



# Sustainable Urban Extension Joint Delivery Statement

## Evidence Topic Paper for **Gainsborough Southern Neighbourhood**

February 2016

Central Lincolnshire Local Plans Team

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**Topic Paper: Sustainable Urban Extension 4 - Gainsborough Southern Neighbourhood – Land south of Foxby Lane**

**Short Summary and Current Status**

- **Summary:** A SUE to Gainsborough which will deliver at least 1,400 homes during the plan period and a range of employment uses (Use Classes B1, B2), community services and facilities (Use Classes A1, A2, A3, A4, A5, D1 and D2)
- **Current Status** Outline Planning Permission for a total of 2,500 dwellings and the aforementioned associated uses granted for entire site in 2011 (application number 125020).

<b>1. <u>Scheme Preparation</u></b>		<b>2. <u>Application</u></b>		<b>3. <u>Implementation</u></b>	
Vision and Key Objectives Agreed	✓	Detailed viability assessment	✓	Phases 1-4	
Constraints Identified	✓	Application Submitted	✓	Discharge of Conditions <b>Design Guide Submitted late 2015</b>	<b>started</b>
Access and movement Strategy agreed	✓	Application under consideration	✓	Site Marketed	
Infrastructure Requirements Identified Affordable Housing Highways Health Education Others	✓	Approved	✓	Site Developer Secured	
		Section 106 Agreed	✓	Reserved Matters	
				Start on Site	
High level viability assessment	✓			Completions	
Public Consultation undertaken	✓				
Strategic Framework Plan Developed	✓				

## **1.0 Introduction to this topic paper and outline of the SUE**

1.1 The purpose of this joint delivery statement is to set out information about the Gainsborough South SUE and how it will be delivered. The following sections provide;

- Information to support policy LP39, details of who is delivering the SUE, a description of the opportunity and who else is involved
- the vision and objectives for what will be delivered
- any current issues and constraints with the site that will need to be addressed
- what will be delivered and when

The Topic Papers have been agreed by the key parties involved in delivering each site (the Central Lincolnshire Authorities, the landowners and, where appropriate, the developers) and in effect set out a shared understanding and agreement on the policy approach and the issues to be dealt with, acting as a 'Memorandum of Understanding' establishing a clear route to the delivery of development on the site.

The Gainsborough Southern Neighbourhood SUE (Southern SUE) is one of the two SUEs envisaged for Gainsborough, with the Southern SUE providing 1,400 dwellings over the plan period.

### **1.2 Who is delivering the SUE**

- The local planning authority is West Lindsey District Council.
- Principle site promoter(s) /lead developer – Thonock and Somerby are the site owners and appointed Savills in 2009 as lead agent for the development team. Camland Developments Ltd were appointed in 2012 following a tender process to deliver the on and off-site strategic infrastructure such as s278 works, main distributor roads, utilities and the Sustainable Urban Drainage system to enable serviced parcels of land to be acquired and developed by house builders.
- Other Key Delivery Partners Lincolnshire County Council and West Lindsey District Council.
- Land Ownership – the site is owned by Thonock and Somerby Estates (TSE).

### **1.3 The Opportunity**

This 140 ha site will make a major contribution towards achieving the Vision for Gainsborough articulated in the 2007 Gainsborough Regained Masterplan and the 2008 Growth Point Programme of Development. These all aim to achieve a regenerated, socially balanced, economically prosperous, environmentally sustainable town, with an enlarged town centre and a range of employers, and substantial population growth by the end of the Plan period.

The growth agenda for Gainsborough, established in those documents, is supported by the Central Lincolnshire Local Plan. The overarching vision for Gainsborough is to

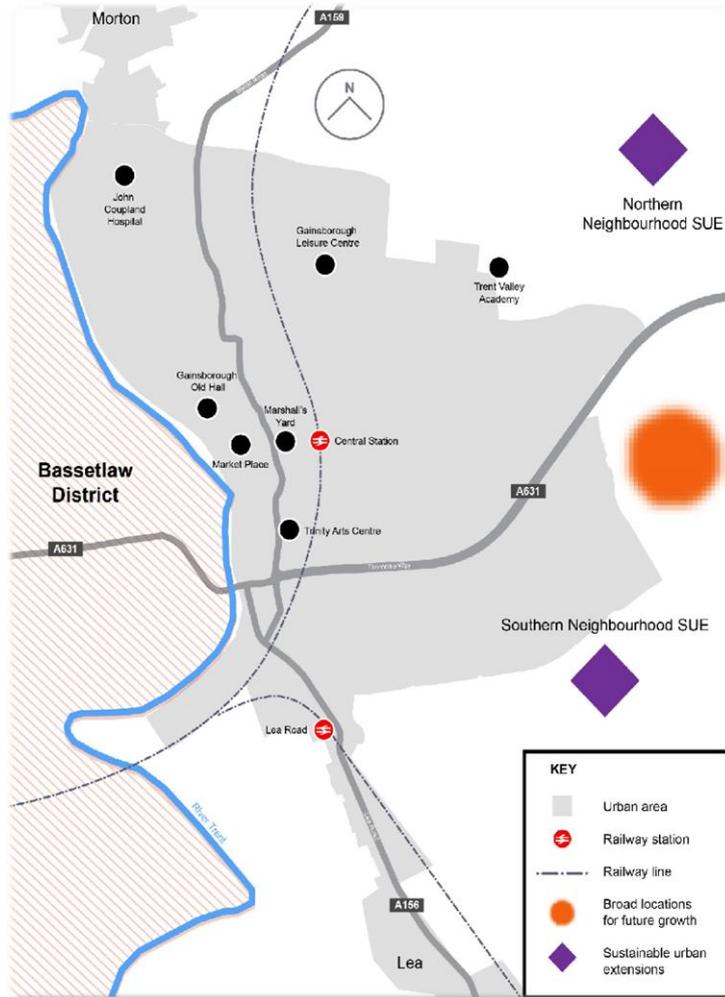
achieve a regenerated, socially balanced and economically prosperous town, with a strong and vibrant town centre that hosts a range of employers and supports an attractive retail hub.

An ambitious level of housing and economic growth in the town is necessary to support regeneration and help address a number of challenges that exist, including parts of the town that are amongst the most deprived nationally, pockets of high unemployment and a shortage of labour market skills in some sectors. Raising the profile of the town and increasing the base population will help provide the 'critical mass' needed to secure future investment across a range of services and attract a greater mix of employers into the town.

The Draft Central Lincolnshire Local Plan identifies the need to deliver at least 4,435 new dwellings in Gainsborough by 2036. A Key Diagram for Gainsborough showing the location of this SUE in context with the town and other SUEs is shown at figure 1. The majority of the housing growth in Gainsborough during the plan period will be delivered through a combination of:

- 2 Sustainable Urban Extensions (SUEs):
  - Gainsborough South SUE, delivering **1,400** dwellings;
  - Gainsborough North SUE, delivering **750** dwellings;
- The regeneration of a number of large town-centre brownfield sites designated in the Greater Gainsborough Housing Zone, delivering **1,300 dwellings**
- A number of additional larger greenfield allocations

#### 1.4 Fig. 1 – Key diagram of Gainsborough



#### 1.5 Gainsborough Southern SUE

The Southern SUE was granted outline planning permission (with access not reserved for subsequent approval) on 5<sup>th</sup> July 2011 following close working between the landowners, the Council and other stakeholders under a Planning Performance Agreement and notification to the Secretary of State (the SoS did not require referral of the application to him). A planning obligation (S106 Agreement) is associated with the permission.

The permission provides a period of 12 years for the remaining reserved matters to be submitted. It will provide a mix of residential, employment and service development which will not only enable a balanced community to develop, but will benefit existing areas in close proximity, which include the aforementioned pockets of deprivation. The location of a number of facilities is designed with this integration in mind. The relatively small scale of employment development takes into account nearby existing opportunities. Construction of the first phase is expected to commence in Autumn 2016 and the eventual population is estimated at around 6000.

The narrative in this paper concentrates upon delivery as set out in the planning application, decision notice and planning obligation (S106 agreement). As such, it reflects not only the aspirations of the developer and the community, but also the local planning authority's balancing of local priorities against the viability of the scheme, as independently assessed. Should the planning permission be not implemented or superseded, policies set out in the Local Plan, in particular Policy LP38, and the Infrastructure Delivery Plan, will form the framework against which any new application is judged and a similar viability assessment process will need to be gone through at that time.

A site location plan showing the area covered by the SUE and outline planning permission is shown in figure 2.

### 1.6 Fig. 2 - Site Location Plan



## 2.0 Vision and Objectives for the development of the SUE

### 2.1 Background

The following vision is from the Planning Performance Agreement agreed by West Lindsey DC and Thonock and Somerby Estates (landowner and developer):- “The new neighbourhood will be a distinctive place, which functions as a linked neighbourhood to Gainsborough, and enhances the presence of the town as a gateway to Lincolnshire. The new neighbourhood will be created through a high quality, contemporary design led approach that displays variety and distinction, drawing upon the best of the existing local characteristics within a coherent framework. It will provide up to 2,500 new residential units, as part of a socially and commercially balanced, economically prosperous, environmentally sustainable community.

The new neighbourhood will support, enable and contribute to the wider regeneration aims of Gainsborough as a whole. It will also contribute towards the overall need for quality affordable housing, education and lifelong learning, social

infrastructure and the provision of a range of new employment opportunities, encompassing new and emerging technologies and complementing existing strategies.

## 2.2 Vision

The development will maximise the opportunities afforded by the existing topography and woodland to provide a high quality environment, that links into the surrounding rural landscape through a network of green spaces, both formal and informal, as a distinctive element. The new neighbourhood will be designed to be environmentally sustainable, supporting strategies to reduce carbon emissions with the aim of making full use of the renewable energy opportunities presented by the location. It will be well connected to the town centre and rail stations through a means of sustainable transport modes, providing full opportunity for reduced travel by car.” A land use masterplan showing site location and an indicative layout is shown at Fig. 3.

## 2.3 Fig. 3 - Land Use Masterplan (drawing 1248-100 Rev D) – dated 12/02/10



## 2.4 Key Objectives

The vision will be delivered following the following design rationales contained in the Design and Access Statement:

- Landscape structure

A finer network of existing and proposed landscape elements link back to the wider landscape structure. These principally consist of the mature trees, hedgerows, ditches, proposed sustainable urban drainage systems (SUDS) and open spaces of a variety of characters. The network defines a series of development parcels or ‘housing clusters’. These homes can clearly be identified to form part of a geographically defined group. This does not necessarily define

an area of similar character but may relate to how people define their 'home patch'

- Movement structure

All potential connections between the old and new neighbourhoods and to the countryside are made. The green route indicates a 'greenway' – a landscape and movement corridor for pedestrians, cyclists and busses which runs east to west through the site and could form the first phase of an orbital route around Gainsborough which connects the new neighbourhoods. The main routes within the southern neighbourhood connect back to Foxby Lane. Foxby Lane is therefore the highest order street with the potential for most activity.

- Neighbourhood structure

The neighbourhood structure will be determined by the disposition of the supporting amenities and other land uses on which residential areas depend. The proposed employment education, retail, recreation and community facilities are planned to serve the new neighbourhood but will also be accessible to existing communities. All these destinations are located with the movement hierarchy at prominent sites and aim to be within easy walking and cycling distance from the majority of the new neighbourhood.

The proposed neighbourhood comprises a first phase to the west and north of Warren Wood which separates this housing from the larger residential area contained by Warren, Lea, Bass and Pickering Pong Woods. A new path through Warren Wood will provide additional pedestrian and cycle linkage between the two areas. A parkland edge to Foxby Lane is proposed along a half-mile frontage while active recreation, including sports pitches, are provided for on the southern edge of the main neighbourhood.

## **2.5 How Vision and Objectives was formulated**

The vision and objectives were formulated through a masterplan exercise, as submitted in the Design and Access Statement for the approved application.

## 2.6 Summary of the key deliverables

The Key Deliverables in the approved planning permission ref. 125020 are:

Up to 2,500 dwellings delivered across four phases.

Phase 1 419 (Likely to be developed in 2 parts, part 1 for 200 homes)

Phase 2 381

Phase 3 869

Phase 4 520 (Neighbourhood centre 311 See below)

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2,500

- Works within the existing highway including the provision of four new roundabouts at Lea Road/Foxby Hill; Middlefield Lane/Foxby Lane; Heapham Road/Foxby Lane junctions and at the access to Park Farm from Foxby Lane as well as two signal-controlled pedestrian crossing points.
- 1 No. neighbourhood centre (delivered between phases 2 and 4) including gross floor areas of up to:
  - i. 13,445 sq. m for class B1 (Business) and B2 (General Industrial) uses.
  - ii. 1,895 sq. m for A Class uses; class A1 (shops), A2 (financial and professional), A3 (restaurant and cafes), A4 (drinking establishments and A5 (hot food takeaways).
  - iii. 848 sq. m for community facilities, including D1 (non-residential institutions) such as places of worship and including a GP surgery/multiuse centre (see below) iv. 311 of the 2,500 dwellings.
- 2 No. 1FE (One Form Entry) seven classroom, 1 ha, primary schools.
- 1 No. 4 GP surgery and multi-use centre to include space for a community library, neighbourhood management offices and rooms available for community policing or small functions (temporary facility to be provided for first phases).
- 2 No. local centres (It is envisaged that these centres will be in the form of small shops or shops of a local nature, serving a small catchment).
- 1 No. Energy centre with both gas and biomass boilers to provide district combined heat and power (CHP) [note:- suitability could be reviewed in future if there are changes to the phasing and delivery rates, or technological advances that can provide more appropriate alternatives].

- A Sustainable Urban Drainage System for the majority of the development based upon soakaways, the modification of existing watercourses to swales and balancing ponds.
- Public access to woodland; Warren Wood, Park Springs Wood and Pickering Pond Wood.
- Sports pitches to include cricket pitch, rugby pitch, two hockey pitches and an all-weather multi-use games area (MUGA) and changing facilities.
- Extended existing bus service 1, 1a and 2 for phases 1 and 2 and areas within later phases within 400m of this service. A 30 minute frequency service between 07.30 to 08.45 and 15.30 to 18.30 from Monday to Saturday and a 15 minute frequency service between 08.45 and 15.30 from Monday to Saturday (no additional buses required but up to £19,900 provided by the developer for this purpose).
- New bus service via Lea Road for phases 3 and 4 over 400m from bus stops served by extended service referred to above. Minimum frequency 30 minutes between 07.30 and 18.30 from Monday to Friday. Up to £360,000 to be provided by developer because new bus required.
- Two new bus stops (one northbound, one southbound with shelter and realtime information) in the proximity of Lea Road/Foxby Hill junction to serve the railway station.
- Free 1 month Gainsborough/Morton/Lea bus ticket for every household.
- £50 voucher for every household towards either bicycle bought from Gainsborough or towards yearly bus ticket for Gainsborough/Morton/Lea.
- £50,000 towards the improvement of off-site pedestrian and cycle routes between the site and the town centre and secondary schools.
- Travel Plan managed by a Travel Plan Coordinator with targets for modal split (encouraging non-car use) and with non-compliance penalties.
- Information packs for each household with useful maps and contacts so that sustainable and linked trips can be planned.
- Off-site ecological compensation area to provide enhanced habitat and biodiversity to another area in the locality to compensate for the development of the site (the area will be based upon size and uplift proposed in an area to northeast of Heapham Road)

- £19.85 per dwelling for the provision of household waste and recycling facilities.
- Area of land for off-site pumping station to east of site (pumping station and new falling and rising mains sewers will be secured by Severn Trent Water from the developer and will take foul water for development east of watershed directly to upgraded Lea Road Treatment Works rather than via existing system).
- Mechanism for sourcing local materials where possible.
- Employment of local people where possible by the developer sending details of job opportunities available to the officer(s) nominated for such purpose from time to time by the District Council and to local job centres.
- Trainee programme for the development of trainee opportunities targeted for residents of the development.
- Establishment of a Community Trust for management of public spaces and buildings and establishment of a Volunteer Programme for the development of a volunteer network for habitat and greenspace management.
- Monitoring fee of £1,500 per obligation.
- Index linked payments to take into account inflation.
- Late payment interest penalty (150% of bank interest rate)

Whilst design, layout, scale and landscaping were all reserved for subsequent approval, the conditions and s106 agreement have tied the implementation of the SUE to follow a suite of masterplans; parameter plans and phasing plans that were approved following negotiations between the applicant's team, West Lindsey and other stakeholders including Lincolnshire County Council Highways Authority , Education Department, Gainsborough Town Council, Natural England, Historic England, Environment Agency, Severn Trent Water, Lincolnshire Wildlife Trust, Woodland Trust and others.

The following plans are available to view via the following link: <http://planning.west-lindsey.gov.uk/planning/flarexmlout/default.asp?stylesheet=navigation&xmlidoc=XMLFiles\201618155357>

- Built Form Masterplan (drawing 1248-101 Rev D) –dated 18<sup>th</sup> February 2010
- Land Use Masterplan (drawing 1248-100 Rev D) – dated 12<sup>th</sup> February 2010
- Parameter Plan – Landscape and Non-vehicular Movement (drawing 1248-103 Rev C). – 13<sup>th</sup> February 2010
- Parameter Plan – Movement (drawing 1248-104 Rev B) 11<sup>th</sup> February 2010

- Parameter Plan – Building Heights and Ground Levels (drawing 1248-105 Rev B) – dated 12<sup>th</sup> February 2010.
- Parameter Plan – Land Use & Density (drawing 1248-102 Rev B) 12<sup>th</sup> Feb 2010
- Phasing Plans (drawings 1248-107-1 Rev D, 107-2 Rev D, 107-3 Rev D and 104 Rev D) all dated 18<sup>th</sup> February 2010

### **3.0 Site Assessment**

The following information describes the site issues and constraints that need to be addressed

#### **3.1 Site and Delivery Issues for Consideration:**

**a) Topography and Soil Condition** – The land is currently in agricultural use and there are no unusual issues relating to topography or soil conditions; the land is gently undulating with no steep slopes and no areas of particularly poor drainage. The site is screened from the south and east by existing woodland within the applicant's control. The approved masterplan takes advantage of the topography of the site to improve the existing landscape boundary of the south of the town, currently marked by the rather open and urban Foxby Lane

**b) Drainage and Flooding** – Only a very small part of the site is in Flood Zones 2 and 3 with all development planned in zone 1. Planning condition 14 requires a Sustainable Urban Drainage system to be designed into the new development to deal with surface water drainage for the majority of the site.

#### **c) Utilities**

- Gas – a gas pipeline transects the site from east to west and is subject to an easement. Design has been amended to ensure the high pressure gas pipes are not impacted on.
- Electricity / Water - supplies to the site are not anticipated to give rise to any unusual developer costs.

(Note:-The original planning conditions included provision of an on-site energy centre for the later phases, and for development to accord to Code for Sustainable Homes Level 6. The latter is no longer applicable and therefore appropriate building efficiency standards will be reviewed and agreed as each phase comes forward for Reserved Matters. Since the time of the application, delivery rates and phasing for the SUE have changed and therefore the suitability of providing an on-site combined heat/power energy centre could be reviewed as appropriate in future).

Both National Grid and Yorkshire Electricity were consulted as part of the planning application process and their written responses to consultations are on the planning application file (ref 125020).

- **Sewerage** – Upgrades are required to the Bridge Street Sewage Pumping Station and to the Gainsborough Sewage Treatment Works to accommodate flows from this development. Planning conditions 11, 12 and 13 control the extent of development which can take place before these upgrades are carried out. A new sewage pumping station will be provided to the east of the site. The costs of the works to Bridge Street pumping station and Lea Road Sewage Treatment Works will be covered by Severn Trent Water who have detailed plans and have budgeted for these upgrades in their own delivery plan. Severn Trent Water were a key stakeholder in the process and their written responses to consultations are on the planning application file (ref 125020).

#### **d) Access/Transport**

- **Site Access** - The strategy for accessibility was shaped by the Multi-modal Transport Strategy for Gainsborough prepared in 2010 on behalf of Lincolnshire County Council and West Lindsey. Its SUE strategy is based on an agreed multi-modal split between car and non-car modes of transport. The infrastructure works required for the resultant trips by car were then planned as part of the planning application submission.
- **Road** – The road access to the site will be at four points off Foxby Lane, and has been approved as part of the planning application (access not reserved). Foxby Lane will be subject to improvements funded by the developer, and there will be minor further improvements to junctions elsewhere in the town. There are no obstacles to the delivery of these s278 works as all land is either within the existing adopted highway or the ownership of Thonock and Somerby Estates (such as the land required for road widening at the junction of Foxby Hill and Lea Road). The costs of the works were included in the schedule prepared by Gleeds on behalf of Thonock and Somerby Estates that were the basis for the viability assessment.
- **Rail** – No rail contribution was required as part of the application.
- **Public transport , cycling and walking** - A modal split target of 56% car use has been agreed, together with means of measurement and a package of measures including the appointment of a travel plan co-ordinator. The existing 1 and 1A bus services that links the existing Park Springs residential area to the north and the town centre will be extended to serve the early phases of the development and one new route provided to link all phases with the town centre and Lea Road railway station. The bus routes within the development are designed so that all residents are within 400m of a bus stop and the frequency of buses is also defined.
- **Green links**- There is an extensive network of cycle and pedestrian routes through the development and into the woodland to the south as well as new controlled and uncontrolled crossing points across Foxby Lane. These establish links across Foxby Lane between the existing and new development, not only for existing residents to gain access into to new facilities and services, but also to the

countryside and woodland (access is currently limited to one public right of way but will be enhanced to include access to the woodland and parkland). However given the distances and topography between the town centre and the site, sustainability is predicated on public transport linkages and tools within the s106 to incentivise non-car modes of transport. These are secured through the section 106 agreement, have been the subject of viability testing and some examples are included within the Key Deliverables Section 6.

- e) **Affordable Housing /Gypsy and Traveller Provision** – The s106 Agreement targets a 25% affordable housing, subject to a financial viability appraisal by an independent assessor, with a minimum of 10% of total number of dwellings to be delivered as affordable housing. There is no Gypsy and Traveller Provision on site.
- f) **Education** – Two one form primary schools are required within the Neighbourhood. Their provision and phasing are secured within the S106 agreement and this level of provision was informed by the inclusion of LCC Education as a stakeholder. No secondary school is required within the SUE.
- g) **Health** – temporary GP provision will be made off site until the community building is constructed, this will include a permanent GP surgery.
- h) **Recreation/Open space** – besides local open space and play provision, sports pitches and a Multi Use Games Area will be provided, together with changing rooms, at the developer’s expense. The approved scheme includes 40% undeveloped open space and it includes provision of sustainable access links not only within the development, and between it and the town centre and Northern and Eastern SUEs, but also to adjoining countryside including the potential East Gainsborough Green Access Link
- i) **Heritage** – The site includes archaeological remains, the most sensitive of which are not within the area to be developed. Others will be investigated prior to development or appropriately incorporated within the layout of the site.
- j) **Natural environment / Ecology**– The site lies within an Area of Great Landscape Value. A number of woodlands which are Local Wildlife Sites adjoin the site and are in the same ownership as the development site. The masterplan and planning conditions take these into account, providing appropriate public access to the woodlands and an Off-site Ecological Compensation Area has been agreed.
- k) **Community Facilities and Services** - A community building of 848 sq m will be provided within the Neighbourhood Centre enabling flexible space for uses such as a community library, training, police surgery, and for the delivery of other services. Provision and phasing are secured through the S106 agreement.

**3.2 Relevant Planning History** - Application 125020 was submitted in October 2009 after extensive work with the district council under a Planning Performance Agreement. It was approved after notification to the Secretary of State for Communities and Local

Government and his decision not to call it in for his own decision. Following completion of a legal agreement under S106 of the Planning Act it was formally issued in July 2011.

Access was approved and all other matters reserved for future approval, however, planning conditions and the S106 agreement set out parameters for the future development of the scheme.

The application, including Flood Risk Assessment, Drainage Strategy, Energy Assessment, Transport Assessment, the decision notice, and S106 agreement can be seen on line at: <http://planning.west-lindsey.gov.uk/planning/flarexmlout/default.asp?stylesheet=navigation&xmlidoc=XMLFiles\201618155357>

#### 4.0 **Delivery and Implementation**

##### 4.1 **Housing Delivery Trajectory and Phasing**

The total number of homes the SUE will deliver is 2,500, with 1,400 dwellings envisaged to be delivered during the plan period.

The trajectory of the first phase is set out below:

<b>Phase 1</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>Starts</b>	40	40	40	40	40
<b>Completions</b>	0	40	40	40	40
<b>Assumptions</b>	Based on 1 developer delivering 40 dwellings per year, up to a total of 200, and submission of first phase reserved matters in 2016				

Longer term the housing phasing proposals are

<b>Phase</b>	<b>Total Number</b>	<b>Estimate Start of Phase</b>	<b>Estimate Completion of Phase</b>	<b>Assumptions</b>
<b>1</b>	419	Autumn 2016	End of 2024	Assuming 40 dw/year for first 200 dwellings and 75 dw/year for the remaining years (2021/22 onwards) to be delivered by at least two developers operating on site
<b>2</b>	381	2024	2031	
<b>3</b>	869	2031	2045	
<b>4</b>	520	2045	2053/2054	
<b>Neighbourhood Centre</b>	311	Between phases 2-4		
<b>Total</b>	<b>2500</b>			

## 4.2 Employment Land

Phase	Use Class	Amount	Assumptions
Between 2-4	B1, B2	13,445 sqm GFA	To be delivered as part of a neighbourhood centre between phases 2-4
Between 2-4	A1, A2, A3, A4, A5	1,895 sqm GFA	
Between 2-4	D1	848 sqm GFA	

## 4.3 Infrastructure Delivery Trajectory; Infrastructure /Obligations required.

**Note:** The following estimated costs are taken from the current signed s106 agreement, as agreed at 5 July 2011.

Item	Description	When	Estimated Cost	How it will be delivered
Site opening up costs		Autumn 2016		Agreement signed with Camland to project infrastructure
Affordable Housing	Target 25%, subject to financial viability appraisal, minimum 10%			
Gypsy and Traveller Provision	None was required in the Outline Permission	N/A	N/A	N/A
Flooding/Drainage	New foul water pumping station	At 1250 dwellings		S106
Household waste and recycling facilities	Financial Contribution	At occupation of 1 dwelling – 33% of contribution  At occupation of 43% of dwellings – 66% of contribution  At 66% of dwellings –	£19.85 per dwelling	S106

		100% of contribution		
Education	Primary School		Land or financial contribution	S106
Recreation/ Open Space	To be submitted to Council			S106
Access/Transport Movement	Bus Stop Improvements Contribution	Commencement	£20,000	S106
	Bus Service Contribution		£379,900	
Environmental	Outline delivery strategy for an off-site ecological compensation area			S106
Design criteria	Design code to be submitted to Council	Submitted 2015, awaiting Council Approval		
Community Facilities and Services	Multi-use Community Centre		Phase 3	S106

#### 4.4 Deliverability

S106 agreement covers a number of matters including the provision of access, highway improvements and sustainable transport measures, other infrastructure, affordable housing, primary schools, open space and recreation, neighbourhood, social and health facilities.

A viability review clause within the S106 agreement provides the ability for any additional developer funding in future to be directed towards secondary education if required at that time.

#### 4.5 Viability

Through the National Planning Policy Framework, the government is clear that Local Plan's should be deliverable and this means that they should be viable. A high level viability appraisal of this site has been completed. This has assessed the policy and infrastructure requirements of the Local Plan and each SUE to ensure that the SUE can be viably brought forward at the point envisaged and built out over the plan period.

The Central Lincolnshire Whole Plan Viability and Community Infrastructure Levy Study has modelled a generic SUE development for Lincoln, Gainsborough and

Sleaford. The study has assessed the broad viability of the SUE's in current market conditions, against Local Plan policy requirements, and has included provision for infrastructure requirements and section 106 and CIL contributions, based upon evidence provided by the JPU and the developers

In addition to this, the Authorities have also conducted a high level viability appraisal using the Three Dragons Toolkit, which has also assessed the site against proposed policy and infrastructure requirements to ensure viability in current market conditions. Whilst this modelling has been carried out in discussion with the landowner/developer, assumptions and information fed into the assessment do not prejudice the outcome of any detailed viability assessments undertaken working towards the submission and determination of any planning applications related to the site. Indeed, as detailed in section 12 of this paper, in this specific instance, the site has the benefit of outline planning permission and the proposal was the subject of robust viability assessments that lead to the section 106 agreement obligations. The agreed conclusion is that the site is viable and deliverable within current market conditions and within proposed policy and infrastructure requirements of the Central Lincolnshire Local Plan and the Infrastructure Delivery Plan.

#### **4.6 Project Plan**

It is envisaged that the development will be taken forward through a series of applications for the reserved matters of the identified phases. Each phase will be the subject of a Design Code, which has been prepared by the applicant and being assessed by the district council, setting out the details of each phase. The submission of Design Codes is controlled through Conditions 7 and 8 of the planning decision on application 125020.

The phasing of delivery is controlled by planning condition 6, which requires the submission and approval of a phasing programme for the whole development before any development commences. The phasing should be in line with approved plans 1248-107 1-4, Rev D.

Phase 1	419 (Likely to be developed in 2 parts, part 1 for 200 homes)
Phase 2	381
Phase 3	869
Phase 4	520
	=====
	2,500

It is anticipated that development will be commencing with the first part of Phase 1 (200 units) starting in 2016/17 with this phase complete (at the latest) by 2026/7 and up to 1,400 completed by around the end of the plan period although this is dependent on market conditions.

## 5.0 Risk Assessment

<b>Significant Risks</b>	<b>RAG</b>	<b>Mitigation</b>
Currently no developer has signed terms to deliver Phase 1	<b>Red</b>	It is understood that the landowner and agent are in advanced discussions to agree signed terms with a housebuilder to deliver the first part of Phase 1 (200 dwellings). A place marketing strategy for Gainsborough is in development by WLDC to raise profile and market interest
No agreed time frame for the delivery of the first part of Phase 1 (200 dwellings)	<b>Amber</b>	A trajectory has been provided by the landowners and agents indicating that negotiations are focussing on a delivery rate of 40 completed units per year.
Current lack of a comprehensive marketing strategy for the site	<b>Amber</b>	WLDC working with TES to develop place marketing. Developer expected to drive this forward for the first part of Phase 1.
No Reserved Matters or Full Planning Applications made/ existing permission expires	<b>Amber</b>	Tri-partite agreement in place. Design guidance submitted to WLDC for approval in November 2015. Developer terms agreed for first 200 homes. Alternative sites are available and can be considered if SUEs cannot deliver as forecast.
Slower delivery rate/Impact of competition with other sites locally	<b>Red</b>	As above. Can be mitigated by bringing forward alternative sites if necessary.
Delayed start to development	<b>Amber</b>	Delayed start may reduce overall delivery from the SUE in plan period. Alternative sites may need to be brought forward, as detailed above.
Evidence Base from 2013 will need update/refresh if phase 1 is delayed	<b>Amber</b>	Monitor and review. Reserved matters application for Phase 1 will trigger the need for a review of certain documents.
Unidentified constraints affecting delivery	<b>Amber</b>	Unknown at this stage – monitor and manage.
Fragile viability / market conditions in Gainsborough	<b>Amber</b>	WLDC Capital programme will assist in infrastructure provision, place marketing will drive market interest

## 6.0 Key Contacts

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