
- XII. The provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site;
- XIII. ~~Proposals~~ Future planning application(s) should fully and satisfactorily address amenity issues, including noise and air quality issues that arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;
- XIV. ~~Proposals~~ Future planning application(s) will be required to demonstrate how they will contribute to the delivery of green network corridors and ecological networks, identifying opportunities for enhancing biodiversity, recreation and leisure uses and integrating the delivery of the site with improved functionality of both the district's ecological and green infrastructure networks;

- XV. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced. The Council will expect ~~development proposals~~ future planning application(s) to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create functional ecological networks;
- XVI. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority; and
- XVII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the DM DPD.

Transport Considerations

- XVIII. The delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority. Further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- XIX. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only;
- XX. Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

Any future planning application(s) proposal that is submitted for this area will be expected to take fully into account ~~the content of the Development Brief and~~ all other relevant policies within the Local Plan.

Policy DM12: Self Build, Custom Build and Community-led Housing

1.2 Taylor Wimpey's proposed changes to Policy DM12 are shown in red below:

Planning applications for self, custom or community-led housing, built by individuals or groups of individuals for their own occupation will be supported by the Council where they are located in sustainable locations.

Developers of strategic sites (sites and amount to be determined by the outcomes of the Strategic Housing Market Assessment) and other smaller sites will be encouraged to investigate the possibility of making provision for a proportion of serviced plots of land to contribute towards meeting the evidenced demand for self, custom or community-led Housebuilding in the district.

Serviced plots of land will also be supported on other allocated sites where overall, this would not result in an over-provision of this type of housebuilding when compared to the Council's supply/demand evidence. The Council will seek to identify plots for self and custom build housing where the need is clearly identified via the Self Build Register.

The Council will support proposals from community groups seeking to provide affordable housing units and who will implement their management and lettings arrangements (providing these meet a local need and comply with other relevant planning requirements and policies, including Policy DM43).

Policy EN2: Future Employment Growth

1.3 Taylor Wimpey requests that Policy EC2 of the LADPD is amended as below in red:

Policy EC2: Future Employment Growth

The Council anticipates that a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Innovation Park	Allocation made to deliver opportunities for technology and research based industries that provide close linkages to the adjacent university campus.	9.7ha
SG14	Expansion of Facilities for the Port of Heysham	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG15	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the strategic allocation of Beaumont Hall for a mixed-use development of residential and high-quality employment uses, which takes advantage of the linkages with the new Bay Gateway Link Road.	2ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment of land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	9ha

Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.

Policy EN7: Local Landscape Designations

1.4 Taylor Wimpey's requests that Policy EN7 is removed from the LADPD.

~~Areas of Key Urban Landscape and Urban Setting Landscape have been identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded.~~

~~Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM45 of the Development Management DPD which relates to development and landscape impact.~~

Policy DM2: Housing Standards

1.5 Taylor Wimpey's proposed changes to Policy DM2 are shown in red below:

The Council in accordance with national policy and practice guidance has taken consideration of overall need and viability across the district and has adopted to implement optional housing standards on new residential development. Proposals for residential development will be supported where:

- I. All new dwellings (market and affordable) meet the Nationally Described Space Standard (or any future successor)*
- II. At least 20% of new affordable housing and market housing on schemes of more than ten dwellings will be expected to meet Building Regulations Requirement M4(2) Category (accessible and adaptable dwellings).*

Applicants will be expected to design schemes in accordance with the nationally described standards, including sufficient built-in storage. Applicants must submit appropriate supporting documentation alongside the planning application to ensure that compliance with the standards can be verified, including completion of an internal space compliance statement.

A flexible approach will be taken to the delivery of homes which accord with the nationally described standards. The requirement for dwellings to meet the standards will be relaxed where it would not be viable.

A flexible approach will be taken to the delivery of accessible and adaptable dwellings under Building Regulation M4(2) where exceptional circumstances are demonstrated, such circumstances could include site topography or vulnerability to flooding.

Policy DM3: The Delivery of Affordable Housing

1.6 Taylor Wimpey's proposed changes to Policy DM3 are shown in red below:

The Council will continue to support and promote the delivery of new affordable housing within the district through a variety of differing tenures.

The tenure of affordable housing will need to conform to the definition of affordable housing as defined by Annex 2 of the National Planning Policy Framework. Should the definition of affordable housing be revised through changes to the National Planning Policy Framework, proposals will need to accord with the revisions to this Framework.

Affordable housing thresholds

Other than in the most exceptional circumstances or for schemes within the West End Masterplan and Morecambe Area Action Plan boundaries, new housing development must contribute towards the provision of affordable housing and meet the requirements set out in the table below. The Council will consider detailed proposals for new housing development that falls into Use Class C3 with reference to the following requirements:

Reference Affordable Housing Target by Development Type (Average)			
Number of dwellings	Location	Affordable Housing	Delivery Method
15 plus	Urban	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
15 plus	Lancaster and Carnforth	Minimum 30% (Greenfield)	On site
11 plus	Rural (Excluding AONBs)	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
11 to 14	Urban	Minimum 20%	On site

<i>Developments exceeding 1,000 sqm (Gross Internal Area) and under 11 units</i>	<i>Urban / Rural</i>	<i>Minimum 20%</i>	<i>On site</i>
<i>Affordable housing requirements within the Arnside and Silverdale AONB are identified within the Arnside & Silverdale AONB DPD and requirements for Forest of Bowland AONB identified under Policy DM6 of this DPD.</i>			

<u>Reference Affordable Housing Target by Development Type</u>			
<u>Lancaster and Carnforth and Rural West*</u>			
<u>Greenfield</u>	<u>15 and over</u>	<u>On site</u>	<u>30%</u>
<u>Greenfield</u>	<u>10-14</u>	<u>On site</u>	<u>20%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>20%</u>
<u>Morecambe, Heysham and Overton</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>15%</u>
<u>Rural East**</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>40%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>30%</u>
<u>Nil contribution will be sought on schemes of less than 10 units outside of the districts two Areas of Outstanding Natural Beauty, nor will any contribution be sought on schemes in any part of the district which comprise solely of apartment led development, nor brownfield development in Morecambe and Heysham.</u>			
<u>** Rural East includes the wards of Halton with Aughton, Kellet, Lower Lune Valley and Upper Lune Valley (excluding any part of the Forest of Bowland AONB)</u>			
<u>* Rural West includes the wards of Ellel and Bolton-with-Slyne</u>			

Affordable housing requirements

The provision of affordable housing will be required to accord with the following criteria:

- I. Affordable housing shall remain affordable in perpetuity unless there are justified reasons which would require otherwise, in such circumstances this justification will need to be agreed with the Local Planning Authority at the time of application;
- II. The form of provision, location within a site and the means of delivery will be subject to negotiation at the time of a planning application. However, close consideration of the latest available evidence will be required including the most up to date Strategic Housing Market Assessment or where there is an up-to-date village or parish housing needs assessment that is a more appropriate indication of housing need.
- III. Accommodation provided will be required to be genuinely available to those households who have been identified as being in housing need;

- IV. *Housing must be well integrated into the design of an overall scheme and be consistent with market housing in quality of materials, design and open spaces.*
- V. *Financial contributions towards the provision of affordable housing will be calculated in accordance with the methods detailed in the emerging Viability Protocol SPD.*

Loss of affordable housing

Proposals to vary or remove restrictive occupancy conditions will be required to make a financial contribution towards affordable housing in accordance with the emerging Viability Protocol SPD (where a contribution has not already been made).

Viability

Where compelling and detailed evidence demonstrates that the provision of affordable housing in accordance with the above requirements would have a disproportionate and unwarranted negative impact on the viability of a proposed development, applicants may, in agreement with the Council, provide fewer affordable dwellings than would ordinarily be acceptable, review the tenure or mix of dwellings, or provide a financial contribution in lieu of onsite provision. Such evidence must include an open book financial viability appraisal which will need to accord with guidance in the emerging Viability Protocol SPD.

Policy DM27: Open Space, Sports and Recreational Facilities

1.7 Taylor Wimpey's proposed changes to Policy DM27 are shown in red below:

Protection of Recreational Open Space

The Local Plan Policies Map identifies a range of designated open spaces within the district which have been provided for their important value. Proposals that seek to protect and enhance existing designated open spaces shall be supported by the Council. The Council will not permit the loss of designated open space unless:

- I. An assessment has been undertaken to demonstrate that the open space is surplus to requirements;
- II. An assessment has been undertaken to demonstrate that the open space no longer has an economic, environmental or community value, which shall include consultation with key stakeholders and the local community;
- III. The loss of open space resulting from development would be replaced by equivalent or better, high quality provision in a suitable location;
- IV. The development is for alternative sports and recreation provision, the needs for which clear outweigh the loss.

Development proposals that are adjacent to designated open spaces will be required to incorporate design measures that ensure that there are no negative impacts on amenity, ecological value and functionality of the space. The Council will only permit development that has identified negative impacts on open space where appropriate mitigation measures or compensation measures have been provided.

The Council will protect amenity spaces, particularly in the main urban settlements of Lancaster, Morecambe, Heysham and Carnforth that are not specifically designated as open space but have an economic, environmental or social value to the community they serve. Development of such sites will not be encouraged unless appropriate re-provision is provided or it is clearly demonstrated to the satisfaction of the Council that the land in question does not provide any economic, environmental or social value.

The Creation of New Recreational Open Space

Where viable, ~~Dd~~ development proposals located in areas of recognised open space deficiency will be required to provide appropriate contributions toward open space provision, either through the provision of on-site facilities or a financial contribution toward the creation of new off-site open spaces or enhancement of existing recreation spaces off-site.

Development proposals should give due consideration to the standards and thresholds set out in Appendix D of this DPD in relation to open space requirements or, where appropriate, site specific policies contained within the Strategic Policies & Land Allocations DPD.

Any provision made for recreational open space should be fully accessible to the public without any restrictions, and will be provided in addition to any private amenity space or landscaping. Proposals

should not have an adverse impact on surrounding residential amenity in terms of light and noise disturbance, with any potential impacts being appropriately mitigated against. The management and maintenance of open space should address the requirements of Appendix D of this DPD.

Policy DM30: Sustainable Design

1.8 Taylor Wimpey considers that the highlighted text below must be retained in Policy DM30.

Sustainable design has an important role to play in improving the overall sustainability performance of new development, offering opportunities to deliver improved efficiency and reduced environmental impacts. The Council is supportive of proposals that deliver high standards of sustainable design and construction. In delivering sustainable development the Council will encourage development to deliver high standards of sustainable design and construction through consideration of:

- I. Measures to reduce energy consumption and carbon dioxide emissions, and water consumption;*
- II. Opportunities for energy supply from on-site, decentralised, renewable or low carbon energy systems;*
- III. Opportunities to contribute to local and community-led energy initiatives;*
- IV. Account of landform, layout, building orientation, massing and landscaping to minimise energy, water consumption and water efficiency measures;*
- V. Use of materials that reduce energy demand (for example, insulation) and increase the energy efficiency of the building/development; and*
- VI. The reuse of existing resources (including the conversion of existing buildings) where this would be 'fit for purpose'.*

Policy DM31: Air Quality Management and Pollution

1.9 Taylor Wimpey requests that the following should be added into the supporting text to Policy DM31:

The Council will seek to encourage provision of a suitable level of infrastructure for the charging of electric/plug-in hybrid vehicles, however this is not a policy requirement.

Policy DM58: Telecommunications and Broadband Improvements

1.10 Taylor Wimpey's proposed changes to Policy DM58 are shown in red below:

The Council will support the improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in rural areas that have poor or no service provision at all, providing that the proposals accord with paragraph 43 of the National Planning Policy Framework and that the following criteria are achieved.

- I. That it has been demonstrated there is no reasonable possibility of sharing existing facilities within the locality;*
- II. Installation equipment is sited and designed to minimise its impact on the landscape character and visual amenity of the surrounding area; and*
- III. Proposals will not have a detrimental effect upon the character or appearance of the building and local amenity.*

All major developments within the district will enable Fibre to the Premises (FTTP) the infrastructure for which will be provided by and funded by BT Openreach.

For smaller schemes the Council will expect FTTP to be provided where practical.

Proposals for telecommunications or broadband equipment should pay due regard to their surroundings through sympathetic design, particularly in sensitive townscapes and landscapes. The principles of Policies DM43 and DM45 will apply in relation to the impacts on the natural environment and Policies DM37, DM38 and DM39 in relation to the historic environment.

Appendix III

Taylor Wimpey's North Lancaster Development Statement

Appendix IV

Inspector's Post Hearing Advice to the South Gloucestershire Policies, Sites and Place Plan

Inspector: Louise Phillips MA (Cantab) MSc MRTPI

Programme Officer: Verity Britton Email: Programme.Officer@southglocs.gov.uk

Dear Mr Lane,

MODIFICATIONS TO THE POLICIES, SITES AND PLACES PLAN (PSPP):
POST HEARING ADVICE.

1. Following my note of the final hearing session (Doc. E28), I write to provide advice about the further modifications which I consider are necessary to make the PSPP sound. I have taken account of all the written and oral representations made about the plan; and considered the additional information submitted by the Council after the hearings closed (Document E29). Thus the changes suggested in this advisory letter would be in addition to, or separate from, any changes previously discussed.
2. My final conclusions regarding the soundness and legal compliance of the PSPP will be set out in my report to be completed once the proposed main modifications have been consulted upon. Therefore, my findings below might alter if any different evidence comes to light as a result of that process. My views are given now without prejudice to the conclusions that I might reach in my report. The report will also address the other main issues that arose during the examination but which are not covered here.

PSP4: Designated Local Green Spaces

3. 590 areas were nominated to the Council as potential Local Green Spaces (LGS) as defined in paragraph 76 of the National Planning Policy Framework (the Framework). It is proposed to designate approximately 276 of these in the PSPP while the remainder have been rejected at this stage. Of the spaces proposed to be designated, only 25 are subject to an outstanding landowner objection (Document E25).
4. The **Council's extensive documentation on this matter** demonstrates that it went to considerable lengths to inform landowners about the criteria for, and consequences of, designating a space. Overall, the consultation process has been successful in enabling landowners to respond to the nomination; and it was made clear that an LGS designation would restrict future development on the land (Document E27, page 4). Furthermore, in light of the number of spaces that the Council was required to assess, the process by which the evidence submitted by nominators was only systematically challenged if an objection was lodged, was proportionate, pragmatic and ultimately sound.
5. However, in the majority of cases where a landowner objection remains, the **Council's engagement** with that objection is not commensurate with the significance of the designation. Its principal conclusion in respect of whether a site should be designated or not is provided in Document GS1 in the column entitled "*Is the space suitable for designation, with reason*". The conclusion is essentially a summary of whether the site meets the established criteria for designation, but, in none of the cases where a landowner objects,

is any reference made to that objection. Thus it is not clear how this has been taken into account in reaching the final conclusion.

6. Some of the landowner objections do lack detail, but several refer to the site being adequately protected already by other designations (including AONB, Green Belt or Common Land); and/or that the site would form part of an extensive tract of land when taken together with other spaces proposed nearby, such as in Tomarton. Document GS1 does not address these points at all.
7. Document E25 provides further reasoning but, while technically correct, the fact that "**existing designations do not prevent the space being designated**" does not equate to an assessment of whether there would be any additional local benefit in LGS designation as required by the Planning Practice Guidance (PPG), paragraphs 010-011. Similarly, the standard conclusion that "**the space is not a blanket designation as each space has been justified and assessed on its own merit**" does not address the cumulative effect of several adjacent designations.
8. **Therefore, I am not satisfied that the Council's conclusions in respect of the spaces with an outstanding landowner objection are sufficiently robust that their designation in the PSPP would be justified.** My concerns are compounded by the fact that where a landowner's objection specifies that he has future development ambitions for a space, it has been automatically rejected by the Council at this stage without any assessment of whether development is either likely or desirable.
9. The owners of the sites where an objection remains do not specify any particular development ambitions, but it is clear that some are concerned about the additional restrictions and bureaucracy a LGS designation would impose. In the case of LGS1210 Charlton Common, the landowner is essentially concerned that the designation could restrict future development opportunities on the wider site. Whilst the Council has explained in detail that this should not be the case, it should nonetheless apply its designation criteria consistently.
10. Where spaces have not been proposed as LGS in the PSPP due to the potential for future development, the Council intends to review them through the preparation of the new Local Plan. It will conduct a thorough assessment of the merit of a LGS designation, taking account of the need to find land for **housing and other uses. Given the present shortfall in the Council's housing land supply, this is a sound approach.**
11. In view of my concerns about the robustness of the **Council's conclusions in respect of the spaces with an outstanding landowner objection, they should also be subject to this impending review.** Consequently, to achieve soundness by way of justification, Appendix 2 of the PSPP should be amended to exclude the relevant spaces, and the changes to the policies map should be updated accordingly. A reference should be added to the supporting text to policy PSP4 to explain when and how the sites rejected at this stage will be reviewed.

PSP9: Health Impact Assessments

12. The PPG (paragraph 004, ID53-004-20140306) states that ***"Local authority planners should consider consulting the Director of Public Health on any planning applications...that are likely to have a significant impact on the health and wellbeing of the local population or particular groups within it...A health impact assessment may be a useful tool to use where there are expected to be significant impacts"*** (my emphasis).
13. However, Policy PSP9 requires the submission of a HIA for all Very Major Developments in the absence of any apparent evidence that they are likely to have a significant impact on the health or wellbeing of the local population. This is not justified and, consequently, the supporting text should be amended to explain why all such developments are likely to have a significant impact. Alternatively, the first paragraph of the policy should be amended so that applicants for very major development proposals are required to consult the Director of Public Health to ascertain whether a HIA is required and, if so, at what level of detail. The HIA should then be carried out and complied with accordingly.
14. PSP9 intends to go beyond the general expectation in Chapter 8 of the Framework that planning will promote healthy communities by means such as ensuring access to an appropriate range of services and facilities. The PPG (see above) and the examples referred to by the Council confirm that HIA can have a useful purpose at the planning application stage. I am therefore satisfied that the aim of the policy is sound.
15. **However, it relies upon a forthcoming "Planning Advisory Note" for guidance** as to how an HIA should be undertaken and its findings implemented. In the absence of this document, it is not clear how an applicant should respond to the requirements of the policy and it is therefore not effective. I understand that this document might not be produced for 12 months and so the policy should be amended to contain sufficient information itself. This might be by cross-reference to existing national guidelines and best practice.
16. Further, for clarity and effectiveness, the second and third paragraphs of the policy should be amended so that there can be no doubt about whether they are intended to apply only to very major development proposals, or more generally.

PSP16: Parking Standards

17. The Written Ministerial Statement (WMS) of Sir Eric Pickles (then Secretary of State), dated 25 March 2015, amended national planning policy to ***"further support the provision of car parking spaces"***. Consequently, ***"local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network"***. This is a high test.
18. Through Policy PSP16, the Council proposes to impose minimum car parking standards for residential developments; and maximum car parking standards for non-residential developments. Car ownership in South Gloucestershire is significantly higher than the national average (Census 2011) and the Council

has observed problematic on-street parking in certain areas. The **Government's desire to ensure adequate parking provision** is plain in the WMS and, therefore, I consider that this part of the policy is consistent with national policy and otherwise sound.

19. However, the imposition of maximum parking standards for non-residential development is **contrary to the Government's clear position in the WMS, that "maximum parking standards...lead to blocked and congested streets and pavement parking"**. Therefore, to be sound, the policy would need to meet the high test set out above.

20. Census data shows that in South Gloucestershire, 12% more people travel to work by car or van than the national average. A significant proportion of these journeys are relatively short, which might make it easier for people to switch to alternative modes of transport; and the Council is pursuing various proposals designed to encourage this. The aim to promote sustainable transport is consistent with national policy in Chapter 4 of the Framework, but this is separate from the question of whether the imposition of maximum car parking standards is necessary to manage the local road network. In this respect, the Council has referred in its Statement to several studies which support its position that limiting the supply of parking will reduce car use. However, the studies all pre-date the WMS, which states that **"arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery"**.

21. The evidence concerning the state of the local road network comprises vehicle speed and traffic count data prepared by the Department for Transport. However, I have no analysis of the vehicle speed data and, of the various spreadsheets, some indicate that the situation in South Gloucestershire is worse than the national average, while others suggest that it is rather better. The map presented at Table CGN0202, for example, shows that the average (flow-weighted) vehicle speeds during the weekday morning peak are between 20-29.9mph on locally managed A-roads. This is the fourth fastest category recorded and it applies to many other parts of the Country. In some areas, the situation is significantly worse.

22. The traffic count data presented after the close of the hearings does indicate that traffic growth since 1991 has been higher than the national average in South Gloucestershire. However, the link between this traffic increase and problematic congestion is not clearly shown. Overall, therefore, I am not convinced that there is a clear and compelling justification for the imposition of maximum car parking standards for non-residential developments. Thus, clause 2 of the policy should be omitted along with Schedule B, and the supporting text should be updated accordingly.

PSP37: Internal Space and Accessibility Standards for Dwellings

23. PSP37 would require all new market and affordable housing to be built to the nationally described (minimum internal) space standards (NDSS) and accessibility standard M4(2). 8% of affordable units would also be required to meet wheelchair standard M4(3) where the Council was responsible for allocating them to a particular person.

24. The WMS is clear that these standards should only be required if they address a clearly evidenced need, and where their impact on viability has been considered. Further, the Housing Standards Review Consultation, August 2013, which preceded the WMS, was clear that each standard would carry with it a rigorous needs test. Local authorities should only adopt standards that are strictly necessary and justifiable and should not default to adopting them all because they are nice to have (paragraph 31). Clearly, the Government's aim for the optional technical standards goes beyond reducing the proliferation of local standards. Therefore, as with parking standards, the bar is set high in terms of the evidence required to justify this policy.
25. Having regard to the evidence set out in Documents V1, V2 and S2, and in the absence of anything substantive to the contrary, I am satisfied that the imposition of the relevant standards would not pose a significant risk to the viability of development. Turning to the need for the standards, affordable homes in the Council area are largely occupied at capacity (93% over the last 9 quarters). It is therefore important that each room is large enough to be used for its intended purpose. For example, bedrooms will most likely be used as bedrooms, rather than as spare rooms or studies. On the basis that affordable housing in the area also accommodates a disproportionate number of disabled people (S2, Appendix 8), I am satisfied that it would be justified to apply both the NDSS and M4(2) standards to this tenure. The evidence presented in paragraphs 3.50-3.53 of the Wider Bristol SHMA, November 2015, similarly justifies the M4(3) requirements of the policy.
26. Turning to market housing, there is some evidence to suggest that significantly more properties in the private rented sector are occupied at or over capacity than in the owner occupied sector – approximately 50% as against 15% nationally (S2, Table 4). This sector represents almost 15% of the market in South Gloucestershire and is larger than the social rented sector. 43% of private tenants also tend to occupy newer homes. Therefore, the arguments for providing larger dwellings to meet the need of these tenants are similar to those above.
27. However, in the rest of the market sector, purchasers have greater freedom to choose a property which meets their needs. Some might choose a 3-bedroomed house with smaller rooms rather than a 2-bedroomed house with larger ones. In this context, the evidence presented in Document S2 concerning the link between living space and well-being is not related to any local problem. Moreover, there is no evidence to suggest that the existing housing stock in South Gloucestershire is particularly small; and, while Appendix 5 of S2 demonstrates that some of the newly built market units do not meet the NDSS, it is in no way indicative of a systemic problem. It shows that in some, but not all, recent schemes, an unspecified number of 2-3 bedroom units were built below the NDSS. On the other hand, it shows that others exceeded the standard.
28. The demographic forecasts for South Gloucestershire, as set out in S2, Appendix 8, indicate that the characteristics of the population in respect of old age and poor health/disability broadly reflect the national picture. The exception is that growth in the population aged 85 years and over is expected to be by 135% as against 118% nationally. The evidence in Appendix 8 also suggests that the vast majority of the existing housing stock nationally does not meet the mandatory M4(1) standard for visitable dwellings, let alone the

M4(2) standard for accessible dwellings. Whilst this data is not locally specific, the suggestion that there is a shortage of existing dwellings which could be adapted to be fully accessible carries some weight (S2, paragraph 5.9).

29. However, through the HSR, the Government did consider integrating all the various standards into the Building Regulations. It chose not to do this (paragraph 24) and the local evidence with which I am presented does not justify the requirement for every new market unit across the Council area to meet the relevant standards. The Council might consider whether there is a case for adopting a more targeted policy of this nature in its new Local Plan, but PSP37 is not justified. To make it sound, the standards for market housing should be omitted. The Council should consider whether the viability of affordable schemes would be prejudiced if the standard were to be imposed upon this tenure alone, but the evidence suggests that it would not.

PSP42: Custom Build Dwellings

30. The Housing and Planning Act 2016 amended the Self-build and Custom Housebuilding Act 2015 to include a single definition of "self-build and custom housebuilding". The definition "*does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person*". This would exclude "shell homes" as referred to in paragraphs 8.46 and 8.53 of the PSPP.
31. Clause 4 of the policy would permit developers of relevant sites to provide for self or custom housebuilding either as serviced plots or shell homes on equal terms. This high level of flexibility is likely to compromise the delivery of serviced plots which would meet the definition in the Act. Such a departure from legislation has not been justified. However, some degree of flexibility is necessary to support the growth of this relatively new industry. This could be achieved by a tiered approach along the lines suggested in proposed paragraph 8.53a. Serviced plots should be the default position, followed by shell-homes and then full reversion to the developer standard product according to circumstance. The policy and supporting text should be redrafted accordingly.
32. For clarity and effectiveness, the policy title and wording should be amended to refer consistently to "self-build and custom housebuilding". This term, along with the terms 'serviced plot' and 'shell home' should be defined by reference to the Acts. Further, the reference in proposed paragraph 8.53a to plots being serviced "early in the delivery programme" should be amended to require them to be serviced within a specified period. This would provide greater certainty of delivery and be consistent with the definitions introduced by Section 9(4)(b) of the Housing and Planning Act 2016.

PSP46: Oldbury New Nuclear Build

33. This policy represents the Council's ambition to lead and manage a complex and significant development on behalf of its communities. Having taken advice from a neighbouring authority with experience of a similar development, it seeks to provide a detailed policy framework for the scheme upfront. This is a prudent aim, and Document E11 demonstrates that

informed professionals have sought to identify the issues likely to arise, as well as some potential solutions to them.

34. The themes and issues set out in the relevant table will be helpful to the scheme promoter in understanding the matters for consideration. Their inclusion within PSP46 is justified and otherwise sound. However, the Council accepts that the associated delivery objectives are not evidence-based. Paragraph 4.2 of Document E11 states that "***at this early stage, it would not be appropriate to state definitively the matters that will have an overriding influence on the final design of the scheme***"; and the Council has confirmed that the objectives are intended as a starting point rather than a prescribed solution.
35. Therefore, the requirement in paragraphs 3 and 4 of the policy that the objectives should be achieved/delivered is not justified. Moreover, the suggested amendment to permit compliance with the objectives or a "**reasonable alternative**" does not overcome the fact that the former are not ready for inclusion within a development plan. Nor would a policy of this type be particularly beneficial or effective.
36. The Council is concerned about undermining the work which has already been done towards addressing the issues the scheme is likely to present. I see no reason why this should happen because the delivery objectives do indeed provide a useful starting point for consideration. Consequently, while the policy and supporting text should be amended to exclude the objectives and related references, it should also be updated to clarify the process for addressing the themes and issues at the appropriate time. This should cover the production of evidence; the role of the Council and project promoter; and the need to produce further policy and/or supplementary guidance.

Finally

37. The purpose of the advice above is to identify the matters where it is necessary for the Council to consider further modifications to make the PSPP sound. I am not inviting comments from the Council or anyone else upon the content of this letter and no further evidence or justification will be accepted at this stage. However, if there are any points of fact or clarification that the Council wishes me to address, it should let me know as soon as possible via the Programme Officer.
38. Otherwise, my advice should inform the full schedule of main modifications which the Council is already preparing. In finalising this document, the Council should review whether there are any consequential changes arising from the modifications to ensure that the plan will read coherently. In order to programme the remainder of the examination efficiently, it would be helpful to know approximately how long the Council will require to act upon the advice in this letter and to finalise the main modifications for public consultation.

Louise Phillips

INSPECTOR

17 March 2017.

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Appendix III

Taylor Wimpey's North Lancaster Development Statement

**Taylor
Wimpey**

North Lancaster

Development Statement

March 2017





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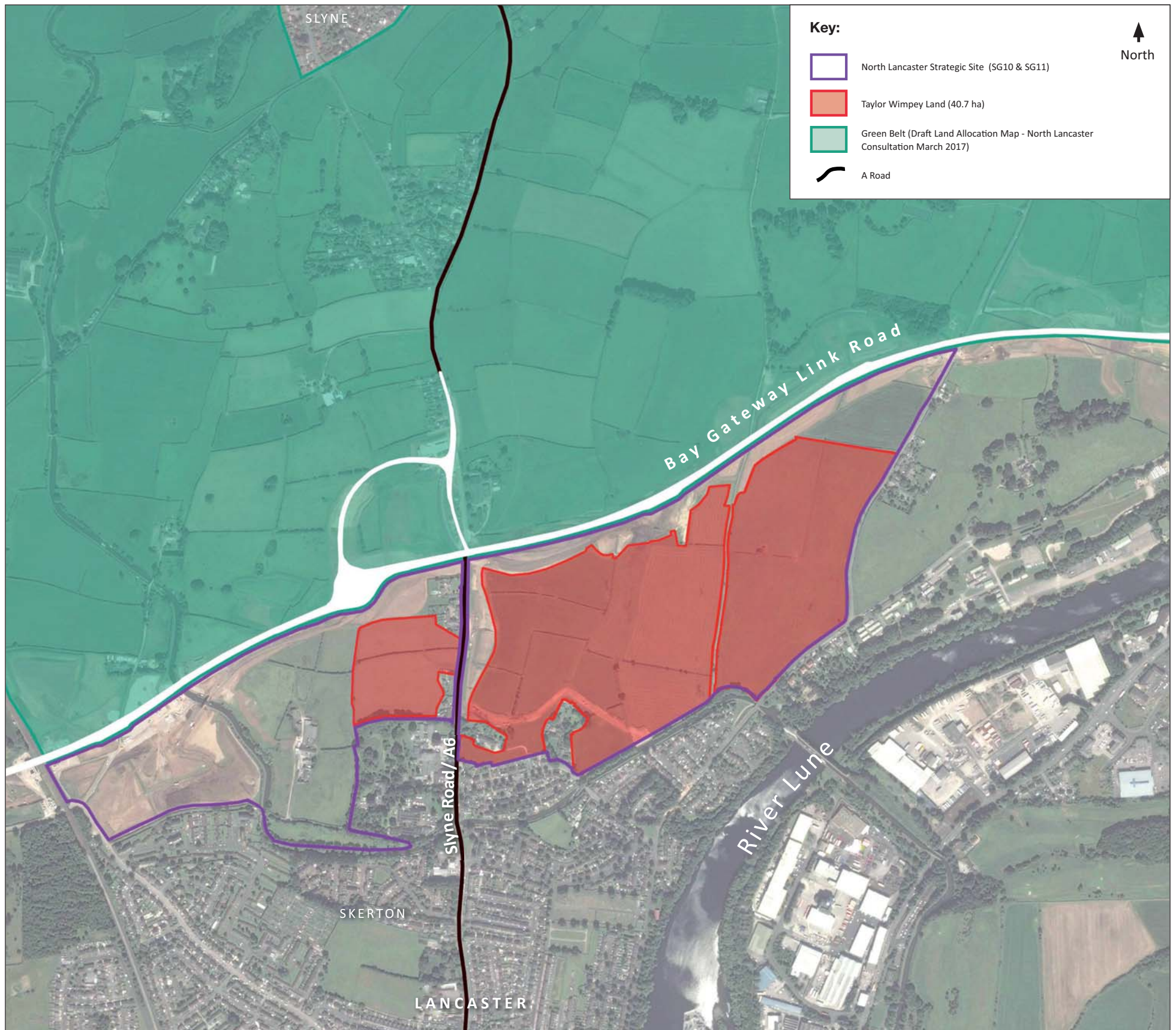
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North Lancaster Strategic Site



Executive Summary

This Development Statement has been prepared by Taylor Wimpey UK Limited (“Taylor Wimpey”) to support an alteration to the North Lancashire Green Belt and the allocation of a major strategic site to the north of Lancaster (“the North Lancaster Strategic Site”); which is allocated for a residential-led development in the Draft Lancaster Strategic Policies and Land Allocations DPD (“the draft LADPD”) under Policies SG10 and SG11.

The North Lancaster Strategic Site presents an opportunity to meet the future housing and employment needs of Lancaster in a highly sustainable location, by delivering upwards of 940 new family and affordable homes alongside some employment and potential local centre uses. It forms a natural urban extension to the north of Lancaster that is visually and physically separated from the wider Green Belt and is defined by a new permanent boundary to the north of the urban area, created by the recently completed Bay Gateway Link Road (also known as the M6 to Heysham Link Road).

Taylor Wimpey controls a significant area of the North Lancaster Strategic Site, including land in both SG10 and SG11 to the east and west of the A6 Slyne Road (herein referred to as the “Taylor Wimpey Land”). This Development Statement provides an illustrative masterplan for the Taylor Wimpey Land, underpinned by an assessment of environmental considerations and constraints that fully respect the potential of the wider allocation. This detailed assessment demonstrates that the Taylor Wimpey Land is suitable and available to deliver up to 2.2 ha of land for employment/local centre uses, and **504 dwellings** of the type and quality of housing that will contribute to Lancaster’s housing need early in the next Plan Period; and can act as a catalyst for the development of the wider North Lancaster Strategic Site.



Illustrative Masterplan



Key:

- | | | | |
|--|--|---|---|
|  Taylor Wimpey Land |  Employment Land/ Local Centre |  Proposed Primary Road |  Proposed Footpath Linkages |
|  Existing Trees/Woodland |  Indicative Building Frontages |  Proposed Secondary/ Tertiary Road |  Proposed Pond |
|  Habitat Creation Area |  Potential Mews Courtyard/ Focal Square |  Proposed Greenspace |  Potential Playspace |
|  Residential Development Land |  Proposed Trees/Woodland |  Existing Public Rights of Way |  Potential future access to the wider strategic site |





The Vision

The North Lancaster Strategic Site presents an excellent opportunity to deliver a high quality sustainable residential-led development that will sensitively and positively contribute towards the identified future housing and employment needs of the Borough. The Taylor Wimpey Land is an important component of the North Lancaster Strategic Site which will support the aspirations of the wider SG10 and SG11 allocations. The vision for the Taylor Wimpey Land is to develop a design response that complements the landscape setting of the site and to create an attractive residential-led development with a distinctive character that offers a choice of high quality new homes and employment opportunities to meet local needs.

To support the vision, this Development Statement clearly articulates the opportunity presented by both the North Lancaster Strategic Site and the Taylor Wimpey Land. In summary, it demonstrates that:

- There are exceptional circumstances that support an alteration to the Green Belt in the District; including the absence of a 5 year supply of housing land, a lack of affordable homes and insufficient urban land to meet the growth needs of the District during the Plan Period.
- There is a compelling case to remove the North Lancaster Strategic Site from the Green Belt, when tested against the National Planning Policy Framework (“NPPF”). The site represents a logical urban extension that has a new permanent boundary in the Bay Gateway Link Road to the north.
- There are no identified technical or environmental constraints that would prevent the Taylor Wimpey Land coming forward for development.
- The Taylor Wimpey Land is deliverable, achievable and available for housing development in accordance with guidance contained in the NPPF.
- A vision and masterplan for the Taylor Wimpey Land illustrates how this part of the site can deliver a sympathetic, sustainable development that complements its setting and the wider North Lancaster Strategic Site.
- A sensitive design-led masterplan for the Taylor Wimpey Land will complement and respond to adjacent Listed buildings and their setting.
- The proposals for the Taylor Wimpey Land can deliver integrated open space, including a habitat creation area that complements and strengthens links to existing recreational networks in the surrounding area, and responds to the local landscape and topography.
- The proposals will create a range and mix of housing types including both open market and affordable housing, and deliver some employment/local centre uses, which in combination will make a positive contribution towards the Borough’s future growth.





The Case for Green Belt Release

The wider North Lancaster Strategic Site represents a logical and naturally defensible opportunity to support the growth needs of the District. When tested against Paragraph 80 of the NPPF and the five purposes of the Green Belt, that the land proposed for Green Belt release and strategic allocation:

1. **Will not result in the unrestricted sprawl of large built up areas** – the North Lancaster Strategic Site is a natural and logical ‘infill’ urban extension that has been segregated from the wider Green Belt and open countryside by the recently completed Bay Gateway Link Road. As such, the site will not result in the unrestricted sprawl of built up areas and will be contained by a new and highly defensible permanent Green Belt boundary.
2. **Will not cause the merger of neighbouring towns** – the North Lancaster Strategic Site will maintain significant separation between Lancaster and surrounding settlements, which will be reinforced and enhanced by the Bay Gateway Link Road. As such, the site will not result in the merger of surrounding settlements, including Slyne to the north, Halton to the east and Torrisholme to the west.
3. **Will not create unacceptable encroachment into the countryside** – the development of the North Lancaster Strategic Site would not result in unacceptable encroachment into the countryside. The Bay Gateway Link Road creates a strong physical barrier between Lancaster and the open countryside to the north. In the long term, the embankment planting associated with the new link road will become a strong visual barrier.
4. **Will not impact on the special character of historic towns** – there are no historic towns in the vicinity of the North Lancaster Strategic Site and the impact on any Listed buildings and their setting could be sensitively addressed to ensure their character is retained. The closest Conservation Area is approximately 1.8km to the south of the site and, as such, it is not considered that the development of the site would have an impact on the historic city of Lancaster.
5. **Will not discourage urban regeneration** – it is clear that the Council does not have a sufficient supply of brownfield sites, based on Local Plan evidence base including the SHLAA and Green Belt Review. As such, the release of Green Belt land is required and would not discourage urban regeneration.

Conclusion

The North Lancaster Strategic Site forms a logical extension to the urban area and can demonstrate the exceptional circumstances that exist to justify an alteration to the Green Belt in the District. As part of the North Lancaster Strategic Site, the Taylor Wimpey Land offers a unique opportunity to deliver a high quality and deliverable residential-led development early in the Plan Period. The Taylor Wimpey Land can act as a catalyst for the delivery of the wider strategic site and provides an opportunity to support the housing and employment aspirations of the wider development.

Taylor Wimpey is committed to working collaboratively with the Lancaster City Council, local Parish Councils and Neighbourhood Plan Working Groups in Slyne & Hest and Halton with Aughton; as well as other landowners and key stakeholders to ensure that both the Taylor Wimpey Land and the wider North Lancaster Strategic Site are brought forward in a collaborative, sensitive and timely manner.

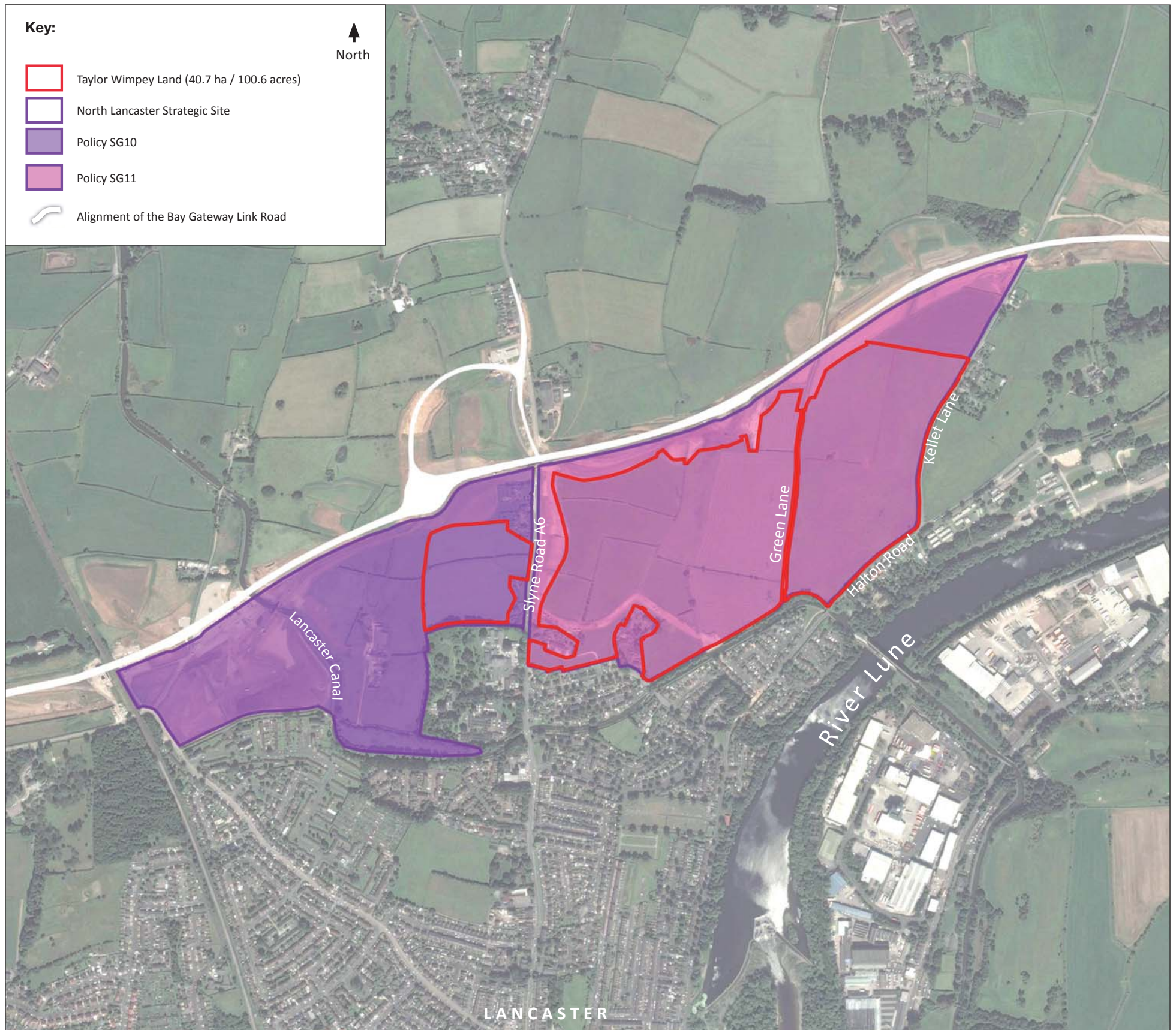


1.0

Introduction



Figure 1: Aerial Site Plan



1.0 Introduction

The proposed allocation of a strategic urban extension under policies SG10 and SG11 of the Draft Lancaster Strategic Policies and Land Allocations DPD (“the draft LADPD”) presents an exceptional opportunity to deliver a logical and sustainable strategic growth site on the northern edge of the Lancaster urban area. It represents the most logical location for an alteration to the Green Belt in the District, reinforced by the new Bay Gateway Link Road which creates a permanent physical and visual boundary. Taylor Wimpey has control over a significant area of the strategic site and can deliver the type and quality of new homes alongside some employment/local centre uses and infrastructure that can act as a catalyst to support the delivery of the entire strategic allocation.

In summary, this Development Statement provides:

1. The case to support the release of the North Lancaster strategic urban extension from the Green Belt, as proposed in Policies SG10 and SG11 of the Draft LADPD (herein referred to as the **“North Lancaster Strategic Site”**). This document demonstrates the exceptional circumstances that exist to support an alteration to the North Lancashire Green Belt to sustainably meet the needs of the District. The North Lancaster Strategic Site comprises 60.7 hectares of land and is under different landownerships – the largest being controlled by Taylor Wimpey.
2. An illustrative masterplan underpinned by detailed technical work which relates to land within the North Lancaster Strategic Site that is under the control of Taylor Wimpey (herein referred to as the **“Taylor Wimpey Land”**). The Taylor Wimpey Land comprises approximately 40.7 hectares and sits across proposed policy allocations SG10 and SG11.

This document provides a masterplan which demonstrates a realistic assessment of the capacity of the Taylor Wimpey Land, underpinned by robust technical work. It demonstrates that the Taylor Wimpey Land is available and deliverable in the context of the North Lancaster Strategic Site and can provide the types and quality of homes that are in critical demand in the Borough as well as an area of land suitable for employment/local centre uses to meet local need. In summary, this Development Statement sets out:

- A description of the North Lancaster Strategic Site and its surroundings, including a detailed description, visual and landscape analysis of the Taylor Wimpey Land;
- A review of the planning policy position which demonstrates critical need for new homes in Lancaster, and the case for the removal of the North Lancaster Strategic Site from the Green Belt;
- A detailed review of the constraints and the key technical considerations as they relate to the Taylor Wimpey Land;
- A masterplan and vision that articulates the opportunity presented by the Taylor Wimpey Land and an overall assessment of the capacity of the North Lancaster Strategic Site;
- A demonstration that the Taylor Wimpey Land is deliverable, available and achievable; and
- A summary of the key benefits of the proposed allocation.

In summary, the North Lancaster Strategic Site presents a highly sustainable location that offers an opportunity for a sensitive urban extension as identified in the LADPD. As part of the North Lancaster Strategic Site, the Taylor Wimpey Land provides an exceptional opportunity to deliver high quality family and affordable homes alongside some employment and potential local centre uses early in the Plan Period, which will support the deliverability of the wider allocation. Taylor Wimpey welcomes the opportunity to work collaboratively with the Council, other landowners and key stakeholders as the draft LADPD progresses and would welcome an ongoing dialogue in order to fully realise the benefits of the site.



2.0 Site & Surroundings

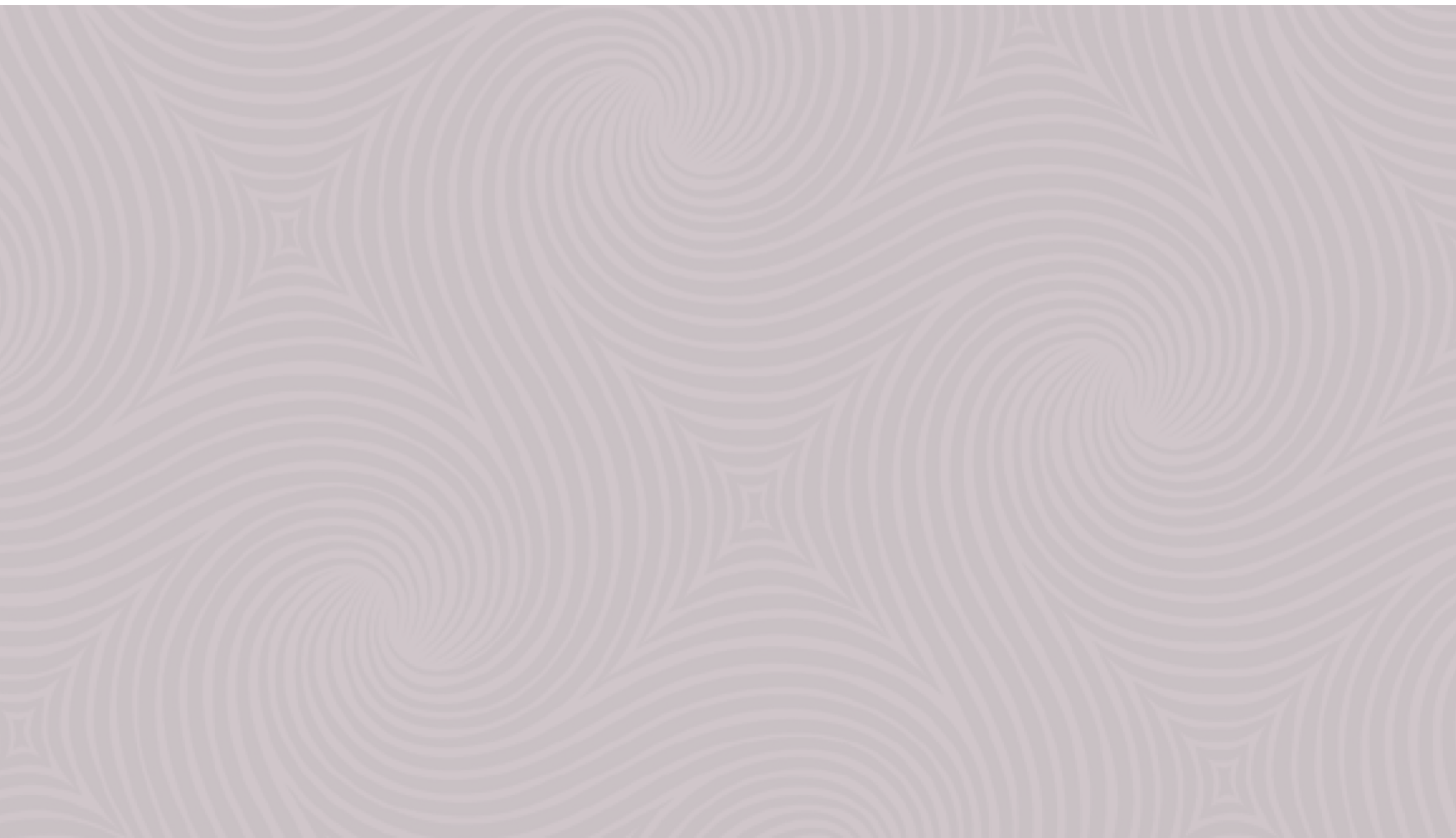
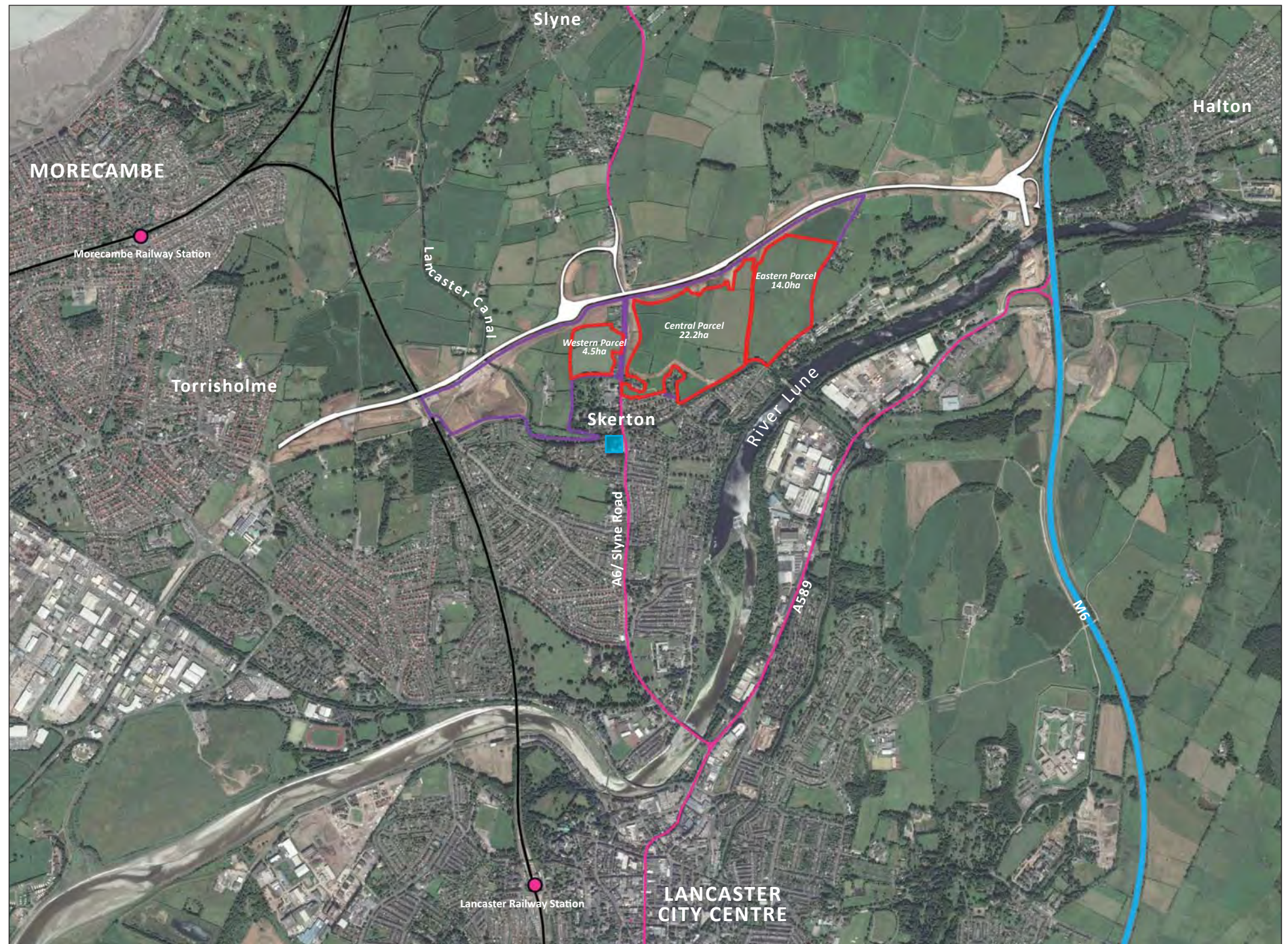









Figure 2: Wider Site Location Plan



Key:

- | | | | |
|---|--|--|-----------------|
|  | Taylor Wimpey Land (40.7 ha / 100.6 acres) |  | A Road |
|  | North Lancaster Strategic Site |  | Railway Line |
|  | Alignment of the Bay Gateway Link Road |  | Railway Station |
|  | Motorway |  | Local Shops |



2.0 Site and Surroundings

The North Lancaster Strategic Site is located to the north of the Lancaster urban area, on the edge of the settlement boundary which lies beyond the River Lune. It is wholly sustainable and forms a logical physical ‘infill’ extension between the established urban edge and the new Bay Gateway Link Road. The Taylor Wimpey Land forms a significant proportion of the North Lancaster Strategic Site, comprising some 40.7 hectares of land that lies to the east and west of the A6 Slyne Road.

The North Lancaster Strategic Site

The North Lancaster Strategic Site comprises approximately 60.7 ha of land located to the north of the Lancaster urban area. In its entirety, it is bounded to the north by the Bay Gateway Link Road, to the east by Kellet Lane and to the west by the West Coast Mainline. The draft LADPD proposes to allocate the site for residential-led development under policies SG10 and SG11.

The North Lancaster Strategic Site is located within the Slyne with Hest and Halton with Aughton wards, to the north of the Skerton ward on the northern edge of the Lancaster urban area. The site sits to the north west of the River Lune, which runs through Lancaster to the Irish Sea, and to the north of the Lancaster Canal which connects Lancashire and Cumbria.

The North Lancaster Strategic Site is situated in a highly sustainable location and has access to a range of shops, services and facilities to the south in Skerton and Lancaster City Centre. Key services within proximity include convenience stores, a community centre, Places of Worship, primary schools, a Post Office, a medical centre and a pharmacy. Access to the strategic highway network is available via the A6, which connects into the wider highway network, including the Bay Gateway Link Road and subsequently the M6. The site has access to the primary public transport network within Lancaster with bus stops located on Slyne Road and on Halton Road, which is located directly south of Kellet Lane.

The Taylor Wimpey Land

The Taylor Wimpey Land comprises three parcels which extend to approximately 40.7 ha and form a significant proportion of the North Lancaster Strategic Site. The Taylor Wimpey Land is located immediately adjacent to the established urban area to the south, and bordered to the north by the recently completed Bay Gateway Link Road. The Bay Gateway Link Road is set in a cutting and is therefore unobtrusive in the wider landscape. The wide embankments which frame the road have also been planted extensively which, once established, will provide a strong landscape boundary to the north of Lancaster.

The Taylor Wimpey Land is largely characterised by two larger parcels to the east of the A6 (Slyne Road), which are separated by a single lane farm track known as Green Lane, and sit within proposed allocation SG11 of the draft LADPD. The central land parcel covers approximately 22.2 ha and the eastern parcel covers approximately 14 ha. A smaller parcel of the Taylor Wimpey Land is located to the west of the A6, extending some 4.5 ha and lying within proposed allocation SG10 of the draft LADPD.

Land to the East of the A6

To the east of the A6, Taylor Wimpey’s two land parcels currently comprise open farmland used for grazing. The field pattern is large with field boundaries defined by hedgerows and occasional trees. The two parcels of land are located directly adjacent to the residential area of Skerton and the Lancaster Canal. The topography of the site is undulating in nature; the areas of high land are known as ‘drumlins’. Land is generally higher in the north and lower towards the southern boundaries.

Howgill Brook flows in a north to south direction through the central land parcel and there are no buildings located on either of the land parcels. Public Right of Way (FP7) passes through the central land parcel in a north to south direction. Green Lane, which separates the central and eastern land parcels, is a locally walked route and on-road promoted cycle route. These two routes provide northward access from Lancaster to the open countryside.

The eastern land parcel is bounded by Kellet Lane, which is a relatively low trafficked route providing access to the small villages of Nether Kellet and Over Kellet to the north. To the south, the central and eastern land parcels adjoin a combination of residential properties, including Beaumont Hall (a Grade II listed residential building), the Lancaster Canal and Halton Road. Along the southern bank of the canal is a promoted off-road cycle route and a Public Right of Way (FP19) which links Halton Road to Green Lane.

Land to the West of the A6

The land parcel to the west of the A6 comprises two fields of agricultural land, separated by a low hedgerow. It contains no buildings or public rights of way. The topography of this land parcel rises away from the A6 with the western boundary defined by a hedgerow and small trees which sit on a localised ridgeline. The northern boundary adjoins the embankments for the Bay Gateway Link Road, while the southern boundary adjoins Beaumont College with its associated trees and vegetation. The eastern boundary fronts onto a spur road which gives access onto the A6.

A range of photographs which illustrate the Taylor Wimpey Land and its immediate surroundings are provided on the following pages.

Figure 3: Site Context and Photos



Photo 1 - View from Turnpike Fold look west into the site



Photo 2 - View from A6 Slyne Road looking east into the site



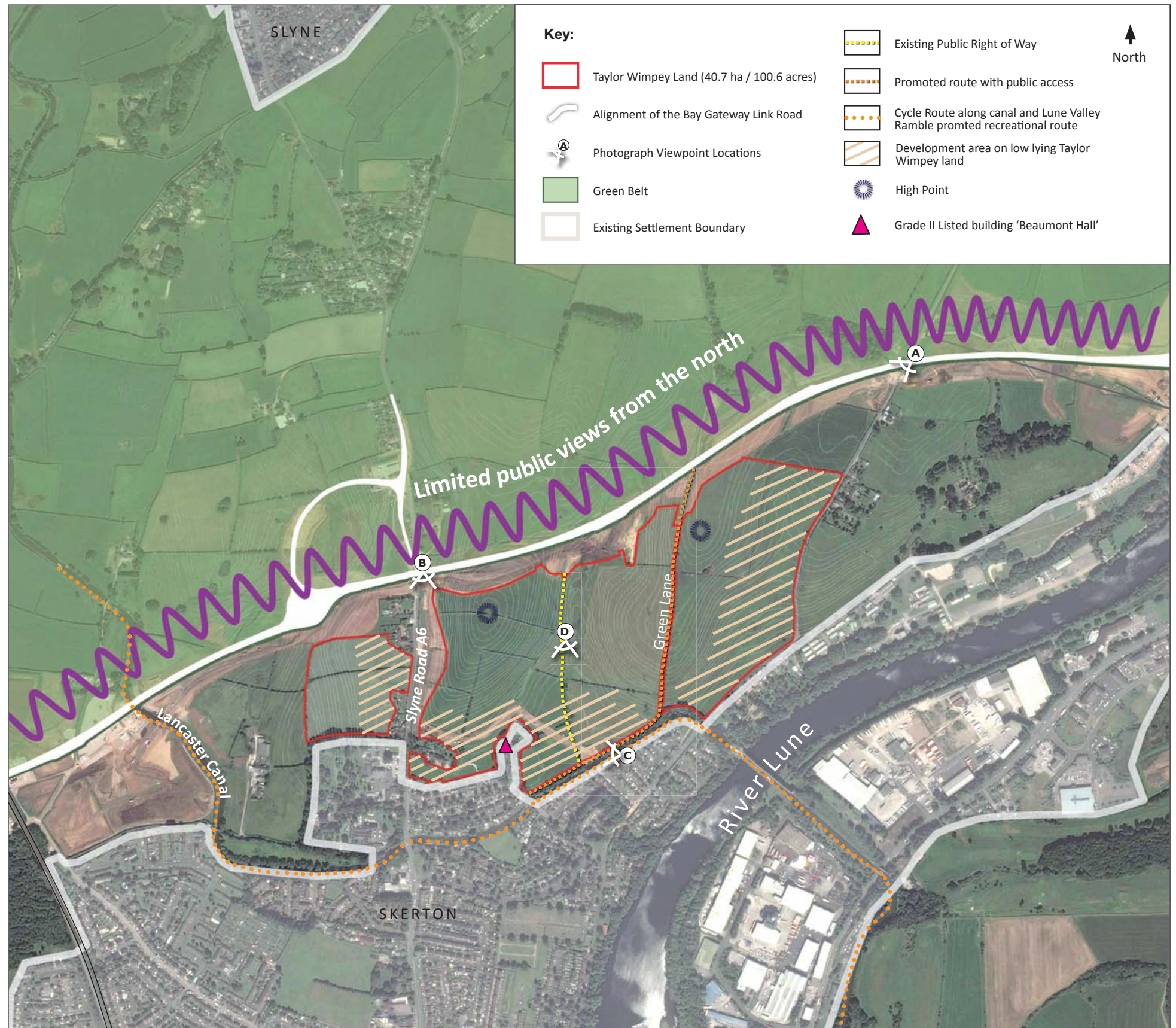
Photo 3 - View from Green Lane looking north into the site



Photo 4 - View from FP19 looking south east across the site towards the properties at Halton Road



Figure 4: Visual Context Plan and Photos



Visual and Landscape Analysis

Visual Analysis

The prominence or otherwise of the Taylor Wimpey Land within the landscape is a key consideration and is discussed in more detail in this section.

Due to the undulating nature of the local topography, existing vegetation and development, the visibility of the Taylor Wimpey Land is varied. The higher parts of the Taylor Wimpey Land have some visibility in the wider landscape, however views to the lower parts of the land, adjacent to the existing urban area, are generally more limited.

In the open agricultural land to the north of the Bay Gateway Link Road there are few publicly accessible locations from which the Taylor Wimpey Land can be seen. Where views occur the higher parts of the land are visible, however this view is influenced by the back drop of the Lancaster urban area which is visible on the rising land beyond the site. The introduction of the Bay Gateway Link Road and the associated embankment planting will inevitably cause a change to this view in the future – screening views to the site and Lancaster. Appropriate development proposals for the Taylor Wimpey Land would ensure that development does not occur on the highest parts of the site to ensure that new development is not visually prominent on the horizon in views to Lancaster from the north.

From the A6, there are views to the western land parcel which can be seen in the context of the existing residential development on either side of the Taylor Wimpey Land. Appropriate development proposals would avoid development on the highest parts of this part of the site to ensure that residential development does not dominate the skyline.

From the south there are seasonal filtered views through vegetation towards the site from the Lancaster Canal tow path (off-road cycleway). The tow path and canal border the residential area of Skerton and glimpsed views to an attractively designed development would not be out of character with the existing setting.

There are views into the central parcel of the Taylor Wimpey Land from residential properties along Green Lane which directly back onto it. The Grade II Listed residential property at Beaumont Hall is also likely to have views of this land. The eastern land parcel is visible from Kellet Lane and Halton Road, which includes some residential properties that front towards the site. Appropriate masterplanning will ensure that all residential amenity is preserved and that an appropriate setting is provided for the Listed building.

Any development would be visible in views from the Public Right of Way and locally walked routes within, and immediately adjacent to, the Taylor Wimpey Land. Sensitive masterplanning to protect the setting of these routes, combined with high quality design of built elements would ensure that there would be no significantly adverse effects on these routes as a result of development.

Landscape Character

At a local level, the landscape character of the Taylor Wimpey Land has been assessed within 'A Landscape Strategy for Lancashire' (2000). The Taylor Wimpey Land is located within Landscape Character Type 12 'Low Coastal Drumlins' and within the sub-character area 12a 'Carnforth – Galgate – Cockerham'.

The 'Low Coastal Drumlins' character area is described as 'areas of low, whaleback hills around 40m high, with broad rounded tops'. The drumlins in this area are 'characteristically gentler and of lower altitude than that of the Drumlin Field' (an adjacent character area located to the east).

The 'Carnforth – Galgate – Cockerham' character area is described as supporting 'an extremely high proportion of built development including the large settlements of Lancaster and Morecambe'. The assessment also states that the area provides 'a convenient transport corridor' including the Lancaster Canal, the M6 and A6, and now the Bay Gateway Link Road. Urban development and associated infrastructure are common characteristics of this area.

In relation to development, the landscape character assessment states that 'buildings on top of the drumlin hills are particularly visible'. Appropriate development of the Taylor Wimpey Land would avoid locating buildings upon the drumlin tops to ensure that new development is not visually prominent in the landscape.

The landscape assessment states that 'woodland is limited to small plantations, woods associated with former estates and rarely, fragments of ancient woodland in unusual hilltop or hillside settings'. It is likely that the extensive new planting along the verges to the Bay Gateway Link Road will increase prominent vegetation cover in the vicinity of the site. Appropriate development of Taylor Wimpey's Land could include some areas of woodland planting, but will also ensure that the open nature of the drumlins is retained.

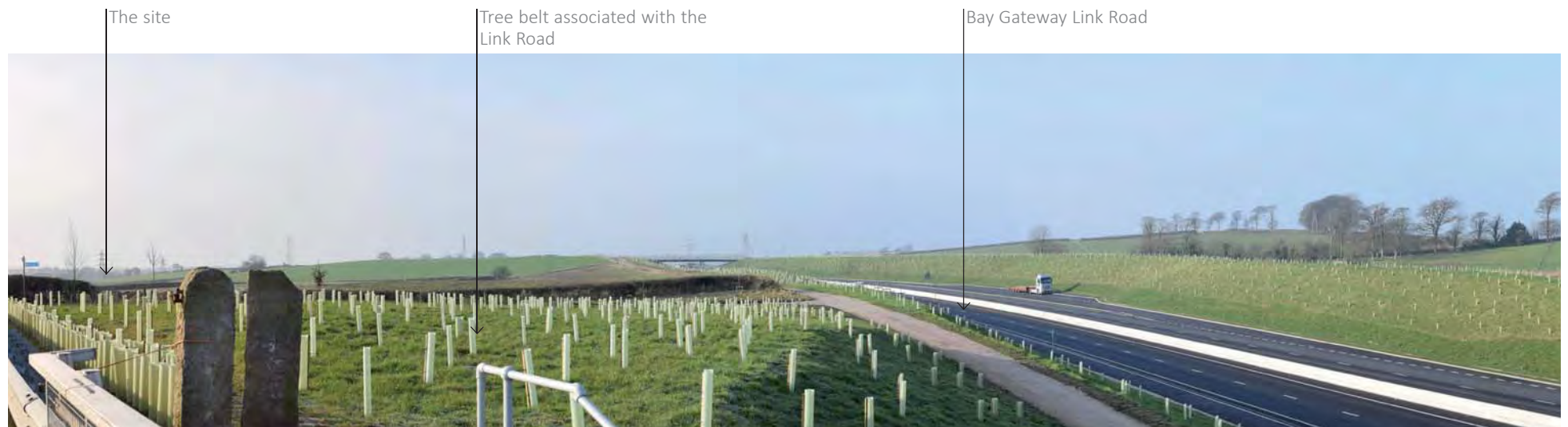


Photo A - View from Kellet Road, at the bridge over the Bay Gateway Link Road looking south west towards the site



Photo B - View from the A6 looking south and south west towards the site



Photo C - View from the Lancaster Canal towpath looking north west across the canal and towards the site



Photo D - View from the public right of way within the site looking south toward Skelton and Lancaster



3.0

The Case for Green Belt Release



3.0 The Case for Green Belt Release

There is an exceptionally strong case for altering the boundaries of the North Lancashire Green Belt and releasing the North Lancaster Strategic Site for development. The proposed allocation of the entire North Lancaster Strategic Site in the emerging draft LADPD is entirely logical, necessary and fundamentally underpinned by existing and emerging planning policy, the overarching tests of the NPPF and the exceptional circumstances which support the residential-led development of the site.

National Planning Policy

The NPPF provides the overarching planning framework that underpins decision making and the plan making process in the UK. The NPPF supports the Government's housing growth agenda and 2017 Housing White Paper, which requires Local Authorities to boost their supply of deliverable housing land, plan positively for objectively assessed needs and facilitate the timely delivery of available housing land. Releasing the site from the Green Belt to facilitate new housing development would be consistent with the core objectives of the NPPF because:

- It would meet the three pillars of sustainable development by delivering economic, social and environmental benefits (NPPF Paragraph 7);
- It would be entirely consistent with the presumption in favour of sustainable development - the golden thread for both plan making and decision taking (NPPF Paragraph 14);
- It would offer a sustainable location on the edge of North Lancaster, which is accessible and has access to a range of services and facilities (NPPF Chapter 4 'Promoting Sustainable Transport', Paragraph 29-41);
- It would boost the supply of housing and local level employment by releasing a major Strategic Site that is deliverable, available, achievable and under the control of a major housebuilder with an exceptional record of housing delivery (NPPF Paragraph 47); and
- There are exceptional circumstances which justify alteration to the Green Belt in accordance with Chapter 9 of the NPPF (Paragraph 83) and it will consider the consequences for sustainable patterns of development (Paragraph 84); and
- It does not entail the development of more valued and important landscapes in accordance with the NPPF (Paragraph 113).



Development Plan

The current Development Plan comprises the Lancaster Local Plan (2004) and the Lancaster Core Strategy (2008), which designate the North Lancaster Strategic Site as Green Belt.

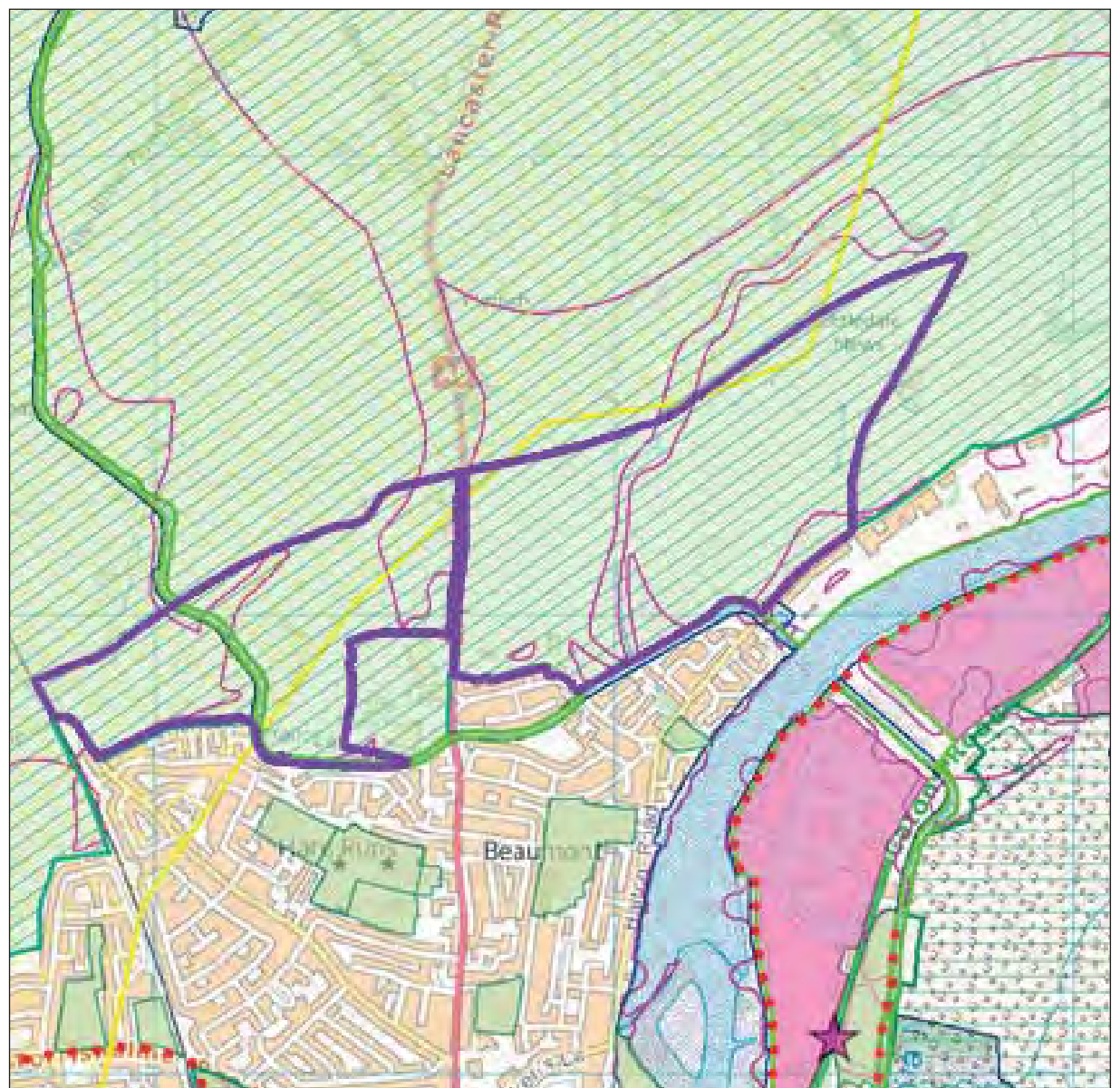
The draft LADPD will form part of a new Local Plan for Lancaster, alongside the Development Management DPD, Morecambe Area Action Plan DPD, Arnside and Silverdale AONB DPD, Gypsy and Traveller Accommodation DPD and the Minerals and Waste Local Plan.

The draft LADPD allocates the wider North Lancaster Strategic Site for residential-led development (under Policies SG10 and SG11) stating that the site is “no longer considered to provide the level of openness and permanence necessary for continuing Green Belt designation”. It goes on to state that:

“The shift in Green Belt designation has provided the opportunity for the allocation of land to meet development needs of the district in a location which has strong access to the national motorway network, key employment areas in the district and Lancaster City Centre. As a result, a number of strategic designations have been made in this area which seek to deliver both residential and employment growth.” [Paragraph 15.2]

The principles that underpin the release of the North Lancaster Strategic Site for residential-led development are robust and are underpinned by the Council’s comprehensive evidence base, including the Strategic Housing Market Assessment (“SHMA”), Strategic Housing Land Availability Assessment (“SHLAA”) and Green Belt Review. The illustrative masterplan for the Taylor Wimpey Land that is presented in this Development Statement demonstrates the type and quantity of uses that would be viable and deliverable in light of the emerging policies for North Lancaster.

Figure 5: Extract from Existing Development Plan



North



The North Lancashire Green Belt

The North Lancashire Green Belt was adopted in 1991 and has tightly defined the limits of the Green Belt in Lancashire by remaining unchanged in the intervening period. This has resulted in increasing pressure on towns and urban areas in Lancashire to provide sufficient brownfield land to meet future housing need.

Exceptional Circumstances for Green Belt Release

Paragraph 83 of the NPPF states that once the general extent of a Green Belt has been approved, it should only be altered in 'exceptional circumstances' through the plan making process. The exceptional circumstances which support an alteration to the Green Belt in Lancaster include:

1. **Insufficient Land** – Lancaster currently has approximately 3.4 years supply of deliverable housing land, based on the 2015 SHMA. The 2015 Employment Land Review (“ELR”) also identifies a modest requirement of new office space on greenfield sites. The November 2016 Green Belt Review acknowledges that many of the brownfield sites identified in the Core Strategy have now been developed, are under development or have implementable planning permission for development. It states that it is **“no longer realistic to expect that the development needs of the district can be delivered through the re-use of brownfield sites alone”** [Paragraph 1.9]. It is clear that there is insufficient land within the District’s urban area to meet Lancaster’s growth needs and that additional Green Belt land, including the North Lancaster Strategic Site, is required to meet the future needs of the District.
2. **Housing Requirement** – as demonstrated by the Council’s Housing Land Supply Statement (September 2015), Lancaster does not have an identified 5-year housing land supply. The 2015 SHMA also finds that there has been persistent under-delivery in Lancaster over the past 15 years, stating that **“the rate of development in Lancaster has evidently declined over the past fifteen years, with a sizeable backlog generated due to under-delivery against the housing target of 400 per annum in the adopted Core Strategy. This may have effectively constrained the ability of households to form or forced them to move elsewhere to access housing”** [Page 70, pp6.63]. The proposed increased housing need to 675 dwellings per annum in the draft LADPD will place increased pressure on delivery and will require truly deliverable sites to be identified and come forward early as part of the new Local Plan. Therefore, the new Local Plan for Lancaster must consider the implications of not releasing sufficient land from the Green Belt, and the harm that will occur from failing to meet identified needs in the District; such as slower economic growth, a lack of labour force mobility, critical affordability issues, disruption to commuting patterns and the delivery of housing choice.
3. **Affordable Housing Need** – the “sizeable need” to deliver affordable housing in Lancaster was established in the 2015 SHMA, which states that there is a large backlog of households in current need of affordable housing and suggests that there was a need for 578 new affordable homes per annum between 2011-2016 when measuring demand against supply (with an annual need of 148 affordable dwellings per annum moving forward if this 5-year backlog could be cleared). Whilst an up to date affordable housing position has not yet been established, the Council’s Annual Housing Land Monitoring Report over the past 5 years suggests that an annual average of only 80 affordable homes has been delivered (peaking at 114 homes in 2016). As such, it is clear that there is still a chronic latent shortage of affordable homes in the District. The delivery of large sites which are viable, deliverable and available, such as the North Lancaster Strategic Site and the Taylor Wimpey Land, can significantly contribute to the identified affordable housing needs of the District.

The Five Purposes of the Green Belt

When tested against the purposes of the Green Belt (as set out in Paragraph 80 of the NPPF) and when considered against the exceptional circumstances that exist, the entire North Lancaster Strategic Site presents a significant opportunity to support a logical urban extension in Lancaster.

The North Lancaster Strategic Site has clear logical, physical and defensible boundaries on all sides. It is adjoined to the south by the Lancaster urban area, forming a logical and natural extension to the urban edge. The newly constructed Bay Gateway Link Road bounds the entire northern extent of the North Lancaster Strategic Site and provides a logical opportunity to create a new and permanent long term Green Belt boundary, which, with the introduction of new embankments and planting, has introduced a high degree of physical and visual enclosure between the North Lancaster Strategic Site and the open countryside to the north. The western extent of the North Lancaster Strategic Site is framed by the West Coast Main Line which provides a strong defensible boundary between the site and the Morecambe urban area, which lies further west. The eastern edge of the North Lancaster Strategic Site is bound by Kellett Lane, which lies adjacent to land proposed to be allocated as an 'Area of Separation' between Lancaster and Halton under Policy EN8 of the draft LADPD. Mature trees and hedgerows are prevalent at the boundaries of the North Lancaster Strategic Site and new planting associated with the Bay Gateway Link Road provides an opportunity to further develop clear visual, physical landscape boundaries.

The strong physical and visual boundary created by the Bay Gateway Link Road will allow the North Lancaster Strategic Site to maintain clear separation between the urban edge of Lancaster and established settlements to the north. An alteration to the Green Belt will not result in the merger of North Lancaster Strategic Site with surrounding urban areas, with separation distances maintained to Slyne (1.3km north), Halton (1.2 km east) and Torrisholme (1km west). Having regard to the distance to surrounding urban areas, there are clear natural and defensible features on all sides of the North Lancaster Strategic Site and, as such, the development

of the site would not result in the coalescence of neighbouring towns. The self-contained nature and evolving visual context at the North Lancaster Strategic Site provides the opportunity to create a strengthened Green Belt boundary to the north that limits any potential encroachment into the countryside.

There are no nationally recognised historic towns or Conservation Areas within close proximity to the North Lancaster Strategic Site that would be affected by any development. There are a number of Listed buildings within the vicinity of the North Lancaster Strategic Site; however, a sensitively designed development would ensure that any Listed buildings and their surrounding setting and character would not be adversely impacted. The closest Conservation Area in Lancaster is located approximately 1.8km to the south of the site and, as such, it is not considered that the development of the site would have an impact on the historic city of Lancaster.

In summary, both the wider North Lancaster Strategic Site, and the Taylor Wimpey Land as an integral element of this, represent a logical and naturally defensible opportunity to support the housing and employment needs of the District. It has been demonstrated, when tested against Paragraph 80 of the NPPF and the five purposes of the Green Belt, that the North Lancaster Strategic Site:

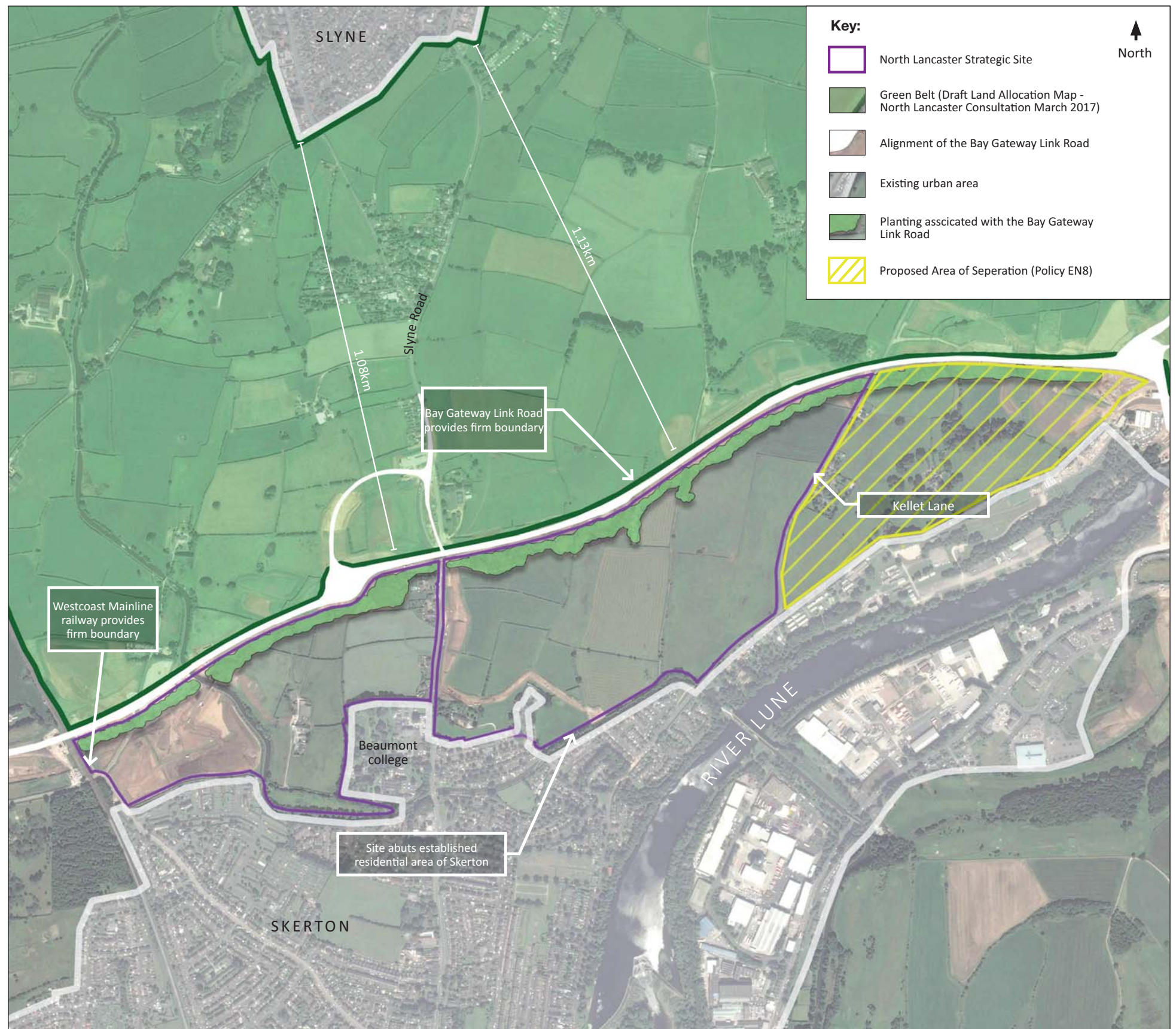
- 1. Will not result in the unrestricted sprawl of large built up areas** – the North Lancaster Strategic Site is a natural and logical 'infill' urban extension that has been segregated from the wider Green Belt and open countryside by the recently completed Bay Gateway Link Road. As such, the allocation of the site will not result in the unrestricted sprawl of built up areas and will be contained by a new and highly defensible Green Belt boundary.
- 2. Will not cause the merger of neighbouring towns** – the North Lancaster Strategic Site will maintain significant separation between Lancaster and surrounding settlements, which will be reinforced and enhanced by the Bay Gateway Link Road. As such, the allocation of the site will not result in the merger of surrounding settlements, including Slyne to the north, Halton to the east and Torrisholme to the west.

- 3. Will not create unacceptable encroachment into the countryside** – the development of the North Lancaster Strategic Site would not result in unacceptable encroachment into the countryside. The Bay Gateway Link Road creates a strong physical barrier between Lancaster and the open countryside to the north. In the long term, the embankment planting associated with the new link road will become a strong visual barrier.
- 4. Will not impact on the special character of historic towns** – there are no historic towns in the vicinity of the North Lancaster Strategic Site and the impact on any Listed buildings and their setting could be sensitively addressed to ensure their character is retained.
- 5. Will not discourage urban regeneration** – it is clear that the Council does not have a sufficient supply of brownfield sites, based on the Local Plan evidence base including the SHLAA and Green Belt Review. As such, the release of Green Belt land is required and would not discourage urban regeneration.

Summary

In summary, the Council's allocation of the North Lancaster Strategic Site is wholly justified based on existing evidence and the relative performance of the North Lancaster Strategic Site in Green Belt terms. It is clear that the acute need for new homes and the need for some greenfield employment land requires significant land outside of the urban area to meet Lancaster's need. The North Lancaster Strategic Site is not required to maintain the purposes of the Green Belt based on the site characteristics and the Council's Green Belt Review.

Figure 6: Green Belt Plan





4














4.0 Masterplan Vision



Figure 7: North Lancaster Strategic Site Development Parcels



Key:

- | | | | | | | | |
|---|---|---|--|---|-----------------------------------|---|---|
|  | Taylor Wimpey Land |  | Development Land |  | Proposed Trees/Woodland |  | Potential future access to the wider strategic site |
|  | Additional North Lancaster Strategic Site Development Parcels |  | Employment Land/ Local Centre |  | Proposed Primary Road | | |
|  | Existing Trees/Woodland |  | Indicative Building Frontages |  | Proposed Secondary/ Tertiary Road | | |
|  | Habitat Creation Area |  | Potential Mews Courtyard/ Focal Square |  | Proposed Greenspace | | |



4.0 Masterplan Vision

This section of the Development Statement provides a vision and masterplan for the Taylor Wimpey Land, which respects the aspirations of other land ownerships and supports the development of the wider North Lancaster Strategic Site. The wider North Lancaster Strategic Site has the capacity to deliver upwards of 940 new homes across the entire strategic allocation. As part of the North Lancaster Strategic Site, the Taylor Wimpey Land has the capacity to deliver 504 new homes and more than 2 ha of land for employment/local centre uses in a high quality landscaped setting.

The Approach

Taylor Wimpey has developed a masterplan for the Taylor Wimpey Land which seeks to deliver a vision that responds to key objectives and supports the development of the North Lancaster Strategic Site. It demonstrates how the design and form of development will respond sensitively to the characteristics of the Taylor Wimpey Land and the wider area. It is intended that the ideas presented in this masterplan will evolve further in consultation with the local community, landowners and key stakeholders as the draft LADPD for Lancaster is progressed.

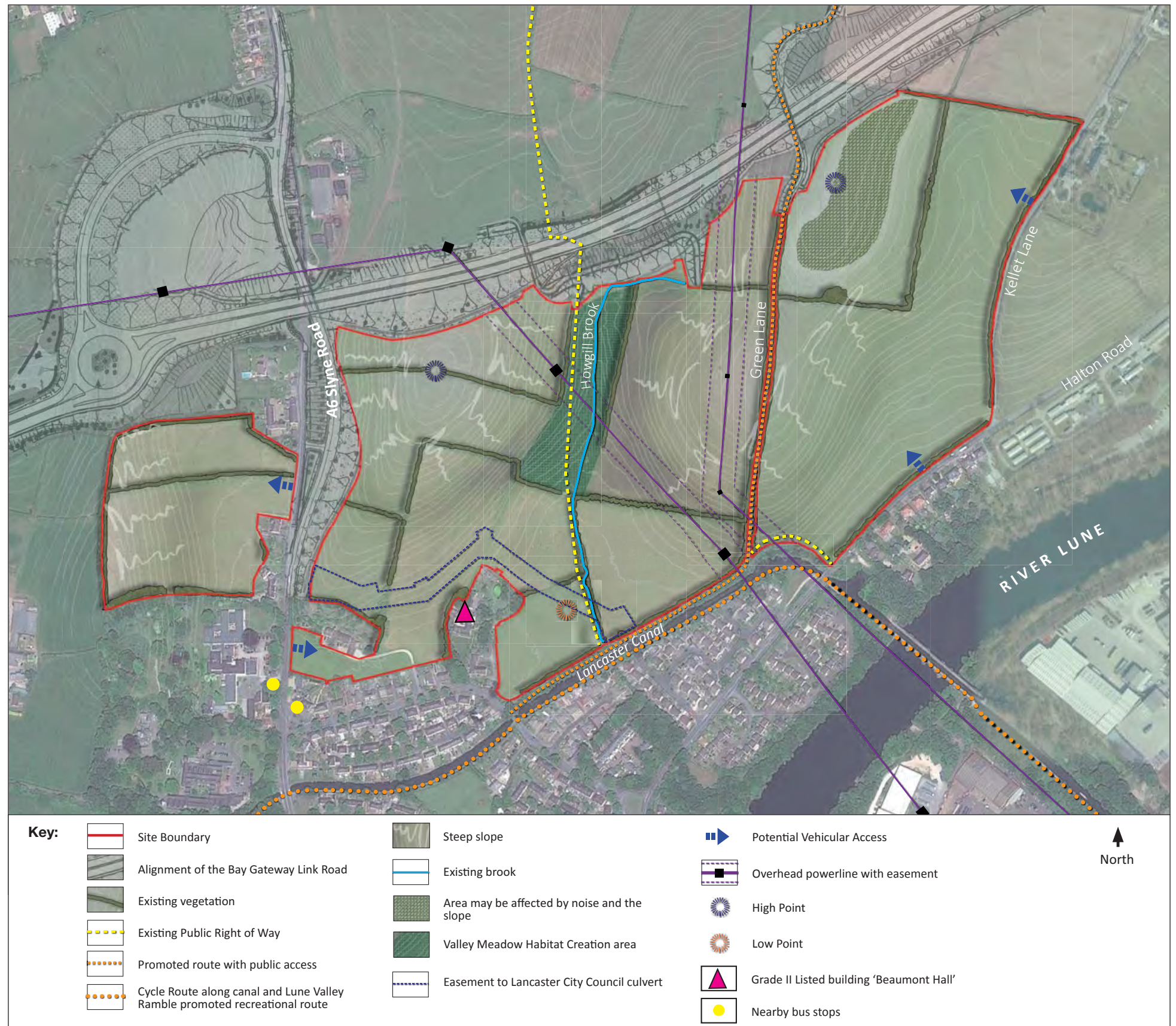
Taylor Wimpey has assessed the capacity of the wider North Lancaster Strategic Site, which could accommodate upwards of 940 new homes along with some modest employment land over the next Plan Period. The masterplan for the Taylor Wimpey Land has also sought to ensure that connections and permeability to development parcels within the wider North Lancaster Strategic Site are provided and safeguarded to enable the full development potential of the strategic allocation to be realised. A plan of the Taylor Wimpey Land within the wider North Lancaster Strategic Site is illustrated in Figure 7.

The Vision

The vision for the Taylor Wimpey Land is to create an attractive development with a distinctive character that offers a choice of high quality new homes alongside some employment/local centre uses. Taylor Wimpey's vision for its land seeks to meet the following goals:

- **Delivery of quality new family homes** which make the best use of the land.
- **Delivery of employment land including a local centre**, which would be in keeping with the surroundings and provide local employment opportunities.
- **Achieve a choice of housing** with a mix of house types, tenures and size to meet identified local needs.
- **Respect the character of the land and its setting** adjacent to the Beaumont Hall Listed building, the drumlin landform and the open countryside to the north.
- **Provide high quality, accessible, green space** for the benefit of existing and future residents and occupiers.
- **Facilitate cycle and pedestrian links** to green spaces and the open countryside.
- **Invest in the community** with the creation of additional direct and indirect employment both during and after the development. Taylor Wimpey will also employ staff locally through the construction of the development.
- **Enhance the ecological value and biodiversity** of the existing vegetation within the Taylor Wimpey Land and along the site boundaries.
- **Create a safe and desirable place to live** with a safe and attractive environment that builds upon the strength of the local community.
- **Provide high quality design** which will complement and enhance the existing environment and create a good standard of amenity and living environment.
- **Protect existing residential amenity.**
- **Capitalise on assets** such as established hedgerows, interesting landform and established recreational routes.
- **Support the successful development of the wider North Lancaster Strategic Site.**

Figure 8: Opportunities and Constraints Plan



Taylor Wimpey Land: Considerations and Opportunities

The development vision is underpinned by a rigorous analysis of the characteristics, context, opportunities and constraints of the Taylor Wimpey Land.

Safe and viable vehicular access into the three land parcels can be provided from various roads that border these parcels. The western parcel of the Taylor Wimpey land can be accessed from a spur road that links to the A6; the central parcel can be accessed directly from A6 Slyne Road, and the eastern parcel can be accessed via Kellet Lane and Halton Road. Existing bus stops are located on A6 and Halton Road to the south, which provide an opportunity to promote sustainable non-car modes of transport to residents of new development.

An existing Public Right of Way passes through the central parcel of the Taylor Wimpey Land, linking Lancaster to the open countryside to the north of the Bay Gateway Link Road. A short length of Public Right of Way also passes along the southern edge of the eastern land parcel linking Halton Road to Green Lane. Green Lane is a promoted 'route with public access' which provides connectivity to the north. A further off-road cycle route is located immediately to the south of the site along the southern embankment of the Lancaster Canal which then links to the Lune Valley Ramble recreational route. The development of the Taylor Wimpey Land provides an opportunity to extend the existing pedestrian and cycle network throughout the site, while appropriately protecting the amenity of established recreational routes. Development proposals would create a positive and attractive edge where they may be visible from existing recreation routes.

To the north, the recently constructed Bay Gateway Link Road and associated planted embankments create a strong boundary to the north which separates the urban area of Lancaster from the wider countryside. Non-vehicular routes across the Bay Gateway Link Road are important to prevent the road becoming a barrier to movement. The quality and usability of pedestrian links should be a key consideration of any development proposals.

The site has some direct interface with existing residential areas. The security and residential amenity of existing dwellings must be considered as part of any development proposals. The development would be arranged to create secure development blocks which tie into the existing pattern of the adjacent residential areas wherever possible.

The Grade II Listed building at 'Beaumont Hall' is located adjacent to the southern boundary of the central land parcel. The setting of this property must be appropriately preserved as part of any proposed development.

The distinctive undulating landform of the Taylor Wimpey Land and the wider landscape is described as 'drumlins'. The higher hill tops with steeper side slopes restrict development potential within the northern and western parts of the site, however there is potential to use the distinct landform to create an attractive multi-functional open space in this location which can take advantage of distant views towards Lancaster. This open space will retain the Valley Meadow Habitat Creation area which forms part of the Bay Gateway Link Road proposals and will ensure the objectives of this habitat creation are achieved.

The lowest parts of the Taylor Wimpey Land are located close to the southern boundary. Howgill Brook runs in a north to south direction through the centre of the central land parcel towards the lowest part of the land. Some of the lower areas provide the potential for surface water attenuation as part of a sustainable drainage system.

The central land parcel is bisected by overhead power lines and associated pylons. An underground culvert also passes through the southern part of the site. The associated easements for these elements will be considered as part of any development proposals.

A robust site analysis has been carried out to determine the principal constraints and opportunities that will underpin the development vision. The key considerations and opportunities presented by the site include:

- The need to ensure that the 'drumlin' landform is retained and remains undeveloped as visual feature in the landscape;
- Ensuring that existing high value vegetation on the site is retained wherever possible;
- The need to provide an attractive edge to the urban area and an appropriate Green Belt boundary between the urban area and the wider landscape;
- The need to ensure that security and residential amenity of existing local residents is preserved, including the protection of the setting of the Grade II Listed building 'Beaumont Hall';
- Enhancing pedestrian and cycle links within the site and into the surroundings in order to promote sustainable local movement networks.
- The need to complement the character of the surrounding area through appropriate development densities, street scenes and housing types;
- There is potential to develop a high quality, characterful residential scheme, employment land and a small local centre with a coherent landscape structure which conserves the natural assets of the site; and
- Providing linkages and ensuring connectivity is safeguarded into development parcels within the wider North Lancaster Strategic Site, including land at Hammerton Hall to the west of the Taylor Wimpey Land and a land parcel adjacent Kellet Lane to the north east of the Taylor Wimpey Land.

Taylor Wimpey Land Development Concepts

The concepts which underpin the masterplan respond directly to the characteristics of the Taylor Wimpey Land. Four key concepts can be identified; these include:

Figure 9: Concept Plans



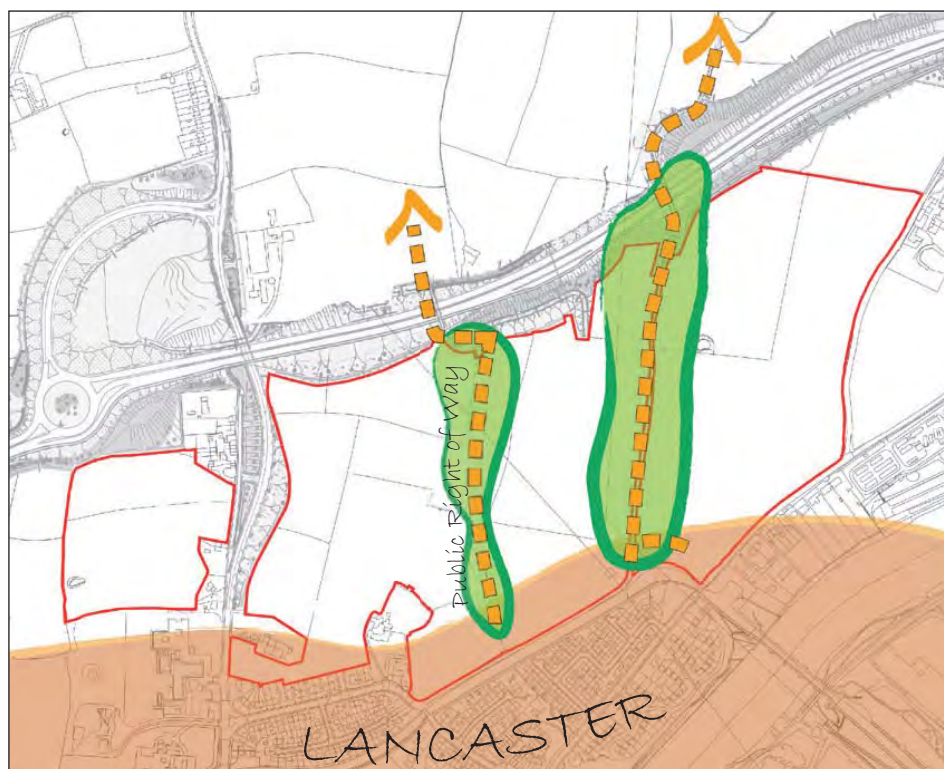
Concept 1

Retain and enhance existing landscape features, and protect the setting of heritage assets.



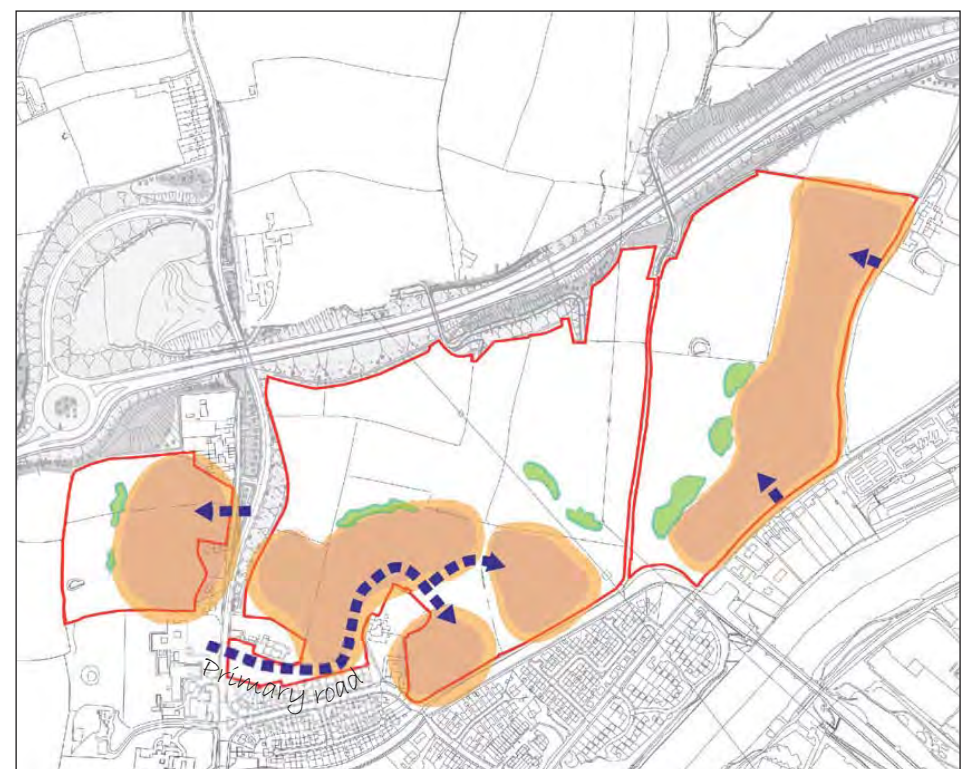
Concept 2

Respect distinctive landscape character by retaining the open rolling character of 'drumlin' landform and enable pedestrian access.



Concept 3

Retain and enhance northward pedestrian routes from Lancaster which provide access across the Bay Gateway Link Road and into the countryside.



Concept 4

Deliver parcels of development on lower parts of the land which complement the existing urban context, using new planting at urban edges to soften the interface between residential areas and drumlin landscape.

Figure 10: Illustrative Masterplan



The Masterplan

The illustrative masterplan demonstrates how the Taylor Wimpey Land can be developed to ensure that the objectives illustrated by the key concepts are met.

The western development parcel will be accessed from a spur road off the A6. Housing will be proposed at the lower parts of this parcel, retaining the open nature of the drumlin at the western edge of the land. Landscape structure planting will be delivered along the northern edge of the parcel to create containment and to link with the new embankment planting delivered as part of the Bay Gateway Link Road. The urban form will be designed to create small mews courtyards which will complement the existing residential development to the north of the parcel. This parcel will retain open access into the western part of the North Lancaster Strategic Site, including land around Hammerton Hall.

The central development parcel will be accessed directly from the A6 via a tree lined avenue that passes along a corridor of green space into the site. The main vehicular route will pass around the perimeter of Beaumont Hall, separated by a green corridor which will accommodate a new pedestrian route through this land parcel. This will create an attractive landscaped setting to the boundaries of the Beaumont Hall. Beyond Beaumont Hall the main vehicular route will link to a new village green at the location where the existing Public Right of Way passes through the site. This characterful space will provide new pond areas and vegetation which will provide an attractive setting to new housing and will create a pleasant setting for the public footpath.

The proposed residential area will be designed to actively front towards the Lancaster Canal corridor to ensure that the setting of the cycle route along the southern embankment is overlooked and that any views to the new development are attractive.

The eastern land parcel will deliver housing and 2.2 ha of employment land including a local centre along Halton Road and Kellet Lane. This area will benefit from two vehicular access points from each of the adjacent roads which will create a road loop through this parcel. Branching off from this will be a network of secondary and tertiary routes which could compromise small mews squares, shared surfaced streets and private drives. The residential properties will be arranged in secure blocks with outward facing housing overlooking the greenspaces throughout the development. Access opportunities will be retained to allow the north western parcel of the North Lancaster Strategic Site to be brought forward for development via the Taylor Wimpey Land.

Pedestrian routes through the Taylor Wimpey Land will link the central and eastern housing areas and will link into the existing recreation network. The large area to the north of the central and eastern land parcels, which encompass the 'drumlin' landform, will be designed as a naturalistic 'country park' style landscape. New pedestrian routes will be provided through the space enabling access to the drumlin tops from which there will be views into the wider area. New areas of structural planting will be provided at the lower slopes of the drumlins to soften and filter views of the new development from the higher land.



In addition to this, there will be a network of greenspaces that run through the land that have the potential to accommodate informal recreation, children's play space, ecological habitats and sustainable drainage.

A high quality residential-led scheme is proposed for the Taylor Wimpey Land which could deliver the following:

- Around 504 high quality new homes, at an average density of 35 dwellings per hectare, appropriate to current requirements of Lancaster and suited to the local area with a mix of housing types, tenure, and sizes;
- Approximately 2.2 ha of land set aside for employment/local centre uses;
- A safe and attractive multifunctional network of greenspace and a large area of publicly accessible open space to the north;
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through the site;
- Attractive and appropriate frontage to Lancaster Canal and the northern edge of Lancaster;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas, created through variations in street pattern and street treatments, and in the relationship between buildings and open spaces; and
- Linkages and access into parcels within the wider North Lancaster Strategic Site.

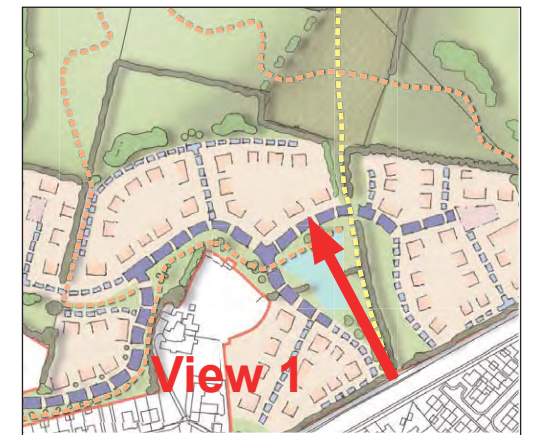


Figure 11: Illustrative Hand Drawn Sketches



View 1: View from Lancaster Canal looking north towards the proposed green space along Public Rights of Way

For illustrative purpose only





View 2: View from site access via A6 road looking west towards the existing hedgerow

For illustrative purpose only

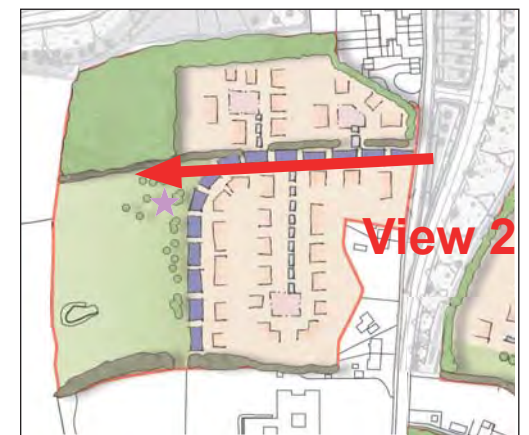


Figure 12: Character Areas



Character Areas

Development character is a function of layout, building style, and landscape treatments, which combine to create a sense of place. Three different character areas will result from the masterplan of the Taylor Wimpey Land as illustrated on the adjacent plan.



North Beaumont

The development of this character area will be laid out in mews/courtyards to reflect the style of the established housing which lies at the eastern boundary of this parcel.

The properties within this character area will be a maximum of two storeys, a higher density of housing will be appropriate to the character with a greater proportion of linked properties.

There is a potential to provide a children's play facility within the green space to the west of the character area.

Lancaster Residential Area

This character area will be carefully designed to ensure an attractive frontage is created to the public open space and green network to the north and throughout the area.

The character type will deliver a medium density of development comprising a higher proportion of detached and semi-detached properties with front gardens, and a proportion of side garage to reduce the visual prominence of cars. This character area will comprise mainly 2 storey properties with some 2.5 storey properties where appropriate to add interest to the street scene.

There is a potential to provide a children's play facility within the green space to the north of the character area.

Kellet Lane

Development of this character area will be designed to ensure an attractive frontage is created to Kellet Lane, with properties set back from the road to form a transitional area between the rural and urban areas.

Properties along this frontage would seek to complement the established stone farmstead property to the east of the character area.

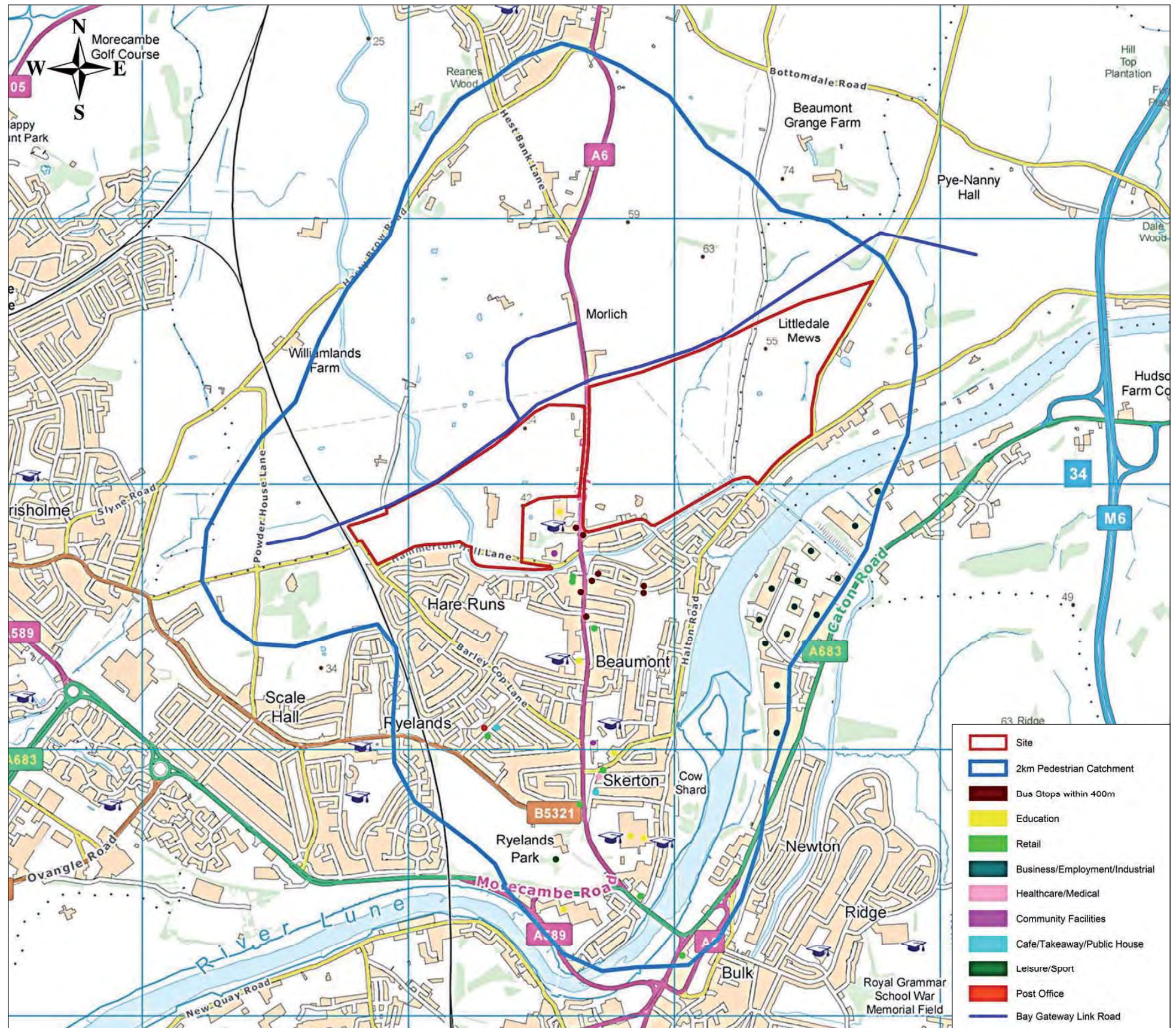
An area set aside for employment/local centre uses will be developed using material to complement the proposed housing style within this character area.



5.0 **Sustainable Development Principles**



Figure 13: Sustainability Plan



5.0 Sustainable Development Principles

This section demonstrates that the Taylor Wimpey Land presents a highly sustainable solution to Lancaster's housing and employment needs in line with Government guidance and the NPPF. As part of the larger North Lancaster Strategic Site, the development of the Taylor Wimpey Land will perform a positive economic, social and environmental role in accordance with the overarching pillars of sustainable development; and will deliver the type, quality and quantity of new homes that will support the growth of Lancaster over the Plan Period.

Strategic Location and Accessibility

The Taylor Wimpey Land is located in both the Bolton & Slyne and Halton with Aughton wards. It is accessible to a range of local level amenities, including a SPAR convenience store located around 250 metres south (around a 3 minute walk), and a Londis convenience store located around a 15 minute walk to the south-west. Within 2km, there is also a Farm Foods store, a petrol station, a bakery, a post office, and various restaurants, hairdressers, public houses and Places of Worship. These amenities are readily accessible via pedestrian footways located on Slyne Road, Owen Road, Barley Cop Lane, and Noel Road.

The new Bay Gateway Link Road is a 4.8km dual carriageway with a footpath and cycleway along the entire route. The road provides connections between the Heysham and Morecambe Peninsula and to Junction 34 of the M6; and offers excellent accessibility to the wider North West region. The A6 Slyne Road provides vehicular access to the site and connects the site to Lancaster City Centre the south.

Lancaster City Centre provides a broad range of primary shopping and employment opportunities, which is located approximately 3.3km to the south and is accessible via a 12-minute bus journey. Additional employment opportunities can be accessed via the public transport facilities and cycle routes accessible to the site.

The Taylor Wimpey Land is well served by the existing public transport network, with bus stops located opposite Green Lane on Slyne Road, approximately 150 metres south and on Halton Road towards the east of the southern boundary. Regular services are available to Halton, Warton, Priest Hutton, Kirkby Lonsdale, Lancaster City Centre, Morecambe Carnforth, Keswick, Over Kellet, and Kendal.

Lancaster Train Station is located approximately 2.9km to the south and can be accessed via the 555 or 55 bus from Slyne Road. Lancaster Train Station is situated on the West Coast Main Line and has 5 platforms offering 8 services per hour to destinations such as London Euston, Glasgow Central, Edinburgh, Manchester and Leeds.

There a number of local and national cycle routes within close proximity of the Taylor Wimpey Land, including the National Route 6, linking London to Keswick; and National Route 69, linking Morecambe to Wakefield. A local cycle route runs along the Lancaster Canal directly south and connects the National Routes 6 and 69.

In accordance with the NPPF, the Taylor Wimpey Land and the wider North Lancaster Strategic Site are sustainably located on the edge of the Lancaster urban area and offer residents opportunities to use sustainable modes of transport to access local services, facilities and employment opportunities .

Education and Community Facilities

A number of schools are located within 2km of the Taylor Wimpey Land, including: Beaumont College, Skerton St Luke's CofE Voluntary Aided Primary School, St Joseph's Catholic Primary School. Lancaster Ryelands Primary School, and Our Lady's Catholic College. All of these schools can be accessed from Slyne Road either on foot, bicycle or via the 55 or 555 bus services.

Murrays Pharmacy, St John's Hospice and the Owen Road Medical Centre are located within 1.5km; and the Lower Priory Hall Day Hospital is located within 2.5km. The area has several opportunities for sport and recreation. CrossFit Central Lancaster, situated at Lansil Industrial Estate, and Ryelands Park are located around 1.4 km south (around a 17 minute walk) of the Taylor Wimpey Land.

The surrounding area is home to a number of recreational community facilities within 1.5km that could be utilised by future residents, including Lancaster Kofukan Karate School, Ryelands Park, and Skerton Youth & Community Centre, which provides programmes for young people offering support with personal development and a community garden. In addition, the Skerton Youth & Community Centre is utilised by the Boys Brigade, Brownies, Karate and local charities. Skerton Liberal Club is located 1.7km to the south and provides a bar, bowling green and meeting place for local groups.

Economic Role

The development of the Taylor Wimpey Land for 504 homes and 2.2 ha of employment generating land will contribute to building a strong, responsive and competitive economy. The development of high quality employment land will deliver direct economic benefits and spin-off benefits to the local economy through the creation of jobs. The delivery of family and affordable dwellings will secure several economic and fiscal benefits in terms of job creation, additional monies to the Local Authority and increased expenditure in the local economy.

Housing supply can play a key role in the flexibility of the local labour market which itself is an important component in local economic competitiveness. This is because a shortage of housing or a lack of affordability can act as a barrier to people accessing employment opportunities or result in long-distance commuting with adverse transport and environmental impacts.

The development of the Taylor Wimpey Land for housing will bring significant investment and economic benefits to Lancaster. The delivery of 504 new homes will bring:



Significant new investment into the local area through the construction process;



Circa £839,996 of Council Tax income per annum in perpetuity following the scheme's completion;



Significant additional spending annually in the local economy from the site's new residents. This will support local full and part-time jobs and additional jobs in the local economy;



The proposed development is anticipated to provide apprenticeships and training opportunities with the contractor and its suppliers for residents in the local area. This will help meet the Council's economic development aspirations; and



Circa £2,990,897 through the Government's New Homes Bonus scheme over 5 years, to be spent by Lancaster City Council at their discretion.

The development of an area of the Taylor Wimpey Land for employment generating uses will support local employment opportunities for both future residents and the wider community



Social Role

A key objective of the social role of sustainable development is to support a strong, vibrant and healthy community. The allocation and subsequent development of 504 dwellings and employment land with a local centre on the Taylor Wimpey Land could provide:

- A range of open market housing comprising various types to meet the needs of Lancaster;
- An element of affordable housing of the range and type to meet identified need, as required by the District's 2015 SHMA, to address the chronic lack of new affordable homes across the District as a whole;
- The creation of new employment opportunities to meet the demand for local jobs;
- Local level amenities that could meet localised need;
- A sustainable development which has good access to jobs, shops, services and transport links;
- 26 hectares of open space and greenspace, and a Habitat Creation Area, which utilises the current topography and landscape drumlins on the site to provide an attractive landscaped setting; and
- A network of diverse green corridors throughout the site with opportunities for enhancing biodiversity, recreation and leisure uses.

Taylor Wimpey in the Community

Taylor Wimpey is committed to making a difference in the local community by working with local educational establishments and job seeking agencies in order to facilitate local apprenticeships and training initiatives, and to ensure that employment generated from the development is sourced from and directly benefits the local area.



Environmental Considerations

The following section provides an assessment of the key environmental and technical considerations for the Taylor Wimpey Land that have underpinned the masterplan.

Ecology

There are no European designated sites or Sites of Special Scientific Interest (SSSI) within 2km of the Taylor Wimpey Land. However, it lies within the SSSI Impact Risk Zone for a number of sites, including:

- The Morecambe Bay Special Protection Area for birds (“SPA”), Special Area for Conservation (“SAC”) and Site of Special Scientific Interest (“SSSI”) and Ramsar Site approximately 2.4km to the north west; and
- SSSI’s including the Lune Estuary SSSI, the Bowland Fells SPA/SSSI, Calf Hill and Cragg Woods SAC/SSSI, Thwaite House Moss SSSI, Crag Bank SSSI, Artle Dale SSSI and the Burton Wood SSSI.

The Forest of Bowland AONB and 9 Biological Heritage Sites (BHS) also lie within 2km. Whilst the Taylor Wimpey Land is within the impact zone of these ecological areas of sensitivity, subject to further habitat assessment and best practice construction management measures, it is not considered any ecological areas will be adversely affected by the proposals.

The Taylor Wimpey Land currently comprises grassland and the western parcel is bounded to the south by an area of dense trees, which would be protected by suitable standoff distances and enhancement measures. Howgill Brook runs through the centre of the eastern parcel of the land from south to north and Lancaster Canal is located approximately 260 metres west. Further habitat surveys and assessment would be required to assess the impact on these areas and to explore the potential for habitat creation.

Flood Risk

The Taylor Wimpey Land is in the Environment Agency’s Flood Zone 1 which is defined as having a less than 1 in 1000 years’ annual probability of flooding and is suitable for residential development. The Lancaster Canal is located approximately 260 metres west and the River Lune located approximately 120 metres south. Howgill Brook runs through the centre of the western parcel of the Taylor Wimpey Land from south to north and potentially provides a suitable discharge point for surface water runoff, subject to agreements with the Environment Agency and the Council.

Any proposals for the Taylor Wimpey Land would, though the design and construction, seek to address and mitigate against flood risk on the site; particularly in relation to surface water drainage. It is not anticipated that there any flood risk or drainage constraints that would prevent the development of the Taylor Wimpey Land.

Ground Conditions

There are no active or historic landfills located on or within the vicinity of the Taylor Wimpey Land. According to the Coal Authority’s mapping service, there are no records of mining activity or previously worked areas. The Taylor Wimpey Land is currently used for agricultural farming, and as such the potential for contamination is unlikely. On this basis, it is not anticipated that there any ground conditions constraints that would prevent the development of the Taylor Wimpey Land.

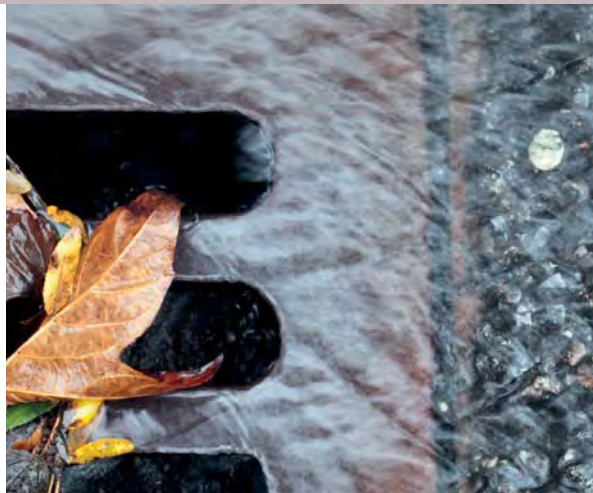
Highways and Access

Professional transport consultant, Croft Transport Solutions, has been appointed to assess the highways and access considerations for the site.

The development of 504 dwellings and local level employment space on the Taylor Wimpey Land is likely to require at least two vehicular access points to serve the site. Vehicular access to the site can be achieved in a number of locations given the extensive frontages to a number of adopted highways.

It is anticipated that the parcel of land to the west of the A6 will be served by a simple priority controlled junction of the old alignment of the A6. This section of the A6 will be extremely lightly trafficked as it is now operating as a short cul-de-sac with the new A6 alignment travelling slightly to the east.

The other vehicular access points to the site serve the larger parcels of the site to the east of the A6. The main vehicular access point will be from the A6, south of the new A6 alignment described above. Additional vehicular points can be located off both Kellet Lane and Halton Road to the southern and eastern frontages of the site. Each of these potential access points will provide



adequate physical geometry including visibility in both directions and will be suitable for formal adoption by Lancashire County Council - the local highway authority.

The proposals are likely to generate in the region of 300 two-way vehicular trips between 0800 and 0900 hours and 1700 to 1800 hours. There are numerous routes for traffic to be dispersed onto the local highway network. The City Centre can be accessed via the A6 and vehicles travelling towards either Morecambe, Heysham or the M6 can travel via the A6 and northwards to the new Bay Gateway Link Road. There are no capacity constraints to the local highway network which would preclude the development coming forward on the Taylor Wimpey Land.

A Transport Assessment assessing the impact of the development and the capacity of the local highway network in more detail would be submitted in support of any formal planning submission.

Utilities & Infrastructure

The Taylor Wimpey Land is located adjacent to the Lancaster urban area. Therefore, it is anticipated that adequate utilities infrastructure; comprising electricity, gas, broadband and water, will be accessible within the vicinity of the site. It is not considered there are any utilities constraints that would prevent the development of the Taylor Wimpey Land and further work relating to infrastructure capacity would be undertaken as detailed development proposals are brought forward. Appropriate safeguarding to the satisfaction of the National Grid would be implemented in relation to overhead power lines which run across the site.

Landscape

The Taylor Wimpey Land is not subject to any national or local landscape designations. It is located within the Natural England National Landscape Character 'Area 31 – Morecambe Coast and Lune Estuary' the located within Landscape Character Type 12 'Low Coastal Drumlins' and within the sub-character area 12a 'Carnforth – Galgate – Cockerham' at a detailed local level. Urban development and associated infrastructure are common characteristics of the sub-character area of the site, which is dominated by the Lancaster urban edge.

A sensitive development of the Taylor Wimpey Land would avoid development on existing drumlin tops to ensure that new development is not visually prominent in the landscape and to retain the characteristics of the distinctive drumlins within the site. A sensitively well-designed scheme would not harm the wider rural landscape or be prominent beyond the new Bay Gateway Link Road. As such, there are no significant landscape or visual constraints that would preclude the development of the Taylor Wimpey Land, subject to appropriate siting, massing, layout and design measures at the planning application stage.

Archaeology and Heritage

There are no heritage designations (Scheduled monuments, Grade I, II*, II Listed Buildings, Conservation Areas, Registered Parks and Gardens or Registered Battlefields) within the Taylor Wimpey Land boundary. Within 500 metres of the south of the Taylor Wimpey Land is the Grade II Listed Beaumont Hall, Grade II Listed Halton Road Bridge, Grade II listed

Beaumont Hall Bridge, Grade I Listed Lancaster Canal Lune Aqueduct, and Grade II Listed Hammerton Hall Bridge. A heritage significance and impact assessment will be undertaken at the planning application stage to ensure appropriate standoff distances, buffers, screening and design considerations are implemented so development does not adversely affect the setting or significance of any Listed Buildings, particularly at Beaumont Hall.

There is the potential within the Taylor Wimpey Land for archaeological remains. At the detailed planning stage, comprehensive heritage significance assessments would be undertaken to assess all areas of archaeological significance and historical value.

Air Quality and Noise

The Taylor Wimpey Land is not located within an Air Quality Management Area (AQMA) and the closest AQMA is located at Lancaster City Centre approximately 1.5km south. Construction and future occupation would consider the impacts of the proposals on local air quality in the District. It is not considered air quality impacts would preclude the development of the Taylor Wimpey Land.

The main source of existing noise would be that emanating from the new Bay Gateway Link Road to the north and from the established residential area to the south. It is not considered that the current noise environment would preclude development coming forward.



6.0

Deliverability of Development



6.0 Deliverability of Development

The NPPF and the Government's growth agenda seek to ensure that sufficient land is available in the most appropriate locations to increase housing supply, support growth and boost home ownership. Importantly, this land should be deliverable, to ensure that Lancaster does not fall behind in its land supply requirements. On this basis, the Taylor Wimpey Land is available, suitable and achievable and is ideally positioned to provide a residential-led development and meet housing need in accordance with the NPPF.

The Housing White Paper (2017) has placed delivery at the heart of its proposals to significantly boost housing supply in the UK; requiring Local Authorities to allocate deliverable sites and to ensure that housebuilders who are in control these sites build them out in a timely manner. A significant proportion of the North Lancaster Strategic Site is under the control of an experienced house builder that can demonstrate an excellent track record in delivering new housing across the UK; and therefore is wholly available and deliverable. Taylor Wimpey is fully committed to bringing forward their land for a residential-led development early in the Plan Period and supporting the development of the wider North Lancaster Strategic Site.





Available

Taylor Wimpey has secured legal agreements with the landowners of land under its control. The Taylor Wimpey Land is therefore within the control of a major house builder and can be developed to deliver up to 504 new homes and 2.2 ha of employment/local centre uses that would be critical to meeting housing and employment need during the Plan Period. If the land were to be released from the Green Belt and allocated for housing, Taylor Wimpey would seek to develop its land immediately, which would contribute considerably to the District's 5-year housing land supply and deliver highly anticipated new homes early in the Plan Period. This commitment to delivery is demonstrated by Taylor Wimpey's track record of the efficient delivery of high quality greenfield housing-led schemes across the North West.

The development of the Taylor Wimpey Land could also act as a catalyst to facilitate the development of the wider North Lancaster Strategic Site. Taylor Wimpey has been in communication with other landowners within the North Lancaster Strategic Site and would seek to ensure that the development of the Taylor Wimpey Land supports and facilitates access and connectivity across the wider allocation.



Suitable

The Taylor Wimpey Land is suitable for a residential-led development because it:

- Offers a suitable location for development and can be developed immediately following its allocation.
- Would form a natural extension to the wider established Lancaster urban area and, alongside the release of the wider North Lancaster Strategic Site, would form a new permanent Green Belt boundary to the north of the urban area.
- Could utilise existing infrastructure and demonstrate that there are no utilities, drainage or infrastructure constraints preventing the site coming forward for development.
- Has no identified environmental constraints that would prevent the masterplan, as illustrated in this Development Statement, coming forward for development.
- Can deliver satisfactory vehicular access from Slyne Road, Kellet Lane and Halton Road.
- Is situated within a local highway network that has the capacity to accommodate the development.
- Will deliver new open space for use by residents and the local community; which could link with existing recreation networks in the surrounding area.
- Is sustainably located and is close to local services, facilities and public transport links.

The Taylor Wimpey Land is therefore considered to be suitable in accordance with the requirements as set out in the NPPF.



Achievable

The delivery of 504 new homes and 2.2 ha of employment/local centre uses on the Taylor Wimpey Land would make a significant contribution towards meeting the housing and employment needs of the District. A full assessment of constraints has been undertaken which illustrates that delivery of the land is achievable and deliverable.

A professional team of technical experts has also been appointed to underpin this assessment and support the delivery of the land moving forward. Where any potential constraints are identified, Taylor Wimpey has considered the necessary mitigation measures and required investment in order to overcome any deliverability barriers.

Taylor Wimpey has reviewed the economic viability of the proposals in terms of the land value, attractiveness of the locality, level of potential market demand and projected rate of sales in the local area. These considerations have been analysed alongside cost factors associated with the Taylor Wimpey Land, including site preparation costs and constraints. Taylor Wimpey can therefore confirm that the site is economically viable and therefore achievable in accordance with the NPPF.



7.0 Conclusions





7.0 Conclusions

The North Lancaster Strategic Site presents an exceptional opportunity meet the future housing and employment needs of Lancaster. This Development Statement demonstrates the case for allocating the entire North Lancaster Strategic Site for residential-led development during the Plan Period and sets out the exceptional circumstances that support an alteration to the North Lancashire Green Belt. It also demonstrates that land under the control of Taylor Wimpey, which forms part of the North Lancaster Strategic Site, is fully deliverable early in the Plan Period. The Taylor Wimpey Land can deliver up to 504 new homes and more than 2 ha of employment land that will contribute to meeting the future growth needs of Lancaster.

This Development Statement demonstrates that the Taylor Wimpey Land:

- Is sustainably located on the edge of the Lancaster urban area and within proximity to a range of amenities, services and facilities;
- Is entirely suitable, achievable and deliverable for a residential-led housing development; and will deliver a mix of housing types, including both market and affordable homes, as well as a range of jobs and services to meet local needs;
- Is underpinned by exceptional circumstances which support an alteration to the North Lancashire Green Belt, including a critical need for new market and affordable homes and a lack of existing housing sites within the urban area.
- As part of the wider North Lancaster Strategic Site, is a logical and natural location for Green Belt release and allocation for a residential-led development. The site is well contained, has physical and defensible boundaries and would not impact on the core purposes of the Green Belt as set out in the NPPF;
- Has no identified technical or environmental constraints that will prevent its delivery early in the Plan Period;
- Can deliver a well-planned, high quality residential-led development that sensitively integrates with its surrounding landscape features, delivering a new permanent Green Belt boundary at the Bay Gateway Link Road to the north of the site;
- Will provide high quality areas of new open space that link into surrounding pedestrian and cycle networks; and
- Generates significant material social and economic benefits, by providing housing choice and stimulating economic investment and job creation.

Summary

In summary, the North Lancaster Strategic Site forms a logical extension to the urban area and can demonstrate the exceptional circumstances that exist to justify an alteration to the Green Belt in the District. As part of the North Lancaster Strategic Site, the Taylor Wimpey Land offers a unique opportunity to deliver a high quality, deliverable landscaped development early in the Plan Period. The Taylor Wimpey Land can act as a catalyst for the delivery of the wider North Lancaster Strategic Site and provides an opportunity to support the wider development.

Taylor Wimpey is committed to working collaboratively with the Lancaster City Council, local Parish Council's and Neighbourhood Plan Working Groups in Slyne & Hest and Halton with Aughton; as well as other landowners and key stakeholders to ensure that both the Taylor Wimpey Land and the wider North Lancaster Strategic Site are brought forward in a collaborative, sensitive and timely manner to meet the needs of Lancaster.



Appendices

Appendix I: Taylor Wimpey UK Limited





Appendix I: Taylor Wimpey UK Limited

Taylor Wimpey UK Limited is a dedicated homebuilding company with over 126 years' experience, we have an unparalleled record in our industry. We aim to be the homebuilder of choice for our customers, our employees, our shareholders and for the communities in which we operate.

We have expertise in land acquisition, home and community design, urban regeneration and the development of supporting infrastructure which improves our customers' quality of life and adds value to their homes. We draw on our experience as a provider of quality homes but update that, to the expectations of today's buyers and strive to provide the best quality homes, while setting new standards of customer care in the industry. Our 24 regional businesses in the UK give our operations significant scale and truly national geographic coverage.

Each business builds a range of products, from one bedroom apartments and starter homes to large detached family homes for every taste and budget and as a result, our property portfolio displays a surprising diversity. The core business of the company is the development for homes on the open market, although we are strongly committed to the provision of low cost social housing through predominantly partnerships with Local Authorities, Registered Social Landlords as well as a variety of Government bodies such as the Homes and Communities Agency.

With unrivalled experience of building homes and communities Taylor Wimpey today continues to be a dedicated house building company and is at the forefront of the industry in build quality, design, health and safety, customer service and satisfaction. Taylor Wimpey is committed to creating and delivering value for our customers and shareholders alike. Taylor Wimpey combines the strengths of a national developer with the focus of small local business units. This creates a unique framework of local and national knowledge, supported by the financial strength and highest standards of corporate governance of a major plc.

Taylor Wimpey Strategic Land, a division of the UK business, is responsible for the promotion of future development opportunities, such as this site, through the planning system. The local business unit that will, in conjunction with Strategic Land, carry out housing and related development as part of this is Taylor Wimpey North West based in Warrington.

Taylor
Wimpey

North **Lancaster**

Published by Taylor Wimpey UK Limited

Lancaster Local Plan Examination
Taylor Wimpey UK Limited's Response to Matter 3 -
Spatial Strategy

April 2019

Contents

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2.	Taylor Wimpey's Response to Matter 3.	1

Appendices

Appendix I	North Lancaster Strategic Site Statement of Common Ground
Appendix II	Taylor Wimpey's Proposed Changes to the Local Plan Policies (Submission Version) May 2018

Prepared By: Paul Nellist

Status: Final

Date: April 2019

For and on behalf of GVA Grimley Limited t/a Avison Young

1. Introduction

- 1.1 This hearing statement has been prepared by Avison young on behalf of Taylor Wimpey UK Limited ("Taylor Wimpey") in relation to **Matter 3: Spatial Strategy**. This hearing statement has been prepared in the context of Taylor Wimpey's land interest at North Lancaster which is proposed for removal from the Green Belt and housing allocation in the Local Plan under Policy H1 and site specific Policy SG9.
- 1.2 Matter 3 of the Inspector's Matters, Issues and Questions ("MIQs") Discussion Note dated 28th February 2019 concerns **Main Issue: Whether the Council's spatial strategy for development within the District is sound?** The remainder of this hearing statement sets out Taylor Wimpey's response to the issues and questions contained therein.
- 1.3 Taylor Wimpey has also entered a Statement of Common Ground ("SoCG") with Lancaster City Council ("LCC") and Hollins Strategic Land ("HSL") to demonstrate the deliverability of the strategic allocation. The SoCG is attached at **Appendix I**.

2. Taylor Wimpey's Response to Matter 3.

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.

- 2.1 Policy SP1 (Presumption in Favour of Sustainable Development) states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the NPPF.
- 2.2 Taylor Wimpey supports a presumption in favour of sustainable development in accordance with the NPPF, which is important in ensuring that sustainable development is not delayed and that the Council can meet its development needs in a timely manner.
- 2.3 Policy SP2 (Lancaster District Settlement Hierarchy) sets out a hierarchy of settlements in which proposals for development will be supported provided that they are of a nature and scale that is proportionate to the role and function of that settlement or where they have been specifically identified in the plan to meet the strategic growth needs of the district. The settlement hierarchy is as follows:
1. Regional Centre (Lancaster) - will accommodate the majority of new development.

-
2. Key Service Centres and Market Towns - will play a supporting role to the Regional Centre and will accommodate levels of new residential and economic development to serve more localised catchment;
 3. Sustainable Rural Settlements - will provide the focus of growth for Lancaster district outside the main urban areas; and
 4. Rural Villages - will accommodate development that meets evidenced local needs only.
- 2.4 Taylor Wimpey strongly supports the Council's spatial strategy and settlement hierarchy which logically seeks to direct the majority of development towards the urban area of Lancaster, reflecting its regional importance. In addition, the development strategy includes additional large strategic development sites in greenfield locations including the North Lancaster Strategic Site (Policy SG9). As set out in Taylor Wimpey's response to Matter 2, these releases from the Green Belt are necessary for Lancaster to achieve the sustainable growth that the NPPF requires and that the Local Plan is aiming for.
- 2.5 The proposed spatial strategy is based upon evidence contained within the Council's 'Sustainable Settlement Review' which considers the future role of all settlements in the District and matters such as service provision (either the settlement itself or its accessibility to provision in other settlements), settlement form and environmental constraints.
- 2.6 As set out in Taylor Wimpey's response to Matter 2, in terms of distribution, the SG9 allocation is the only residential-led strategic allocation abutting the north of the main urban area of Lancaster and is therefore a critical component in achieving the Spatial Strategy and objectives of the Local Plan in terms of housing.
- 2.7 Policy SP3 (Development Strategy for Lancaster District) promotes an urban-focused approach to development that is supplemented with additional large strategic development sites in greenfield locations that can be developed for housing and employment. In addition to the main urban areas of the District, development will be supported in sustainable settlements as defined in the settlement hierarchy.
- 2.8 Taylor Wimpey strongly supports this policy and detailed comments relating to the release of the North Lancaster Strategic Site (Policy SG9) from the Green Belt are provided in Taylor Wimpey's response to Matter 2.
- 2.9 Policy SP4 (Priorities for Sustainable Economic Growth) sets out the Council's priorities to support sustainable economic growth within the District. Taylor Wimpey supports sustainable economic growth priorities of Policy SP4 which includes growing the retail and cultural offers of Morecambe and Lancaster; supporting the growth of the Port of Heysham, South Heysham and the Heysham Gateway; assisting the growth of the Lancaster University Innovation Park and supporting the sustainable growth of the District's higher education establishments.
- 2.10 Policy SP5 (The Delivery of New Jobs) allocates sites for employment which will seek to deliver approximately 48.9 hectares of new employment land and will provide opportunities for the creation of new jobs in a variety and range of economic sectors.

- 2.11 Taylor Wimpey considers that the North Lancaster Strategic Site is not the not the most appropriate location in the District for the proposed employment development and throughout the preparation of the Local Plan, Taylor Wimpey has made representations to remove the employment land provision and maximise housing delivery at the North Lancaster Strategic Site. This is important in the context of the Council not being able to meet its full OAN for housing. Therefore, the priority should be on maximising land for housing within Lancaster and within strategic allocations, including the proposed strategic allocation at North Lancaster under Policy SG9. At **Appendix II**, Taylor Wimpey suggests amendments to the wording of Policies SG9 and EC2 to reflect this.
- 2.12 Policy SP6 (The Delivery of New Homes) sets the Council's housing requirement and allocates a number of development sites in order to meet this need, including the North Lancaster Strategic Site (Policy SG9) which will deliver in the region of 700 dwellings. Taylor Wimpey fully supports the delivery of new homes at the North Lancaster Strategic Site, which will make a positive contribution towards Lancaster's housing requirements.

b. Policies SG1, SG2, SG3 and TC1 (Bailrigg Garden Village), Policies SG7 and SG8 (East Lancashire Strategic Site), SG9 and SG10 (North Lancaster) and SG11, SG12 and SG13 (South Carnforth): are the need and locations for these mixed-use developments soundly based on, and justified by, the evidence assembled by the Council in support of the DPDs?

- 2.13 Policies SG1, SG2, SG3, TC1, SG7, SG8, SG9, SG10, SG11, SG12 and SG13 relate specifically to strategic sites which are allocated for mixed-use development within the Local Plan including the North Lancaster Strategic Site (Policy SG9) and its infrastructure requirements and delivery (Policy SG10).
- 2.14 Policy SG9 (North Lancaster Strategic Site) sets out detailed requirements and considerations relating to land at Hammerton Hall / Beaumont Hall in North Lancaster which has been allocated as a site for residential-led development for approximately 700 dwellings, as well as 2 hectares of high quality B1 employment land and a range of infrastructure necessary to facilitate these new homes and jobs including a new primary school and a local centre.
- 2.15 Policy SG10 (Infrastructure Requirement & Delivery for Growth in North Lancaster) seeks to ensure that the strategic and necessary infrastructure is delivered, at the appropriate time, to support strategic growth in North Lancaster. The policy sets out a number of considerations that the Council will require to be addressed in relation to the development of the North Lancaster Strategic Site including the provision of school places, the delivery of a new local centre, the creation of improved cycling and walking linkages, contributions to public transport, provision of open space, provision of sufficient utility infrastructure and the delivery of appropriate improvements to the local road network.
- 2.16 Taylor Wimpey strongly supports the need and location of the North Lancaster Strategic Site to be soundly based and justified by the Council's evidence. Taylor Wimpey believes that all areas of the District need to grow sustainably. The location of the land allocated within the Local Plan is sufficiently dispersed to provide

for the needs of the District, based upon the Council's evidence, including consideration of existing development, services and infrastructure. There are a number of housing allocations made to the south of Lancaster including the Bailrigg Garden Village Broad Location for Growth and additional allocations to the east including the East Lancaster Strategic Site. The North Lancaster Strategic Site (Policy SG9) is the only residential-led strategic allocation abutting the north of the main urban area of Lancaster and is therefore a critical component in achieving the Spatial Strategy and objectives of the Local Plan in terms of housing. Despite its important role in achieving the spatial strategy in relation to housing, Taylor Wimpey considers that this is not a suitable location for employment development and the employment provision proposed in the policy, as submitted, is not necessary to achieve the spatial strategy. Taylor Wimpey provides further detailed comments on this in its response to Matters 2 and 4.

- 2.17 Taylor Wimpey has submitted representations to the Council in response to all the consultation stages during the preparation of the Local Plan. As set out in those representations and in Taylor Wimpey's responses to Matters 2 and 4, it is Taylor Wimpey's view that the North Lancaster Strategic Site is not a suitable location for employment development, the employment provision proposed in the policy, as submitted, is not necessary to achieve the spatial strategy and that there are more appropriate employment sites to the north and east of Lancaster which can address the Council identified employment requirements. Further detailed comments on this issue are provided in Taylor Wimpey's responses to Matters 2 and 4 and suggested amendments to Policies SG9 and EC2 are included at **Appendix II** of this Statement.
- 2.18 In summary, Taylor Wimpey supports the allocation of a new sustainable urban extension on land at North Lancaster and considers the allocation of the North Lancaster Strategic Site to be sound. The SoCG (**Appendix I**) demonstrates the agreements made between Taylor Wimpey, HSL and LCC over the deliverability of the North Lancaster Strategic Site.
- 2.19 The allocation and delivery of the North Lancaster Strategy Site (Policy SG9) and its associated infrastructure requirements (Policy SG10) are essential to help ensure that the Local Plan delivers on the aim of the NPPF to create sustainable, inclusive and mixed communities. The removal of the employment requirement from Policy SG9 would not prevent the site or the Local Plan from contributing significantly to the creation of sustainable, inclusive and mixed communities.

Appendix I

North Lancaster Strategic Site Statement of Common Ground

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

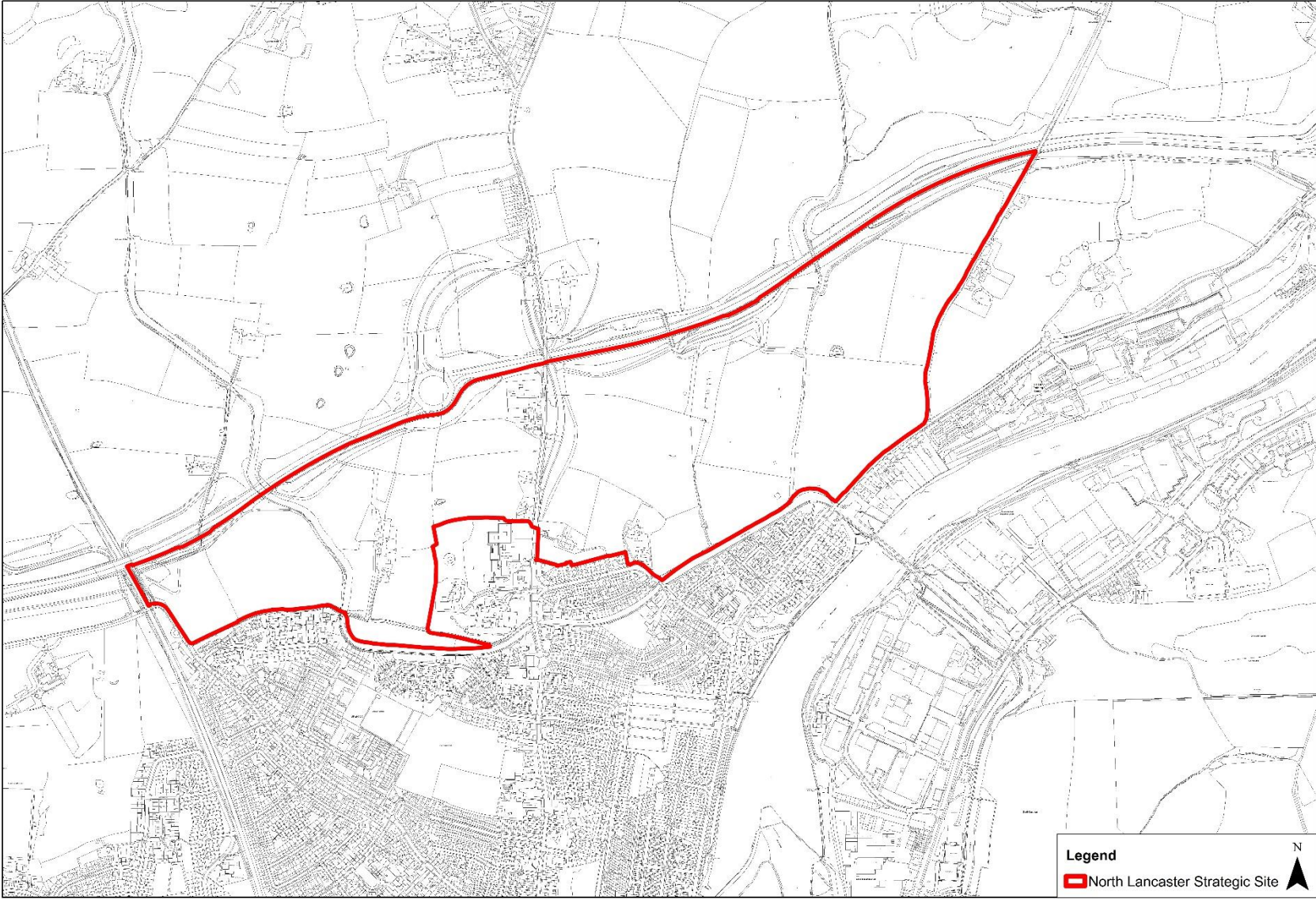
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic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

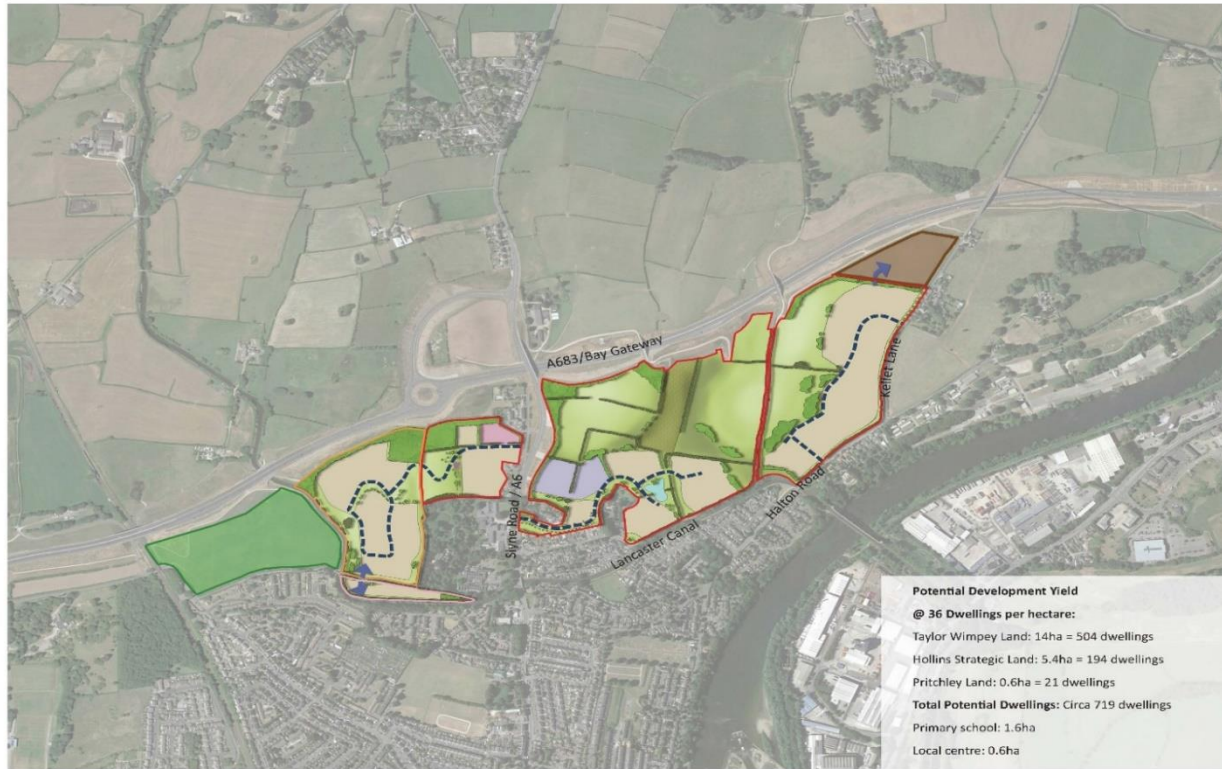
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity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

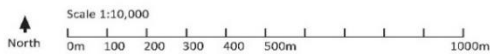


APPENDIX 2: CONCEPT PLAN

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.



Potential Development Yield
 @ 36 Dwellings per hectare:
 Taylor Wimpey Land: 14ha = 504 dwellings
 Hollins Strategic Land: 5.4ha = 194 dwellings
 Pritchley Land: 0.6ha = 21 dwellings
Total Potential Dwellings: Circa 719 dwellings
 Primary school: 1.6ha
 Local centre: 0.6ha



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL PLANNING
 MASTERPLANNING
 URBAN DESIGN

RANDALL THORP

Canada House, 3 Chestnut 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/ 2.7acres)
 - 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

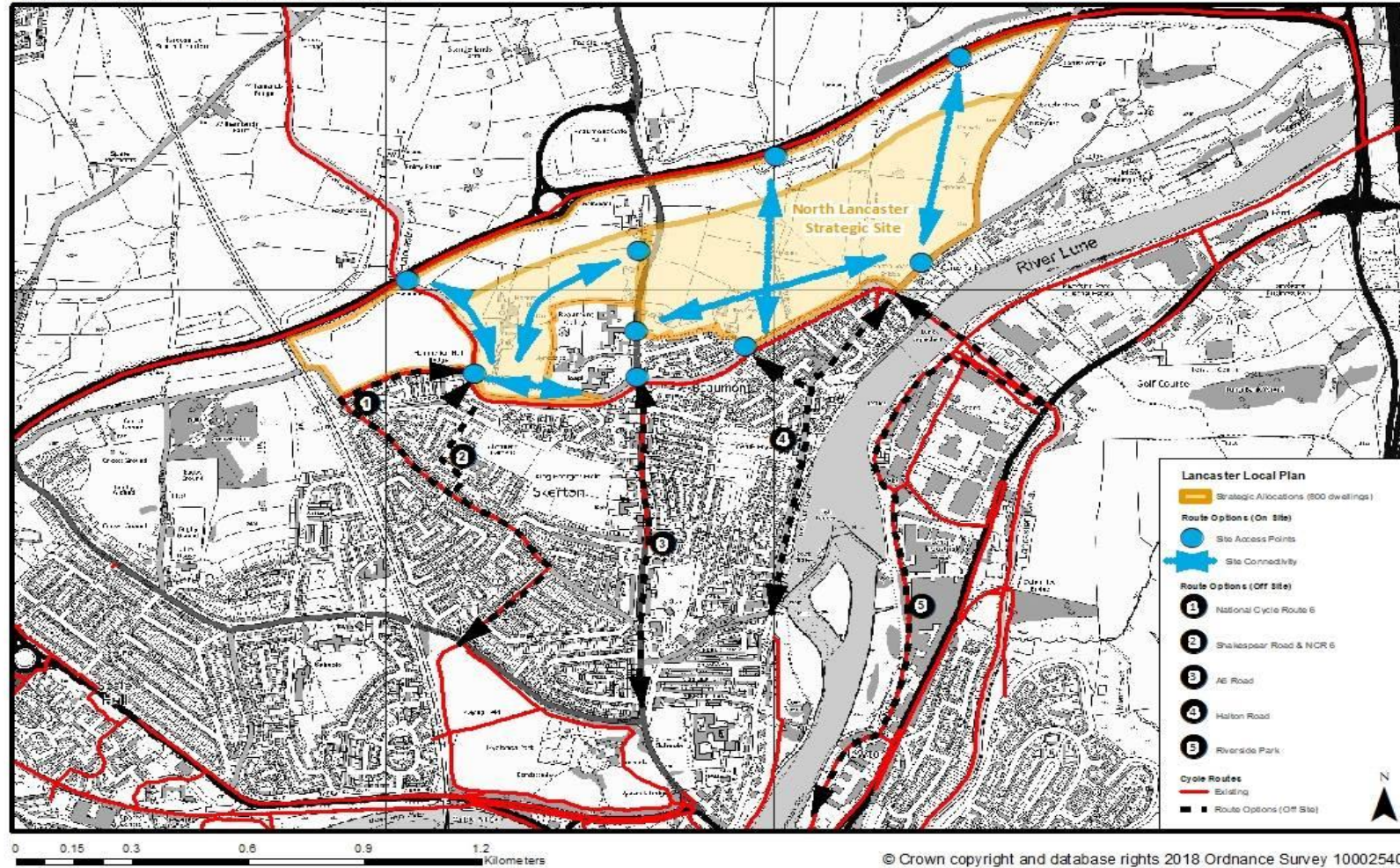
Slyne Road, Lancaster

Conceptual Masterplan within wider Strategic Site

Drwg No: 620C-04 Date: 21.02.19
 Drawn by: YH Checker: CAW/NJ
 Rev by: Rev checker:
 QM Status: checked Product Status:
 Scale: 1: 10,000 @ A3 Client Review

APPENDIX 3: MOVEMENT FRAMEWORK

LCWIP: Lancaster North Routes to be Assessed



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.

Appendix II

Taylor Wimpey's Proposed Changes
to the Local Plan Policies

(Submission Version) May 2018

Taylor Wimpey's Suggested Amendments to Policies of the Lancaster Local Plan:

Part One: Strategic Policies and Land Allocations DPD; and,

Part Two: Review of the Development Management DPD

April 2019

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For and on behalf of GVA Grimley Limited t/a Avison Young

Policy SG9: North Lancaster Strategic Site

1.1 Taylor Wimpey's proposed changes to Policy SG9 are shown in red below:

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall / Beaumont Hall in North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 700 dwellings, ~~2 hectares of high quality B1 employment land~~ and a range of infrastructure necessary to facilitate these new homes ~~and jobs~~.

~~The Council will prepare a Development Brief to set out in more detail how development of this strategic site should move forward in the context of wider growth in the Lancaster area. The recommendations of the Local Plan (Part One) Sustainability Appraisal should be taken into account when preparing this document.~~

~~The Council will expect that future proposals for the site should be prepared in the context of this Development Brief and taken forward through a comprehensive masterplan for the whole site that addresses the issues of phasing, delivering the necessary infrastructure and addressing all issues set out within the Brief.~~

~~In preparing the masterplan and future planning applications, any future proposals will be required to address~~ the following matters ~~to be fully addressed~~:

- ~~I.~~ A comprehensive masterplan for the whole site will be required with future planning application(s) which addresses phasing and the delivery of infrastructure to make the development acceptable in planning terms, including addressing the requirements of Policy SG10 of this DPD in relation to wider strategic infrastructure needs in the North Lancashire area;
- ~~II.~~ The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- ~~III.~~ Building an appropriate mix of housing types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment
- ~~IV.~~ Approximately ~~40%~~30% of the residential units provided will be defined as 'affordable', which includes the delivery of a full range of affordable products through dialogue with the Local Planning Authority.

Design Considerations

- ~~IV.~~ The submission of a ~~bespoke Design and Access Statement with future planning application(s) detailed design statement~~, recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster and its proximity to the Bay Gateway which is to the north. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents.
- V. Support will be given to development that seeks to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency,

this should include investigating opportunities to deliver district heating systems and provision for electric charging points and infrastructure for electric vehicles;

- VI. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD, providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- VII. Appropriate safeguarding to the satisfaction of National Grid / Electricity Northwest from the overhead powerlines which run across the site.

Environmental Considerations

- VIII. The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which makes the best use of the topography of the site. The landscaping scheme should seek to create landscape buffers between the development site and the Bay Gateway Link Road to the north, ~~the A6 which runs through the centre of the site,~~ the West Coast Mainline to the west and the residential areas to the south;
- IX. The creation of ~~significant~~ green buffers informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s) between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
- X. Provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas for recreation, such as public open space within the development;
- XI. ~~Future planning application(s) Proposals~~ will be expected to fully assess the potential effect impact upon the setting and significance of heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of ~~proposed new~~ development, ~~should be investigated, and w~~ where potential concerns may arise, mitigation measures should be put in place. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site; ~~should make use of the Heritage Assessments which have been prepared by the City Council in relation to this site;~~
- XII. The provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site;
- XIII. ~~Proposals~~ Future planning application(s) should fully and satisfactorily address amenity issues, including noise and air quality issues that arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;
- XIV. ~~Proposals~~ Future planning application(s) will be required to demonstrate how they will contribute to the delivery of green network corridors and ecological networks, identifying opportunities for enhancing biodiversity, recreation and leisure uses and integrating the delivery of the site with improved functionality of both the district's ecological and green infrastructure networks;

- XV. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced. The Council will expect ~~development proposals~~ future planning application(s) to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create function ecological networks;
- XVI. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority; and
- XVII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the DM DPD.

Transport Considerations

- XVIII. The delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority. Further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- XIX. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only;
- XX. Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

Any future planning application(s) proposal that is submitted for this area will be expected to take fully into account ~~the content of the Development Brief and~~ all other relevant policies within the Local Plan.

Policy DM12: Self Build, Custom Build and Community-led Housing

1.2 Taylor Wimpey's proposed changes to Policy DM12 are shown in red below:

Planning applications for self, custom or community-led housing, built by individuals or groups of individuals for their own occupation will be supported by the Council where they are located in sustainable locations.

Developers of strategic sites (sites and amount to be determined by the outcomes of the Strategic Housing Market Assessment) and other smaller sites will be encouraged to investigate the possibility of making provision for a proportion of serviced plots of land to contribute towards meeting the evidenced demand for self, custom or community-led Housebuilding in the district.

Serviced plots of land will also be supported on other allocated sites where overall, this would not result in an over-provision of this type of housebuilding when compared to the Council's supply/demand evidence. The Council will seek to identify plots for self and custom build housing where the need is clearly identified via the Self Build Register.

The Council will support proposals from community groups seeking to provide affordable housing units and who will implement their management and lettings arrangements (providing these meet a local need and comply with other relevant planning requirements and policies, including Policy DM43).

Policy EN2: Future Employment Growth

1.3 Taylor Wimpey requests that Policy EC2 of the LADPD is amended as below in red:

Policy EC2: Future Employment Growth

The Council anticipates that a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Innovation Park	Allocation made to deliver opportunities for technology and research based industries that provide close linkages to the adjacent university campus.	9.7ha
SG14	Expansion of Facilities for the Port of Heysham	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG15	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the strategic allocation of Beaumont Hall for a mixed-use development of residential and high-quality employment uses, which takes advantage of the linkages with the new Bay Gateway Link Road.	2ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment of land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	9ha

Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.

Policy EN7: Local Landscape Designations

1.4 Taylor Wimpey's requests that Policy EN7 is removed from the LADPD.

~~Areas of Key Urban Landscape and Urban Setting Landscape have been identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded.~~

~~Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM45 of the Development Management DPD which relates to development and landscape impact.~~

Policy DM2: Housing Standards

1.5 Taylor Wimpey's proposed changes to Policy DM2 are shown in red below:

The Council in accordance with national policy and practice guidance has taken consideration of overall need and viability across the district and has adopted to implement optional housing standards on new residential development. Proposals for residential development will be supported where:

- I. All new dwellings (market and affordable) meet the Nationally Described Space Standard (or any future successor)*
- II. At least 20% of new affordable housing and market housing on schemes of more than ten dwellings will be expected to meet Building Regulations Requirement M4(2) Category (accessible and adaptable dwellings).*

Applicants will be expected to design schemes in accordance with the nationally described standards, including sufficient built-in storage. Applicants must submit appropriate supporting documentation alongside the planning application to ensure that compliance with the standards can be verified, including completion of an internal space compliance statement.

A flexible approach will be taken to the delivery of homes which accord with the nationally described standards. The requirement for dwellings to meet the standards will be relaxed where it would not be viable.

A flexible approach will be taken to the delivery of accessible and adaptable dwellings under Building Regulation M4(2) where exceptional circumstances are demonstrated, such circumstances could include site topography or vulnerability to flooding.

Policy DM3: The Delivery of Affordable Housing

1.6 Taylor Wimpey's proposed changes to Policy DM3 are shown in red below:

The Council will continue to support and promote the delivery of new affordable housing within the district through a variety of differing tenures.

The tenure of affordable housing will need to conform to the definition of affordable housing as defined by Annex 2 of the National Planning Policy Framework. Should the definition of affordable housing be revised through changes to the National Planning Policy Framework, proposals will need to accord with the revisions to this Framework.

Affordable housing thresholds

Other than in the most exceptional circumstances or for schemes within the West End Masterplan and Morecambe Area Action Plan boundaries, new housing development must contribute towards the provision of affordable housing and meet the requirements set out in the table below. The Council will consider detailed proposals for new housing development that falls into Use Class C3 with reference to the following requirements:

Reference Affordable Housing Target by Development Type (Average)			
Number of dwellings	Location	Affordable Housing	Delivery Method
15 plus	Urban	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
15 plus	Lancaster and Carnforth	Minimum 30% (Greenfield)	On site
11 plus	Rural (Excluding AONBs)	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
11 to 14	Urban	Minimum 20%	On site

<i>Developments exceeding 1,000 sqm (Gross Internal Area) and under 11 units</i>	<i>Urban / Rural</i>	<i>Minimum 20%</i>	<i>On-site</i>
<i>Affordable housing requirements within the Arnside and Silverdale AONB are identified within the Arnside & Silverdale AONB DPD and requirements for Forest of Bowland AONB identified under Policy DM6 of this DPD.</i>			

<u>Reference Affordable Housing Target by Development Type</u>			
<u>Lancaster and Carnforth and Rural West*</u>			
<u>Greenfield</u>	<u>15 and over</u>	<u>On site</u>	<u>30%</u>
<u>Greenfield</u>	<u>10-14</u>	<u>On site</u>	<u>20%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>20%</u>
<u>Morecambe, Heysham and Overton</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>15%</u>
<u>Rural East**</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>40%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>30%</u>
<u>Nil contribution will be sought on schemes of less than 10 units outside of the districts two Areas of Outstanding Natural Beauty, nor will any contribution be sought on schemes in any part of the district which comprise solely of apartment led development, nor brownfield development in Morecambe and Heysham.</u>			
<u>** Rural East includes the wards of Halton with Aughton, Kellet, Lower Lune Valley and Upper Lune Valley (excluding any part of the Forest of Bowland AONB)</u>			
<u>* Rural West includes the wards of Ellel and Bolton-with-Slyne</u>			

Affordable housing requirements

The provision of affordable housing will be required to accord with the following criteria:

- I. Affordable housing shall remain affordable in perpetuity unless there are justified reasons which would require otherwise, in such circumstances this justification will need to be agreed with the Local Planning Authority at the time of application;
- II. The form of provision, location within a site and the means of delivery will be subject to negotiation at the time of a planning application. However, close consideration of the latest available evidence will be required including the most up to date Strategic Housing Market Assessment or where there is an up-to-date village or parish housing needs assessment that is a more appropriate indication of housing need.
- III. Accommodation provided will be required to be genuinely available to those households who have been identified as being in housing need;

- IV. *Housing must be well integrated into the design of an overall scheme and be consistent with market housing in quality of materials, design and open spaces.*
- V. *Financial contributions towards the provision of affordable housing will be calculated in accordance with the methods detailed in the emerging Viability Protocol SPD.*

Loss of affordable housing

Proposals to vary or remove restrictive occupancy conditions will be required to make a financial contribution towards affordable housing in accordance with the emerging Viability Protocol SPD (where a contribution has not already been made).

Viability

Where compelling and detailed evidence demonstrates that the provision of affordable housing in accordance with the above requirements would have a disproportionate and unwarranted negative impact on the viability of a proposed development, applicants may, in agreement with the Council, provide fewer affordable dwellings than would ordinarily be acceptable, review the tenure or mix of dwellings, or provide a financial contribution in lieu of onsite provision. Such evidence must include an open book financial viability appraisal which will need to accord with guidance in the emerging Viability Protocol SPD.

Policy DM27: Open Space, Sports and Recreational Facilities

1.7 Taylor Wimpey's proposed changes to Policy DM27 are shown in red below:

Protection of Recreational Open Space

The Local Plan Policies Map identifies a range of designated open spaces within the district which have been provided for their important value. Proposals that seek to protect and enhance existing designated open spaces shall be supported by the Council. The Council will not permit the loss of designated open space unless:

- I. An assessment has been undertaken to demonstrate that the open space is surplus to requirements;
- II. An assessment has been undertaken to demonstrate that the open space no longer has an economic, environmental or community value, which shall include consultation with key stakeholders and the local community;
- III. The loss of open space resulting from development would be replaced by equivalent or better, high quality provision in a suitable location;
- IV. The development is for alternative sports and recreation provision, the needs for which clear outweigh the loss.

Development proposals that are adjacent to designated open spaces will be required to incorporate design measures that ensure that there are no negative impacts on amenity, ecological value and functionality of the space. The Council will only permit development that has identified negative impacts on open space where appropriate mitigation measures or compensation measures have been provided.

The Council will protect amenity spaces, particularly in the main urban settlements of Lancaster, Morecambe, Heysham and Carnforth that are not specifically designated as open space but have an economic, environmental or social value to the community they serve. Development of such sites will not be encouraged unless appropriate re-provision is provided or it is clearly demonstrated to the satisfaction of the Council that the land in question does not provide any economic, environmental or social value.

The Creation of New Recreational Open Space

Where viable, ~~Dd~~ development proposals located in areas of recognised open space deficiency will be required to provide appropriate contributions toward open space provision, either through the provision of on-site facilities or a financial contribution toward the creation of new off-site open spaces or enhancement of existing recreation spaces off-site.

Development proposals should give due consideration to the standards and thresholds set out in Appendix D of this DPD in relation to open space requirements or, where appropriate, site specific policies contained within the Strategic Policies & Land Allocations DPD.

Any provision made for recreational open space should be fully accessible to the public without any restrictions, and will be provided in addition to any private amenity space or landscaping. Proposals

should not have an adverse impact on surrounding residential amenity in terms of light and noise disturbance, with any potential impacts being appropriately mitigated against. The management and maintenance of open space should address the requirements of Appendix D of this DPD.

Policy DM30: Sustainable Design

1.8 Taylor Wimpey considers that the highlighted text below must be retained in Policy DM30.

Sustainable design has an important role to play in improving the overall sustainability performance of new development, offering opportunities to deliver improved efficiency and reduced environmental impacts. The Council is supportive of proposals that deliver high standards of sustainable design and construction. In delivering sustainable development the Council will encourage development to deliver high standards of sustainable design and construction through consideration of:

- I. Measures to reduce energy consumption and carbon dioxide emissions, and water consumption;*
- II. Opportunities for energy supply from on-site, decentralised, renewable or low carbon energy systems;*
- III. Opportunities to contribute to local and community-led energy initiatives;*
- IV. Account of landform, layout, building orientation, massing and landscaping to minimise energy, water consumption and water efficiency measures;*
- V. Use of materials that reduce energy demand (for example, insulation) and increase the energy efficiency of the building/development; and*
- VI. The reuse of existing resources (including the conversion of existing buildings) where this would be 'fit for purpose'.*

Policy DM31: Air Quality Management and Pollution

1.9 Taylor Wimpey requests that the following should be added into the supporting text to Policy DM31:

The Council will seek to encourage provision of a suitable level of infrastructure for the charging of electric/plug-in hybrid vehicles, however this is not a policy requirement.

Policy DM58: Telecommunications and Broadband Improvements

1.10 Taylor Wimpey's proposed changes to Policy DM58 are shown in red below:

The Council will support the improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in rural areas that have poor or no service provision at all, providing that the proposals accord with paragraph 43 of the National Planning Policy Framework and that the following criteria are achieved.

- I. That it has been demonstrated there is no reasonable possibility of sharing existing facilities within the locality;*
- II. Installation equipment is sited and designed to minimise its impact on the landscape character and visual amenity of the surrounding area; and*
- III. Proposals will not have a detrimental effect upon the character or appearance of the building and local amenity.*

All major developments within the district will enable Fibre to the Premises (FTTP) the infrastructure for which will be provided by and funded by BT Openreach.

For smaller schemes the Council will expect FTTP to be provided where practical.

Proposals for telecommunications or broadband equipment should pay due regard to their surroundings through sympathetic design, particularly in sensitive townscapes and landscapes. The principles of Policies DM43 and DM45 will apply in relation to the impacts on the natural environment and Policies DM37, DM38 and DM39 in relation to the historic environment.

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Lancaster Local Plan Examination
Taylor Wimpey UK Limited's Response to Matter 4 –
Economic Development

April 2019

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Prepared By: Paul Nellist
Status: Final
Date: April 2019

For and on behalf of GVA Grimley Limited t/a Avison Young

1. Introduction

- 1.1 This hearing statement has been prepared by Avison young on behalf of Taylor Wimpey UK Limited ("Taylor Wimpey") in relation to **Matter 4: Economic Development**. It has been prepared in the context of Taylor Wimpey's interest in land at North Lancaster which is proposed for removal from the Green Belt and housing allocation in the Local Plan under Policy H1 and site specific Policy SG9.
- 1.2 Matter 4 of the Inspector's Matters, Issues and Questions ("MIQs") Discussion Note dated 28th February 2019 concerns **Main Issue: Whether the Council's strategy for accommodating economic development is sound?** and the remainder of this hearing statement sets out Taylor Wimpey's response to the issues and questions contained therein.
- 1.3 Taylor Wimpey has also entered a Statement of Common Ground ("SoCG") with Lancaster City Council (LCC) and Hollins Strategic Land (HSL) to demonstrate the deliverability of the strategic allocation. The SoCG is attached at **Appendix I**.

2. Taylor Wimpey's Response to Matter 4.

a. Would the approach of Policies SP4, EC1, EC2, EC3, EC5, DOS4, DOS5, DOS9 and DM14 provide flexibility and choice for employment land within the District in line with the Employment Land Review?

Council's Priorities for Sustainable Economic Growth

- 2.1 Policy SP4 (Priorities for Sustainable Economic Growth) sets out the Council's priorities to support sustainable economic growth within the District. The key priorities identified include: the promotion of Bailrigg Garden Village; growth of the retail and cultural offers for Lancaster and Morecambe; future expansion of facilities at the Port of Heysham; the regeneration of the Heysham Gateway area; growth within the environmental, advanced manufacturing, digital, health and energy sectors; sustainable growth at the District's higher education establishments; support for sustainable economic growth in the rural economy and supporting the delivery of a skilled workforce through the promotion of apprenticeships and training.
- 2.2 Policy EC5 (Regeneration Priority Areas) identifies a series of Regeneration Priority Areas within the District where proposals for regeneration, reuse and redevelopment of the land and buildings will be supported in principle subject to proposals being in accordance with other relevant policies in the Local Plan.
- 2.3 It is Taylor Wimpey's position that providing employment development on the North Lancaster Strategic Site is not necessary to meet any of key priorities identified in the policy. Furthermore, the key priority of regenerating the Heysham Gateway can be better met by other employment sites in the Borough (as set out in the remainder of this response to question a.)

Employment Land Need and Supply

- 2.4 Paragraph 5.9 of the ELR concludes that the District should be planning for a requirement of between 49.5 hectares and 53.5 hectares of land suitable for B Class employment use over the Plan period.
- 2.5 Paragraph 6.176 of the ELR concludes that the district has around 60 hectares of land that is suitable, available and deliverable for economic development purposes over the plan period.
- 2.6 After taking into account pipeline supply and sensitivity testing, the ELR concludes (Paragraph 7.20 and Table 7.4) that the district has a quantitative shortfall of 7.3 hectares of B1 office land in the District and a surplus of between 2.7 and 5.7 hectares of land for industrial uses over the plan period. Table 7.4 of the ELR is provided at Figure 1 below for reference.

Scenario	Scenario 1 Baseline Experian Forecast
Office	
B1a/b Land Requirement	9.3ha
Margin of Choice	2.3ha
Allowance for Losses	1.5ha
Supply of B1a/b Land	5.8ha
Surplus/Shortfall	-7.3ha
Industrial	
B1c/B2/B8 land requirement	24.7ha
Margin of Choice	6.2ha
Allowance for Losses	8.5-11.5ha*
Supply of B1c/B2/B8 Land	45.1ha**
Surplus/Shortfall	+5.7ha to +2.7ha

* includes an additional allowance of 3-6 hectares for replacement of losses at Lune Industrial Estate
 ** includes a deduction of 3 hectares from the available supply at the former TDG site.

Figure 1 – Supply Demand Balance taking account of potential losses and deductions from the general land supply

- 2.7 The ELR, at paragraphs 7.23 – 7.29, identifies a number of qualitative factors which impact upon the projected demand for B1 office use in the District including:
- **Lancaster Innovation Campus Delivery** - Some of the land identified to meet future office demand relates to land south of Lancaster identified for specialist use under the emerging Lancaster Innovation Campus proposals. The ELR states that the specialist nature of the emerging proposals would suggest that site cannot be relied upon for meeting the general employment land needs and the Council should plan positively to address any further shortfall created as a result of this land not being available.
 - **Lancaster's Localised Commercial Property Market** – The ELR highlights that Lancaster has a relatively localised and self-contained commercial property market. As a result, it is likely that capacity within the existing stock of office floorspace will be available for take-up and occupation by business operating within the District. Analysis of the Lancaster District Property Portfolio, which contains up to date details of

commercial and office locations currently available throughout Lancaster, Morecambe, Carnforth and the rural areas, suggests that around 9,377 sqm of office floor space is currently available and being marketed across the District. This is equivalent to around 8.5% of the total office floorspace across the District. The ELR states that whilst offering the potential to absorb a level of demand, in particular from indigenous businesses looking to relocate or expand, it is likely that additional land will still be required if Lancaster is to accommodate the anticipated high levels of growth and investment arising across the office sector over the Plan period.

- **Heysham to M6 Link** – The Heysham to M6 link scheme will complete the link between Heysham and the M6, connecting the A683 to the M6 north of Lancaster avoiding the congested City Centre. The scheme will also facilitate the expansion of the Port of Heysham. As a major strategic project for the District, the Heysham M6 Link Road will be a significant contributor to future demand and subsequent take up of land for economic development use. The ELR states that whilst the distribution of available industrial land and floorspace aligns with the route of the link road, it will be imperative that the employment land position is monitored to ensure the Council remains responsive should changes in the pattern of supply and demand occur over the Plan period.

2.8 With specific reference to office needs, the ELR recommends that (with Avison Young emphasis in **bold**):

*“Whilst the district’s industrial needs can be accommodated on the existing supply of land, there **may** be a need to address a potential shortfall of supply to meet future B1a/b office needs.”¹*

2.9 The ELR recommends that the Council considers one or more of the following options:

- Safeguarding higher quality land within existing employment areas for future B1 office use;
- Resist any further loss of B1 office land for non B uses;
- The more intensive development of the Council’s existing allocations; or
- The allocation of additional land for B1 office use.

Portfolio of Employment Sites in the submitted DPDs

2.10 Policy EC1 (Established Employment Areas) states that the Council will seek to support and encourage economic growth and new development opportunities within established employment areas in accordance with relevant local and national planning policy. The policy sets out 12 ‘General Employment Areas’ (EC1.1 - EC1.12) and 8 ‘Rural Employment Sites’ (EC1.16 – EC1.23) within which development proposals for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be supported. The Policy also identifies 2 further ‘Office Development Sites’ (EC1.14 and EC 1.15) in which development proposals for B1 (Office) will be supported. The Local Plan does not however, set out the amount of land available at each of the sites identified, but it does make clear (at paragraphs 18.4-18.24 of the Local Plan) that there is land still available for new employment development within this portfolio of existing employment sites. An extract of Policy EC1 is provided below at Figure 1.

¹ Review of the Employment Land Position for Lancaster District (July 2014) pp. 7.32, p. 130

Policy EC1: Established Employment Areas

The Council will seek to support and encourage economic growth and new development opportunities within established employment areas in accordance with relevant local and national planning policy.

General Employment Areas
 Development proposals for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be supported in principle within established employment areas as identified below.

EC1.1	Carnforth Business Park	EC1.7	Heysham Industrial Estate
EC1.2	Carnforth Levels	EC1.8	Royd Mill, Heysham
EC1.3	Land at Scotland Road, Carnforth	EC1.9	Major Industrial Estate
EC1.4	Land at Warton Road, Carnforth	EC1.10	Lancaster West Business Park
EC1.5	Kellet Road Industrial Estate, Carnforth	EC1.11	Caton Road Industrial Estate
EC1.6	Port of Heysham Industrial Estate	EC1.12	White Lund Employment Area
EC1.13	Middleton Road Employment Area		

Office Development
 Development proposals for B1 (Office) will be supported in principle within the following employment areas identified below. Proposals that involve B2 (General Industrial) and B8 (Storage and Distribution) uses, which increase level of HGV traffic and have an impact on local amenity, will not be supported.

EC1.14	White Cross Business Park, Lancaster	EC1.15	Lancaster Business Park, Caton Rd
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Rural Employment Sites
 The Council will support the delivery of economic growth within rural locations on sites that are allocated for employment purposes and where required within the sustainable villages listed in Policy SP2. The employment sites will be protected from non-employment generating uses for their economic value and contribution to the wider rural economy of the district. Development proposals for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be supported in principle within the rural employment sites identified below.

EC1.16	Claughton Brickworks, Claughton	EC1.20	Cowan Bridge Industrial Estate
EC1.17	Halton Mills, Halton	EC1.21	Willow Mill, Caton
EC1.18	Glasson Dock Industrial Area	EC1.22	Galgate Mill, Galgate
EC1.19	Hornby Industrial Estate	EC1.23	Halton Mills, Halton

Figure 1 – LADPD Policy EC1

2.11 The pre-text to Policy EC2 of the LADPD states at Paragraph 18.26 that:

“The Local Plan seeks to identify a range of new employment sites within the district to provide a more flexible and balanced employment land portfolio which, in turn, provides opportunities for economic growth in a range of employment sectors.”

2.12 Policy EC2 (Future Employment Growth) identifies the following 5 sites (including the North Lancaster Strategic Site) to meet a requirement for a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) through the plan period up to 2031. An extract of Policy EC2 is provided below at Figure 2.

Policy EC2: Future Employment Growth			
<p>The Council anticipates that a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:</p>			
POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Innovation Park	Allocation made to deliver opportunities for technology and research based industries that provide close linkages to the adjacent university campus.	9.7ha
SG14	Expansion of Facilities for the Port of Heysham	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG15	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the strategic allocation of Beaumont Hall for a mixed-use development of residential and high-quality employment uses, which takes advantage of the linkages with the new Bay Gateway Link Road.	2ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment of land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	9ha
<p>Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.</p>			

Figure 2 – LADPD Policy EC2.

2.13 Whilst Policy SG9 identifies that the 2ha proposed at the North Lancaster site will be for B1 Office use, none of the other strategic policies (SG2, SG14, SG15, and EC3) referenced in Policy EC1 include any requirement or indication of a specific class of employment development. Policy SG15 does state that the Council will support proposals for employment uses (B1 Office, B2 General Industrial and B8 Storage and Distribution), but does not specify any quantities or proportions of either.

Taylor Wimpey's Comments on the need/supply of employment land

2.14 Taylor Wimpey has a number of serious concerns over, and objects to, the Council's approach to meeting its employment land requirements which are set out below:

1. There is no clear and robust evidence or justification within the submitted Local Plan of how the quantitative shortfall of 7.3ha of office land and the qualitative considerations in the ELR translate to either:

- A requirement for 46.2 hectares of new employment land, or
- A specific requirement for 2 hectares of office land at the North Lancaster Strategic Site (Policy SG9).

2. In relation to allocating additional employment land for office development, the ELR merely suggests, as one of a number of potential options (see paragraph 2.9 above) that (with Avison Young emphasis in **bold**):

*"Whilst there may be capacity within existing employment areas, the environment and location is generally not attractive or conducive to B1 office and R&D occupiers. Furthermore, capacity constraints on land surrounding existing B1 allocations also limit the potential for selective extensions to existing sites. In view of this the Council **may wish to consider** accommodating this need through new site allocations."²*

As set out above, the North Lancaster site (SG9) is the only site for which the Local Plan identifies a specific quantity of B1 Office development (2 hectares).

3. In the context of only identifying 2 hectares of B1 Office land at the North Lancaster Strategic Site, combined with not preventing B1 Office development at the remaining 44.2 hectares of new employment land identified by Policy EC2 (sites SG2, SG14, SG15, and EC3), presumably the Council expects the remaining 5.3ha of the shortfall to be made up through sites identified in Policies EC1 and EC2. However, this is not clear and there is no evidence of the Council considering or utilising other options suggested by the ELR, specifically:

- Safeguarding higher quality land within existing employment areas for future B1 office use; or,
- The more intensive development of the Council's existing allocations.

2.15 In failing to robustly consider these options, the Council has not made it clear why specific existing sites are, or may not be suitable to accommodate B1 Office development or why there is a specific need for 2 hectares of employment development at the North Lancaster site.

2.16 In the context of the points made at 2.14 above, it is clear that there is no robust justification for identifying 2 hectares of B1 Office employment land at the North Lancaster Strategic Site particularly when there is clear capacity within other existing and proposed employment locations identified in Policies EC1 and EC2. Not only does capacity exist on other sites in the Council's portfolio, several of those sites are far more suitable and better located to meet the district's employment land needs than the North Lancaster site.

² Review of the Employment Land Position for Lancaster District (July 2014) pp. 7.33, p. 131

2.17 Taylor Wimpey commissioned Eckersley to undertake an analysis of the demand for employment sites in Lancaster. Eckersley has prepared a Market Perspective Report (March 2019) (**Appendix II**) which assesses the market demand and commercial prospects for the North Lancaster Strategic Site. The findings of the report are summarised below:

- Whilst there may be some limited demand for from local businesses within the Lancaster and Morecambe area and within rural outlying communities, the potential take-up prospect is uncertain at best. The report states at paragraph 4.23 that it is expected that the best case scenario for business take-up would be industrial starter units of a hybrid nature somewhere between 250 m² to 500 m² (2,000 ft² to 5,000 ft²). Eckersley would expect office rentals to have to be in the range of £180 - £225 per m² (£15 - £20 per ft²) and industrial units £80 per m² (£7.50 per ft²) which would be unlikely to be viable for the vast majority of likely occupiers;
- The land available within the site is relatively small and would be unattractive to businesses as a consequence. It is important to highlight that commercial development for employment uses would probably also need to attract businesses from further afield. This almost certainly would require the provision of adaptable and variable size accommodation made available on flexible terms whether that is freehold/long leasehold or short leasehold opportunities offered at appropriate market capital and rental values. This would further impact on viability;
- The report identifies that there is restricted and limited demand in Lancaster and much of that demand is for the now more accessible locations, benefiting from the improved access created by the Morecambe Link Road and to the areas north of the River Lune towards Morecambe and Heysham. Furthermore, that demand is not always typically for the more modern and better quality business space;
- The report concludes that there are a number of better placed commercial business site opportunities that can offer small and large scale development possibilities ahead of the Slyne Road site that are clearly on the Councils business radar, as well as other private developer; and,
- The report emphasises that the North Lancaster Strategic Site is residential-led and as such the residential component is clearly a priority. The introduction of commercial business uses potentially conflicts with the main development objective of the site.

2.18 Taylor Wimpey consider that a policy requirement for B1 office floorspace at the North Lancaster Site has not been robustly demonstrated by the Council and therefore object to its inclusion in Policies SG9 and EC2 of the Local Plan. There is only a very modest demand for 7.3 hectares of B1 office land in the District and whilst seeking to allocate significantly more employment land than is needed overall, the Council has not properly taken into account the existing capacity of existing employment sites to accommodate and exceed the identified need for B1 office land. Taylor Wimpey consider that the provision of new office space could be better addressed by utilising existing assets/floorspace or meeting this demand at more suitable locations for this type of use, as identified in Eckersley's Market Perspective Report.

2.19 In the context of the over-supply of employment land, the removal of the requirement for 2 hectares of employment development at the North Lancaster Strategic Site would not be detrimental to the Council's ability to meet its employment needs, specifically the need for B1 offices, as this need can be met elsewhere in the identified portfolio of sites given the flexibility of the site specific policy wording for these employment led sites.

2.20 Notwithstanding the lack of a robustly demonstrated need for 2 hectares of employment land at the North Lancaster site and the more suitable locations elsewhere, there are further over-riding considerations which make it essential that the employment requirement is removed from the North Lancaster site (Policy SG9). In summary:

- As set out in Taylor Wimpey's responses to Matters 2 and 3, the Council needs to maximise housing delivery because the level of housing it is proposing is less than the OAN for the District;
- The Council is seeking to allocate significantly more employment land than is needed (as set out in this response to Matter 4) and therefore the loss of just 2 hectares of employment land in the proposed employment supply, from the North Lancaster Strategic Site, will not have a detrimental impact on the Council meeting its needs as this need can be met elsewhere in the identified portfolio of sites.
- There are more suitable employment sites within the District, benefiting from the improved access created by the Morecambe Link Road and to the areas north of the River Lune towards Morecambe and Heysham (as set out in Eckersley's report at **Appendix II**);
- The Council should specifically allocate B1 Office land at one or more of the sites listed in Policy EC1 which have available land for development; and
- Housing delivery from the North Lancaster site needs to be maximised to assist with the delivery of a primary school, the local centre and other supporting infrastructure. The employment land's viability is in question (as demonstrated in Eckersley's report at **Appendix II**) and will therefore not assist with the delivery of these components.

2.21 The removal of the employment requirement would allow housing delivery from the North Lancaster Strategic Site to be maximised and would not preclude the site meeting the aim of the NPPF to create sustainable, inclusive and mixed communities. Rather, the allocation and delivery of Policy SG9 and the infrastructure requirements in Policy SG10 (for example primary school and local centre) are essential to help ensure that the Local Plan delivers on the aim of the NPPF to create sustainable, inclusive and mixed communities.

2.22 Taylor Wimpey considers that the employment requirement should be removed from Policies SG9 and EC2 and suggested amendments to the policy wording are provided at **Appendix III**.

b. Is monitoring adequate and what steps will be taken if sites do not come forward?

2.23 In its response to Matter 4, the Council notes that it will continue to monitor the delivery of employment land throughout the District through the preparation of the Annual Monitoring Report (AMR_2017-2018) and the proposed Local Plan Monitoring Framework as described in Background Paper 9: Local Plan Monitoring Framework (SD_021). The Council believe these to be effective and appropriate mechanisms to monitor the delivery of employment land across the district through the plan period.

2.24 The Council also explain that should allocations not come forward for employment purposes then it will seek to investigate the reasons for why such opportunities are not being taken forward. This can be investigated through ensuring that the evidence relating to economic growth and employment land delivery is

maintained in a robust and sound manner and is regularly refreshed. The Council also suggest ways in which it could intervene in sites which are not likely to come forward for their intended use such as direct intervention through the purchase of land or financial incentives; permitting alternative uses on a site in the context of the most up-to-date national planning policy or reallocating the site for a more appropriate purpose through future review of the Local Plan.

- 2.25 Taylor Wimpey generally agree with the Council's approach to monitoring, in particular its approach to intervention to encourage delivery. However, Taylor Wimpey note that the proposed measures are simply suggestions and are not embedded into the policies. Taylor Wimpey consider that the Council should include a mechanism within Policy EC2 to allow allocated employment sites to come forward for alternative uses such as residential should monitoring indicate that the site is not capable of coming forward for employment use. Suggested amendments to the wording of Policy EC2 are provided at **Appendix III**.

e. Would policies DM16 and DM18 recognise the function of new centres such as Bailrigg Garden Village and can the Council clarify how Retail Impact Assessments would apply in relation to policy DM16?

Application of Policies DM16 & DM18 of the Development Management DPD

- 2.26 In its response to Matter 4, the Council clarify that whilst Policy DM16 (Town Centre Development) primarily relates to main town centres only, the thresholds relating to Retail Impact Assessments would be applied to development in local centres.
- 2.27 The Council explains that where local centres are being proposed (as in the case of North Lancaster and East Lancaster) then Policy DM18 would be the more appropriate mechanism to apply to any future proposals within these centres, supplemented by the retail impact assessment thresholds contained in DM16. The Council suggests that minor amendments to Policy DM16 would be appropriate and beneficial in order to clarify the role of the retail impact assessment and align with the recommendations of the evidence base.
- 2.28 Policy DM18 states that:

"Within local centres, which are defined on the Local Plan Policies Map and Policy TC1 of the Strategic Policies & Land Allocations DPD, the Council will allow commercial, community and other non-residential uses on the ground floor where it retains an active street frontage."

- 2.29 Policy TC1 states that:

"New local centres are proposed in both South, East and North Lancaster as part of Bailrigg Garden Village, the East Lancaster Strategic Allocation and the North Lancaster Strategic Allocation (highlighted on the Retail Hierarchy as TC1.9, TC1.11 and TC1.12 respectively). These centres will be local in scale, meeting the needs of both existing and new residents providing key local services and a basic range of comparison and convenience retailing. These new centres should provide for local

services and not seek to compete with other centres in Lancaster or Lancaster City centre itself."

- 2.30 The retail impact assessment threshold for development within local centres, as set out in Policy DM16, is over 200sqm within defined local centres or within 800m of the defined local centre. However, Paragraph 26 of the 2012 NPPF states that if there is no locally set threshold, the default threshold is 2,500sqm. Taylor Wimpey does not object in principle to policies DM16, DM18 or TC1 in so much as they relate to the North Lancaster site but considers that the threshold of 200sqm is too low. Given that it has been agreed in the SoCG that a local centre will be provided at the North Lancaster site, it would be unnecessary to subject any planning application to a Retail Impact Assessment.
- 2.31 The SoCG sets out that LCC, Taylor Wimpey 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. The Concept Plan shows an indicative location which the Parties agree could be a suitable location for the local centre within the site.
- 2.32 Taylor Wimpey re-iterates its comments relating to the Proposals Map as set out in previous representations:
- The symbols used to indicate the local centre (Pentagon labelled TC1.12), employment uses (Circle labelled E2) and infrastructure requirements (Star labelled SG10) are confusing and misleading. For example, Paragraph 15.27 of the Publication LADPD identifies land to east of the A6 as an appropriate location for the local centre but the Proposals Map places the Pentagon symbol to the west of the A6. This level of indicative detail is unnecessary and confusing on the Proposals Map and should be removed. Rather, the Proposals Map should be changed to include just a single line around the entire Strategic allocation with relevant policies that are applicable to the Strategic Site indicated with basic text only, within that line. The Policy wording should detail the requirements with specific locations determined through the planning application process (notwithstanding the fact that as set out in this statement and Taylor Wimpey's responses to other matters, the employment requirement should be removed from the allocation).
 - These changes to the Proposals Map are important because any such infrastructure requirements should be apportioned across the entire North Lancaster Strategic Site either in terms of land provision or contributions. The Proposals Map as submitted, could create unnecessary confusion on this point. The SoCG at Appendix 1 states that 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.³

³ SoCG - Paragraph 9.3

f. Is policy DM28 sufficiently clear as to how it would be applied in respect of the size and scale of development?

- 2.33 Policy DM28 (Employment and Skills Plans) states that in major development schemes the Council will, depending on the size and scale of a proposal, expect an applicant to undertake and implement 'Employment and Skills Plan' that will set out opportunities for, and enable access to, employment and up-skilling of local people through the construction phase of the development proposal.
- 2.34 In its response to Matter 4, the Council confirms that it considers that Policy DM28; the justification text to support it; and the accompanying Employment and Skills Plans SPD adopted in 2018 (SPD_ES_Aug18) do provide sufficient clarity in respect of the size and scale of development which may require Employment and Skills Plans. It also explains that the policy will be applied flexibly to ensure that suitability can be taken into account on a case-by-case basis with consideration of the scale, location and nature of development and whether the developer already provides any pre-existing training scheme.
- 2.35 Taylor Wimpey generally supports the Council's aspiration for new development to provide training and employment opportunities for local residents. Taylor Wimpey is committed to making a difference in the local community by working with local educational establishments and job seeking agencies in order to facilitate local apprenticeships and training initiatives, and to ensure that employment generated from the development is sourced from and directly benefits the local area. In addition, Taylor Wimpey agree with the Council's flexible approach to enable the requirement for an Employment and Skills Plan to be considered on a case-by-case basis to ensure development is not overburdened.

Appendix I North Lancaster Strategic Site Statement of Common Ground

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

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Position: Planning and Housing Policy Manager

Date: 2nd April 2019

Signature:



ON BEHALF OF TAYLOR WIMPEY UK LTD

Print Name: Jordan Gresham

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ON BEHALF OF HOLLINS STRATEGIC LAND

Print Name: Matthew Symons

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Date: 02/04/2019

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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

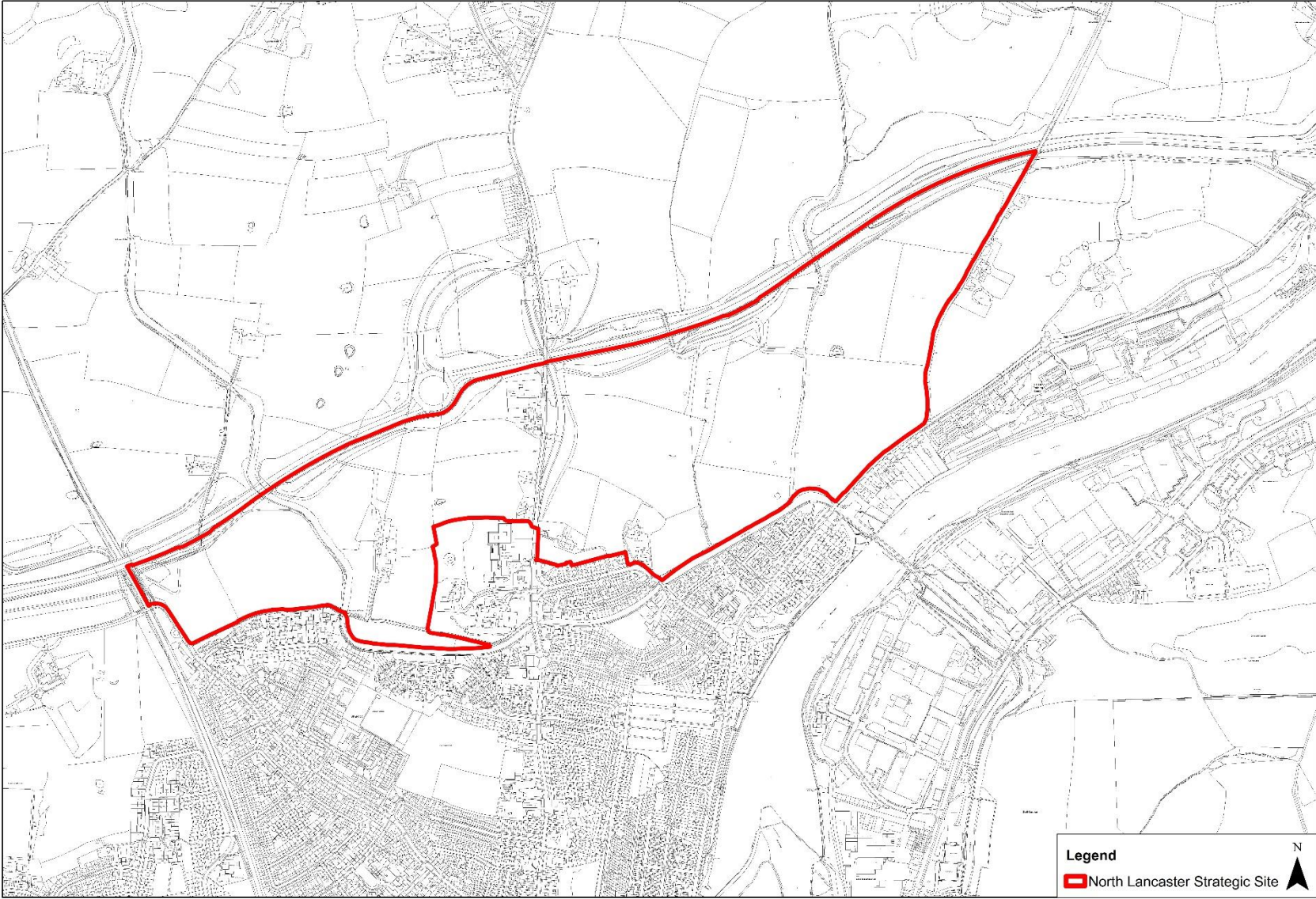
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic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

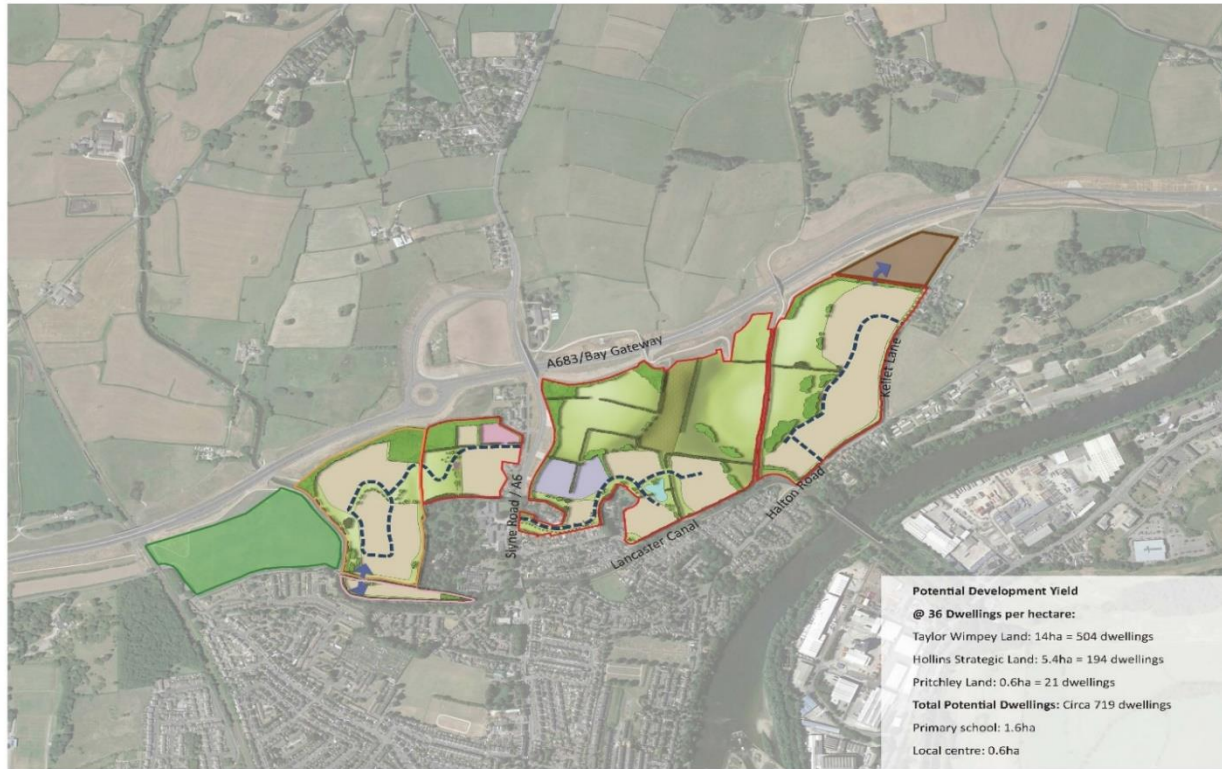
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity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

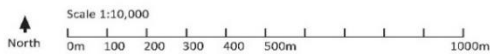


APPENDIX 2: CONCEPT PLAN

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.



Potential Development Yield
 @ 36 Dwellings per hectare:
 Taylor Wimpey Land: 14ha = 504 dwellings
 Hollins Strategic Land: 5.4ha = 194 dwellings
 Pritchley Land: 0.6ha = 21 dwellings
Total Potential Dwellings: Circa 719 dwellings
 Primary school: 1.6ha
 Local centre: 0.6ha



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL PLANNING
 MASTERPLANNING
 URBAN DESIGN

RANDALL THORP

Canada House, 3 Chestnut Street, Manchester M1 5FW
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- Key:**
- Taylor Wimpey Land (40.7 ha/ 100.6 acres)
 - Hollins Strategic Land (8.7 ha/ 21.5 acres)
 - Pritchley Land (1.1 ha/ 2.7acres)
 - 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

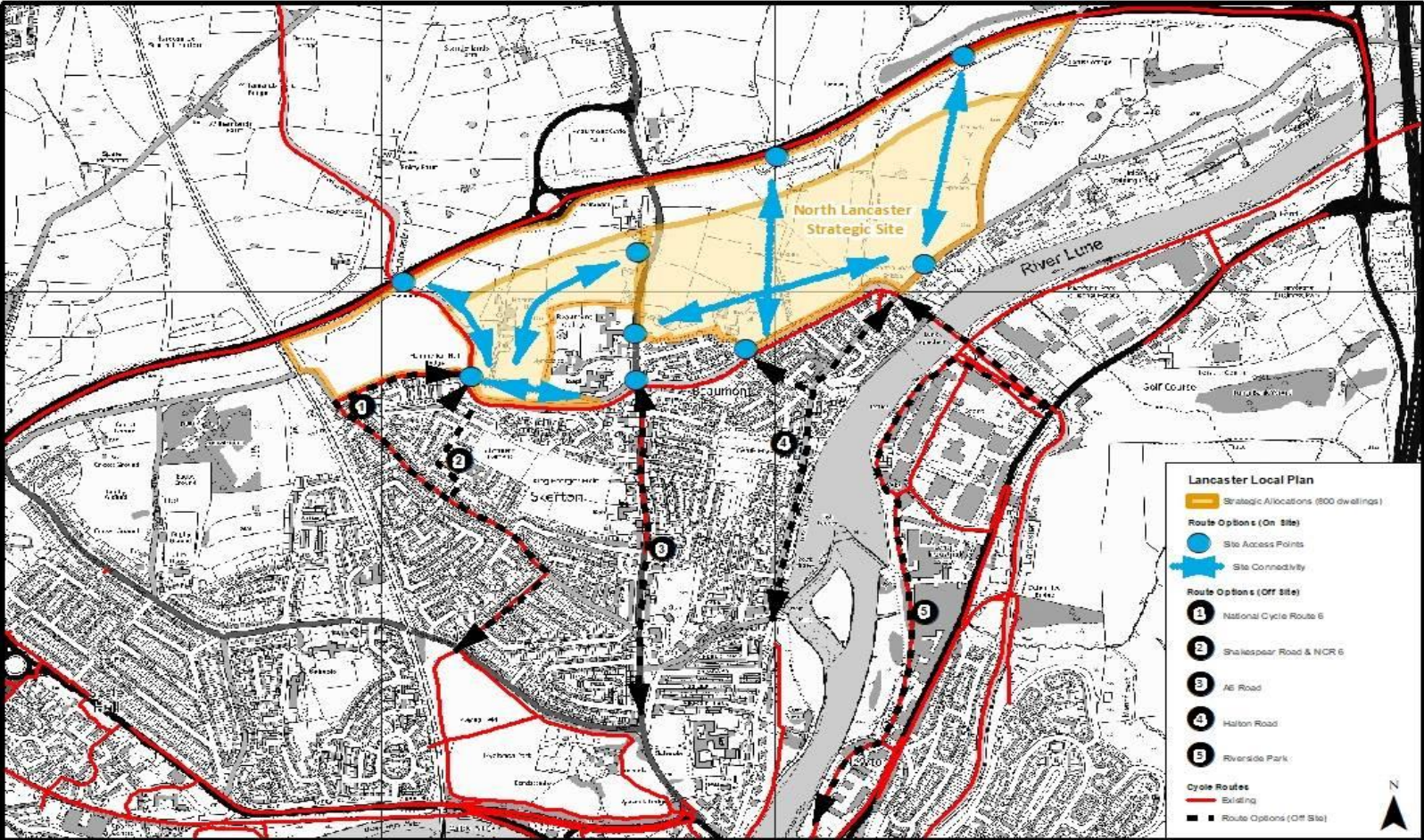
Slyne Road, Lancaster

Conceptual Masterplan within wider Strategic Site

Drwg No: 620C-04 Date: 21.02.19
 Drawn by: YH Checker: CAW/NJ
 Rev by: Rev checker:
 QM Status: checked Product Status:
 Scale: 1: 10,000 @ A3 Client Review

APPENDIX 3: MOVEMENT FRAMEWORK

LCWIP: Lancaster North Routes to be Assessed



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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.

Appendix II Eckersley Market Perspective Report (March 2019)

MARKET PERSPECTIVE

**BUSINESS SPACE & CONVENIENCE/RETAIL FACILITIES
OVERVIEW FOR THE**

PROPOSED SITE ALLOCATION

SLYNE ROAD

LANCASTER

CLIENT
TAYLOR WIMPEY

Ground Floor
Washington House
Birchwood Park
Warrington
WA3 6GR

Kate McClean MRTPI
Senior Strategic Land & Planning Manager

PREPARED BY
ANDREW D TAYLORSON BSC (HONS) MRICS

Eckersley
Castle Chambers
China Street
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LA1 1EX

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Ref: ADT/CF/12732

1.0 INTRODUCTION

- 1.1 The following commentary relates specifically to the proposed residential led mixed use allocation of land to the east of Slyne Road (A6) and north of Halton Road in the Skerton area of Lancaster. (Lancaster Local Plan Strategic Policies and Land Allocations DPD – Policy SG9).
- 1.2 Taylor Wimpey have instructed Eckersley to comment on the market demand and commercial prospects for business as well as convenience/retail and healthcare type uses for the site.
- 1.3 Our commentary is limited to the criteria that would apply to the subject site within the context of the Lancaster market. It does not relate specifically to strategic sites that have been identified elsewhere nor does it have regard to the Councils possible aspirations for the Lancaster West Business Park/Middleton Business Park area as a strategic employment area.

2.0 LOCATION & DESCRIPTION

- 2.1 The proposed site allocation is located to the west and in the main east of Slyne Road (A6) just to the south of the new Bay gateway Morecambe link road (A683). The site is also just to the north of the Lancaster Canal, west of the River Lune and also abuts Halton Road/Kellet Lane. The site is on the northern outskirts of the Skerton area of Lancaster.
- 2.2 The land in question is greenfield and in 2 parts. It includes an area of approximately 4.5 hectares (11.1 acres) west of Slyne Road and immediately to the north of Beaumont College. The majority of the site extending to approximately 36.2 acres (89.5 acres) or thereabouts lies to the east of Slyne Road north of the Lancaster Canal and west of Kellet Lane.
- 2.3 Both sites have variable topography which will ultimately limit development to those areas less affected.

3.0 GENERAL MARKET CONDITIONS AND OVERVIEW TO THE REGIONAL COMMERCIAL PROPERTY MARKET

- 3.1 In the last decade the property market has experienced its most volatile period since reliable performance analysis commenced in 1981. The main catalyst for a general fall in

commercial property capital and rental values from 2007 was the global credit crunch, which severely affected market confidence and the availability of funding options to finance property investments and transactions across all sectors.

- 3.2 The situation had stabilised over the last 3 to 4 years and up to recent months has seen renewed capital investment and growth in the UK economy. This growth has not been uniform throughout the country, with a distinct bias towards the South East and in London specifically.
- 3.3 The property market in the region and in Lancaster has, however, shied away from commercial development due to high land and construction costs and the perceived risk associated with this commercial property development. These types of projects are not favoured generally by the larger funding Institutions without certainty of pre-lets supported by suitable high quality and safe corporate covenants. There is also no real evidence of such business needs in Lancaster at the present time. Unless privately funded, many projects have stalled due to issues associated with finance and the apparent “viability gap” between cost and value. What has been tried and proven to be successful in the market place, however, are small hybrid industrial units, such as those more frequently found in the Preston and Chorley areas, when focussing specifically on Lancashire as a region. This type of facility is not generally found in Lancaster or Morecambe.
- 3.4 There have been no Local or Central Government initiatives to promote new business space other than via the LEP initiative and the token (24 in total) Enterprise Zones for some key strategic areas. These modern Enterprise Zones do not replicate the older versions of the 1980s in terms of scope and business incentives.
- 3.5 With regard to business occupier space, it is apparent that flexibility is key. Many warehouse distribution businesses require good working eaves height which affords the scope and opportunity to provide high level racking, mezzanine storage or office accommodation as part of the occupiers own fit-out. Units need to be accessible, very secure and have car parking and service provisions to cater for staff and business needs.
- 3.6 The consequence of market expectations with regards to increased labour costs, the level of specification and operational needs obviously has an effect relative to overall construction costs. Therefore rental and capital value requirement levels have also been

adjusted upwards to ensure an appropriate margin of return for the developer or investor. For basic general industrial accommodation as seen at the smaller end of the spectrum, rentals in the region of £70 - £90 per m² (£6.50 - £8.25 per ft²) are typical, but up to as high as £120 per m² (£10 per ft²) have also been achieved. Rental returns are influenced by the actual property type and the lease terms agreed, with some flexibility to reflect incentives in the rental package or duration of the lease. The rents achievable for medium to large scale units do reduce from these levels, but new accommodation is still realistically priced at £60 - £70 per m² (£5.75 - £6.50 per ft²).

4.0 CURRENT MARKET POSITION IN CENTRAL AND NORTH LANCASHIRE

- 4.1 More recently and in the last 2 quarters, investment yields have according to the Royal Institution of Chartered Surveyors (RICS) in general consolidated and hardened in the North West, as they arguably have elsewhere in the UK. They still remain dependent on the covenant profile of prospective end users. This is of particular importance with regard to occupational tenants and in determining capital values.
- 4.2 In 2018 the Q3 RICS Commercial Market Survey report points to “a fairly subdued trend across the occupier market with Brexit uncertainty weighing on occupier decisions.” “The more recent Q4 report highlights “political uncertainty to be holding back activity, with the lack of clarity causing decisions to be delayed”. Both of these comments can be taken as definitive warning signs from the property industry’s governing body.
- 4.3 As far as commerce is concerned, the more established and better managed businesses have continued to thrive. This is evidenced by the level of enquiries that are received regionally for the more accessible and modern accommodation, particularly those sites and opportunities benefiting from good means of communication to the national motorway network.
- 4.4 Eckersley’s own market research and activity in the market place has established that in the Central and North Lancashire areas there is latent demand for modern industrial warehouse accommodation (B8) generally in generally excess of 1,850 m² (20,000 ft²) up to 18,580 m² (200,000 ft²), predominantly on a freehold basis and in accessible locations on established industrial estates, typically those which are close to motorway junctions. The demand for leasehold property is generally more limited but with a shortage of

serviced sites and new building stock this has forced some businesses into leasehold options. At the same time, there has been a high level of activity and increased take-up of smaller accommodation from 70 m² to 186 m² (750 ft² to 2,000 ft²) and medium sized 275 m² to 465 m² (3,000 ft² to 5,000 ft²) catering for the often overlooked SME market.

- 4.5 Lancaster is well served by the M6 with 3 motorway junctions providing access to the south, central and northern areas of the City and also Morecambe, Heysham and Carnforth. Lancaster generally has a reasonable supply of late 1970s, 1980s & 1990s built industrial and warehouse accommodation, specifically on White Lund and Lansil Industrial Estate, close to Junction 34 of the M6. Occupation levels are high and supply of empty accommodation limited.
- 4.6 Due to changes in working and occupier requirements, however, the type of accommodation on White Lund and Lansil is in some instances quite dated, for example warehousing providing lower eaves heights than would normally be expected, which do not satisfy current occupier demand. This is similar to the type and quality of office accommodation available in Lancaster City Centre, which has no Grade A space and the existing stock does not always provide open plan plates. Almost all businesses have specific IT requirements to include, high speed broadband and controlled temperature working environments which are not always readily available either. It is noteworthy Morecambe and Heysham do not have an established office market or supply of this type of accommodation.
- 4.7 The Councils Review of the Employment Land Position for Lancaster District (January 2015) by Colliers and Turleys identified *“A lack of appropriately sized industrial premises and move on space was cited by a number of businesses as a potential constraint to growth, particularly in the Morecambe (White Lund) area. Incompatibility with surrounding residential uses was another issue, suggesting there may be some need for sites and premises where adequate separation from sensitive uses can be achieved”*.
- 4.8 With a particular focus on Lancaster it is our opinion that there is a more restricted and limited demand gives it and much of that demand is for the now more accessible locations, benefiting from the improved access created by the Morecambe Link Road and to the areas north of the River Lune towards Morecambe and Heysham. That demand is not always typically for the more modern and better quality business space. Needless to

say, occupiers are keen to secure accommodation on competitive terms and there is now a perceived reluctance to pay what would be the appropriate market rents for new space which as a consequence has led to a relatively static market. Understandably this cautious business approach also plays a part in the relatively low volume of commercial property transactions in the market place. The market has effectively plateaued for a period of time with limited new investment and a reluctance for occupiers to relocate for fear of rising cost overheads and arguably Brexit related issues.

- 4.9 Looking back there has been some, but overall limited, new development of industrial and commercial business space in the Lancaster area over the last decade. This is largely as a result of the limited supply of appropriate fully serviced land and also commercial viability issues associated with the same, due to the perceived high risk of speculative development. The opening of the new Morecambe Link Road should create new opportunities in the market place in time, but it needs the certainty of investment and continuous pro-active marketing by the Council and its partners with more pro-active engagement with local and regional businesses.
- 4.10 Despite the Government initiatives in the form of Local Enterprise Partnerships and the formation of the Lancashire Enterprise Partnership (LEP), investment in the region seems to be primarily focused further to the south towards Preston and Blackpool and in particular on the aeronautical industries at Warton and Sablesbury. These sites have the benefit of Enterprise Zone Status, but the opportunities both offer seemingly reserved for large scale blue chip business operations focused on high-tech manufacturing.
- 4.11 The most recent example of a new industrial business space development utilising the LEP resource is the Burnley Bridge scheme at Junction 9 of the M65 motorway. This scheme was assisted with grant funding secured in December 2011 through ERDF Financing which has continued to prosper and grow since its conceptual start. It has, however, taken longer to come to fruition than was previously envisaged.
- 4.12 There has only ever been limited amounts of small scale private office development dating back to 2007 and despite the prominence of Lancaster Business Park at Junction 34 of the M6, most of what has transpired is also typically found further to the south of the region at Buckshaw Village, Chorley and South Rings, Preston both of which are just off the M6 Motorway at junctions 28 and 29 respectively.

- 4.13 Carnforth Business Park is another example of relatively new development with the first phase having now been completed. Progression of further development has been slow due to what we understand are again cost and value related issues. The site preparation and infrastructure costs have translated into a high land price which coupled with higher build costs it has also had an impact on viability and the level of return for the developer. When schemes are subject to funding requirements this has seemingly created a hiatus in the market place particularly In Lancaster.
- 4.14 The rental figures quoted previously are high in comparison to current market levels achieved for second hand stock, in Lancaster and Morecambe, with rentals from £20 - £80 per m² (£2 to £7.50 per ft²) for the smaller business type units. Age and obsolescence are the main determining factors for such a variation. Some of the larger stock and that held in portfolios by local and regional investors are, however, holding rental values at the higher end of this spectrum quite well, with evidence suggesting that rental growth over the last 24 to 36 months has been achieved, but this seems to have tempered over the last 6 months as a consequence of Brexit.
- 4.15 It is a point of fact though that these developments have all come forward in the last 5 to 10 years as part of private developer initiatives led by specific business requirements with one element of owner occupation supporting the business case for the scheme. It is noteworthy that the level of developer activity has, however, waned in the last 6 - 12 months as Brexit negotiations and the apparent turmoil in the political environment in the UK on whether there would or would not be a “No Deal Brexit” compounds economic uncertainty.
- 4.16 We are aware that there are indicative development proposals in Lancaster City Council’s initiative in a Joint Venture with a developer which could accommodate mixed schemes. This we believe includes scope for variable size units for industrial workshop/warehouse type business operations and the possibility for some hybrid units. These are positive initiatives if they come to fruition and will lead the way forward once that commitment is made.
- 4.17 For this scheme, flexible B1, B2 & B8 type accommodation could probably be built in phases, in line with market demand and not necessarily on a fully speculative basis in an established commercial area. This replicates the modelling of the business space

initiatives that have been built and successfully offered into the market place when developed elsewhere in Lancashire.

- 4.18 Another option is the Council owned depot site off White Lund Road which offers an infill opportunity. It is anticipated that with no obvious site constraints and good access, the site could also be of interest again to small to medium scale business users. It enjoys a strategic location with access to Lancaster City Centre and similarly to the M6 motorway. Accordingly, it would be anticipated that any commercial development could also take the form of the small business starter units. However, the available land also provides flexibility to offer a range of medium sized business units and a possible cluster of small pavilion type two-storey office accommodation of a type that has not really been developed in this part of the region of late.
- 4.19 Recently a planning application has been approved by the Council for 20 commercial units at Mellishaw Lane totalling 3,065 m² (33,000 ft²). These once built will range in size from 70 m² (750 ft²) up to 557 m² (6,000 ft²) and some will have the scope to include additional mezzanine floor areas. The target date for construction and occupation, we believe, is Spring 2020 and the target market is aimed at SME business operations. Units we believe will be offered and available on a leasehold basis only.
- 4.20 Lancaster Business Park on Caton Road does offer office accommodation, but whilst highly accessible to the motorway network, it lacks the availability of local convenience amenities with only a family restaurant and gym facility close to hand. At the present time there is still office accommodation availability comprising 4 suites and a detached building with sizes ranging from approximately 200 m² (2,150 ft²) to 400 m² (4,300 ft²). In addition there are currently 4 plots of land available for office development ranging from 0.28 hectares (0.7 acres) up to 1.6 hectares (4 acres). These plots have been fallow and left undeveloped for a significant period of time, largely due to limited demand in the area and understandable reluctance on the developer to speculatively build new units. It is estimated that such a venture would require securing rentals of circa £195 per m² (£18 per ft²) and upwards to justify new building programmes relating to offices and to produce a viable return on the required capital investment for the developer.
- 4.21 The anticipated market demand for an employment led scheme on the Slyne Road allocated site is not easy to ascertain and could be perceived by the market to be high

risk. It also conflicts with the Councils own report that specific business feedback was a concern of “incompatibility with surrounding residential uses.”. This equally applies to the subject site which is primarily a strategic residential opportunity. We would speculate that it is the cost and risk factor that is the reason behind the Council considering Joint Venture opportunities with a third party elsewhere in the Borough.

- 4.22 The road communications to the Slyne Road site and access to the motorway network may be as well received for SME’s looking to invest in new accommodation but land available within the site is relatively small and would be unattractive as a consequence. Whilst there may be some demand from local businesses within the Lancaster and Morecambe area and within rural outlying communities, the potential take up prospect is uncertain at best. It is important to highlight that commercial development for employment uses would probably also need to attract businesses from further afield. That almost certainly would require the provision of adaptable and variable size accommodation made available on flexible terms whether that is freehold/long leasehold or short leasehold opportunities offered at appropriate market capital and rental values.
- 4.23 It is expected that the best case scenario for business take-up should this proposition proceed would be industrial starter units of a hybrid nature somewhere between 250 m² to 500 m² (2,000 ft² to 5,000 ft²) and any development could probably also be undertaken in small phases. These phases would be dictated by occupier demand based on the achieved rental and capital figures, requiring a short to medium term commitment. As a consequence of cost we would expect office rentals to have to be in the range of £180 - £225 per m² (£15 - £20 per ft²) and industrial units £80 per m² (£7.50 per ft²) which raises questions on viability.

5.0 CONCLUSION & RECOMMENDATION

- 5.1 The viability of any commercial development schemes is key, which itself will probably be dependent on the UK economy returning to and sustaining equilibrium, with continued low interest rates and market growth. A “Hard Brexit” or indeed a “No Deal Brexit” over the next few months could influence markets and would no doubt be a contributing factor to confidence in businesses and property in the market place.
- 5.2 The subject site on Slyne Road does offer development opportunities for mixed use schemes but we would have to question the prospect of overall viability together with the

potential conflict with the proposed residential element. This is a residential led strategic development site and as such the residential component is clearly the priority. The introduction of commercial business uses potentially conflicts with the main development objective of the site. There are a number of better placed commercial business site opportunities that can offer small and large scale development possibilities ahead of the Slyne Road site that are clearly on the Councils business radar, as well as other private developers. To be viable it would certainly need the commitment and the resolve of the Council to support the project in light of technical constraints and any form of grant or assisted finance funding from the LEP or Central Government should be fully explored.

5.3 Given the uncertainty that exists with regards to the current economy associated with Brexit, the potential supply of other competing sites previously referred to that have more advanced proposals and are in better locations, we cannot support a scheme that catered for potential business needs on the subject site allocation with any degree of confidence. Our comments are supported by what are obvious viability concerns associated with rising construction costs and general site suitability, issues that also may need to be addressed.

5.4 It is also apparent that the Slyne Road site only offers limited scope for development from a business perspective due to its physical constraints. It is therefore logical to consider larger more accessible sites located close to or within the established business areas previously referred to and as identified by the Councils consultants. There appear to be commercial synergies that offer a co-ordinated and planned strategy rather than small piecemeal opportunity that the Slyne Road site presents; furthermore this would conflict with the prime developable areas of the site where residential development should be sited to optimise coverage.

6.0 CONVENIENCE MARKET

6.1 The convenience section of the business community has undergone radical change in the last 10 years following on from a fundamental shift in consumer shopping patterns instigated initially by the 2008 – 2010 recession and a protracted period of austerity that affected many household incomes nationally. This resulted in a decline in popularity and more significantly market share of the 4 large supermarket chains in favour of discount retailers such as Aldi and Lidl.

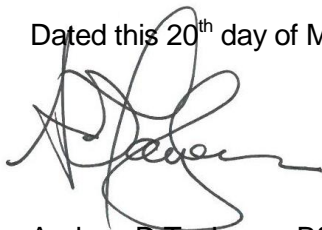
- 6.2 Many of the large supermarkets switched emphasis to “Convenience (C)” stores specifically the Sainsburys Local and Tesco Express format. Interestingly Morrisons also tried to follow a similar pattern but later abandoned that concept. More recently Sainsburys also tried to introduce their own discount brand in the form of Netto and that venture was also mothballed. Tesco as recently as last autumn launched their “Jacks” concept store which is still being trialled at the present time, but short term reports suggest a subdued market reaction to the initiative and a possible cancelling of other planned stores according to media speculation.
- 6.3 Notwithstanding the market dominance of the big four supermarkets and the growth of Aldi and Lidl, the Co-op has also invested significantly in its own “C” store range and still have active requirements. Franchise operators under the Spar and Londis brand names have also responded positively to the changing convenience market and again there has been a noticeable increase in floor space added by those types of retailer operators over the last 5 years.
- 6.4 The retail trade business in general operates complex models particularly as far as convenience retailing is concerned which is very much driven by local demographic profiles and the perceived availability of consumer spending power. All main retailers operate sophisticated market research that help identify target areas with growth opportunities for improving market share. With the creation of new housing this potentially creates new opportunities within the market place subject to the size and scale of development. Sometimes perceptions from a planning perspective are different from the way retailers actually analyse the market place. Whilst concept ideals may have merits the delivery of the same do not always follow through as market requirements are fundamentally different.
- 6.5 The key benefit for retail operations these days is a strong residential area within a positive demographic profile and a lack of amenity resource in the community. New developments obviously need time to mature and develop before the retail offer is added to serve that existing local population which in time will also grow.
- 6.6 In the area around the subject site on Slyne Road there is a very limited retail offer which presently is in the form of small convenience stores as scheduled below.

Shop name	shop address	distance to proposed site (approx)
Spar	81 Slyne Road, LA1 2HL	0.9 miles
Convenience Express	12A Aldrens Lane, LA1 2DU	1.1 miles
BP petrol station	Owen Road, LA1 2LL	1.3 miles
Halton Village Stores	157 High Road, LA2 6PY	1.4 miles
Londis	21 Noel Road, LA1 2LS	1.5 miles
Mccolls	93 Barley Cop Lane, LA1 2PP	1.6 miles
Spar Scale Hall	81 Scale Hall Lane, LA1 2RP	2 miles

7.0 SUMMARY CONCLUSION & RECOMMENDATION

- 7.1 Our research suggests that a Local Centre is brought forward with a small “C” store, possibly supported by ancillary retail could be most viable such as a multi-functional facility serving the planned housing development and the existing residential area quite well.
- 7.2 In terms of viability this type of development offers more certainty in respect of occupier demand, which can be appraised quickly and with a high degree of accuracy. Rental levels for retail we would expect to be in the order of £160 - £220 per m² (£15 - £20 per ft²) or Capital Values in the realm of 2,000 – 2,600 m² (190 – 240 ft²) subject to the design, size and specification. Both leasehold and freehold opportunities could present themselves.
- 7.3 It is our opinion that a convenience store with ancillary retail offers a potentially more viable development prospect for the proposed development at Slyne Road ahead of commercial business space. It would also be possible to pre-determine demand and cater for design alternative options in consideration of end user feedback for such proposals. In the event that market demand was deemed to render the prospective commercial uses unviable we would advocate removal from the development proposals..

Dated this 20th day of March 2019



Andrew D Taylorson BSc (Hons) MRICS
 Eckersley Chartered Surveyors

APPENDIX I
MASTERPLAN

Appendix III Taylor Wimpey's Proposed Changes to the Local Plan Policies (Submission Version) May 2018

Taylor Wimpey's Suggested Amendments to Policies of the Lancaster Local Plan:

Part One: Strategic Policies and Land Allocations DPD; and,

Part Two: Review of the Development Management DPD

April 2019

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For and on behalf of GVA Grimley Limited t/a Avison Young

Policy SG9: North Lancaster Strategic Site

1.1 Taylor Wimpey's proposed changes to Policy SG9 are shown in red below:

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall / Beaumont Hall in North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 700 dwellings, ~~2 hectares of high quality B1 employment land~~ and a range of infrastructure necessary to facilitate these new homes ~~and jobs~~.

~~The Council will prepare a Development Brief to set out in more detail how development of this strategic site should move forward in the context of wider growth in the Lancaster area. The recommendations of the Local Plan (Part One) Sustainability Appraisal should be taken into account when preparing this document.~~

~~The Council will expect that future proposals for the site should be prepared in the context of this Development Brief and taken forward through a comprehensive masterplan for the whole site that addresses the issues of phasing, delivering the necessary infrastructure and addressing all issues set out within the Brief.~~

~~In preparing the masterplan and future planning applications, any future proposals will be required to address~~ the following matters ~~to be fully addressed~~:

- ~~I.~~ A comprehensive masterplan for the whole site will be required with future planning application(s) which addresses phasing and the delivery of infrastructure to make the development acceptable in planning terms, including addressing the requirements of Policy SG10 of this DPD in relation to wider strategic infrastructure needs in the North Lancashire area;
- ~~II.~~ The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- ~~III.~~ Building an appropriate mix of housing types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment
- ~~IV.~~ Approximately ~~40%~~30% of the residential units provided will be defined as 'affordable', which includes the delivery of a full range of affordable products through dialogue with the Local Planning Authority.

Design Considerations

- ~~IV.~~ The submission of a ~~bespoke Design and Access Statement with future planning application(s) detailed design statement~~, recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster and its proximity to the Bay Gateway which is to the north. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents.
- V. Support will be given to development that seeks to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency,

this should include investigating opportunities to deliver district heating systems and provision for electric charging points and infrastructure for electric vehicles;

- VI. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD, providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- VII. Appropriate safeguarding to the satisfaction of National Grid / Electricity Northwest from the overhead powerlines which run across the site.

Environmental Considerations

- VIII. The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which makes the best use of the topography of the site. The landscaping scheme should seek to create landscape buffers between the development site and the Bay Gateway Link Road to the north, ~~the A6 which runs through the centre of the site,~~ the West Coast Mainline to the west and the residential areas to the south;
- IX. The creation of ~~significant~~ green buffers informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s) between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
- X. Provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas for recreation, such as public open space within the development;
- XI. ~~Future planning application(s) Proposals~~ will be expected to fully assess the potential ~~effect impact~~ upon the setting and significance of heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of ~~proposed new~~ development, ~~should be investigated, and w~~ where potential concerns may arise, mitigation measures should be put in place. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site; ~~should make use of the Heritage Assessments which have been prepared by the City Council in relation to this site;~~
- XII. The provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site;
- XIII. ~~Proposals-Future planning application(s)~~ should fully and satisfactorily address amenity issues, including noise and air quality issues that arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;
- XIV. ~~Proposals-Future planning application(s)~~ will be required to demonstrate how they will contribute to the delivery of green network corridors and ecological networks, identifying opportunities for enhancing biodiversity, recreation and leisure uses and integrating the delivery of the site with improved functionality of both the district's ecological and green infrastructure networks;

- XV. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced. The Council will expect ~~development proposals~~ future planning application(s) to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create functional ecological networks;
- XVI. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority; and
- XVII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the DM DPD.

Transport Considerations

- XVIII. The delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority. Further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- XIX. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only;
- XX. Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

Any future planning application(s) proposal that is submitted for this area will be expected to take fully into account ~~the content of the Development Brief and~~ all other relevant policies within the Local Plan.

Policy DM12: Self Build, Custom Build and Community-led Housing

1.2 Taylor Wimpey's proposed changes to Policy DM12 are shown in red below:

Planning applications for self, custom or community-led housing, built by individuals or groups of individuals for their own occupation will be supported by the Council where they are located in sustainable locations.

Developers of strategic sites (sites and amount to be determined by the outcomes of the Strategic Housing Market Assessment) and other smaller sites will be encouraged to investigate the possibility of making provision for a proportion of serviced plots of land to contribute towards meeting the evidenced demand for self, custom or community-led Housebuilding in the district.

Serviced plots of land will also be supported on other allocated sites where overall, this would not result in an over-provision of this type of housebuilding when compared to the Council's supply/demand evidence. The Council will seek to identify plots for self and custom build housing where the need is clearly identified via the Self Build Register.

The Council will support proposals from community groups seeking to provide affordable housing units and who will implement their management and lettings arrangements (providing these meet a local need and comply with other relevant planning requirements and policies, including Policy DM43).

Policy EN2: Future Employment Growth

1.3 Taylor Wimpey requests that Policy EC2 of the LADPD is amended as below in red:

Policy EC2: Future Employment Growth

The Council anticipates that a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Innovation Park	Allocation made to deliver opportunities for technology and research based industries that provide close linkages to the adjacent university campus.	9.7ha
SG14	Expansion of Facilities for the Port of Heysham	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG15	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the strategic allocation of Beaumont Hall for a mixed-use development of residential and high-quality employment uses, which takes advantage of the linkages with the new Bay Gateway Link Road.	2ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment of land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	9ha

Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.

Policy EN7: Local Landscape Designations

1.4 Taylor Wimpey's requests that Policy EN7 is removed from the LADPD.

~~Areas of Key Urban Landscape and Urban Setting Landscape have been identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded.~~

~~Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM45 of the Development Management DPD which relates to development and landscape impact.~~

Policy DM2: Housing Standards

1.5 Taylor Wimpey's proposed changes to Policy DM2 are shown in red below:

The Council in accordance with national policy and practice guidance has taken consideration of overall need and viability across the district and has adopted to implement optional housing standards on new residential development. Proposals for residential development will be supported where:

- I. All new dwellings (market and affordable) meet the Nationally Described Space Standard (or any future successor)*
- II. At least 20% of new affordable housing and market housing on schemes of more than ten dwellings will be expected to meet Building Regulations Requirement M4(2) Category (accessible and adaptable dwellings).*

Applicants will be expected to design schemes in accordance with the nationally described standards, including sufficient built-in storage. Applicants must submit appropriate supporting documentation alongside the planning application to ensure that compliance with the standards can be verified, including completion of an internal space compliance statement.

A flexible approach will be taken to the delivery of homes which accord with the nationally described standards. The requirement for dwellings to meet the standards will be relaxed where it would not be viable.

A flexible approach will be taken to the delivery of accessible and adaptable dwellings under Building Regulation M4(2) where exceptional circumstances are demonstrated, such circumstances could include site topography or vulnerability to flooding.

Policy DM3: The Delivery of Affordable Housing

1.6 Taylor Wimpey's proposed changes to Policy DM3 are shown in red below:

The Council will continue to support and promote the delivery of new affordable housing within the district through a variety of differing tenures.

The tenure of affordable housing will need to conform to the definition of affordable housing as defined by Annex 2 of the National Planning Policy Framework. Should the definition of affordable housing be revised through changes to the National Planning Policy Framework, proposals will need to accord with the revisions to this Framework.

Affordable housing thresholds

Other than in the most exceptional circumstances or for schemes within the West End Masterplan and Morecambe Area Action Plan boundaries, new housing development must contribute towards the provision of affordable housing and meet the requirements set out in the table below. The Council will consider detailed proposals for new housing development that falls into Use Class C3 with reference to the following requirements:

Reference Affordable Housing Target by Development Type (Average)			
Number of dwellings	Location	Affordable Housing	Delivery Method
15 plus	Urban	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
15 plus	Lancaster and Carnforth	Minimum 30% (Greenfield)	On site
11 plus	Rural (Excluding AONBs)	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
11 to 14	Urban	Minimum 20%	On site

<i>Developments exceeding 1,000 sqm (Gross Internal Area) and under 11 units</i>	<i>Urban / Rural</i>	<i>Minimum 20%</i>	<i>On-site</i>
<i>Affordable housing requirements within the Arnside and Silverdale AONB are identified within the Arnside & Silverdale AONB DPD and requirements for Forest of Bowland AONB identified under Policy DM6 of this DPD.</i>			

<u>Reference Affordable Housing Target by Development Type</u>			
<u>Lancaster and Carnforth and Rural West*</u>			
<u>Greenfield</u>	<u>15 and over</u>	<u>On site</u>	<u>30%</u>
<u>Greenfield</u>	<u>10-14</u>	<u>On site</u>	<u>20%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>20%</u>
<u>Morecambe, Heysham and Overton</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>15%</u>
<u>Rural East**</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>40%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>30%</u>
<u>Nil contribution will be sought on schemes of less than 10 units outside of the districts two Areas of Outstanding Natural Beauty, nor will any contribution be sought on schemes in any part of the district which comprise solely of apartment led development, nor brownfield development in Morecambe and Heysham.</u>			
<u>** Rural East includes the wards of Halton with Aughton, Kellet, Lower Lune Valley and Upper Lune Valley (excluding any part of the Forest of Bowland AONB)</u>			
<u>* Rural West includes the wards of Ellel and Bolton-with-Slyne</u>			

Affordable housing requirements

The provision of affordable housing will be required to accord with the following criteria:

- I. Affordable housing shall remain affordable in perpetuity unless there are justified reasons which would require otherwise, in such circumstances this justification will need to be agreed with the Local Planning Authority at the time of application;
- II. The form of provision, location within a site and the means of delivery will be subject to negotiation at the time of a planning application. However, close consideration of the latest available evidence will be required including the most up to date Strategic Housing Market Assessment or where there is an up-to-date village or parish housing needs assessment that is a more appropriate indication of housing need.
- III. Accommodation provided will be required to be genuinely available to those households who have been identified as being in housing need;

- IV. *Housing must be well integrated into the design of an overall scheme and be consistent with market housing in quality of materials, design and open spaces.*
- V. *Financial contributions towards the provision of affordable housing will be calculated in accordance with the methods detailed in the emerging Viability Protocol SPD.*

Loss of affordable housing

Proposals to vary or remove restrictive occupancy conditions will be required to make a financial contribution towards affordable housing in accordance with the emerging Viability Protocol SPD (where a contribution has not already been made).

Viability

Where compelling and detailed evidence demonstrates that the provision of affordable housing in accordance with the above requirements would have a disproportionate and unwarranted negative impact on the viability of a proposed development, applicants may, in agreement with the Council, provide fewer affordable dwellings than would ordinarily be acceptable, review the tenure or mix of dwellings, or provide a financial contribution in lieu of onsite provision. Such evidence must include an open book financial viability appraisal which will need to accord with guidance in the emerging Viability Protocol SPD.

Policy DM27: Open Space, Sports and Recreational Facilities

1.7 Taylor Wimpey's proposed changes to Policy DM27 are shown in red below:

Protection of Recreational Open Space

The Local Plan Policies Map identifies a range of designated open spaces within the district which have been provided for their important value. Proposals that seek to protect and enhance existing designated open spaces shall be supported by the Council. The Council will not permit the loss of designated open space unless:

- I. An assessment has been undertaken to demonstrate that the open space is surplus to requirements;
- II. An assessment has been undertaken to demonstrate that the open space no longer has an economic, environmental or community value, which shall include consultation with key stakeholders and the local community;
- III. The loss of open space resulting from development would be replaced by equivalent or better, high quality provision in a suitable location;
- IV. The development is for alternative sports and recreation provision, the needs for which clear outweigh the loss.

Development proposals that are adjacent to designated open spaces will be required to incorporate design measures that ensure that there are no negative impacts on amenity, ecological value and functionality of the space. The Council will only permit development that has identified negative impacts on open space where appropriate mitigation measures or compensation measures have been provided.

The Council will protect amenity spaces, particularly in the main urban settlements of Lancaster, Morecambe, Heysham and Carnforth that are not specifically designated as open space but have an economic, environmental or social value to the community they serve. Development of such sites will not be encouraged unless appropriate re-provision is provided or it is clearly demonstrated to the satisfaction of the Council that the land in question does not provide any economic, environmental or social value.

The Creation of New Recreational Open Space

Where viable, ~~Dd~~ development proposals located in areas of recognised open space deficiency will be required to provide appropriate contributions toward open space provision, either through the provision of on-site facilities or a financial contribution toward the creation of new off-site open spaces or enhancement of existing recreation spaces off-site.

Development proposals should give due consideration to the standards and thresholds set out in Appendix D of this DPD in relation to open space requirements or, where appropriate, site specific policies contained within the Strategic Policies & Land Allocations DPD.

Any provision made for recreational open space should be fully accessible to the public without any restrictions, and will be provided in addition to any private amenity space or landscaping. Proposals

should not have an adverse impact on surrounding residential amenity in terms of light and noise disturbance, with any potential impacts being appropriately mitigated against. The management and maintenance of open space should address the requirements of Appendix D of this DPD.

Policy DM30: Sustainable Design

1.8 Taylor Wimpey considers that the highlighted text below must be retained in Policy DM30.

Sustainable design has an important role to play in improving the overall sustainability performance of new development, offering opportunities to deliver improved efficiency and reduced environmental impacts. The Council is supportive of proposals that deliver high standards of sustainable design and construction. In delivering sustainable development the Council will encourage development to deliver high standards of sustainable design and construction through consideration of:

- I. Measures to reduce energy consumption and carbon dioxide emissions, and water consumption;*
- II. Opportunities for energy supply from on-site, decentralised, renewable or low carbon energy systems;*
- III. Opportunities to contribute to local and community-led energy initiatives;*
- IV. Account of landform, layout, building orientation, massing and landscaping to minimise energy, water consumption and water efficiency measures;*
- V. Use of materials that reduce energy demand (for example, insulation) and increase the energy efficiency of the building/development; and*
- VI. The reuse of existing resources (including the conversion of existing buildings) where this would be 'fit for purpose'.*

Policy DM31: Air Quality Management and Pollution

1.9 Taylor Wimpey requests that the following should be added into the supporting text to Policy DM31:

The Council will seek to encourage provision of a suitable level of infrastructure for the charging of electric/plug-in hybrid vehicles, however this is not a policy requirement.

Policy DM58: Telecommunications and Broadband Improvements

1.10 Taylor Wimpey's proposed changes to Policy DM58 are shown in red below:

The Council will support the improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in rural areas that have poor or no service provision at all, providing that the proposals accord with paragraph 43 of the National Planning Policy Framework and that the following criteria are achieved.

- I. That it has been demonstrated there is no reasonable possibility of sharing existing facilities within the locality;*
- II. Installation equipment is sited and designed to minimise its impact on the landscape character and visual amenity of the surrounding area; and*
- III. Proposals will not have a detrimental effect upon the character or appearance of the building and local amenity.*

All major developments within the district will enable Fibre to the Premises (FTTP) the infrastructure for which will be provided by and funded by BT Openreach.

For smaller schemes the Council will expect FTTP to be provided where practical.

Proposals for telecommunications or broadband equipment should pay due regard to their surroundings through sympathetic design, particularly in sensitive townscapes and landscapes. The principles of Policies DM43 and DM45 will apply in relation to the impacts on the natural environment and Policies DM37, DM38 and DM39 in relation to the historic environment.

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**Lancaster Local Plan Examination
Taylor Wimpey UK Limited's Response to Matter 5 –
Heritage and Environment**

April 2019

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Prepared By: Paul Nellist

Status: Final

Date: April 2019

For and on behalf of **GVA Grimley Limited t/a Avison Young**

1. Introduction

- 1.1 This hearing statement has been prepared by Avison Young on behalf of Taylor Wimpey UK Limited ("Taylor Wimpey") in relation to **Matter 5: Heritage and Environment**. It has been prepared in the context of Taylor Wimpey's land interest at North Lancaster which is proposed for removal from the Green Belt and housing allocation in the Local Plan under Policy H1 and site specific Policy SG9.
- 1.2 Matter 5 of the Inspector's Matters, Issues and Questions ("MIQs") Discussion Note dated 28th February 2019 concerns **Main Issue: Have the DPDs been prepared in accordance with the relevant statutory tests and the policies of the NPPF?** The remainder of this hearing statement sets out Taylor Wimpey's response to the issues and questions contained therein.
- 1.3 Taylor Wimpey has also entered a Statement of Common Ground ("SoCG") with Lancaster City Council ("LCC") and Hollins Strategic Land to demonstrate the deliverability of the strategic allocation. The SoCG is attached at **Appendix I**.

2. Taylor Wimpey's Response to Matter 5.

a. 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?

- 2.1 In its response to Matter 5, the Council states that it considers that the policies of both the Strategic Policies & Land Allocations DPD and the Development Management DPD, including those highlighted in the Inspector's question, to provide a sound and positive basis for managing the historic environment in the district in accordance with the NPPF. The Council also states that it has sought to engage with key stakeholders to ensure that the policies and allocations prepared seek to protect and enhance the historic character of the District, which is recognised to be of significant value.
- 2.2 There are designated heritage assets either contained within the North Lancaster site or adjacent to it, including Beaumont Hall, Hammerton Hall and a number of bridge structures associated with the Lancaster Canal. The site is also within the setting of Lancaster Castle, Ashton Memorial and Lune Aqueduct which are Grade I Listed Structures.

Policy SG9

2.3 Policy SG9 (North Lancaster Strategic Site) states:

“Proposals will be expected to fully assess the potential impact upon the setting and significance of Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of new development should be investigated, and where potential concerns may arise, mitigation measures should be put in place. Proposals should make use of the Heritage Assessments which have been prepared by the City Council in relation to this site.”¹

Policies DM39 and DM40

2.4 Policy DM39 (The Setting of Designated Heritage Assets) relates to proposals within the setting of designated heritage assets which will be expected to include a four stage assessment process.

2.5 Policy DM40 (Development Affecting Non-Designated Heritage Assets or their Settings) relates to development affecting non-designated heritage assets. Proposals within the setting of a non-designated heritage asset will be required to give due consideration to its significance and ensure that this is protected or enhanced where possible.

2.6 Taylor Wimpey respect the significance of the heritage assets relevant to the North Lancaster Strategic site (Policy SG9) and will ensure that any impact on designated and non-designated is mitigated appropriately and proportionately. These heritage assets and their settings will be carefully considered as part of the planning application process, making use of the Heritage Impact Assessments which have been prepared by the Council and seeking advice from the Council's Conservation team.

2.7 The Council's Site Allocation Heritage Impact Assessment for the North Lancaster Strategic Site (February 2018) identifies the designated and non-designated heritage assets relevant to the North Lancaster Strategic Site (Policy SG9). Taylor Wimpey supports the Council's conclusion at page 29 of the Site Allocation Heritage Impact Assessment that due to the non-designated status of Hammerton Hall, which lies within the North Lancaster allocation and outside (but within 500 metres) of the Taylor Wimpey land to the south, proportionally less weight could be given to the protect the asset and some impacts on the significance could be managed.

2.8 The SoCG describes how the allocation is adjacent to (or contains) sensitive land-uses including existing residential dwellings, St John's Hospice and designated heritage assets. It is agreed between LCC, Taylor Wimpey and HLS that development proposals will seek to use landscaping buffers, where appropriate to do so, to mitigate any impacts to amenity. It is also agreed that planning applications will consider the amenity impacts of both the Bay Gateway and M6 motorway, particularly in relation to noise, and provide appropriate mitigation where necessary.

¹ Local Plan Part One: Strategic Policies and Land Allocations DPD Submission Version (May 2018), pp. 15.7, p. 71

- 2.9 The SoCG also sets out how 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.
- 2.10 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. As a result, it has been agreed in the SoCG 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 to confirm the existence or otherwise of as-yet unknown remains. It has been agreed in the SoCG that any mitigation work associated with this assessment will be addressed at the planning application stage.
- 2.11 Taylor Wimpey agrees that the relevant policies of both the Strategic Policies & Land Allocations DPD and the Development Management DPD provide for the conservation and management of the District's built and natural heritage in accordance with the policies of the NPPF.

c. Are policies EN1 and EN2 consistent with the NPPF and necessary given the policies in the Development Management DPD which deal with these matters?

- 2.12 Policy EN1 (Conservation Areas) sets out the 37 Conservation Areas in the District that have been identified for their architectural and historical importance. The policy states that development proposals in these designated areas will be considered against their impacts on the local character of the area and, in particular Policies DM38 and DM39 of the Local Plan.
- 2.13 Policy EN2 (Designated Heritage Assets) identifies designated heritage assets including listed buildings, registered parks and gardens and scheduled ancient monuments.
- 2.14 In its response to Matter 5, the Council states that it is comfortable that policies EN1 and EN2 are consistent with the NPPF, however highlights that they are a duplication of policies DM37, DM38, DM39, DM40 and DM41 and propose to omit these policies should the Inspector agree.
- 2.15 Whilst Taylor Wimpey consider that policies EN1 and EN2 are consistent with the NPPF, it agrees with the Council that they are not necessary given that policies DM37, DM38 and DM39 sufficiently address matters relating to listed buildings, Conservation Areas and Designated Heritage Assets.

e. Is policy EN7 (Local Landscape Designations) of the Strategic Policies & Land Allocations DPD necessary given policy DM45 of the Development Management DPD?

- 2.16 Policy EN7 (Local Landscape Designations) identifies areas of Key Urban Landscape and Urban Setting Landscapes which will be conserved, and important natural features safeguarded. Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. In addition, the policy requires proposals to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM45 which relates to development and landscape impact.
- 2.17 In its response to Matter 5, the Council states that Policy EN7 is included to identify the locations and the boundaries of these local landscape designations, without which it would be unclear whether a potential development proposal may impact upon this designation. It also states that the proposals map differentiates between the two designations: Key Urban Landscape and Urban Setting Landscape and that the role of Policy EN7 is to allocate the land as a local landscape designation which requires an explanation of the designation to provide the context for the policy.
- 2.18 As demonstrated in detail in its representations to the Additional Evidence and Information Consultation (February 2019), supported by detailed analysis by Randall Thorp Landscape Architects (**Appendix II**), Taylor Wimpey does not agree with the inclusion of Policy EN7 and consider it should be omitted from the Local Plan. Whilst it is useful and important to understand the baseline characteristics of a landscape which has potential to be affected by development, Taylor Wimpey consider that a Local Plan designation which maps a defined extent of development, i.e. the aspect of Policy EN7 of the Local Plan which relates to Urban Setting Landscapes (USL), is unnecessary, onerous and potentially restrictive, particularly in relation to the North Lancaster Strategic Site (Policy SG9).
- 2.19 Anticipated effects of development proposals on landscape features, character and views can be considered and understood through a Landscape and Visual Impact Assessment ("LVIA") which can be requested by the Local Planning Authority to accompany any future planning application. This will allow a qualitative and quantitative assessment of the effects of any proposed development on its own merits. Significant adverse effects on landscape features, character or views will not be permitted, or will be weighed up as part of the planning balance consideration at the planning application stage.
- 2.20 Furthermore, the evidence base for Policy EN7 as presented in the 'Urban Setting Landscape Designations for Lancaster North and Lancaster East Report' fails to appropriately attribute weight to the evolving character of the area around the North Lancaster Strategic Site (Policy SG9), as a result of the construction of the A683 and the realignment of the A6. As such, the policy has potential to unnecessarily restrict development in some parts of the site, which would not be expected to result in significant adverse effects following maturity of newly implemented landscape treatments. This could reduce potential development yield and affect site viability, which in turn may be problematic for the Local Planning Authority in terms of

meeting its required housing targets. Further to this, the evidence base documents cannot, with any certainty, consider the effects of all potential development options for a site, some of which may include mitigation measures to reduce adverse effects on landscape character or views.

- 2.21 Taylor Wimpey consider that the line which defines the USL is arbitrary and has not been arrived at through a landscape and / or design led approach. Taylor Wimpey consider that each development proposal should be assessed on its own merits which is not possible if there is a defined development limit boundary. In addition, Policy DM45 offers sufficient detail in relation to development and landscape impact. As such, Policy EN7 should be omitted from the Local Plan.
- 2.22 The SoCG states that through additional evidence prepared in relation to local landscape matters (including that referenced above in Taylor Wimpey's response to question e), 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 through the Examination via the direction of the Inspector.

Appendix I

North Lancaster Strategic Site Statement of Common Ground

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

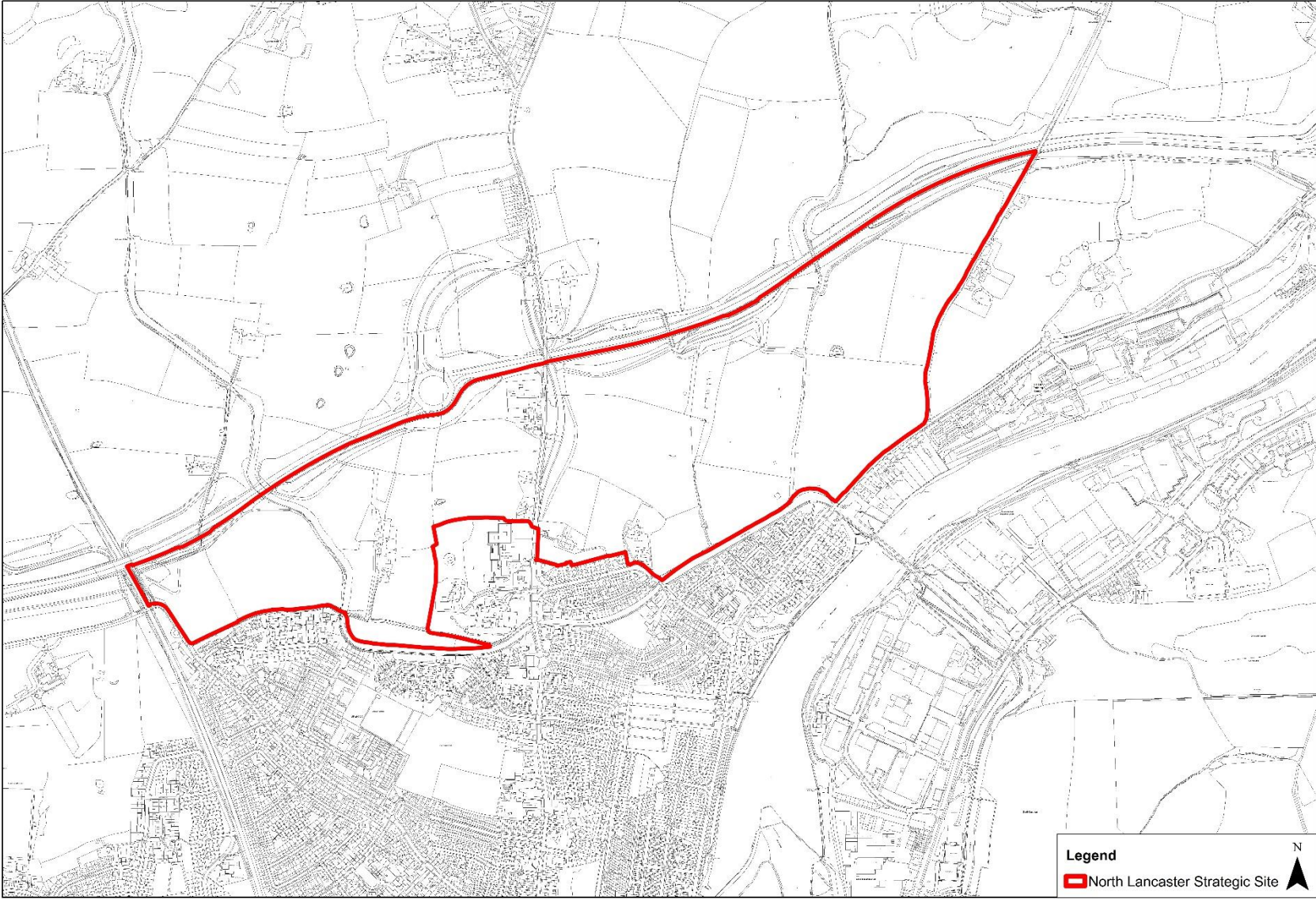
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic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

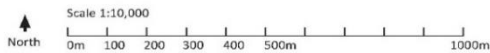


APPENDIX 2: CONCEPT PLAN

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.



Potential Development Yield
 @ 36 Dwellings per hectare:
 Taylor Wimpey Land: 14ha = 504 dwellings
 Hollins Strategic Land: 5.4ha = 194 dwellings
 Pritchley Land: 0.6ha = 21 dwellings
Total Potential Dwellings: Circa 719 dwellings
 Primary school: 1.6ha
 Local centre: 0.6ha



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL PLANNING
 MASTERPLANNING
 URBAN DESIGN

**RANDALL
 THORP**

Canada House, 3 Chestnut 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/ 2.7acres)
 - 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**

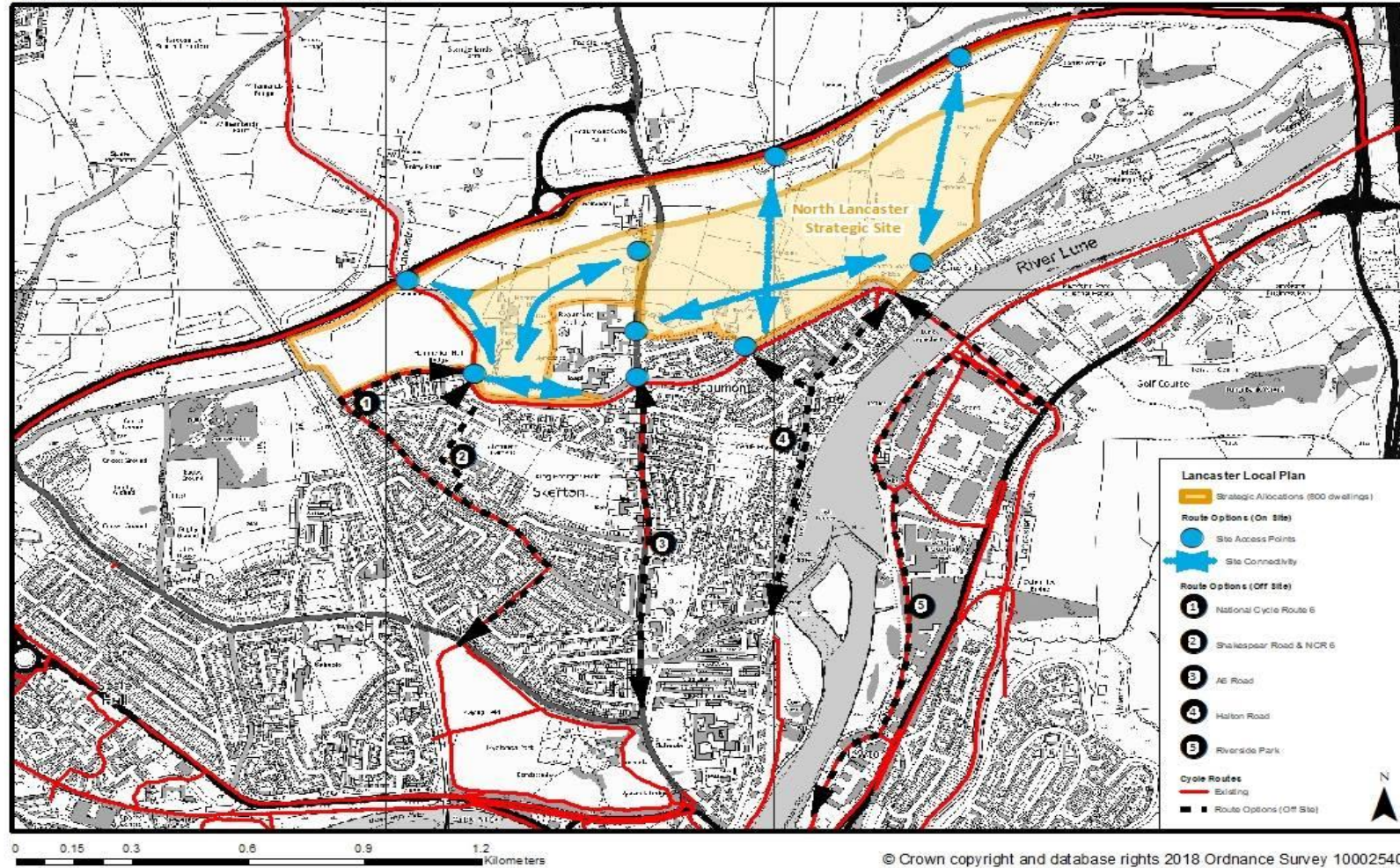
Slyne Road, Lancaster

Conceptual Masterplan within wider Strategic Site

Drwg No: 620C-04 Date: 21.02.19
 Drawn by: YH Checker: CAW/NJ
 Rev by: Rev checker:
 QM Status: checked Product Status:
 Scale: 1: 10,000 @ A3 Client Review

APPENDIX 3: MOVEMENT FRAMEWORK

LCWIP: Lancaster North Routes to be Assessed



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.

Appendix II
Randall Thorp Landscape
Architects - Comments Relating
to Landscape Related Evidence
Base Documents

LANDSCAPE ARCHITECTURE
ENVIRONMENTAL PLANNING
MASTERPLANNING
URBAN DESIGN

**RANDALL
THORP** 
CHARTERED LANDSCAPE ARCHITECTS

Lancaster District Local Plan

Comments relating to
landscape related
evidence base documents

15th February 2019

Prepared for:

**Taylor
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Appendices

Appendix 1 - Suggested boundary to Urban Setting Landscape (Strategic Site SG9)

1. Introduction

- 1.1. Taylor Wimpey have requested advice from Randall Thorp in relation to their land interest at Slyne Road, North Lancaster. The land forms part of the 'Land at North Lancaster Strategic Site (Policy SG9)' in the emerging Lancaster District Local Plan.
- 1.2. Randall Thorp have been responsible for masterplanning the site on behalf of Taylor Wimpey since 2016, as part of the site's promotion for residential-led development in the emerging Lancaster District Local Plan.
- 1.3. Several documents have been prepared on behalf of Lancaster City Council which form the evidence base for the emerging Local Plan. The conclusions of these documents have potential to affect the proposed development of land at Slyne Road.
- 1.4. Three relevant evidence base documents have been reviewed by Randall Thorp:
 - En_LA_04_ Key Urban Landscape Review (May 2018)
 - En_LA_05.1 to En_LA_5.18 Identified Sites: Landscape & Visual Assessments (July 2018)
 - En_LA_0.6 Urban Setting Landscape Designations for Lancaster North and Lancaster East (December 2018)
- 1.5. The first two of these documents undertake baseline assessments of sites, establishing valued elements and sensitivities, and make strategic recommendations to be considered as part of any future development of the sites. We do not dispute the baseline assessments or their attempt to highlight landscape sensitivities which require consideration in relation to proposed development. The documents do not, in themselves, attempt to definitively map permitted extents of development.
- 1.6. The third document, 'En_LA_0.6 Urban Setting Landscape Designations for Lancaster North and Lancaster East', is the most recent and detailed evidence base document which relates to landscape considerations for the North Lancaster Strategic Site. The document seeks to definitively map areas of strategic sites within which development will broadly be prohibited. These areas are proposed to be designated as 'Urban Setting Landscape' (USL).
- 1.7. The USL designation relates to draft 'Policy EN7: Local Landscape Designations' in the emerging Local Plan. The Policy states:

'Areas of Key Urban Landscape and Urban Setting Landscape have been identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded.'

Development proposals within these areas will only be permitted where they preserve

the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM45 of the Development Management DPD which relates to development and landscape impact.' (RT note: Policy DM45 is not a landscape policy. Assume the Policy reference should be DM28 'Development and Landscape Impact')

- 1.8. This note provides a brief summary of our concerns and criticisms in relation to the Urban Setting Landscape Designations document and the resulting proposed policy relating to the USL designation.

2. Comments in relation to the ‘Urban Setting Landscape Designations’ evidence base document

The ‘Urban Setting Landscape Designation’

2.1. The ‘Urban Setting Landscape Designation’ is defined at paragraph 1.4 as:

“Key Urban Landscapes are complemented by a number of large areas of open land on the edge of the main urban areas of the district. These are peripheral to the built form located on the edge of the main urban area. These are identified because they provide a visual frame for the urban area, providing an important role in the setting of existing development, and providing a significant context or legibility to features either within the landscape or surrounding it.

These range from the elevated land to the east and open countryside to the north of Lancaster and land surrounding Morecambe and Carnforth. Together these areas provide an important role in maintaining a distinction between the town and the country and in providing a rural backdrop and setting to the urban area.”

2.2. The methodology for the document states at paragraph 1.7:

*“The **key objectives** are to comment in detail on the appropriateness of the USL boundaries, provide guidance and identify suggestions for any further amendments. This includes a view on the appropriateness of boundaries in order to ensure landscapes of local importance are protected.”*

2.3. While it is useful and important to understand the baseline characteristics of a landscape which has potential to be affected by development, it is our opinion that a Local Plan designation which maps a defined extent of development is unnecessary and potentially unnecessarily restrictive.

2.4. Anticipated effects of development proposals on landscape features, character and views can be considered and understood through a Landscape and Visual Impact Assessment which can be requested by the Local Planning Authority to accompany any planning application. This will allow qualitative and quantitative assessment of the effects of any proposed development on its own merits. Significant adverse effects on landscape features, character or views will not be permitted, or must be weighed up as part of the planning balance consideration.

Area 3: Land South of A683 and between Lancaster Canal to the West and Slyne Road (A6) to the East

2.5. The description of this area focusses on the present-day situation. It is acknowledged at paragraph 2.21, ‘new tree planting which is associated with the new Gateway Bypass

(A683) is immature and not yet established. Once this is grown up, the area would become more enclosed and views from the A6 westwards would be largely screened, however this anticipated change has not have been given any weight in defining the boundary of the USL.

- 2.6. The document places emphasis at paragraph 2.27 on retaining views to the *'open nature of the crest of the drumlin'*. This once again fails to acknowledge the changes which are occurring in this landscape as a result of the implementation of the new Gateway Bypass.
- 2.7. It is potentially unnecessarily restrictive to commit to a defined area of no development (through creation of a defined USL boundary) for a landscape which it has been acknowledged is in the process of change. This could reduce potential development yield and affect site viability, which in turn may be problematic for the Local Planning Authority in terms of meeting required housing targets.
- 2.8. Each proposed development should be considered on its own merits. This can be easily achieved through a requirement to submit a Landscape and Visual Impact Assessment as part of any planning application.

Area 4: Land South of A683 between Slyne Road (A6) in the West and Green Lane (PRoW) in the East

- 2.9. The report emphasises at paragraph 2.36 that the drumlin acts as a *'screening feature'*, however other landscape features, such as tree planting, can also appropriately serve this function.
- 2.10. At paragraph 2.37, value is placed on the *'drumlin outline'*, however no acknowledgement is made that the drumlin form has already been partially eroded on its northern and western sides through the implementation of the new Gateway Bypass.
- 2.11. Paragraph 2.38 places value on the view of the drumlin when travelling westwards along the A683 Bypass, serving as a visual frame to development. This fails to consider the anticipated screening which will result from maturity of planting along the embankments of the A683 and the potential to use landscape mitigation treatments as part of development proposals to screen views.
- 2.12. Paragraph 2.40 states that the drumlin has *'unique landscape characteristics'*. This is misleading, as the local landscape character assessment establishes drumlins as a typical landscape feature in the wider landscape. Drumlins are not rare within this landscape character area. Development on lower slopes of a drumlin will not necessarily result in significant adverse effects upon landscape character. Effects of development on landscape character and features can be considered as part of a Landscape and Visual Impact Assessment.
- 2.13. Paragraph 2.40 seeks to restrict development along the south western edge of the drumlin (along the A6) to protect the drumlin as a *'landscape feature'*. This is unnecessary

as the side of the drumlin has already been affected by the new bypass road and A6 realignment. Newly implemented roadside embankment planting is likely to change the perception of the drumlin in this area in the future. Further landscape mitigation could be used to reduce visual impacts of any proposed development in this location.

Area 5: Land South of A683 between Green Lane and Kellet Lane

- 2.14. Paragraph 2.44 values the land as *'a clear edge and visual frame for future development to the south'*. It can be argued that the extensive area of open countryside land which occurs to the immediate north of the A683 provides a visual frame for development in Lancaster, with the new Bypass providing an appropriate defensible and clear edge to the urban area.
- 2.15. Paragraph 2.45 seeks to retain the open nature top of the drumlin in order to *'provide significant context for the edge of future development'*. Other landscape mitigation measures, such as tree planting, can also provide an appropriate edge to development and be used to reduce visual impacts.
- 2.16. The assessment considers at paragraph 2.45 that existing development at Carus House should *'provide a distinction between town and country'*, however no reasoning is provided for this. There are further residential dwellings along this road which could appropriately serve as landmarks at the boundary between town and country.
- 2.17. The suggested defined boundary for the USL is defined as a result of the points made above. Further to this the assessment suggests at paragraph 2.46 that the suggested boundary will ensure the protection of existing hedgerows. A landscape designation is not necessary for this purpose. A Landscape and Visual Impact Assessment can consider the effect of development upon landscape features such as hedgerows.

3. Summary

- 3.1. It is our opinion that the aspect of draft Policy EN7 of the emerging Lancaster District Local Plan which relates to Urban Setting Landscapes (USL), is onerous and unnecessary, particularly in relation to strategic allocation site SG9.
- 3.2. Anticipated effects of development proposals on landscape features, character and views can be considered and understood through a Landscape and Visual Impact Assessment which can be requested by the Local Planning Authority to accompany any planning application. This will allow qualitative and quantitative assessment of the effects of any proposed development on its own merits. Significant adverse effects on landscape features, character or views will not be permitted, or must be weighed up as part of the planning balance consideration.
- 3.3. The evidence base for Policy EN7 as presented in 'En_LA_0.6 Urban Setting Landscape Designations for Lancaster North and Lancaster East' fails to appropriately attribute weight to the evolving character of the area around strategic allocation site SG9, as a result of the construction of the A683 and the realignment of the A6. As such, the Policy has potential to unnecessarily restrict development in some parts of the site, which would not be expected to result in significant adverse effects following maturity of newly implemented landscape treatments. This could reduce potential development yield and affect site viability, which in turn may be problematic for the Local Planning Authority in terms of meeting required housing targets.
- 3.4. Further to this, the evidence base documents cannot, with any certainty, consider the effects of all potential development options for a site, some of which may include mitigation measures to reduce adverse effects on landscape character or views. It is our opinion that each development proposal should be assessed on its own merits. It is not possible to do this if a defined development limit boundary is indicated on the Strategic Policies and Land Allocations Policies Map.
- 3.5. If the principle of protected Urban Setting Landscape areas is to be retained, we suggest that a more appropriate method of implementing this would be through a strategic policy which does not seek to definitively define limits of development, but establishes the key characteristics which are valued about a site and its context. A Landscape and Visual Impact Assessment could then consider the potential effects of development on these characteristics at the time when a planning application is submitted for a site.
- 3.6. Notwithstanding the comments above, if an Urban Setting Landscape boundary must be defined in the Local Plan, we would respectfully recommend some amendments to this. We consider it would be more appropriate to define a boundary in a manner which attributes greater weight to the inevitable maturity of landscape treatments associated

with the A683.

- 3.7. A suggested boundary for the USL is presented on the plan at Appendix 1. The boundary is not intended to be definitive and within which all built development should be resisted but rather indicative based on Randall Thorp's initial assessment of the landscape characteristics of the site and area, and attributing greater weight to the inevitable maturity of landscape treatments associated with the A683. The effects of development proposals on landscape features, character and views, can be considered and understood through a Landscape and Visual Impact Assessment ("LVIA") which can accompany any future planning application.
- 3.8. Preliminary masterplanning exercises for SG9 have demonstrated that we expect some green infrastructure areas within the site to extend beyond our suggested USL boundary, and further to this, there are likely to be additional separate areas of green infrastructure within the site which may be detached from the suggested USL boundary. These landscape areas would be required as part of a legible and high quality masterplan, rather than to 'provide a visual frame to the urban area' which the USL designation seeks to achieve.

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LANDSCAPE ARCHITECTURE
ENVIRONMENTAL PLANNING
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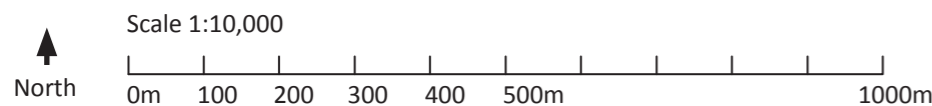
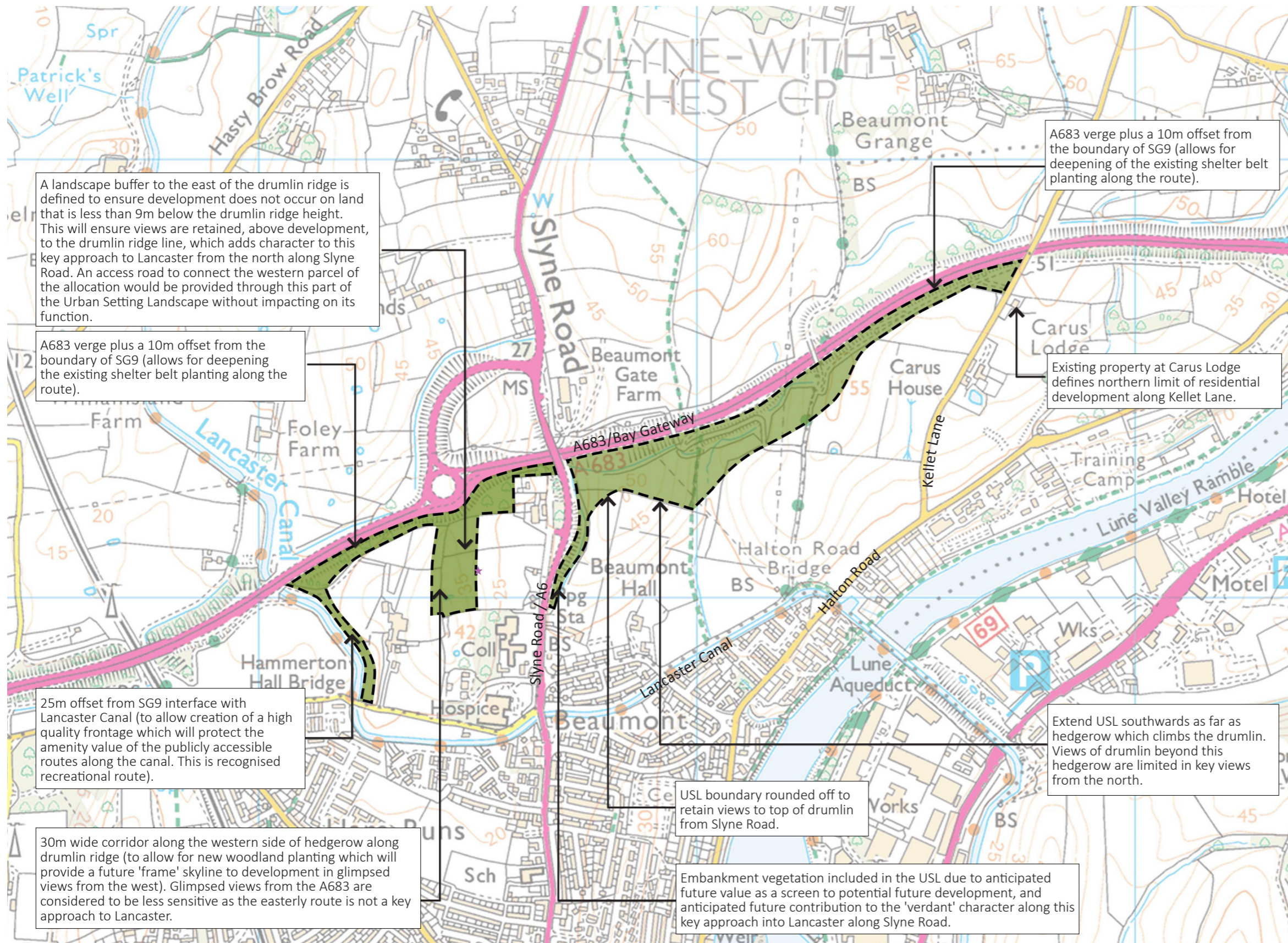
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Key:

 Extent of the suggested Urban Setting Landscape (USL)



**Taylor
Wimpey**

Slyne Road, Lancaster

**Appendix 1
Suggested boundary to Urban Setting Landscape (Strategic Site SG9)**

Drwg No: 620C-02B	Date: 25.01.19
Drawn by: CAW	Checker: NJ
Rev by: CAW	Rev checker: CAW
QM Status: checked	Product Status: Client Review
Scale: 1: 10,000 @ A3	

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Lancaster Local Plan Examination

Taylor Wimpey UK Limited's Response to Matter 6 – Transport

April 2019

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2.	Taylor Wimpey's Response to Matter 6.	1

Appendix I North Lancaster Strategic Site Statement of Common Ground

Prepared By: Paul Nellist

Status: Final

Draft Date: April 2019

For and on behalf of GVA Grimley Limited t/a Avison Young

1. Introduction

- 1.1 This hearing statement has been prepared by Avison Young on behalf of Taylor Wimpey UK Limited ("Taylor Wimpey") in relation to **Matter 6: Transport**. It has been prepared in the context of Taylor Wimpey's land interest at North Lancaster which is proposed for removal from the Green Belt and housing allocation in the Local Plan under Policy H1 and site specific Policy SG9.
- 1.2 Matter 6 of the Inspector's Matters, Issues and Questions ("MIQs") Discussion Note dated 28th February 2019 concerns **Main Issue: Whether the Council's strategy for accommodating transport infrastructure is sound?** The remainder of this hearing statement sets out Taylor Wimpey's response to the issues and questions contained therein. This is informed by Croft Transport Solutions, Taylor Wimpey's transport consultant who have reviewed the Local Plan from a highways perspective.
- 1.3 Taylor Wimpey has also entered a Statement of Common Ground ("SoCG") with Lancaster City Council ("LCC") and Hollins Strategic Land to demonstrate the deliverability of the strategic allocation. The SoCG is attached at **Appendix I**.

2. Taylor Wimpey's Response to Matter 6.

a. Are the transport schemes contained in the DPDs evidence based? How do they provide for the management of traffic movements in Lancaster City Centre (policies SP10 and SG4)?

- 2.1 Policy SP10 (Improving Transport Connectivity) sets out how Lancashire County Council has prepared and published a Highways and Transport Masterplan for Lancaster district. The policy goes on to state that new development will be expected to be sited in sustainable locations that ensure a range of transport options and seek to reduce the need to travel. Where it is appropriate and necessary to do so, development proposals will be expected to contribute to the delivery of important transport infrastructure.
- 2.2 Policy SG4 (Lancaster City Centre) sets out the strategy for Lancaster City Centre to improve its role as an economic, cultural and visitor centre within the wider region. The policy states that building on the Lancaster District Highways and Transport Masterplan, the City and County Councils are working on a Movement Strategy for Lancaster City Centre to achieve a modal shift in transport movements, reducing the need to use private cars by promoting more sustainable modes of transport.
- 2.3 In its response to Matter 6, the Council states at 6.A.1 that the evidence base for transport stems from the Local Transport Plan (LTP) 2011-2021 which establishes the overarching strategy for the county and is prepared by the local highway authority via statutory process. The Council also acknowledges at 6.A.2 that national transport policy has changed since the adoption of the LTP which will be rectified in the emerging Local Transport Plan 4 which is due for completion and full adoption in 2020. The Council also references at 6.A.5 its Local Plan Transport Assessment (December 2018), prepared by WYG to further demonstrate its understanding of the local network. This includes Part 1 which considers the capacity of key junctions along

the network under current conditions and with and without development in future years 2023 and 2033; and Part 2 which considers further some of the key junctions and undertakes an engineering-led exercise to demonstrate that it is possible to accommodate additional development related traffic.

- 2.4 The Council suggests at 6A.11 that to improve the clarity of Policy SP10 it may be necessary to add a sentence: *'Where strategic developments are likely to result in traffic impacts that will require mitigation in the form of projects identified in the Highways and Transport Masterplan, funding will be sought via developer contributions.'*
- 2.5 Taylor Wimpey agree that the traffic schemes contained within the Local Plan are based on robust evidence contained within the Local Plan Transport Assessment (December 2018). This document potential off-site highway works options for the major Local Plan sites including the North Lancaster Strategic Site (Policy SG9).
- 2.6 The SoCG demonstrates the deliverability of the strategic allocation. As detailed in the SoCG, highway upgrades have been identified as being necessary to support the proposed allocation, particularly in relation to access and junction arrangements onto Slyne Road (A6). The full scope and timing of the works for access and junction improvements onto the A6, as required by the Local Plan, will be agreed with Lancashire County Council as part of the future planning applications for the site.

d. Are policies DM59, DM60 and DM62 in accordance with the policies of the NPPF?

- 2.7 Policy DM59 (Enhancing Accessibility and Transport Linkages) sets out the broad spatial approach that seeks to ensure sustainable patterns of development and sets out in detail how proposals should minimise the need to travel, particularly by private car, and maximise the opportunities for the use of walking, cycling and public transport.
- 2.8 Policy DM60 (Walking and Cycling) seeks to ensure development proposals take account of the pedestrian environment and are located where pedestrian access can be maximised and seeks to encourage improvements to cycling infrastructure. The policy also states that development that will generate a significant level of footfall should be located within central or highly accessible locations.
- 2.9 Policy DM62 (Transport Efficiency and Travel Plans) aims to direct development to sustainable locations and sets out when and how the use of Travel Assessments and Travel Plans should be used.
- 2.10 In its response to Matter 6, the Council concludes at 6D.16 that it considers that the contents of policies DM59, DM60 and DM62 are consistent with the NPPF, specifically paragraphs 29-41. Taylor Wimpey agree with the Council that policies DM59, DM60 and DM62 are in accordance with the 2012 NPPF, in that they promote sustainable travel, appropriate car and cycle parking provision, safe streets, walking and cycling.
- 2.11 Furthermore, as set out in the SoCG, 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. The identified costing for such infrastructure is approximately £20,000 subject to further consideration at the planning application stage.

- 2.12 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 development will be expected to provide safe and convenient footpaths and cycleways to enable direct access through the site for pedestrians and cyclists. A Movement Framework is included in the SoCG showing how this can be achieved through the site.
- 2.13 Beyond the North Lancaster allocation itself, improvements will be necessary to encourage and promote cycling and walking to new residents, especially to services in the City Centre. This will require improvements to the existing network, delivered via dialogue with Lancaster City Council and Lancashire County Council. Options for improvement include the following:
- Upgrades to Halton Road / Aldrens Road / Green Lane / Mainway through the provision of cycle lanes, traffic calming and signage. The identified costing for such infrastructure is approximately £60,000 subject to further consideration at the planning application stage.
 - Upgrades to cycling and walking routes through Skerton between the allocation and Ryelands Park to improve linkages to the City Centre. The identified costing for such infrastructure is approximately £50,000 subject to further consideration at the planning application stage.
 - 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. The identified costing for such infrastructure is approximately £60,000 subject to further consideration at the planning application stage.

e. Is the evidence for policy DM61 up-to-date and would it provide sufficient flexibility to deliver the desired reduction in private car use?

- 2.14 Policy DM61 (Vehicle Parking Provision) sets out standards relating to car and cycle parking provision. The policy refers to levels and layout requirements set out in Appendix E of the Development Management DPD.
- 2.15 In its Matter 6 response, the Council states at 6E.1 that the parking standards which have been prepared by Lancashire County Council remain a sound basis for vehicle parking requirements and are still used by a significant number of local planning authorities across Lancashire, providing a consistent approach to this matter across the sub-region. At 6E.2, the Council concludes that it believes that Policy DM61 and the accompanying standards provide sufficient flexibility and opportunity to promote modal shifts away from merely a reliance on private car.
- 2.16 Taylor Wimpey agree that Policy DM61 is based upon reliable evidence and accords with the balance of providing sufficient car parking demand to cater for the likely car ownership within new residential developments, rather than car use, and ensuring that each resident has a meaningful choice of mode of travel.

f. Would policy DM63 be inconsistent with the Highways and Transport Masterplan?

- 2.17 Policy DM63 (Lancaster District Highways and Transport Masterplan) states that Lancashire County Council has published a Transport Masterplan, which sets out a range of strategic transport interventions that address existing transport issues within the district and will seek to improve the network in light of strategic growth proposals within the district.
- 2.18 In its response to Matter 6, the Council states at 6F.1 that it considers that the Lancaster District Highways and Transport Masterplan (adopted in October 2016) is a critical element of evidence. It then goes on to explain at 6F.2 that Policy DM63 seeks to provide only a distillation of the transport vision contained within the masterplan and make applicants aware of the implications of the masterplan. The Council does not consider that the direction of DM63 is incompatible with, or inconsistent with the direction given in the Highways and Transport Masterplan.
- 2.19 Taylor Wimpey agree that Policy DM63 accords with the Highways and Transport Masterplan as they both include:
- Improvement to highway capacity on the A6 Corridor in South Lancaster as highlighted within the Local Plan Transport Assessment (December 2018).
 - Improvements to traffic management in Lancaster City Centre as highlighted within the Local Plan Transport Assessment (December 2018).
 - Improvements to connectivity around Morecambe Bay as highlighted within the Local Plan Transport Assessment (December 2018).
 - Enhancing the role of Ultra Low Emission Vehicles.
 - Investigating the Role of a New Rapid Transit System between South Lancaster – Lancaster City Centre – Morecambe – Heysham

Appendix I North Lancaster Strategic Site Statement of Common Ground

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:

Handwritten signature of Maurice Brophy in black ink.

ON BEHALF OF TAYLOR WIMPEY UK LTD

Print Name: Jordan Gresham

Position: Strategic Land Regional Director

Date: 2nd April 2019

Signature:

Handwritten signature of Jordan Gresham in blue ink.

ON BEHALF OF HOLLINS STRATEGIC LAND

Print Name: Matthew Symons

Position: Planning Manager

Date: 02/04/2019

Signature:

Handwritten signature of Matthew Symons in black ink.

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

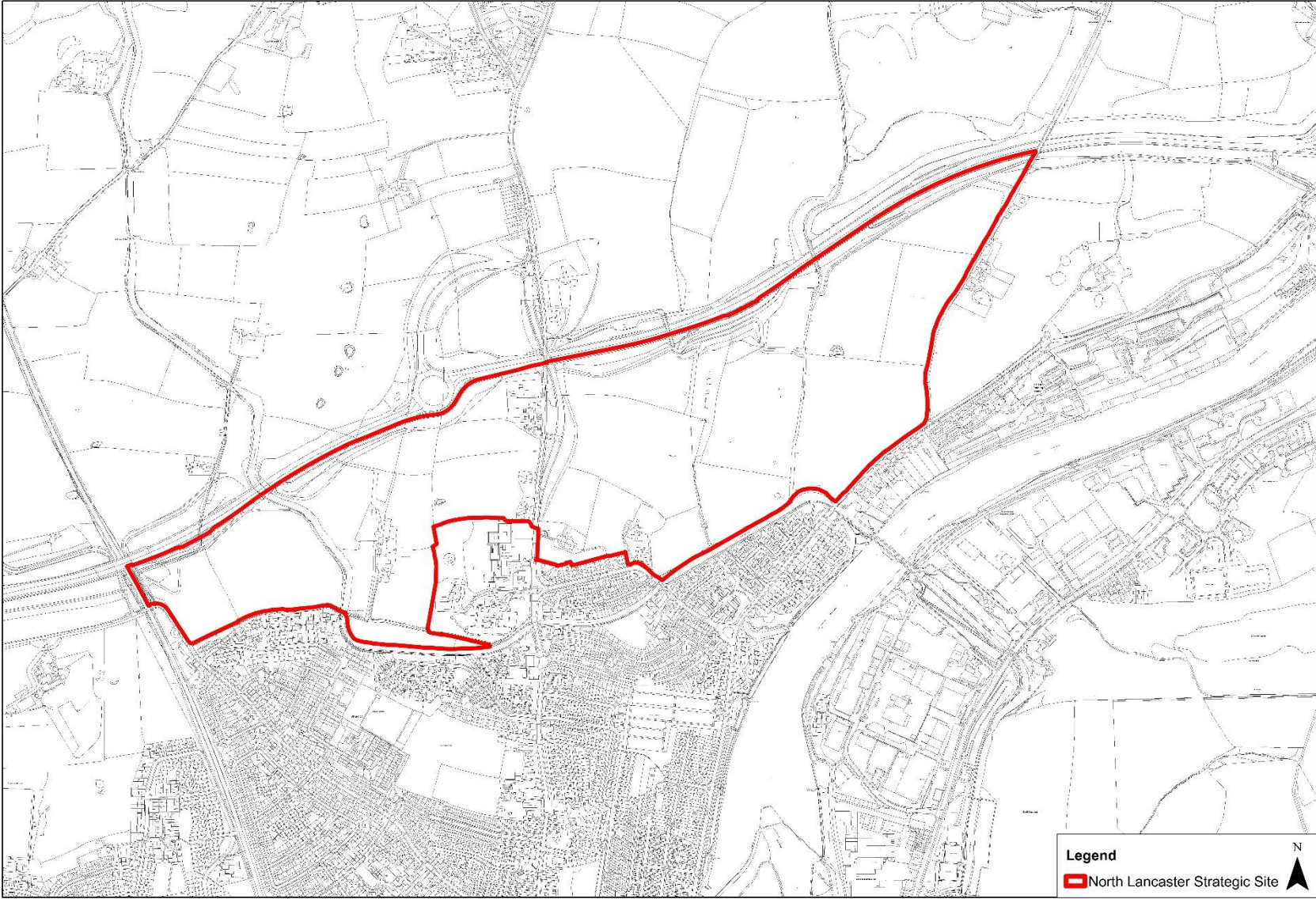
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic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

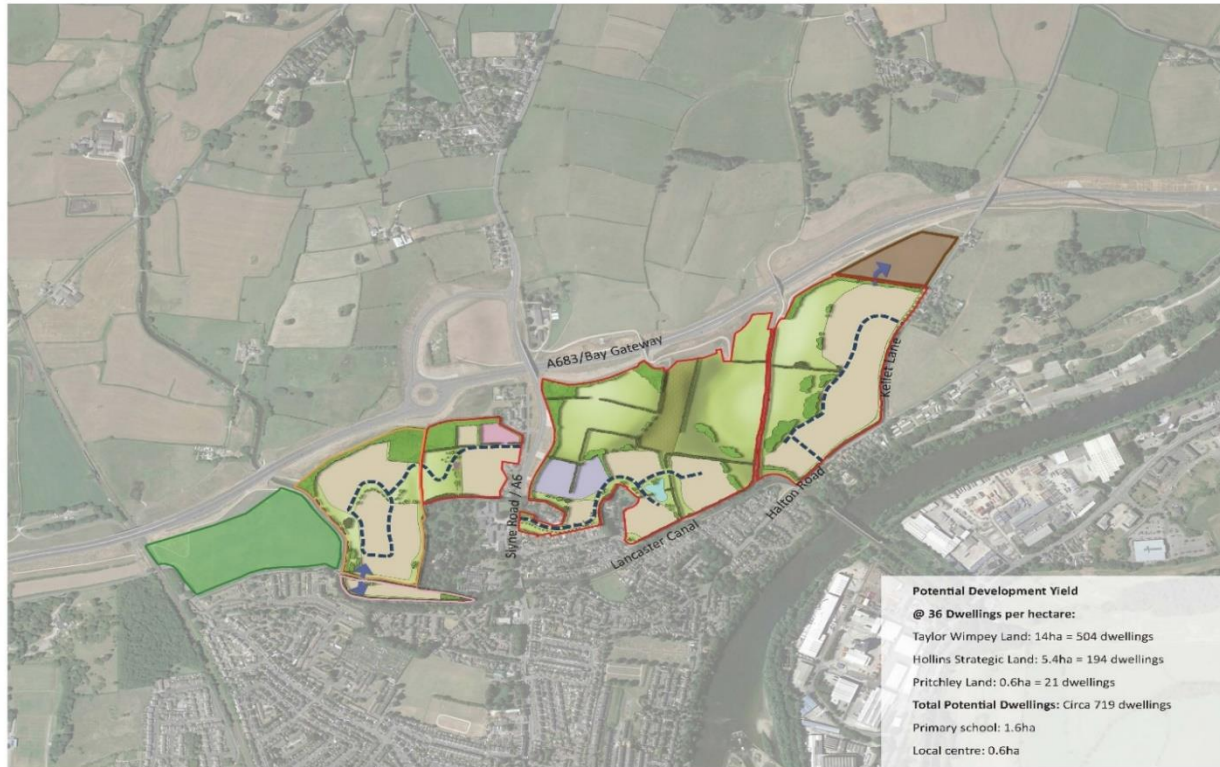
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity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

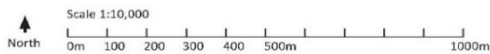


APPENDIX 2: CONCEPT PLAN

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.



Potential Development Yield
 @ 36 Dwellings per hectare:
 Taylor Wimpey Land: 14ha = 504 dwellings
 Hollins Strategic Land: 5.4ha = 194 dwellings
 Pritchley Land: 0.6ha = 21 dwellings
Total Potential Dwellings: Circa 719 dwellings
 Primary school: 1.6ha
 Local centre: 0.6ha



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL PLANNING
 MASTERPLANNING
 URBAN DESIGN

**RANDALL
 THORP**

Canada House, 3 Chestnut Street, Manchester M1 5FW
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Key:

- Taylor Wimpey Land (40.7 ha/ 100.6 acres)
- Hollins Strategic Land (8.7 ha/ 21.5 acres)
- Pritchley Land (1.1 ha/ 2.7acres)
- 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

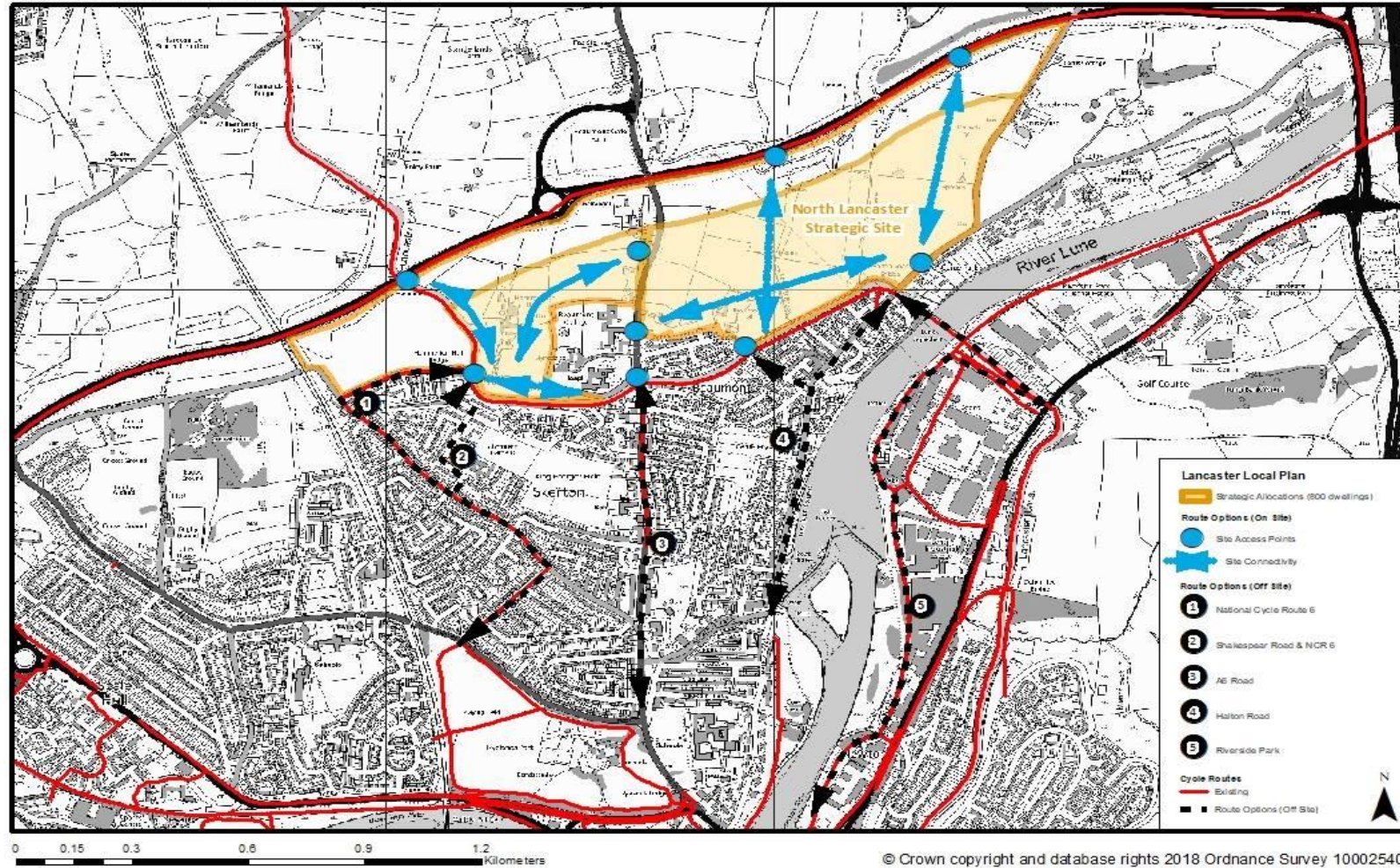
Rev checker:

Product Status:

Client Review

APPENDIX 3: MOVEMENT FRAMEWORK

LCWIP: Lancaster North Routes to be Assessed



APPENDIX 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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**Lancaster Local Plan Examination
Taylor Wimpey UK Limited's Response to Matter 7 –
Environment**

April 2019

Contents

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2.	Taylor Wimpey's Response to Matter 7.	1

Appendices

- Appendix I: North Lancaster Strategic Site Statement of Common Ground
- Appendix II: Taylor Wimpey's Proposed Changes to the Local Plan Policies (submission version) May 2018.

Prepared By: Paul Nellist

Status: Final

Date: April 2019

For and on behalf of GVA Grimley Limited t/a Avison Young

1. Introduction

- 1.1 This hearing statement has been prepared by Avison young on behalf of Taylor Wimpey UK Limited ("Taylor Wimpey") in relation to **Matter 7: Environment**. It has been prepared in the context of Taylor Wimpey's land interest at North Lancaster which is proposed for removal from the Green Belt and housing allocation in the Local Plan under Policy H1 and site specific Policy SG9.
- 1.2 Matter 7 of the Inspector's Matters, Issues and Questions ("MIQs") Discussion Note dated 28th February 2019 concerns **Main Issue: Are the DPDs in accordance with the NPPF in respect of open space, recreation, design and renewables.?** The remainder of this hearing statement sets out Taylor Wimpey's response to the issues and questions contained therein.
- 1.3 Taylor Wimpey has also entered a Statement of Common Ground ("SoCG") with Lancaster City Council and Hollins Strategic Land to demonstrate the deliverability of the strategic allocation. The SoCG is attached at **Appendix I**.

2. Taylor Wimpey's Response to Matter 7.

a. Would policies DM26, DM27, DM30, DM31, DM55, DM56, DM57 and DM58 adversely affect development viability?

Policy DM27

- 2.1 Policy DM27 (Open Space, Sports and Recreational facilities) sets out the Council's approach to both the protection and creation of recreational open space. The policy states that development proposals located in areas of open space deficiency will be required to provide appropriate contributions, either through on-site facilities or a financial contribution towards new off-site open spaces or enhancement of existing recreation spaces off-site. The policy also states that development proposals should give due consideration to the standards and thresholds set out in Appendix D of the DMDPD in relation to open space requirements.
- 2.2 Appendix D sets out the thresholds for on-site provisions and off-site financial contributions for open space however does not prescribe how the various open space requirements will be calculated. Appendix D states:
- "It is recognised that the viability of development is a material consideration in determining planning applications. Consequently the Council will allow for negotiation where viability unduly restricts development."*¹
- 2.3 In its response to Matter 7, the Council states at 7A.2 that it commissioned consultants Knight, Kavanagh & Page to undertake an Open Space Assessment which was completed in October 2018. This study identified different types of open space including Amenity greenspace, Play provision for children and young people,

¹ Local Plan Part Two: Review of Development Management DPD Submission Version (May 2018), Appendix D, pp D.3, p. 144

Allotments and Natural/semi-natural greenspace and identified a recommended quantity, in hectares per 1,000 population, for each typology. As demonstrated in detail in its representations to the Additional Evidence and Information Consultation (February 2019), supported by Randall Thorp Landscape Architects, Taylor Wimpey states that the North Lancaster site presents an opportunity to increase the provision of open space but due to the topography of the land, there may be limited opportunities to retain flat areas of open space for some of the typologies (such as allotments and sports pitches) whilst making effective use of the land for housing. Taylor Wimpey would not support a policy requirement for open space and green infrastructure on large housing sites if development viability and/or deliverability was threatened. In this context, Taylor Wimpey considers that the text from Appendix D of the DMDPD (quoted at 2.2 above) should be included in the wording of Policy DM27. This suggested amendment is set out in **Appendix II**.

- 2.4 As set out in the SoCG at **Appendix I**, a concept plan has been prepared and agreed for the North Lancaster site. The concept plan demonstrates that in principle 700 dwellings plus associated 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.
- 2.5 It is agreed in the SoCG 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 will 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.

Policy DM30

- 2.6 Policy DM30 (Sustainable Design) sets out how the Council will encourage development to deliver high standards of sustainable design and construction, including measures to reduce energy consumption; opportunities to contribute to local and community-led energy initiatives; account of landform, layout, building orientation, massing and landscaping to minimise energy, water consumption and water efficiency measures; and use of energy efficient materials.
- 2.7 In its response to Matter 7, the Council states at 7A.3 that Policy DM30 seeks to ensure sustainable design through a range of options, however, there are no specific S106 type requirements contained within the policy. Therefore, the Council considers that the policy would not result in any need for specific costs over and above build costs and external works already accounted for.
- 2.8 Taylor Wimpey seeks to deliver high standards of sustainable design and construction throughout its housing schemes and therefore supports the principle of Policy DM30. As stated in previous representations made by Taylor Wimpey, a policy requirement for additional infrastructure or other measures on large housing sites would not be supported if it threatened the viability and/or deliverability of the site. Taylor Wimpey can support Policy DM30 so long as the word 'encourage' is retained in the first line of the second paragraph of the policy (this point is highlighted in **Appendix II**).
- 2.9 Many of the allocation policies in the LADPD, including Policy SG9, as submitted, include a requirement for the submission of a detailed design statement which will help to ensure good quality urban design and inclusive environments. The Council has indicated in its response to Matter 2 that guidance on what is

expected of design statements will be published post the adoption of the Local Plan but that it will be vital for schemes to have regard to Building for Life in accordance with the 2018 NPPF.

- 2.10 Through the SoCG, it is agreed 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 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. It is agreed 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.
- 2.11 It is also agreed through the SoCG 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.
- 2.12 In the context of the above, Taylor Wimpey does not support the requirement within Policy SG9 for a design statement to be submitted and therefore requests that it is removed from the policy. Suggested amendments to the policy wording are included at **Appendix II**.

Policy DM31

- 2.13 Policy DM31 (Air Quality Management and Pollution) sets out the Council's approach to air quality management and minimising pollution. For development proposals in urban areas, the inclusion of solid fuel combustion appliances is discouraged.
- 2.14 Paragraph 10.22 of the supporting text to Policy DM31 states that one of the ways that the Council will seek to minimise the impact of new development on air quality is to ensure a development provides a suitable level of infrastructure for the charging of electric / plug-in hybrid vehicles.
- 2.15 In its response to Matter 7, the Council notes at 7A.4 that the cost of electric vehicle charging points is likely to be around £800 per dwelling (source Scarborough Borough Council), a cost which decreases if the unit is installed as part of the construction process. The Council does not consider that such a cost would be detrimental to scheme viability. However, for the purposes of clarity, the Council states that this has not been built into the viability study.
- 2.16 The SoCG sets out how the Council have 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.
- 2.17 In the SoCG, it is agreed 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.
- 2.18 Taylor Wimpey is concerned that the cost of electric vehicle charging points has not been built into the Local Plan Viability Study however notes that there is not a policy requirement for electric vehicle charging infrastructure within Policy DM31, rather it is just suggested as a potential way to minimise the impact of new development on air quality at paragraph 10.22 of the supporting text. Taylor Wimpey supports Policy DM31

in principle, but considers that the text from the Local Plan Viability Study, clarifying that electric vehicle charging points are not a policy requirement, should be added to the policy. Suggested amendments to the policy wording are included at **Appendix II**.

Policy DM56

- 2.19 Policy DM56 (Health and Well-being) sets out how the Council will expect development to promote health and well-being. The Council require the submission of Health Impact Assessments (HIAs) for major schemes of more than 100 housing units or 10,000sqm for commercial uses where they are considered to have potential impacts on health and well-being. This will depend on the nature and scale of such development which should be discussed at a pre-application stage.
- 2.20 The policy goes on to state that the Council will promote health and well-being by protecting and improving social and community facilities, ensuring that new development contributes appropriately to supporting such infrastructure. The Council will also protect, increase and enhance open spaces, allotments, biodiversity and nature conservation assets, provide children's play facilities, manage access to hot food takeaways and seek to expand the network of safe pedestrian and cycle routes.
- 2.21 In its response to Matter 7, the Council states at 7A.6 that the impact of undertaking development in accordance with measures set out HIAs will need to be determined at the time of application. However, health and well-being should be considered a standard component of good design principles and therefore there should not need to be an uplift in costs which would put the viability of development at risk.
- 2.22 Taylor Wimpey welcomes the Council's acknowledgment that the requirement for a HIA will be determined at the time of application. The wording of Policy DM56 also ensures that the submission of a HIA will depend on the nature and scale of development. Taylor Wimpey support this aspect of the policy and would seek to ensure that this remains an integral part of Policy DM56.

Policy DM57

- 2.23 Policy DM57 (Infrastructure Delivery and funding) sets out the Council's approach to the necessary provision of infrastructure in relation to development. Policy DM57 sets out that the Council intend to establish CIL to assist in the delivery of infrastructure and will require planning contributions to be secured through Section 106 Agreements. Where it is demonstrated through the submission of a Financial Viability Assessment ("FVA"), using an agreed methodology (e.g. through residual valuation appraisal), that development proposal is unviable given the level of contributions sought, the Council will consider whether any of the requirements can be delivered through alternative mechanisms or deferred subject to measures to seek alternative funding. Once the Viability Protocol SPD has been adopted, FVAs submitted alongside planning applications will need to accord with the principles of this SPD. Furthermore, the Council will not support proposals that cannot be supported by the delivery of infrastructure necessary to make a development acceptable in planning terms.
- 2.24 In its response to Matter 7, the Council states at 7A.7 that Policy DM57 is a general approach to infrastructure and viability and therefore raises no viability issues in itself. The Council considers the approach to viability set out within the policy as rational and in alignment with Planning Practice Guidance. The Council also states that it is committed to bringing forward a Viability Protocol SPD as identified in the Local Development

Scheme once the Local Plan has been adopted to provide more detailed understanding on viability assumptions to complement national guidance.

2.25 Whilst the SoCG sets out the agreed position on infrastructure provision from the North Lancaster Strategic Site (Policy SG9), Taylor Wimpey acknowledges that the wording of Policy DM57 allows a developer to submit a FVA to ensure the viability and deliverability of a development. Taylor Wimpey strongly supports this aspect of the policy and request that this remains an integral part of Policy DM57.

2.26 Paragraph 16.19 of the DMDPD states:

“Whilst some flexibility may be shown over the scale of contribution delivered, this will be highly dependent on the level of impact arising from the specific development proposal.”²

2.27 Taylor Wimpey maintains that the above text should be added to the policy wording, and not just the supporting text, to ensure deliverability and viability of development proposals, as stated in Taylor Wimpey's previous representations.

Policy DM58

2.28 Policy DM58 (Telecommunications and Broadband Improvements) sets out the Council's approach to telecommunications and broadband. Amongst various criteria that must be achieved in the provision of broadband, the policy requires that all major developments within the district will enable Fibre to the Premises (FTTP).

2.29 In its response to Matter 7, the Council states at 7A.8 that there has been liaison with BT Openreach regarding FTTP. On schemes of 30 or more dwellings, FTTP will be provided free of charge by BT Openreach. On schemes of 2-29 dwellings, BT Openreach will review the available technology in the area, if FTTC infrastructure is not available free of charge then developers can choose to make a contribution to receive this technology and an offer will be issued at registration. As such, on larger schemes the provision of FTTP is considered cost neutral, this may also be the case on schemes of 2-29 dwellings. The Council consider that the policy is reasoned in its approach to only requiring major schemes to enable FTTP.

2.30 Taylor Wimpey does however note that, as set out in previous representations, Taylor Wimpey would not support a policy requirement for FTTP on large housing sites if it threatened the viability and/or deliverability of the site. Therefore, the policy should be amended to not require FTTP infrastructure to be provided if BT Openreach withdraws the offer of free provision and as a result development viability is threatened. Suggested amendments to the policy wording are included at **Appendix II**.

2.31 It is agreed through the SoCG, that new development will provide for Fibre to Premises broadband (FTTP). This infrastructure is provided free of charge by BT Openreach to any development proposals of over 30 units or more. 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. On this basis, there is no reason why BT Openreach would delay housing delivery from the site.

² Local Plan Part Two: Review of Development Management DPD Submission Version (May 2018), pp. 16.19, p. 118

b. Are policies DM29, DM33, DM34, DM52 and DM56 in accordance with the policies of the NPPF in respect of design, flood risk, drainage, low carbon energy generation and health and well-being? Does the Development Management DPD require a flood risk document to be added to Appendix B?

Policy DM29

- 2.32 Policy DM29 (Key Design Principles) sets out the Council's key design principles including general principles, accessibility, green infrastructure, environmental considerations and gateway locations.
- 2.33 In its response to Matter 7, the Council states that Policy DM29 will ensure that developments function well and add to the overall quality of the area over the lifetime of the development; promote and enhance access and permeability; promote a balanced mix of compatible buildings and uses by promoting diversity and choice; deliver net gains in green infrastructure and ensure that safety and security are fully considered throughout the design process. As such, the Council consider that Policy DM29 is in accordance with the NPPF in respect of design.
- 2.34 Taylor Wimpey agrees with the Council and is satisfied that Policy DM29 is in accordance with the NPPF and that planning applications for the North Lancaster Strategic Site (Policy SG9) can accord with the policy.

Policy DM33

- 2.35 Policy DM33 (Development and Flood Risk) sets out how proposals for new development will be required to minimise the risk of flooding to people and property by taking a sequential approach which directs proposals to the areas at the lowest risk of flooding.
- 2.36 In its response to Matter 7, the Council explain that Policy DM33, has been informed and underpinned by a Strategic Flood Risk Assessment of the entire district, which has also taken into account the impacts of climate change. This has been undertaken in accordance with the NPPF, seeking advice from the Environment Agency and other relevant flood risk management bodies, including the Lead Local Flood Authority. In addition, the Council states that the policy reflects the sequential approach in the NPPF. As such, Policy DM33 is considered by the Council to be in accordance with the NPPF in respect of flood risk.
- 2.37 Taylor Wimpey agrees with the Council and is satisfied that Policy DM33 is in accordance with the NPPF.
- 2.38 The SoCG sets out that with regard to Flood Risk, the North Lancaster allocation is located within Flood Zone 1 according to the Environment Agency Flood Map. Notwithstanding this, the allocation is in close proximity to the River Lune. The North Lancaster allocation, particularly to the east, occupies higher land above the river and therefore 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 the SoCG at **Appendix I**. It is agreed that a site specific flood risk assessment will be prepared at application stage as part of the future planning applications for the site.

Policy DM34

- 2.39 Policy DM34 (Surface Water Run-Off and Sustainable Drainage) states that proposals for all new development should implement sustainable drainage systems, alternatives will only be permitted where it has been demonstrated to be inappropriate or impracticable.
- 2.40 In its response to Matter 7 at 7B.13 the Council states that Policy DM34 requires that proposals for all new development should use SuDS in accordance with the Surface Water Drainage Hierarchy to mitigate and minimise the risk of flooding in accordance with paragraph 100 of the NPPF. As such, Policy DM34 is in accordance with the NPPF.
- 2.41 Taylor Wimpey agrees with the Council and is satisfied that Policy DM34 is in accordance with the NPPF. In particular, it supports the wording of Policy DM34 which allows developers to provide alternative drainage systems where it has been demonstrated that SuDs are inappropriate or impracticable. Taylor Wimpey request that this remains an integral part of Policy DM34.
- 2.42 The concept plan included in the SoCG at **Appendix I** indicates that SuDs features may be reasonably incorporated within the North Lancaster Strategic Site to mitigate potential surface water run-off from the site and to enhance environmental features. The design of any SuDS scheme(s) will be considered at the planning application stage. It is agreed that other than topography there are no other obvious constraints to the delivery of this element of the scheme.

Policy DM56

- 2.43 DM56 (Health and Well-being) promotes health and well-being across the district, for all members of each community and seeks to contribute towards addressing health inequalities.
- 2.44 In its response to Matter 7, the Council sets out that Policy DM56 promotes physical activity, encourages expansion of existing networks, seeks to protect, increase and enhance open spaces and restrict the accessibility of hot food takeaways to school children. It also states at 7B.24 that the policy supports the green and accessibility requirements within the allocation policies and Infrastructure Delivery Plan as a tool for decision making. Policy DM56 is therefore considered by the Council to be in accordance with the NPPF in respect of health and wellbeing.

Taylor Wimpey agrees with the Council and is satisfied that Policy DM56 is in accordance with the NPPF. In addition, as set out in the answer to question a) above, Taylor Wimpey supports the wording of Policy DM56 which ensures that the submission of a HIA will depend on the nature and scale of development and would seek to ensure that this remains an integral part of Policy DM56.

Appendix I

North Lancaster Strategic Site Statement of Common Ground

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

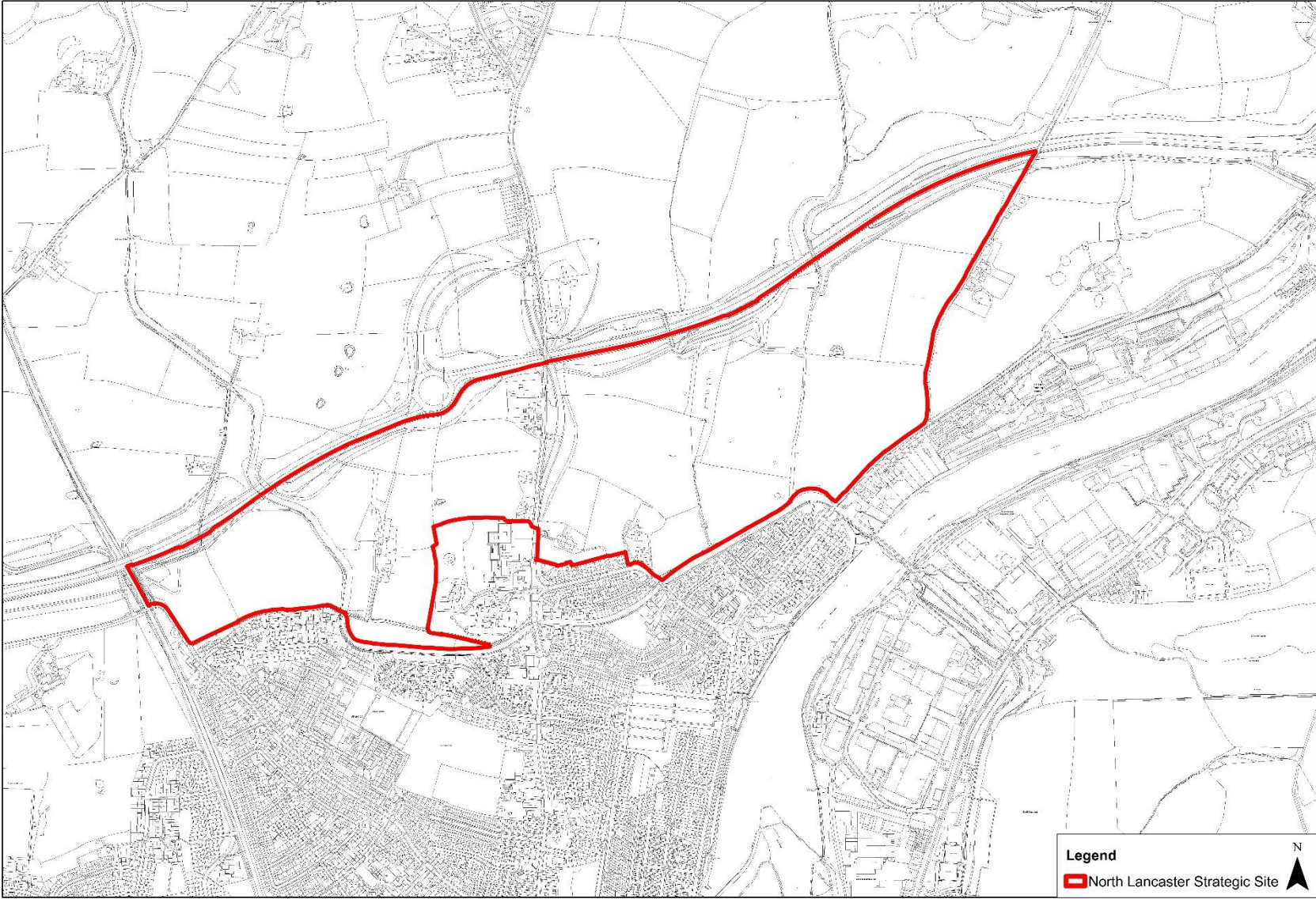
- 10.2 The Parties agree that the proposed development of this site can commence within the first five years of the Local Plan. A housing trajectory has been attached as **Appendix 4** to establish the delivery of housing in the allocation. This trajectory has been agreed between all parties as a realistic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

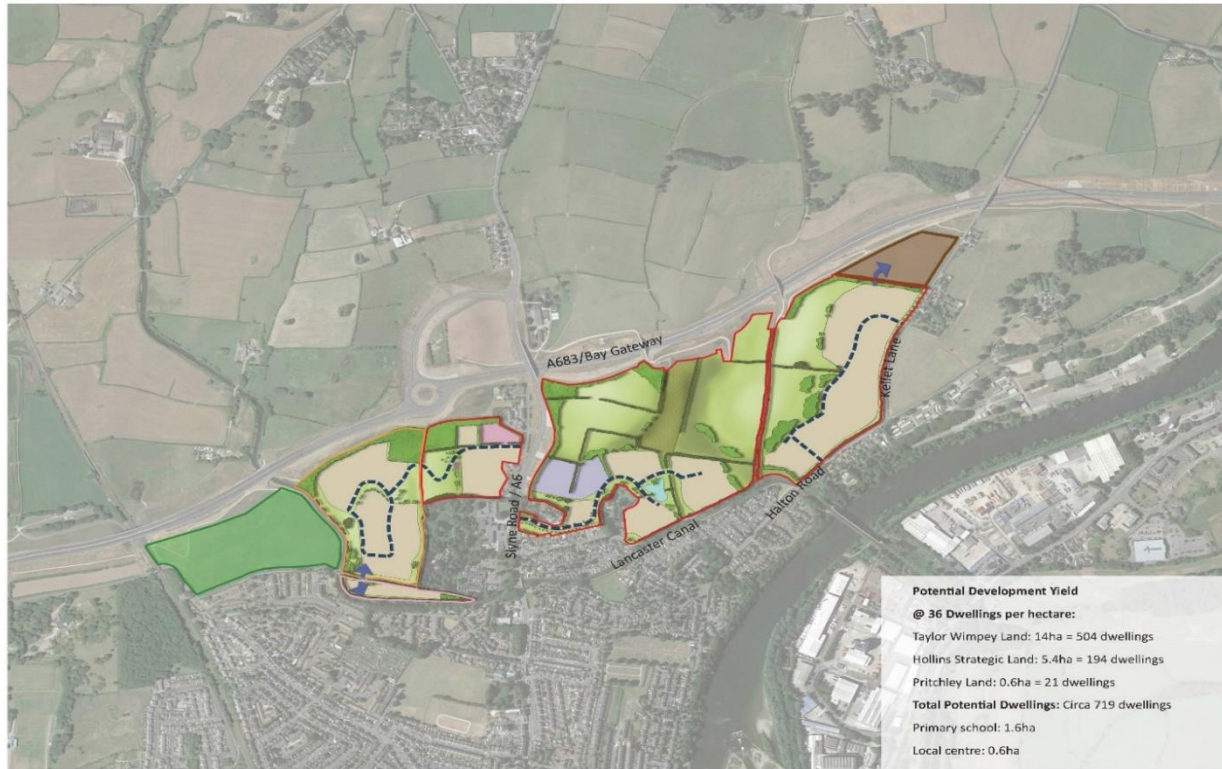
- 11.3 No agreement can be found in relation to the investigation for potential self-build and custom-build properties on the North Lancaster Strategic Site. The Council would wish to see such investigation to take place as part of future planning applications for the site to consider whether opportunity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

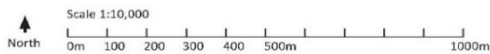


APPENDIX 2: CONCEPT PLAN

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.



Potential Development Yield
 @ 36 Dwellings per hectare:
 Taylor Wimpey Land: 14ha = 504 dwellings
 Hollins Strategic Land: 5.4ha = 194 dwellings
 Pritchley Land: 0.6ha = 21 dwellings
Total Potential Dwellings: Circa 719 dwellings
 Primary school: 1.6ha
 Local centre: 0.6ha



LANDSCAPE ARCHITECTURE
 ENVIRONMENTAL PLANNING
 MASTERPLANNING
 URBAN DESIGN

**RANDALL
 THORP**

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- Key:**
- Taylor Wimpey Land (40.7 ha/ 100.6 acres)
 - Hollins Strategic Land (8.7 ha/ 21.5 acres)
 - Pritchley Land (1.1 ha/ 2.7acres)
 - 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**

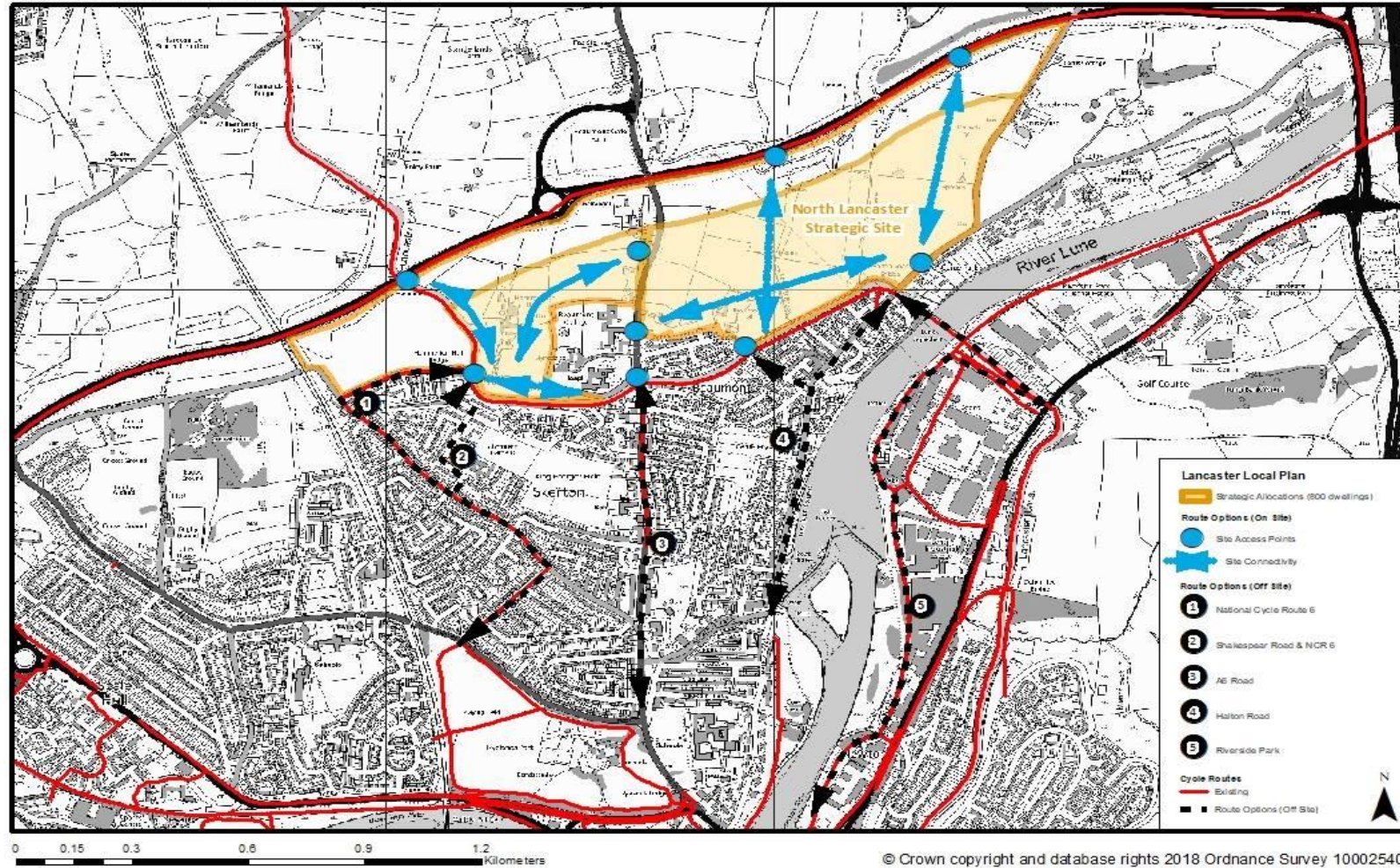
Slyne Road, Lancaster

Conceptual Masterplan within wider Strategic Site

Drwg No: 620C-04 Date: 21.02.19
 Drawn by: YH Checker: CAW/NJ
 Rev by: Rev checker:
 QM Status: checked Product Status:
 Scale: 1: 10,000 @ A3 Client Review

APPENDIX 3: MOVEMENT FRAMEWORK

LCWIP: Lancaster North Routes to be Assessed



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.

Appendix II

Taylor Wimpey's Proposed Changes
to the Local Plan Policies
(submission version) May 2018

Taylor Wimpey's Suggested Amendments to Policies of the Lancaster Local Plan:

Part One: Strategic Policies and Land Allocations DPD; and,

Part Two: Review of the Development Management DPD

April 2019

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For and on behalf of GVA Grimley Limited t/a Avison Young

Policy SG9: North Lancaster Strategic Site

1.1 Taylor Wimpey's proposed changes to Policy SG9 are shown in red below:

Greenfield land identified on the Local Planning Policies Map at Hammerton Hall / Beaumont Hall in North Lancaster has been allocated as a site for residential-led development. The Council expects that once fully developed that the site will accommodate approximately 700 dwellings, ~~2 hectares of high quality B1 employment land~~ and a range of infrastructure necessary to facilitate these new homes ~~and jobs~~.

~~The Council will prepare a Development Brief to set out in more detail how development of this strategic site should move forward in the context of wider growth in the Lancaster area. The recommendations of the Local Plan (Part One) Sustainability Appraisal should be taken into account when preparing this document.~~

~~The Council will expect that future proposals for the site should be prepared in the context of this Development Brief and taken forward through a comprehensive masterplan for the whole site that addresses the issues of phasing, delivering the necessary infrastructure and addressing all issues set out within the Brief.~~

~~In preparing the masterplan and future planning applications, any future proposals will be required to address~~ the following matters ~~to be fully addressed~~:

- ~~I.~~ A comprehensive masterplan for the whole site will be required with future planning application(s) which addresses phasing and the delivery of infrastructure to make the development acceptable in planning terms, including addressing the requirements of Policy SG10 of this DPD in relation to wider strategic infrastructure needs in the North Lancashire area;
- ~~II.~~ The provision of sufficient levels of open space in accordance with the most up-to-date evidence in relation to the quantitative and qualitative needs for the locality. Requirements will also be expected to take account of accessibility issues and should be delivered in accordance with the requirements set out in Policy DM27 of the Development Management DPD;
- ~~III.~~ Building an appropriate mix of housing types and sizes to meet evidenced local housing needs within the Council's most up-to-date Strategic Housing Market Assessment
- ~~IV.~~ Approximately ~~40%~~30% of the residential units provided will be defined as 'affordable', which includes the delivery of a full range of affordable products through dialogue with the Local Planning Authority.

Design Considerations

- ~~IV.~~ The submission of a ~~bespoke Design and Access Statement with future planning application(s) detailed design statement~~, recognising the prominent and sensitive location of the Beaumont Hall area as a northern gateway into Lancaster and its proximity to the Bay Gateway which is to the north. The design, layout and materials used should be sympathetic to the locality and create a strong sense of place, providing a well-designed and high quality environment for its residents.
- V. Support will be given to development that seeks to adopt sustainable construction and design methods aimed at minimising energy use, reducing emissions and maximising energy efficiency,

this should include investigating opportunities to deliver district heating systems and provision for electric charging points and infrastructure for electric vehicles;

- VI. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD, providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS);
- VII. Appropriate safeguarding to the satisfaction of National Grid / Electricity Northwest from the overhead powerlines which run across the site.

Environmental Considerations

- VIII. The submission of a suitable and appropriate landscaping plan that should seek to retain existing natural features, including the retention of woodland, copse, ponds and hedgerows which makes the best use of the topography of the site. The landscaping scheme should seek to create landscape buffers between the development site and the Bay Gateway Link Road to the north, ~~the A6 which runs through the centre of the site,~~ the West Coast Mainline to the west and the residential areas to the south;
- IX. The creation of ~~significant~~ green buffers informed by Landscape and Visual and Heritage Impact Assessments submitted with future planning application(s) between any development proposals and the sites of St Johns Hospice and Hammerton Hall to protect the general amenity of these areas through both the construction and occupation phases of development;
- X. Provide new home owners with a 'Home Owners Pack'. This will include details of the sensitivities of the land adjacent to the development (and the wider Morecambe Bay coastline) to recreational pressure, and promote the use of alternative areas for recreation, such as public open space within the development;
- XI. ~~Future planning application(s) Proposals~~ will be expected to fully assess the potential ~~effect impact~~ upon the setting and significance of heritage assets at Beaumont Hall, Hammerton Hall, Carus Lodge, Carus Lodge Cottage, the curtilage listed wall on Halton Road, Hammerton Hall Bridge, Folly Bridge, Beaumont Hall Bridge, Halton Road Bridge and the Lune Aqueduct as a result of ~~proposed new~~ development, ~~should be investigated, and w~~ where potential concerns may arise, mitigation measures should be put in place. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site; ~~should make use of the Heritage Assessments which have been prepared by the City Council in relation to this site;~~
- XII. The provision of sensitive landscape buffers to be provided around existing residential properties within and directly adjacent to the proposal site;
- XIII. ~~Proposals-Future planning application(s)~~ should fully and satisfactorily address amenity issues, including noise and air quality issues that arise from the proximity of the Bay Gateway Link Road, the A6 and the West Coast Mainline, which adjoin this site;
- XIV. ~~Proposals-Future planning application(s)~~ will be required to demonstrate how they will contribute to the delivery of green network corridors and ecological networks, identifying opportunities for enhancing biodiversity, recreation and leisure uses and integrating the delivery of the site with improved functionality of both the district's ecological and green infrastructure networks;

- XV. No net loss in the value of the Biological Heritage Sites (BHS) at Lancaster Canal, with evidence of how the BHS will be protected and enhanced. The Council will expect ~~development proposals~~ future planning application(s) to deliver positive benefits to biodiversity through the restoration, enhancement and creation of appropriate semi-natural habitats within and through the site to maintain, restore and create functional ecological networks;
- XVI. The preparation of a Flood Risk Assessment that details how, through design, construction and occupation phases of development the matters of flood risk will be dealt with. This should, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and Lead Local Flood Authority; and
- XVII. The submission of a comprehensive drainage plan which sets out how surface water will be managed on the site. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the DM DPD.

Transport Considerations

- XVIII. The delivery of a highways scheme which provides a safe, suitable and appropriate access onto Slyne Road (A6) to the satisfaction of the local highway authority. Further access points should be investigated to the site to increase permeability into the Skerton area, however, these should be restricted to access for cycling, walking, public transport and emergency services only;
- XIX. The incorporation of cycling and pedestrian access with strong and positive linkages to the existing network. This should include improving linkages to Lancaster City Centre (via improvements to the Canal towpath and along the A6). Support will be given to the future role of Hammerton Hall Lane for cycling and walking only;
- XX. Pedestrian improvements along Halton Road including safe pedestrian access across Halton Road Bridge via the creation of a new footbridge across the Lancaster Canal at an appropriate location to aid movements south and north.

Any future planning application(s) proposal that is submitted for this area will be expected to take fully into account ~~the content of the Development Brief and~~ all other relevant policies within the Local Plan.

Policy DM12: Self Build, Custom Build and Community-led Housing

1.2 Taylor Wimpey's proposed changes to Policy DM12 are shown in red below:

Planning applications for self, custom or community-led housing, built by individuals or groups of individuals for their own occupation will be supported by the Council where they are located in sustainable locations.

Developers of strategic sites (sites and amount to be determined by the outcomes of the Strategic Housing Market Assessment) and other smaller sites will be encouraged to investigate the possibility of making provision for a proportion of serviced plots of land to contribute towards meeting the evidenced demand for self, custom or community-led Housebuilding in the district.

Serviced plots of land will also be supported on other allocated sites where overall, this would not result in an over-provision of this type of housebuilding when compared to the Council's supply/demand evidence. The Council will seek to identify plots for self and custom build housing where the need is clearly identified via the Self Build Register.

The Council will support proposals from community groups seeking to provide affordable housing units and who will implement their management and lettings arrangements (providing these meet a local need and comply with other relevant planning requirements and policies, including Policy DM43).

Policy EN2: Future Employment Growth

1.3 Taylor Wimpey requests that Policy EC2 of the LADPD is amended as below in red:

Policy EC2: Future Employment Growth

The Council anticipates that a further 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Innovation Park	Allocation made to deliver opportunities for technology and research based industries that provide close linkages to the adjacent university campus.	9.7ha
SG14	Expansion of Facilities for the Port of Heysham	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG15	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the strategic allocation of Beaumont Hall for a mixed-use development of residential and high-quality employment uses, which takes advantage of the linkages with the new Bay Gateway Link Road.	2ha
EC3	Junction 33 Agri-Business Centre	Allocation made for rural employment of land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	9ha

Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.

Policy EN7: Local Landscape Designations

1.4 Taylor Wimpey's requests that Policy EN7 is removed from the LADPD.

~~Areas of Key Urban Landscape and Urban Setting Landscape have been identified on the Local Plan Policies Map. Identified areas will be conserved and important natural features safeguarded.~~

~~Development proposals within these areas will only be permitted where they preserve the open nature of the area and the character and appearance of its surroundings. Proposals will be expected to have due regard to all relevant policies contained within the Local Plan, in particular Policy DM45 of the Development Management DPD which relates to development and landscape impact.~~

Policy DM2: Housing Standards

1.5 Taylor Wimpey's proposed changes to Policy DM2 are shown in red below:

The Council in accordance with national policy and practice guidance has taken consideration of overall need and viability across the district and has adopted to implement optional housing standards on new residential development. Proposals for residential development will be supported where:

- I. All new dwellings (market and affordable) meet the Nationally Described Space Standard (or any future successor)*
- II. At least 20% of new affordable housing and market housing on schemes of more than ten dwellings will be expected to meet Building Regulations Requirement M4(2) Category (accessible and adaptable dwellings).*

Applicants will be expected to design schemes in accordance with the nationally described standards, including sufficient built-in storage. Applicants must submit appropriate supporting documentation alongside the planning application to ensure that compliance with the standards can be verified, including completion of an internal space compliance statement.

A flexible approach will be taken to the delivery of homes which accord with the nationally described standards. The requirement for dwellings to meet the standards will be relaxed where it would not be viable.

A flexible approach will be taken to the delivery of accessible and adaptable dwellings under Building Regulation M4(2) where exceptional circumstances are demonstrated, such circumstances could include site topography or vulnerability to flooding.

Policy DM3: The Delivery of Affordable Housing

1.6 Taylor Wimpey's proposed changes to Policy DM3 are shown in red below:

The Council will continue to support and promote the delivery of new affordable housing within the district through a variety of differing tenures.

The tenure of affordable housing will need to conform to the definition of affordable housing as defined by Annex 2 of the National Planning Policy Framework. Should the definition of affordable housing be revised through changes to the National Planning Policy Framework, proposals will need to accord with the revisions to this Framework.

Affordable housing thresholds

Other than in the most exceptional circumstances or for schemes within the West End Masterplan and Morecambe Area Action Plan boundaries, new housing development must contribute towards the provision of affordable housing and meet the requirements set out in the table below. The Council will consider detailed proposals for new housing development that falls into Use Class C3 with reference to the following requirements:

Reference Affordable Housing Target by Development Type (Average)			
Number of dwellings	Location	Affordable Housing	Delivery Method
15 plus	Urban	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
15 plus	Lancaster and Carnforth	Minimum 30% (Greenfield)	On site
11 plus	Rural (Excluding AONBs)	Minimum 30% (Brownfield and Greenfield) up to 40% (Greenfield)	On site
11 to 14	Urban	Minimum 20%	On site

<i>Developments exceeding 1,000 sqm (Gross Internal Area) and under 11 units</i>	<i>Urban / Rural</i>	<i>Minimum 20%</i>	<i>On-site</i>
<i>Affordable housing requirements within the Arnside and Silverdale AONB are identified within the Arnside & Silverdale AONB DPD and requirements for Forest of Bowland AONB identified under Policy DM6 of this DPD.</i>			

<u>Reference Affordable Housing Target by Development Type</u>			
<u>Lancaster and Carnforth and Rural West*</u>			
<u>Greenfield</u>	<u>15 and over</u>	<u>On site</u>	<u>30%</u>
<u>Greenfield</u>	<u>10-14</u>	<u>On site</u>	<u>20%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>20%</u>
<u>Morecambe, Heysham and Overton</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>15%</u>
<u>Rural East**</u>			
<u>Greenfield</u>	<u>10 and over</u>	<u>On site</u>	<u>40%</u>
<u>Brownfield</u>	<u>10 and over</u>	<u>On site</u>	<u>30%</u>
<u>Nil contribution will be sought on schemes of less than 10 units outside of the districts two Areas of Outstanding Natural Beauty, nor will any contribution be sought on schemes in any part of the district which comprise solely of apartment led development, nor brownfield development in Morecambe and Heysham.</u>			
<u>** Rural East includes the wards of Halton with Aughton, Kellet, Lower Lune Valley and Upper Lune Valley (excluding any part of the Forest of Bowland AONB)</u>			
<u>* Rural West includes the wards of Ellel and Bolton-with-Slyne</u>			

Affordable housing requirements

The provision of affordable housing will be required to accord with the following criteria:

- I. Affordable housing shall remain affordable in perpetuity unless there are justified reasons which would require otherwise, in such circumstances this justification will need to be agreed with the Local Planning Authority at the time of application;
- II. The form of provision, location within a site and the means of delivery will be subject to negotiation at the time of a planning application. However, close consideration of the latest available evidence will be required including the most up to date Strategic Housing Market Assessment or where there is an up-to-date village or parish housing needs assessment that is a more appropriate indication of housing need.
- III. Accommodation provided will be required to be genuinely available to those households who have been identified as being in housing need;

- IV. *Housing must be well integrated into the design of an overall scheme and be consistent with market housing in quality of materials, design and open spaces.*
- V. *Financial contributions towards the provision of affordable housing will be calculated in accordance with the methods detailed in the emerging Viability Protocol SPD.*

Loss of affordable housing

Proposals to vary or remove restrictive occupancy conditions will be required to make a financial contribution towards affordable housing in accordance with the emerging Viability Protocol SPD (where a contribution has not already been made).

Viability

Where compelling and detailed evidence demonstrates that the provision of affordable housing in accordance with the above requirements would have a disproportionate and unwarranted negative impact on the viability of a proposed development, applicants may, in agreement with the Council, provide fewer affordable dwellings than would ordinarily be acceptable, review the tenure or mix of dwellings, or provide a financial contribution in lieu of onsite provision. Such evidence must include an open book financial viability appraisal which will need to accord with guidance in the emerging Viability Protocol SPD.

Policy DM27: Open Space, Sports and Recreational Facilities

1.7 Taylor Wimpey's proposed changes to Policy DM27 are shown in red below:

Protection of Recreational Open Space

The Local Plan Policies Map identifies a range of designated open spaces within the district which have been provided for their important value. Proposals that seek to protect and enhance existing designated open spaces shall be supported by the Council. The Council will not permit the loss of designated open space unless:

- I. An assessment has been undertaken to demonstrate that the open space is surplus to requirements;
- II. An assessment has been undertaken to demonstrate that the open space no longer has an economic, environmental or community value, which shall include consultation with key stakeholders and the local community;
- III. The loss of open space resulting from development would be replaced by equivalent or better, high quality provision in a suitable location;
- IV. The development is for alternative sports and recreation provision, the needs for which clear outweigh the loss.

Development proposals that are adjacent to designated open spaces will be required to incorporate design measures that ensure that there are no negative impacts on amenity, ecological value and functionality of the space. The Council will only permit development that has identified negative impacts on open space where appropriate mitigation measures or compensation measures have been provided.

The Council will protect amenity spaces, particularly in the main urban settlements of Lancaster, Morecambe, Heysham and Carnforth that are not specifically designated as open space but have an economic, environmental or social value to the community they serve. Development of such sites will not be encouraged unless appropriate re-provision is provided or it is clearly demonstrated to the satisfaction of the Council that the land in question does not provide any economic, environmental or social value.

The Creation of New Recreational Open Space

Where viable, ~~Dd~~ development proposals located in areas of recognised open space deficiency will be required to provide appropriate contributions toward open space provision, either through the provision of on-site facilities or a financial contribution toward the creation of new off-site open spaces or enhancement of existing recreation spaces off-site.

Development proposals should give due consideration to the standards and thresholds set out in Appendix D of this DPD in relation to open space requirements or, where appropriate, site specific policies contained within the Strategic Policies & Land Allocations DPD.

Any provision made for recreational open space should be fully accessible to the public without any restrictions, and will be provided in addition to any private amenity space or landscaping. Proposals

should not have an adverse impact on surrounding residential amenity in terms of light and noise disturbance, with any potential impacts being appropriately mitigated against. The management and maintenance of open space should address the requirements of Appendix D of this DPD.

Policy DM30: Sustainable Design

1.8 Taylor Wimpey considers that the highlighted text below must be retained in Policy DM30.

Sustainable design has an important role to play in improving the overall sustainability performance of new development, offering opportunities to deliver improved efficiency and reduced environmental impacts. The Council is supportive of proposals that deliver high standards of sustainable design and construction. In delivering sustainable development the Council will encourage development to deliver high standards of sustainable design and construction through consideration of:

- I. Measures to reduce energy consumption and carbon dioxide emissions, and water consumption;*
- II. Opportunities for energy supply from on-site, decentralised, renewable or low carbon energy systems;*
- III. Opportunities to contribute to local and community-led energy initiatives;*
- IV. Account of landform, layout, building orientation, massing and landscaping to minimise energy, water consumption and water efficiency measures;*
- V. Use of materials that reduce energy demand (for example, insulation) and increase the energy efficiency of the building/development; and*
- VI. The reuse of existing resources (including the conversion of existing buildings) where this would be 'fit for purpose'.*

Policy DM31: Air Quality Management and Pollution

1.9 Taylor Wimpey requests that the following should be added into the supporting text to Policy DM31:

The Council will seek to encourage provision of a suitable level of infrastructure for the charging of electric/plug-in hybrid vehicles, however this is not a policy requirement.

Policy DM58: Telecommunications and Broadband Improvements

1.10 Taylor Wimpey's proposed changes to Policy DM58 are shown in red below:

The Council will support the improvement and extension of telecommunication and broadband coverage and broadband speeds, particularly in rural areas that have poor or no service provision at all, providing that the proposals accord with paragraph 43 of the National Planning Policy Framework and that the following criteria are achieved.

- I. That it has been demonstrated there is no reasonable possibility of sharing existing facilities within the locality;*
- II. Installation equipment is sited and designed to minimise its impact on the landscape character and visual amenity of the surrounding area; and*
- III. Proposals will not have a detrimental effect upon the character or appearance of the building and local amenity.*

All major developments within the district will enable Fibre to the Premises (FTTP) the infrastructure for which will be provided by and funded by BT Openreach.

For smaller schemes the Council will expect FTTP to be provided where practical.

Proposals for telecommunications or broadband equipment should pay due regard to their surroundings through sympathetic design, particularly in sensitive townscapes and landscapes. The principles of Policies DM43 and DM45 will apply in relation to the impacts on the natural environment and Policies DM37, DM38 and DM39 in relation to the historic environment.

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