



Sustainable Urban Extension Joint Delivery Statement

Evidence Topic Paper for Sleaford West Quadrant

August 2016

Central Lincolnshire Local Plans Team

c/o North Kesteven District Council

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Topic Paper: Sustainable Urban Extension Sleaford West Quadrant

Short Summary and Current Status

- **Summary:** A sustainable urban extension to Sleaford which will deliver up to 1400 homes and a range of, employment community facilities and open space
- **Current Status** Scheme submitted for Outline Planning Permission

<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	Yes	Yes	Detailed viability assessment	May 2016 estm.	Under way	Phase x		
Constraints Identified	Yes	Yes	Application Submitted	May 2016 estm		Discharge of Conditions		
Access and movement Strategy agreed	Yes	Yes	Application under consideration	Yes		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		
Public Consultation undertaken	Nov 2015	Yes				Completions		
Strategic Framework Plan Developed	Nov 2015	Yes						

1.0 INTRODUCTION TO THIS TOPIC PAPER AND OUTLINE OF THE SUE

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, 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

1.1 Who is delivering the SUE

a) The local planning authority

The local planning authority is North Kesteven District Council.

b) Principal site promoter(s) /lead developer

The site is being promoted by Planning Consultants on behalf of the principle four major private land owners

A smaller land owner (Mr Dyer) is working collaboratively with the principal land owners

The landowners have entered into a Memorandum of Understanding (MOU) to bring the site forward.

c) Other Key Delivery Partners

The landowners and their agents

North Kesteven District Council and

Lincolnshire County Council

d) Land Ownership

The four major land owners are entering into a formal MOU going forward, to formalise their intention and approach to jointly bring the site forward for development. By agreement Mr Dyer's land will come forward later on in the development as it is not a principal component of the Sustainable Urban Extension.

Ancillary landowners on the site are Anglian Water who has a water distribution plant on site and some private owner occupiers. These do not affect access or delivery to the site.

The landowners have appointed, via their agents, Peacock and Smith, who are an independent Town Planning and Development Consultancy to coordinate their submissions throughout the delivery process. In pursuit of this, Peacock and Smith has assembled a multi-disciplinary Design Team of specialist consultants to address the issues raised. They are working collaboratively with the local authority, to produce the site concepts and masterplan, and to address any potential deliverability issues in order to secure the allocation of the site, and in doing so provide the preparatory work necessary to submit an outline planning application.

Map showing land ownership (land to west of A15 not included in the SUE)



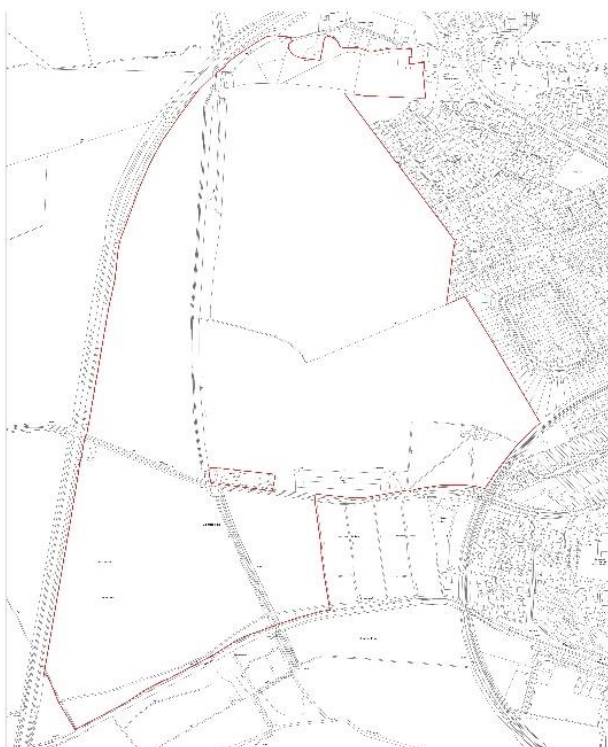
Sleaford West Quadrant Ownership

- Mr A G Dyer No.1 Trust (no agent)
- Mrs G V Hoare (Dermot Spurrier, JAS Martin)
- R H Lamyman Ltd (A Bland, Pygott & Crone)
- Mr D G & Mr S J Padley (M Shield, Shield Estates)
- Sir Holburt Waring (A Bland, Pygott & Crone)

1.2 The Opportunity

Sleaford is a market town. Planned growth will enhance its attractions as a place to live, work and visit. A Masterplan for Sleaford was completed in 2011 and its findings carried forward into the Local Plan. It proposes significant housing growth and identified the West Quadrant as a sustainable location for growth. The West Quadrant development site adjoins the current urban boundary to the west of Sleaford and is situated to the east of the A15 which runs along its western boundary. Much development has taken place in Sleaford in recent years and the site provides the opportunity to create more housing, employment land, and schooling and community facilities.

1.3 Location map



2.0 VISION AND OBJECTIVES FOR THE DEVELOPMENT OF THE SUE

2.1 Vision and Key Objectives

Development at Sleaford West Quadrant, will result in the creation of comprehensively planned, new sustainable neighbourhood to the West of Sleaford of up to 1400 dwellings. The first phases of development are likely to include the provision of an appropriate, limited scale (informed by traffic modelling) of residential development served from Covel Road, Stokes Drive and St Deny's Avenue. The provision of a new roundabout off the A15 will be required to deliver subsequent phases of the development.



Draft Masterplan for the SUE (larger version at Appendix One)

More specifically, proposals for this area should:

- deliver a new local centre of around 1 ha to meet the day-to-day needs of Sleaford West Quadrant new community and nearby residents, incorporating provision of local retail facilities, services and community uses.
- provide a new healthcare facility of 0.5ha adjoining the local centre;
- provide a minimum of 3ha of mainly use class B1 employment land including a range of premises to complement the existing employment offer in the Sleaford area;
- provide an on-site two form entry primary school of 1.8ha site area and secondary education facility of 5.5ha site area;
- support the delivery of the Sleaford East West Leisure Link to connect the town centre to green wedges and improve connectivity, as identified in the Sleaford Masterplan;
- ensure access is provided via The Drove for pedestrians, cyclists, buses, existing residents and businesses and allotment holders. A limited amount of additional vehicle access may be provided for some older persons accommodation in consultation with the highways authority
- deliver primary vehicular access for the development via a new junction with the A15 with appropriate measures to manage any adverse impact on movement within the wider Sleaford . Secondary accesses will be provided from Stokes Drive and St Deny's Avenue; Covell Road will be pedestrian and cyclist access

- include a range of measures which promote safe walking and cycling which maximise opportunities associated with the proximity to the River Slea and connect the site to the Town Centre;
- provision on site of green infrastructure and public open space of around 11ha, which links into the wider green infrastructure network for the Sleaford Area and includes multifunctional, dual use of the school playing fields;
- ensure that the development is safe from flooding from the River Slea through the application of the sequential approach to inform the site layout, ensuring that vulnerable
- land uses are, where possible, directed to lower areas of risk or are appropriately mitigated;
- preserve the setting of the historic settlement of Holdingham.

2.3 Summary of Key Deliverables

- Up to 1400 dwellings, including affordable housing
- Minimum of 3ha of employment land, mainly B1 use class
- A centre providing for local retail, services, medical centre/GP surgery and community uses. Other uses to be agreed and in accordance with the NPPF sequential test and retail and town centre policy in the Local Plan.
- On site primary school and secondary school facilities
- Open space and green infrastructure including a potential upgrade to the existing river floodplain

3.0 SITE ASSESSMENT

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

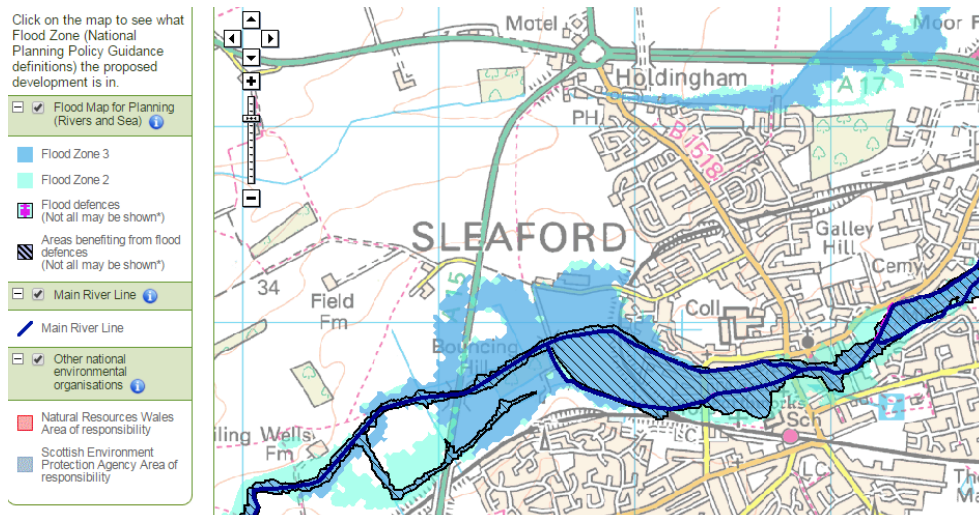
3.1 Site and Delivery Issues for Consideration:

a) Topography and Soil Condition

The land is currently in agricultural use and the topography does not present challenges to development. A former railway cutting on the site is known to have been used for landfill, and peat is thought to be present along part of the southern boundary of the site. Appropriate foundation design will be required to deal with these issues, but they do not present major constraints.

b) Drainage and Flooding –.

Environment Agency Flood Map Extract



The Environment Agency (EA) flood zone map (see Figure 1 above) shows land to the north of Drove Lane to lie predominantly within Zone 1 (Low Risk). Land to the south of Drove Lane however lies predominantly within Zone 3 (High Risk).

The FRA notes that NKDC is satisfied that the site areas within the revised Flood Zone 3 extent can be allocated for development in the context of the Sequential Test with appropriate mitigation including land raising and compensatory flood storage on land to the south of the Drove.

The proposed means of management and drainage of surface water arising from the masterplan proposals includes a series of design solutions which incorporate SUDs principles such as use of permeable paving, swales and detention basins along with limited use of more traditional piped drainage networks

Overall site is planned to drain to the sock drain and into the River Slea. Foul effluent however will need to be pumped, requiring installation of a new rising main between the site and the Anglian Water sewage treatment works.

c) Utilities

- Gas can be extended into the site.
- Electricity

Existing 11kv cables cross the site and may need diversion to allow full extent of development. Electricity can be provided to the site but a number of substations will be needed.

- Water

Some water mains cross the site and may need to be worked around or long lengths diverted if they cannot be appropriately accommodated within the masterplan layout.

- Sewerage

Some upgrading of sewers and treatment works may be required. Details will need to be agreed with Anglian Water once the timing and phasing of development is clearer.

d) Access/Transport

The main access to the site will be from the A15 by creation of a roundabout which has been approved in principle by Highways.

Connection through the existing residential area to the east via existing roads will be important to integrate the new development into the town and to enable non car modes of travel to the town's facilities.

The Sleaford traffic model informs the exact levels of connectivity from the existing residential cul de sac road network to the east of the site, however the initial Highway's investigations undertaken by the landowners' transport consultant shows there is the potential for a significant number of residential dwellings to be constructed served by this network. Lincolnshire County Council Highways have accepted the principle of access for in the region of 200 homes, with the potential for an increase in this number subject to assessing the figures through the traffic model and formal Transport Assessment.

Other than a limited amount of potential residential development of a care home and elderly persons' housing; Drove Lane to the south of the site is not considered to be appropriate as a main access into the development but there is potential for providing sustainable connectivity using Drove Lane (beyond maintaining the existing users) primarily in the form of public transport/bus priority, cycling and pedestrian uses.

Some off site highway improvements also likely to be needed, including to the Holdingham roundabout and to mitigate traffic impact on the existing highways network.

e) Public transport, walking and cycling

In addition to the potential offered by the existing residential area to the east and Drove Lane in this respect, there are opportunities to loop a new bus service into the development and/or divert an existing route. Cycle and pedestrian connections into town through the existing residential area will be provided, together with links to both Sleaford and Rauceby stations and existing secondary schools elsewhere in the town. These matters will be addressed via a formal Transport Assessment and Travel Plan.

f) Affordable Housing /Gypsy and Traveller Provision

Affordable housing provision will be phased throughout the site

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”

g) Education

Sites for both a primary school, with extended hours provision, and a secondary school will be required. These could appropriately be located within or adjoining the centre.

h) Health

The provision of healthcare facilities at an appropriate scale to meet requirements.

i) Recreation/Open space

The development will need to provide appropriate play facilities and public open space, but at this stage no specific recreation requirements are identified. However, there is potential for shared use of school playing fields and other

j) Heritage

There are no identified heritage assets on the site.

k) Natural environment / Ecology

The land is currently predominantly in agricultural use

From the agent's initial studies there are no ecological, tree or vegetation issues that are likely to affect the development going forward. The site contains no statutory nature conservation sites, none are within 1km of the site and none are likely to be affected by its development. All of the habitats and plant species present within the site are widespread and common throughout the UK and Lincolnshire. Overall, the potential impacts on habitats and flora are considered to be relatively low and capable of mitigation.

There is potential to continue the East-West green link to the town centre along the River Slea.

l) Community Facilities and Services

Provision of a local centre providing facilities to serve the needs of the SUE

4.0 DELIVERY AND IMPLEMENTATION

4.1 Housing Delivery Trajectory and Phasing

Phase 1(first 5 years of Local Plan period)	2016/17	2017/18	2018/19	2019/20	2020/21
Starts	0	20	80	120	120
Completions	0	0	20	80	120
Assumptions			2 developers 40pa each	2/3 developers 40pa each	3 developers 40pa each

Longer term the housing phasing proposals are to be confirmed- overall delivery-

Phasing (beyond first 5 years)to be confirmed	Total Number	Estimate Start Phasing tbc	Estimate Completion Phasing tbc	Assumptions
Total for SUE (less first 5 year delivery)	1180	2021/22	2030/31	3 developers 40pa each

4.2 Employment Land

Phase	Amount	Assumptions
Tbc	3 hectares	Predominantly B1 use

4.3 Infrastructure Delivery Trajectory

- Infrastructure /Obligations required**

The developer will contribute to the costs of other site-specific infrastructure listed below to the extent that the viability of the scheme allows. This will be either through a planning obligation or through Community Infrastructure Levy (CIL) depending on whether CIL is in place at the time the planning application is decided. The IDP gives more information about the general funding of infrastructure and other sources of finance.

Item	Description	When	Estimated Cost	How it will be ivered
Site opening up costs	Physical access and connections to services	Commencement	£300,000 per net acre assumed	Development Cost
Affordable Housing	Subsidised housing for rent and shared ownership	Phased throughout the development	Up to 35%	Section 106 obligation
Gypsy and Traveller Provision	Land for Gypsy and Travellers	Tbc	Between 5/10 pitches	Section 106 obligation
Flooding/Drainage	SUDs	Phased		Development Cost
Education				
Primary School	1.8ha of land for primary schooling	Tbc	£3.1 million contribution	Section 106 obligation
Secondary School	5.5ha site for secondary schooling	Tbc	Tbc	Section 106 obligation
Health	0.5 ha land for health care provision	Tbc	Tbc	Section 106 obligation

Recreation/ Open Space	Approximately 11ha of multi-functional land	Phased	Tbc	Section 106 obligation
Access/Transport Movement	Tbc	Tbc	Tbc	Section 106 obligation
Heritage	Tbc	Tbc	Tbc	Section 106 obligation
Environmental (the site)	Tbc	Tbc	Tbc	Section 106 obligation
Design criteria	Tbc	Tbc	Tbc	Section 106 obligation
Community Facilities and Services	1 ha of land for local facilities including 840m2 local centre	Tbc	Tbc	Section 106 obligation
Utilities	Tbc	Tbc	Tbc	Section 106 obligation

4.3 Deliverability

Aspinal Verdi are undertaking a joint viability assessment for the delivery of the SUE.

4.4 Project Plan

Outline Application Submitted	June 2016
Outline Application Resolution to approve	December 2016
Section 106 signed	January 2017
Site Marketed	Jan-June 2017
Reserved Matters Application	Summer 2017
Reserved Matters Determined	Autumn 2017
Developer Start on Site	Jan/March 2018
First Completions	Jan/March 2019

5.0 RISK ASSESSMENT

Significant Risks	RAG	Mitigation
Flood zone 3	G	Land use / Masterplanning Reduced development area to 1400 homes
Viability /Delivery of infrastructure	A	Detailed viability appraisal underway

Key contact

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Appendix One Draft Masterplan

