



# Sustainable Urban Extension Joint Delivery Statement

## Evidence Topic Paper for Canwick Heath (Lincoln South East Quadrant)

August 2016

Central Lincolnshire Local Plans Team

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## Topic Paper: Sustainable Urban Extension Lincoln South East Quadrant – Land at Canwick Heath

### Short Summary and Current Status

- **Summary:** A sustainable urban extension to Lincoln which will deliver 3500 homes during the plan period and a range of employment, education, community facilities and open space. The SUE will continue to deliver beyond the Plan period and is expected to yield in the region of 6,000 new homes in total.
- **Current Status** Preapplication

<u>Scheme Preparation</u>	<u>Date</u>	<u>Comp</u>	<u>Application</u>	<u>Date</u>	<u>Comp</u>	<u>Implementation</u>	<u>Date</u>	<u>Comp</u>
Vision and Key Objectives Agreed	July 2015	Yes	Detailed viability assessment			Phase x		
Constraints Identified	Dec 2014	Yes	Application Submitted			Discharge of Conditions		
Access and movement Strategy agreed	Under way		Application under consideration			Site Marketed		
Infrastructure Requirements Identified Affordable Housing Highways Health Education Others	2015	Yes	Approved			Site Developer Secured		
			Section 106 Agreed			Reserved Matters		
						Start on Site		
High level viability assessment	2015/16	Yes				Completions		
Public Consultation undertaken	Dec 2015	Yes						
Strategic Framework Plan Developed	Nov 2015	Yes						

### 1.0 INTRODUCTION TO THIS TOPIC PAPER AND OUTLINE OF THE SUE

This joint delivery statement has been prepared by the local authority and the predominant landowners and promoters of Canwick Heath SUE, namely Jesus College Oxford and Barratts, Church Commissioners and North Kesteven District Council, in consultation with other landowners. The purpose of this joint delivery statement is to set out information about the SUE and how it will be delivered. The following sections provide;

- Information on who is delivering it, setting out the collaborative working between landowners, developers and the Council in the concept planning of the SUE, a description of the opportunity and who else is involved
- the overall 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, including key infrastructure requirements and delivery timescales and build rates.

### **1.1 Who is delivering the SUE**

As you would expect with an SUE of this size there a number of key delivery partners involved with planning and delivery of the Canwick Heath site. North Kesteven District Council is the Local Planning Authority who will oversee and co-ordinate the delivery of the SUE site over the long term.

Jesus College Oxford is the majority landowner (381.2ha). Barratt Developments have a promotion agreement with Jesus College Oxford and therefore represent the principal site promoter and developer. A list of all key partners involved in the delivery of the site is set out below: -

- Jesus College Oxford
- Barratt Developments
- William Davis and Linden Homes
- North Kesteven District Council
- City of Lincoln Council
- Lincolnshire County Council

In addition to Jesus College Oxford, other landowners involved in the Canwick Heath site include:

- Church Commissioners (approximately 40 ha)
- Gerald Neesham (approximately 23ha)
- Robert Nelstrop (approximately 44 ha)

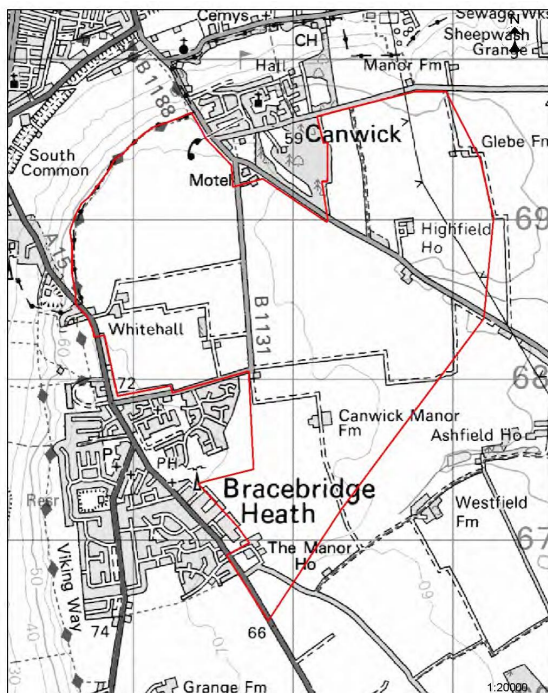
The Advisory Team for Large Applications (ATLAS) has been fully engaged from the early start of the project as a facilitator providing both spatial planning expertise and project management advice. ATLAS has supported: joint working arrangements between the landowners/promoters and the District and County Council; the development and evolution of an agreed vision and development objectives for the site, the scoping out and advice on the need for a concept framework plan, the evidence base requirements for a strategic site allocation within a Local Plan.

### **1.2 The Opportunity**

The South East Quadrant site, of approximately 500 hectares, is located to the south east of the city, between the villages of Canwick and Bracebridge Heath, and at its closest is 1.6km from Lincoln city centre, enabling easy access to existing facilities by public transport, walking and cycling. When the Lincoln Eastern Bypass is constructed it will lie within the line of the bypass, and thus presents the opportunity for a logical and significant sustainable extension to the city. However, it will also be important to respect the separate identities of the existing communities of Bracebridge Heath and Canwick.

This site presents the most substantial opportunity for new development in the Plan as it has potential to accommodate around 6000 dwellings in total, plus employment and other supporting uses. More than half of these dwellings will be delivered during the Plan period.

### 1.3 Location map



A larger copy is available at **Appendix One**

## **2.0 VISION AND OBJECTIVES FOR THE DEVELOPMENT OF THE SUE**

### **2.1 Vision and Key Objectives**

The Advisory Team for Large Applications facilitated a visioning workshop for key Members and Officers of North Kesteven District Council with other key statutory stakeholders in February 2013. The high level findings from the session were used to inform the development of a development brief '*Brief to inform the evolution of the spatial framework plan of Canwick Heath Sustainable Urban Extension*' in June 2015 which set out the agreed vision and key objectives for the SUE (below)

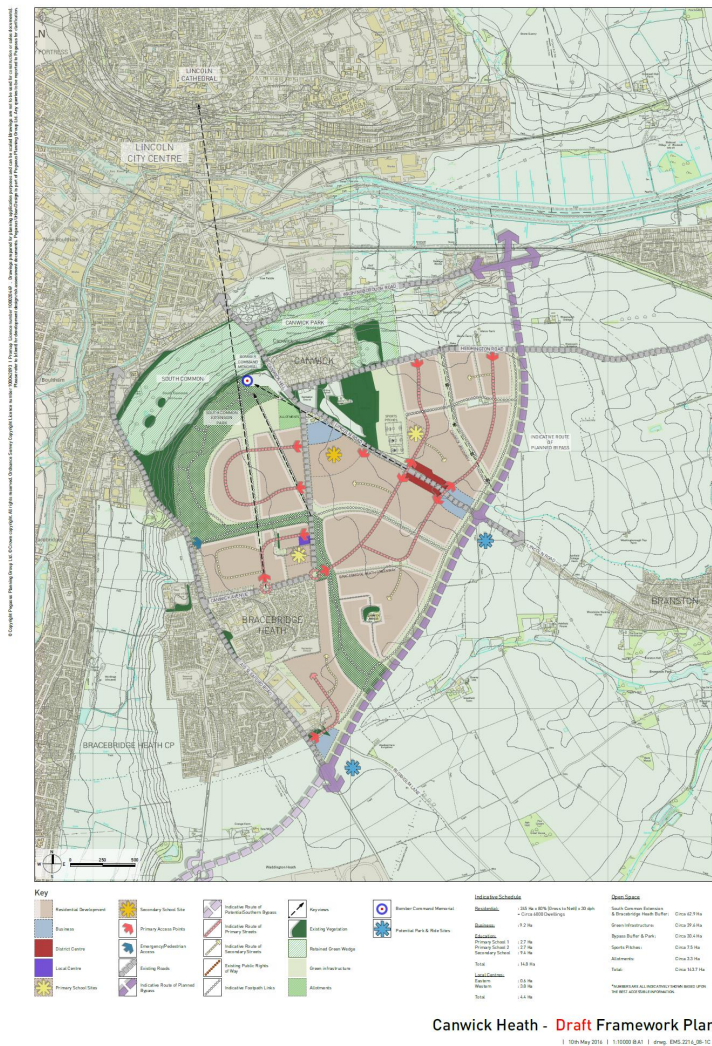
The vision and key objectives are set out at **Appendix Two**

### **2.2 High Level Spatial Framework Concept Plan**

As part of the joint working arrangements between all parties a number of workshop sessions have been held to translate the agreed Vision and Development Objectives into a high level spatial framework concept plan in order to provide clarity as to how the site could be developed.

The draft spatial framework concept plan has taken into account the setting and location of the site and the key infrastructure that it needs to accommodate. In December 2015 a consultation event was held on the latest version of the concept plan the outcome of which will inform future iterations of the plan. A further revised concept plan following this consultation is detailed below.

**Concept Plan May 2016**



A larger version can be found at Appendix Three

## 2.4 Summary of the key deliverables are:

- Approximately 3500 dwellings during the Plan period to 2036, including affordable housing
- Approximately 7 hectares employment use
- Two Centres providing retail, service and community uses
- Two on site primary schools, comprising a 3FE primary school for the first phase and another school of a similar size for the phase beyond 2036
- Secondary school 640 places within the plan period with capacity for expansion to accommodate more places in the future
- Associated transport, green and social infrastructure including Bomber Command Memorial

### **3.0 SITE ASSESSMENT**

The evolution of the spatial framework plan has taken into account the key features and setting of the site along with the key constraints that are summarised below. In summary the site has very few physical constraints, the main constraints (which affect the majority of SUEs) relate to the provision of highway infrastructure

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

##### **Topography and Soil Condition**

The land lies on a limestone plateau, is currently open farmland, and does not present any known abnormal conditions. There are views into Lincoln, with the cathedral prominent within them, and to the fens and Wolds, which can be utilised to give the development a particular sense of place. The prominence of the site needs to be sensitively treated in views from outside.

##### **Drainage and Flooding –.**

The land lies in Flood Zone 1 and therefore does not present any particular constraints. The development will need to incorporate SUDs in order to mitigate the effects of development on adjoining areas.

##### **Utilities**

- **Gas/Electricity**

Gas/Electricity there are no significant barriers to serving the development by conventional means as confirmed by National Grid, On Gas and Eon/Western Power.

- **Water**

Anglian Water confirm that there is some capacity and a need for further improvements. They will monitor the situation as ongoing and will increase capacity through their asset management plan. In line with the Water Industry Act, the developer will be expected to pay for certain elements of the works.

- **Sewerage**

Anglian Water confirm that although Canwick Sewage Treatment Works (STW) will need to be upgraded in order to accommodate the proposed levels of growth within the Local Plan, the likely development trajectory and the available capacity, mean upgrades are unlikely to be required within the 2015-2020 Asset Management Plan. Anglian Water confirm they do not envisage any timing or delivery constraints due to sewerage treatment upgrades.

##### **Access/Transport**

Construction of the Lincoln Eastern Bypass (LEB) is necessary before this SUE can be completed. In principle the Local Highway Authority has confirmed that units can be developed before the bypass is complete, subject to the necessary transport assessments. However the amount of units delivered is not anticipated to be significant in view of the proposed SUE and Bypass milestone dates, which started on site in June 2016, with an anticipated completion in 2019.

Funding is in place for the LEB from sources including the Department of Transport, Lincolnshire County Council and some is anticipated from CIL/s106 as set out in Infrastructure Delivery Plan. The development is expected to contribute to the cost of the

bypass. There is therefore a high degree of confidence that physical construction of the road will not be a barrier to development.

Following detailed traffic modelling a full access and transport strategy will be developed to consider the impacts on the adjacent transport network, together with assessing the opportunities for sustainable transport including; high quality pedestrian and cycling links, bus priority and the consideration of park and ride facilities.

- **Site Access**

There will be no direct access from the LEB but there are a number of options as the site is adjacent to and traversed by a number of roads. The development will be accessed from the A15, B1188 and B1131 and from Heighington Road. The latter access requires junction improvements at the junction with Canwick Hill. Costs are to be confirmed based on assessment of the extent of upgrades and access proposals.

- **Public transport , cycling and walking –**

Master planning of the site will be expected to make provision for the extension of public transport links into the site and connecting to surrounding areas. The developer will be expected to contribute to the costs of bus service provision

- **Green links-**

Linkages into the City of Lincoln and surrounding villages will be explored through the visioning and confirmed in the master planning process

### **Affordable Housing /Gypsy and Traveller Provision**

Affordable housing provision will be sought in accordance with the Local Plan policy

**Gypsy and Traveller Provision –** The Further Draft Local Plan set out the need for all Central Lincolnshire authorities to respond to and address the accommodation needs set out in the 'Gypsy and Traveller Accommodation Assessment 2013'. To ensure this need could be met appropriately the Proposed Submission Local Plan states that the supply of new pitches should be met through a combination of allocated sites and by the provision of suitable land within each new SUE (Policy 28: Sustainable Urban Extensions, Part C).

On Monday 18 January 2016 Members of the Central Lincolnshire Joint Strategic Planning Committee agreed to amend the policy wording as follows:

“Each new urban extension proposal must, where applicable. Set aside an area of land which is suitable for the provision of gypsy and traveller pitches. The size of the site shall be agreed through negotiation, though is likely to be of a size sufficient to accommodate 5-10 pitches. Such set aside land should be on-site unless the developer can demonstrate circumstances which demonstrates that provision on an alternative suitable site is identified, and is made available and deliverable by the applicant. Such set aside land (whether on the SUE site or off-site) should be provided to the local planning authority at nil cost and be secured through an appropriate legal agreement”

In respect of Gypsy and Travellers, the promoters and CLJSPC remain in disagreement, but are content for this matter to be played out separately as part of the ongoing examination of the local plan.

### **Education**

Two primary schools will be required, one 3FE entry in the current plan period and one subsequently. They will incorporate extended hours provision. The land and an appropriate financial contribution to building will be provided by the developer.

The site will provide a secondary school on a similar basis.

### **Health**

The IDP explains that some NHS data needs review before the demand generated by the development of the site can be accurately assessed. Dialogue with the new Clinical Commissioning Groups has been established, and will continue as the site is taken forward.

### **Recreation/Open space**

North Kesteven District Council's current open space provision standards are:-

- 0.8 hectares per 1000 population Children's play space (8sqm per person)
- 1.6 hectares per 1000 for outdoor sport
- 0.5 hectares per 1000 population for open space (5sqm per person)

The impact of this development on the City's existing open space provision will need to be considered within the design of the site.

### **Heritage**

View corridors to and from the cathedral will be important elements of the masterplan, and it will also be important to create appropriate views into the site from the north and the Witham Valley.

The site is the location of the memorial to Bomber Command, which has close local associations and development will need to reflect its setting appropriately

There are a number of listed buildings dispersed amongst the farmsteads on the site.

### **Natural environment / Ecology**

The site is predominantly in agricultural use and is immediately adjacent to Lincoln's South Common. The concept plan and vision and objectives for the site sets out how policy requirements around green infrastructure links with the city, open space, landscape and nature conservation will be addressed.

### **Community Facilities and Services**

Two centres will be identified as part of the masterplan and will act as a focus for community provision

### **3.2 Relevant Planning History**

An outline planning application for the construction of 120 homes was considered by Planning Committee in November 2015. Committee granted authority to Officers to approve under delegated authority subject to completion of the Section 106.



## **4.0 DELIVERY AND IMPLEMENTATION**

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

The total number of homes the SUE will deliver is 3500 by 2036

The housing phasing proposals are

<b>Phase</b>	<b>Approx. Total Number</b>	<b>Estimate Start of Phase</b>	<b>Estimate Completion of Phase</b>	<b>Assumptions</b>
<b>Phase 1</b>	1200	2016/17	2024/25	4/5 developers at 40 pa
<b>Phase 2</b>	1000	2024/25	2029/30	4/5 developers at 40 pa
<b>Phase 3</b>	900	2029/30	2033/34	4/5 developers at 40 pa
<b>Phase 4</b>	400 in plan period	2033/34	2035/36	4/5 developers at 40 pa
<b>Phase 4 cont.</b>	1050 beyond plan period	Beyond 2036	Beyond 2036	
<b>Phase 5</b>	1450	Beyond 2036	Beyond 2036	

### **4.2 Employment Land**

<b>Phase</b>	<b>Amount</b>	<b>Assumptions</b>
Phase 1 and 3	7 hectares	The exact timing and location of the employment land will be determined during the evolution of the Masterplan.

### **4.3 Infrastructure Delivery Trajectory**

- Infrastructure /Obligations required**

The Infrastructure Delivery Plan (IDP) sets out the items of strategic infrastructure which will be needed to support the proposed growth within Lincoln, and the SUEs. Infrastructure, specifically relating to the South East Quadrant SUE, will be further developed;

<b>Item</b>	<b>Description</b>	<b>When</b>	<b>Estimated Cost</b>	<b>How it will be delivered</b>
Site opening up costs	Physical access to site and service connections	Prior to commencement	Assumed at £300k per net hectare	Development cost
Affordable Housing	Provision of subsidise housing to rent or	Phased during the development	Up to 20%	Section 106 obligations

	purchase at sub market levels			
Gypsy and Traveller Provision	Provision of land for pitches	Tbc	5-10 pitches	Section 106 obligations on site or alternative off site provision
Flooding/Drainage	SUDs	Designed at Reserved Matters Stage	Tbc	Development cost
Education				
Primary School	3 FE 2.7ha site for 3500 homes Second 3 FE required for 6000 homes	2.7ha Land within first phase of development I	£7.8million (contribution) for each primary school	Section 106 obligations
Secondary School	One school - 640 secondary places 5.3ha site half of which will be playing fields community use  <b>5000 homes</b> 1140 secondary pupils and 8ha half is playing field <b>6000 homes</b> 1370 pupils needing a site of 9.4ha	The trigger for the first phase of the secondary school to be completed will be between 500-800 homes. Location is flexible subject to other policy considerations.  Beyond 2036  Beyond 2036	A Regulation 123 list CIL item	Community Infrastructure Levy
Health	On site provision and contribution Health Authority undertaking a review and developing an Estate Strategy by mid-2016.	Tbc	Tbc	Section 106 obligation
Recreation/ Open Space	On site provision and contribution	□ 0.8 hectares per 1000 population Children's play	Tbc	To be delivered in accordance with policy

		space (8sqm per person) □ 1.6 hectares per 1000 for outdoor sport □ 0.5 hectares per 1000 population for open space (5sqm per person)		Section 106 obligation
Access/Transport Movement	Tbc	Tbc	Tbc	To be delivered in accordance with policy
Heritage	Tbc	Tbc	Tbc	To be delivered in accordance with policy
Environmental (the site )	Tbc	Tbc	Tbc	To be delivered in accordance with policy
Design criteria	Tbc	Tbc	Tbc	To be delivered in accordance with policy
Community Facilities and Services	Tbc	Tbc	Tbc	To be delivered in accordance with policy
Utilities	Tbc	Tbc	Tbc	To be delivered as set out in section 3.1

#### 4.3 Deliverability

A high level summary, setting out the principle of deliverability of the SUEs is set out in the Whole Plan Viability report. The site is viable and deliverable within the plan period.

#### 4.4 Project Governance and Project Planning

A steering group of officers from NKDC, Lincolnshire County Council and representatives of the key landowners/promoters supported by ATLAS has been meeting and working on this SUE for the past couple of years. Given the joint working on this site early delivery of the site is anticipated. To support this early delivery a joint project plan has been agreed with the landowners and promoters of the site detailing the projected planning application submissions and start on site dates.

<b>Milestone</b>	<b>Estimated / Actual Date</b>
Agreement of Section 106 relating to application for 120 dwellings	<b>Dec 2016</b>
First Completions	<b>Dec 2017</b>

<b>Phase 1 Development</b>	
Outline Application Submitted	<b>Oct 2016</b>
Outline Application Determined	<b>Jan 2017</b>
Section 106 signed	<b>May 2017</b>
Site Marketed	<b>n/a</b>
Reserved Matters Application	<b>Sept 2017</b>
Reserved Matters Determined	<b>Feb 2018</b>
Developer Start on Site	<b>June 2018</b>
First Completions	<b>March 2019</b>

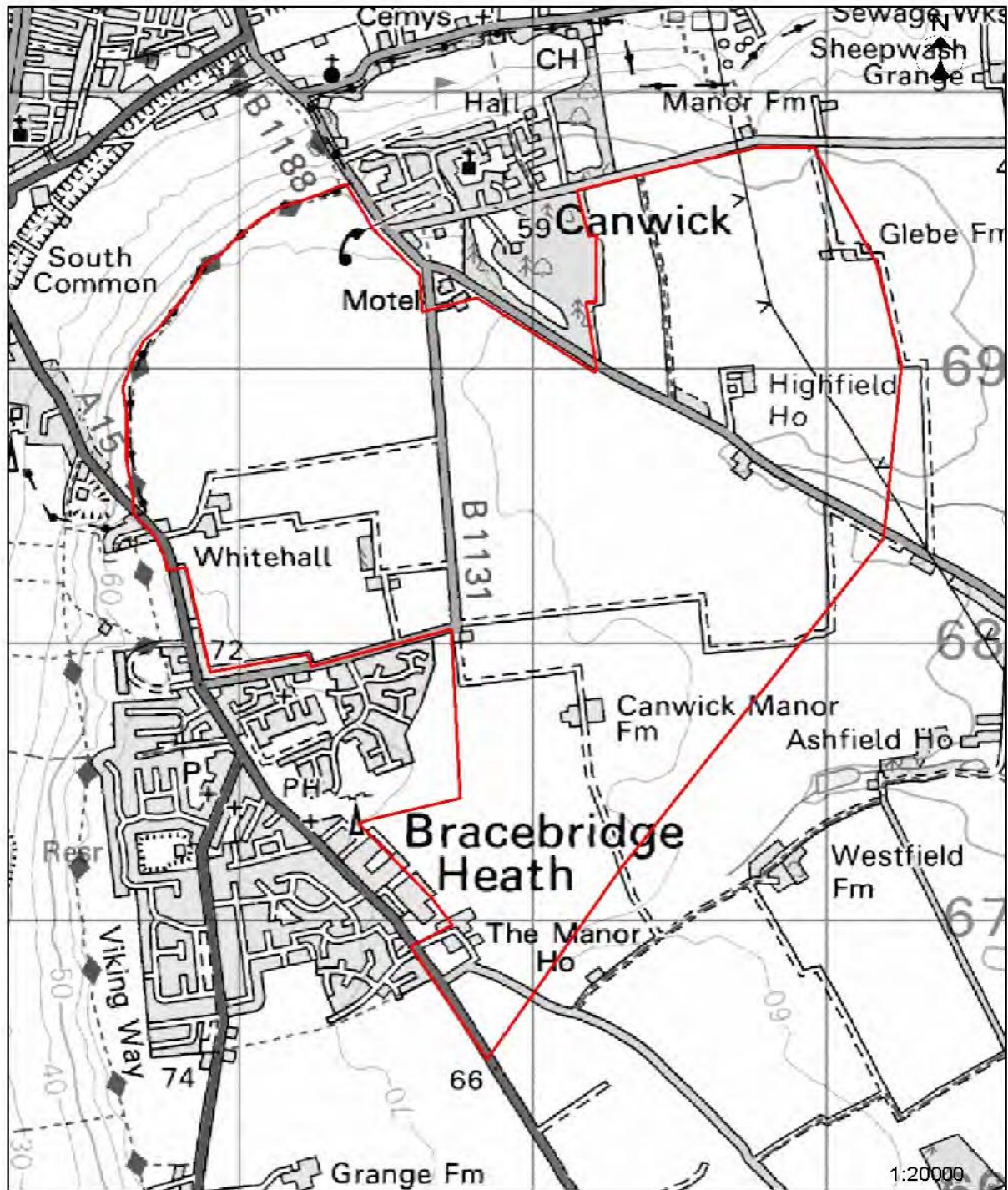
## **5.0 RISK ASSESSMENT**

<b>Significant Risks</b>	<b>RAG</b>	<b>Mitigation</b>
Delivery Lincoln Eastern Bypass (LEB)	Green	Project has started on site in June 2016

### **Key contact**

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## **APPENDIX ONE SUE Location and Boundary**



## **APPENDIX TWO Vision and Development Objectives**

### **Vision**

The sustainable urban extension will have a strong sense of place and character, which will respect the setting and identity of the existing settlements of Bracebridge Heath and Canwick and will integrate key views and vistas of the cathedral and Historic Core of the City, along with views out of the City and more local views and vistas of the future Bomber Command Memorial. The existing and proposed green infrastructure will be used positively to be an essential and integral component of the character, identity and setting of the development. It will be multi-functional and provide a framework for future built form and enhanced relationship with South Common and the city beyond. Multi-functional green infrastructure will be used positively, to help shape a meaningful movement framework throughout the site; linking a range of land uses, facilities and amenities in a positive and safe way and avoiding coalescence between existing communities.

The development will be based on the principle of achieving walkable neighbourhoods and served with appropriately located and designed retail / commercial facilities which could include a new neighbourhood/district centre at the heart of the development, located on the B1188 along with a new local centre located on the primary east – west street. These facilities will complement existing facilities within Bracebridge Heath. The walkable neighbourhoods will provide a hierarchy of streets and choice of routes, prioritising walking and cycling for local journeys, utilising and enhancing public transport where possible. Opportunities to enhance existing connections with the city will be utilised. Development will comprise an appropriate range and mix of housing to meet local needs and respond to market requirements. New employment floor space will be created and other social and community infrastructure provided, including secondary and primary education which compliments existing provision within the catchment area of the SEQ.

### **Development Objectives**

#### **Movement and connectivity.**

- The new development will retain and enhance existing primary routes to and from the City of Lincoln as part of a clear hierarchy of streets and movement.
- Development will be based upon the principle of creating walkable neighbourhoods with a clear hierarchy of streets, perimeter blocks where relevant, and prioritisation for walking and cycling.
- Existing primary routes will be integral to the new place along with a permeable movement framework that enables well surveilled streets/routes.
- A new east west primary street (along with other secondary routes) will link Bracebridge Heath to new facilities and amenities, including the new neighbourhood centre on the B1188

#### **Quality of Place.**

- The development will have a character and physical identity that complements the settlements of Bracebridge Heath and Canwick and utilises key views and vistas to and from the City.
- Different character areas will be developed with a build-up of density and range of uses located at/adjacent to the new neighbourhood/ district/local centres. The structure, layout and grain of development will be less formal nearer to Bracebridge Heath, South Common and Canwick with greater importance placed upon a high quality landscape setting.

- The location of key uses/social infrastructure will be sited preferably on primary routes and located to ensure walkable neighbourhoods are created. Neighbourhood/district and local centres will face onto primary routes adopting a 'high street' approach.
- Taking into account the site context, the potential to develop a site-wide sustainable urban drainage system and measures to deliver energy efficiency will be explored and implemented subject to whether they are practical and viable to deliver.
- Development should utilise views and vistas to and from the City where relevant and linking key routes and green infrastructure to this along with local views and routes including the proposed Bomber Command whilst responding positively to the setting of Canwick and Bracebridge Heath.

#### Social Infrastructure/Facilities

- The new neighbourhood centre will, overtime, become the focal point of the development and provide opportunities for an appropriate range and level of uses. This should be located centrally to the development on the B1188.
- A further local centre will be located on/adjacent to Canwick Avenue, potentially in close proximity to the new primary school.
- The westernmost primary school will be located on a primary route within easy walking distance of existing residents in Bracebridge Heath and future residents in this part of the SUE.
- Where appropriate, provision will be made within the neighbourhood and local centres for a range of uses/floor space to include community/social activities, healthcare, education etc.

#### Green Infrastructure

- The structure of the place will respond positively to existing assets, in particular topography, heritage, important views and future vistas/land marks and the opportunity to enhance access to South Common and the city beyond.
- The northernmost area of the site will be landscape dominant and provide enhanced relationship and access to South Common along with the proposed Bomber Command memorial. Nearby development in this part of the site will respond positively to a strong landscape setting.
- The development will provide a range of green infrastructure including formal and informal spaces; the opportunity for high quality connected routes through and around the place combined with more formal provision of sports and leisure.
- To create a healthy environment and retain existing neighbourhood identities an undeveloped corridor of formal and informal open space will be provided.

#### Economic

- The scale of the retail provision will be appropriate to serve the new community (along with existing residents).
- Some flexible employment space should be provided within the proposed neighbourhood/district centre to serve local needs (in addition to larger scale/format employment opportunities elsewhere within the site) subject to market requirements.

#### Viability

- The Council's approach to development requirements and any associated S106 financial contributions will consider carefully and respond practicably to the need to ensure that the scheme is viable and deliverable



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