

Inspectors' Matters, Issues and Questions for Examination

Matter 4 – Sustainable Urban Extensions

This response has been prepared by WYG on behalf of the Church Commissioners for England who have significant land interests in Central Lincolnshire including the Lincoln North East Quadrant (NEQ), and land at the South East Quadrant (SEQ) and South West Quadrant (SWQ).

General Questions – Policy LP28

Q8. Taking into account physical and planning constraints, infrastructure and land ownership, are all of the SUE's capable of being delivered in a manner envisaged by the Plan? Are they all viable?

We consider that the NEQ, SEQ and SWQ SUEs are viable and deliverable. We have had significant interest from house builders for the first phase of the NEQ and ongoing enquiries from the development sector regarding the SUEs. It is also worth noting that the consented Barratt scheme at North Hykeham, in which the Church Commissioners still retain an interest, is nearing completion, with units selling extremely well at good values.

Whilst not specifically referred to in Policy LP28, we support that Policy LP11 provides the opportunity to take account of viability when assessing levels of affordable housing provision.

Q11. Are the infrastructure requirements of each SUE clearly set out in the Local Plan? Is it clear what developers are expected to provide to overcome constraints and to provide infrastructure?

The infrastructure requirements are outlined in the SUE Topic Papers which set out a list of infrastructure for each SUE albeit further clarification on health requirements would be welcomed.

Q14. What is the rationale for the overall approach to incorporating gypsy and traveller sites on SUEs under Policy LP28? Is this justified? How will these sites be delivered?

We have made objections to the requirement for the SUEs to set aside an area of land which is suitable for the provision of gypsy and traveller pitches. We do not consider that the SUEs are the appropriate place for such provision. The SUEs are the key sites necessary to contribute to Central Lincolnshire's significant housing need in the most sustainable locations. The Central Lincolnshire Local Plan and CIL Viability Study (April 2016) identified that an approximate land take of 0.3 hectares will be required for 5 – 10 pitches per SUE which will add to the costs of development of the SUE. We consider that an individual 'call for sites' for gypsy and traveller pitches is the most appropriate approach to find suitable sites rather than require strategic sites to accommodate the provision. We therefore do not consider that incorporating gypsy and traveller sites in the SUEs under Policy LP28 is justified.

Q15. Should Policy LP28 refer to other services and facilities typically required by residents on a day-to-day basis, rather than just 'retail'? Will this be effective in achieving a balanced and mixed community and the aims and objectives of the policy? Is it clear what developers are being required to provide?

The site specific policies in Policy LP30 require a range of services and facilities on the SUEs. For example for the SEQ SUE Policy LP30 states that it should provide *"A wide range of community / social facilities including a new District Centre which will provide shops, a community centre, and*

other uses such as a health centre, post office, banking facilities and places of worship". We consider that Policy LP28 and Policy LP30 should be more precise about the scale of provision and whether facilities such as health centres are necessary or just desirable.

Q17. Is the use of a 'broad concept plan' specific enough, or should Policy LP28 refer to the need for phased masterplans? Should the policy require that the masterplanning exercise identifies at what stage the relevant employment uses, transport connections, community facilities, retail, leisure, open spaces, education and recreational uses etc. should be provided? Will the policy be effective in this regard?

We agree with the principle of the requirement to prepare a Broad Concept Plan for each SUE in its entirety within which individual Masterplans will be prepared for planning applications as they come forward. It is not realistic to request a Masterplan for the entire site upfront.

Q18. Have the transport effects of each SUE been adequately assessed? Can they be developed without significant adverse effects? Is any mitigation required, and if so, is this made clear in the plan?

The transport impacts associated with the SUEs have been appropriately assessed against the principles set out by the Lincolnshire Local Planning Tool (LLPT). Assessments undertaken so far have given consideration to the proposed traffic impact which may be generated by the delivery of the SUEs set out within the Local Plan, which includes the SWQ, NEQ and the other Local Plan strategic sites.

The resultant assessments were modelled using flows derived from the Lincolnshire County Council (LCC) approved 'Lincoln SATURN model' (LSM). The derived traffic flows have been assessed using the methodology outlined by the LLPT. This has comprised assessing agreed junctions in a standalone manner using industry standard software (ARCADY, PICADY and LinSig) for AM and PM peak scenarios in the forecast years set out by the LLPT. This demonstrates that the SUEs have been appropriately assessed.

The results of the assessment have forecast that several junctions will operate above capacity following the operation of all the SUEs and associated Local Plan highway improvement schemes. It should be noted that a number of these junctions are forecast to operate above capacity prior to the operation of the SUEs. Traffic modelling associated with the operation of the SWQ and NEQ is further detailed within the site's respective Transport Feasibility Studies which will support the Evidence Topic Papers. Discussions are ongoing with LCC who are currently undertaking more detailed analysis through the LSM.

Consideration has also been given towards the beneficial impact of sustainable travel, and both the SWQ and NEQ have prepared strategies to integrate and extend the existing pedestrian, cycle and public transport networks. This will reduce reliance on vehicular travel, ensuring developments are delivered which will encourage travel by sustainable modes.

It is therefore considered that the SWQ and NEQ can be delivered alongside the other strategic site allocations without significant adverse effects.

Issue 4c – South East Quadrant - Policies LP30 and LP48

Q28. What is the current progress and timescale for completion of the Lincoln Eastern Bypass? Is there an upper limit on the number of dwellings that can be completed until the bypass is completed?

We understand that the local authority position is that a contractor has not been appointed but a start as early as possible is desirable and a two year programme is expected with completion in late

2018 or early 2019. There are no specific caps to housing development in the SEQ in advance of the LEB.

Issue 4d – North East Quadrant - Policies LP30 and LP48

Q32. What is the current status regarding the outline planning application submitted on the site? Has this now been granted planning permission following completion of the Section 106 Agreement? If so, when are reserved matters submissions expected?

Planning permission was granted for the residential development of up to 500 dwellings, highway works including two new access points from St Augustine Road, landscaping, ground works and ancillary works on land to the south of St Augustine Road, Greetwell (planning application number 132932) in May 2016. This land is part of the proposed NEQ SUE and covers 21.3 hectares. The Section 106 Agreement has been completed.

The site is currently being marketed and expressions of interest are being reviewed by the Church Commissioners and Savills who are marketing the site.

Due to the result of the EU Referendum, the marketing of the site was put on hold to assess the market. Marketing has recommenced and we would therefore expect a sale in early 2017, with submission of a Reserved Matters application by the purchaser expected shortly thereafter.

Q33. How does the outline planning application relate to the remainder of the SUE and its delivery? (i.e. the relationship between the land in West Lindsey and Lincoln City) Will this have an effect on the overall delivery and masterplanning of the SUE?

The residential development proposed as part of the outline planning application has been planned as part of the overall Masterplan. The Masterplan which covers the SUE has been submitted to the Central Lincolnshire Planning Committee as part of the consultation on the Local Plan.

Given the interest that we have seen from developers for the consented part of the SUE, we have increased confidence that the remainder of the SUE is marketable and deliverable by the developer community. This interest ranges from smaller, regional house builders to large national house builders. All interested parties have expressed that the location and proximity to Lincoln City centre makes the site attractive, with a good anticipated sales rate.

The first phase of the SUE has been master planned to fit within the wider SUE and will assist in creating a sense of place for the wider SUE, which we believe will assist with sales rates overall.

Q34. Paragraph 4.3 of the August 2016 Topic Paper states that the affordable housing provision will be 10% for Phase 1 with a 'target' for 20% on later phases. Does this need to be reflected in the Local Plan if the 20% listed under Policy LP11 is not achievable? Why is a lower percentage justified?

The provision of 10% affordable housing was agreed with West Lindsey District Council during discussions on affordable housing and other contributions in the Section 106 Agreement in accordance with the approach in Policy LP11.

Issue 4e – South West Quadrant - Policies LP30 and LP48

Q35. What is the current status concerning the first part of Phase 1 of the Southern Bypass? How is this going to be funded / delivered? How does it affect the viability and deliverability of the site?

The development of the SWQ SUE will include the delivery of the first phase of the Southern Bypass. The potential costs of the Southern Bypass have been taken into account in the assessment of the viability of the SWQ SUE by the local authority who intends to fund it through, in part, developer contributions.

Q37. Policy LP30 requires a detailed odour assessment 'to demonstrate no adverse impact on future residents'. Has consideration been given to the proximity of the South Hykeham Water Recycling Centre? What happens if an odour assessment finds adverse impacts? Could they be satisfactorily mitigated without compromising the delivery of the planned development? To be effective does Policy LP30 need to refer to any necessary mitigation through the design, layout and masterplanning process? What about non-residential occupiers?

WYG prepared an Odour Assessment in May 2015 to consider the impact of the South Hykeham Water Recycling Centre on the proposed SUE. The assessments of odour releases from the sewage treatment works have identified the likely zones of significant odour impact on the proposed development site. The odour assessment concluded that further than 50m from the treatment works that development would be acceptable and no mitigation would be required. The Masterplan prepared shows no development within 50m from the treatment works.

A copy of this report has been submitted to North Kesteven District Council. This will be reviewed further at detailed planning application stage.