



IMAGE 13: THE SECONDARY SCHOOL SITE LOCATION

10. THE CONCEPT MASTERPLAN

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- 10.1 The interim Concept Masterplan is a 'working progress' but does give a clear indication of the direction of travel for site masterplanning purposes. In-depth consideration has been given to how the street structure, locally and strategically can operate. Also, how local centres and education provision may be integrated, as well as how the green areas and development parcels could be laid out. At this stage, we are confident that the key elements are becoming more firmly established but it takes a step back from the more detailed concept framework plan that was produced in October 2015 to test and inform the viability, phasing and deliverability of the scheme as part of the Local Plan SA process.

11. SCHEME VIABILITY

SCHEME VIABILITY

- 11.1 One of the key requirements of the National Planning Policy Framework is to ensure that viability is considered in all stages of preparation. It requires specifically that Local Plans do not place the burden of planning obligations on development to such an extent that they threaten the delivery of the plan. National Planning Practice Guidance indicates that there is a need to ensure viability assessments are used to check whether the vision and policies of a Local Plan are realistic and provide a high level of assurance that it is deliverable. Evolve PDR Limited have been commissioned by the Council to undertake preliminary viability modelling of the development in collaboration with the two landowners.
- 11.2 This work is at a relatively early stage of the scheme and the outcomes of the study will be used by the landowners and the Council to continue with the process of considering the extent to which the physical, social and environmental infrastructure necessary to support the development can be provided.

APPRAISAL METHODOLOGY

- 11.3 The appraisal follows a residual development appraisal that subtracts all the development costs (including reasonable developers profit) from end sales values to generate an estimated residual site value which is then benchmarked against local land values. The development appraisal tool used is a tool developed by ATLAS to help with viability of large sites that will be delivered over a long period of time. This is a spreadsheet based appraisal which assesses at a high level the overall appraisal of this scheme. It provides calculations of the gross land value achieved across the whole of the subject site and therefore will enable comparisons between the benchmark values and the results of the appraisal. The inputs and assumptions are locally derived, agreed by local partners and the outputs of the model are those that local partners have taken a view on at this stage in the process.

DEVELOPMENT REQUIREMENTS AND ASSUMPTIONS

- 11.4 The proposed development scheme that has been tested amounts to 3,337 units with a study area comprising 206Ha. It is intended that the units comprise a range and mix of units sizes and tenures and they comprise high and medium value areas as determined by the Local Plan Viability Assessment.
- 11.5 The infrastructure requirements are in accordance with those outlined within Section 8 of this interim report. The Council's standard requirement for the provision of affordable housing at 20% of all units has been incorporated into the assessment.
- 11.6 Another variable that has been factored in to the assessment is the phasing and delivery strategy for the site. These are addressed in more detailed below at Section 12 but the delivery rates have assumed that initially three starts on site could be achieved at three different locations across the development.

ASSESSMENT RESULTS

- 11.7 The results of the appraisal reveal the residual land values achieved are below the target residual gross land value identified. However, it is noted that the options tested were within 10% of the target value. So it falls within reasonable tolerance parameters for the stage in the process we have reached.
- 11.8 These results should be seen in the context of on-going work in relation to the physical capacity of development plots and the opportunity to increase numbers exists. In addition, it is also

recognised that there is potential to increase the number of higher value units incorporated into the appraisal at key placemaking areas within the site. Such variations are likely to result in improved residual land values. Given the current assumptions, it is concluded that the high level appraisal of the Grimsby West Scheme demonstrates that it is viable.

- 11.9 As the testing moves forward, further sensitivity work will be undertaken to review and refine our conclusions to demonstrate the scheme is viable. Furthermore, there are a wide range of funding sources that may be available that could potentially assist and support development at the Grimsby West site. Both the council and the landowners are working together to continue to explore funding opportunities.

12. DELIVERY IMPLEMENTATION

DELIVERY AND IMPLEMENTATION

INTRODUCTION

- 12.1 In order for the development at Grimsby West to be delivered in a sustainable way over a long period of time, it is necessary to examine the way in which the development should evolve. In particular, it is important to understand the order in which built development should be phased and how the associated infrastructure should be brought forward alongside it, thereby unlocking development land.

MARKET BUILD OUT RATES

- 12.2 The starting point for understanding the housing trajectory assumptions derives from a realistic assessment of house builder assumption rates. It is concluded that during the course of the strategic development, a housing delivery rate of in the region of 30-50 open market dwellings per outlet per year could be achieved. Based in anticipated market conditions, we have initially started with three sales outlets progressing together. It is assumed that the distinct proposed character areas associated with Grimsby West will ensure that different housing markets are targeted and so the outlets will not compete with each other which in turn will help with the rates of delivery of the scheme. Given the Strategic Allocation aligns with the economic growth projections, we have also compared the average annual requirements against the anticipated housing growth targets in order to work out predicted reasonable future market build out rates that could be achieved if the economic growth is realised.
- 12.3 Table 7 provides an indicative housing trajectory and the following assumptions are made for each of the character areas:
- St Nicolas View – 1 house builder only and they would continue to build at an average rate of 44 dwellings per annum until fully complete;
 - Freshney Spring – 1 house builder for the first five years with a second housebuilder starting on site after this period. Throughout the lifetime of the development, both housebuilders would combine to generate an average of build out rate of 70 dwellings per annum;
 - Laceby Holt – a single housebuilder would initially start for the first three years and this would be then combined with the second housebuilder. An average combined delivery would amount to between a build out rate of 60-70 dwellings per annum for this area.

Character Area	Potential Dwelling Capacity	Phase 1 2018-2023	Phase 2 2023-2028	Phase 3 2028-2033	Phase 4 2033-2038
St Nicolas View	775	235	300	240	0
Freshney Springs	1740	216	408	492	624
Laceby Holt	822	265	398	159	0
Total Dwelling Completion	3337	716	1106	891	624
Link Road (North Inner) ¹					
Link Road (South Outer) ¹					
Strategic Link Road from A46-A1136 ²					
Primary School					
Secondary School					
Local Centre (South)					
Local Centre (Central)					
Green Infrastructure					
Primary Electricity Sub Station					
Foul Pumping Station					
Offsite Highway Mitigation ³					
Sustainable Transport Measures					

¹ - Alternative Alignment Link Road

² - Preferred Alignment – the principle of delivery and early implementation would be dependent upon external funding.

³ - The extent of these highway works will be dependent upon further assessment as well as the Link Road solution that will be delivered and when.

TABLE 7: HOUSING TRAJECTORY AND INFRASTRUCTURE DELIVERY BASED ON OCTOBER 2015 VIABILITY STATEMENT

STRATEGIC INFRASTRUCTURE AND DEVELOPMENT PHASING

- 12.4 It is envisaged that the strategic site will be brought forward in four 5 year phases. The early phase will see development of the most readily developable land within the three character areas coming forward without significant upfront infrastructure costs to maximise the chances of delivery.
- 12.5 Table [] also identifies the differences between the two Link Road Options (i.e. the Preferred Alignment and the Alternative Alignment]. The Preferred Alignment would be dependent upon external funding and if this is successful then we have assumed an early implementation of this piece of infrastructure. The timing of the Alternative Alignment of the Link Road would come forward on a more gradual basis with an eventual connection between the A46 and A1136 taking place 10-15 years from commencement on site.

PHASE 1 (0-5 YEARS)

BUILT DEVELOPMENT

- Residential development in all three Character Areas amounting to 716 houses.

KEY SUPPORTING INFRASTRUCTURE

- Commencement of primary distributor route (the Link Road) through the northern part of the site (St Nicolas View Character Area);
- Commencement of local centre adjacent to Morrisons Store and possibly provide interim access to Phase 1 for Laceby Holt Character Area;
- Green Infrastructure Provision.

PHASE 2 (5-10 YEARS)

BUILT DEVELOPMENT

- Provision of 1106 homes to be released from development parcels within each of the three Character Areas.

KEY SUPPORTING INFRASTRUCTURE

- Continuation of internal Link Road between Aylesby Road and the A1136 to deliver a connection between the two roads;
- Construction of initial spur of peripheral southern links off the A46;
- Provision of 500 pupil secondary school off Aylesby Road;
- Green Infrastructure provision

PHASE 3 (10-15 YEARS)

BUILT DEVELOPMENT

- It is envisaged that 891 homes would be delivered in this period spread across all three of the Character Areas.

KEY SUPPORTING INFRASTRUCTURE

- A local centre in the Freshney Springs Character Area may be considered;
- Completion of the Link Road between the outer southern peripheral road and the A1136;
- The provision of a new primary school on 1.5Ha of land (Freshney Springs);
- Green infrastructure provision.

PHASE 4 (15-20 YEARS)

BUILT DEVELOPMENT

- By the end of Phase 3 it is envisaged that both the Character Areas of St Nicolas View and Laceby Holt would have been completed. Phase 4 would therefore deliver the remainder of the homes from the central character area known as Freshney Spring. Based on the current dwelling capacity numbers for the whole site the remainder would amount to 624 dwellings.

KEY SUPPORTING INFRASTRUCTURE

- Continuation of the local centre development at Freshney Springs Character Area;
- Green infrastructure provision.

12.6 Within this indicative phasing model there have been various assumptions used in order to inform the October 2015 viability modelling work. It is appreciated that there are many factors that may influence timing and phasing not only in relation to viability but also understanding market build out rate assumptions; ensuring sustainability principles and objectives are achieved; the ability to shape placemaking areas; as well as overcome mitigation and technical constraints. A specific area that could influence phasing relates to a review of transportation issues as the delivery and timing of the Link Road and the package of sustainable transport measures together with the potential offsite highway improvement works will need to be understood in more detail. At present it is assuming that the Alternative Alignment of the Link Road would be delivered organically throughout the lifetime of the development programme. Further testing is required as to whether the delivery of this road link should be accelerated and whether the Preferred Alignment of a more strategic peripheral route around the entire site could come forward as a result of grant funding being available.

‘LEAD IN’ TIMESCALES

- 12.7 The GANT chart sets out assumptions regarding the key planning delivery stages that need to be undertaken prior to commencement on site. The programme also sets out the key stages of the emerging local plan so that a comparison timeline can be undertaken.
- 12.8 The assumption is that the first start on site for the development would take place in April 2018 and this timeline has been used within the indicative housing trajectory table. Applying this timescale to the housing trajectory is has been calculated that by the end of the Plan Period (2032) the site would have generated in the region of 2,437 homes.
- 12.9 From studying the lead in time programme, it has been assumed that the preparation of a hybrid planning could start to commence in Spring/Summer 2016 and this process would run in parallel with justifying the soundness of the strategic allocation through the advanced stages of the Local Plan process. It is assumed that a planning application would be formally submitted as soon as the Inspector’s Report is released which is anticipated February/March 2017.

Grimsby West: Proposed Delivery 'Lead In' Time Programme as at Dec 2015

Ref		Timescale	2016												2017												2018											
			Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July					
Delivery Stages																																						
1. Preparation of Concept Report																																						
2. Ongoing Evidence Testing for Local Planning																																						
3. Secure Development Partner																																						
4. Preparation of Hybrid Planning App																																						
5. Hybrid Application submitted and determined (including S106)																																						
6. Construction Design and Procurement																																						
7. Site Preparation Works																																						
8. First Land Sale/Start on Site																																						
Local Plan																																						
9. 17 Feb 2016 ¹ NELC Cabinet Approval																																						
10. Local Plan Formal Publication																																						
11. Local Plan Final Doc to Secretary of State																																						
12. EIP																																						
13. Inspector's Report																																						
14. Formal Application																																						
¹ Based on Revised Local Development Scheme Effective from 23 November 2015																																						

TABLE 8: 'LEAD IN' PROGRAMME

13. NEXT STEPS

NEXT STEPS

- 13.1 As we move forward with the subsequent stages of the project, this interim Concept Framework Report will act as a firm foundation and it is the first stage in providing sufficient evidence to demonstrate that Grimsby West is available, suitable and deliverable to support the growth and spatial strategy identified in the emerging Local Plan. There continues to be challenges to reconcile having regard to the impact of site constraints and opportunities on development as well as clarify appropriate mitigation options, infrastructure requirements as well as viability issues.
- 13.2 The important next steps have been identified as follows:

VIABILITY SENSITIVITY TESTING

- 13.3 There is recognition that the development process is at an early stage and as the scheme moves forward viability will be further assessed and costs refined in a dynamic process informed by up to date information. The high level viability assessment work has identified that by applying the aspirational infrastructure requirements anticipated land values are low and so there are challenges to delivering a viable scheme. However, it is not unusual at this stage of the development and appraisal process to be in this position as the assessment work is driven by a range of high level assumptions. These are likely to change significantly as the scheme becomes more defined and solutions to improve viability whilst delivering a sustainable community.
- 13.4 It has been agreed that further clarification is required in terms of the factors impacting on viability. It has also been recognised that measures should be investigated to seek to improve viability such as timing/phasing of infrastructure to support positive cashflow as well as exploring the availability of alternative funding and delivery sources for specific infrastructure items.

EXPLORING SUSTAINABILITY

- 13.5 The initial assessment of sustainable transport requirements that has been completed by ADC Infrastructure will be advanced forward to establish a package of measures whilst ensuring it is assessed as part of the on-going viability work. This work includes consultation with the local bus company.
- 13.6 Further work has been commissioned by the Council to look at whether renewable energy and digital infrastructure options can be integrated into the scheme.

EXAMINING TRANSPORTATION ASPECTS

- 13.7 The following workstreams have been identified to further examine transportation aspects:
- Exploring and agreeing the preferred route, form and speed of the Link Road as well as examining broad costs and timing options.
 - Identification of cumulative transport impacts resulting from all Local Plan growth, taking into account the benefits associated with the Phase 1 Western Access Route link road.
 - Identification of the residual off-site mitigation requirements resulting from the above, and agreement of a proportionate methodology of apportioning infrastructure improvement requirements between the Local Plan sites, including Grimsby West.
 - Identification of trigger points for on-site transport infrastructure associated with the

proposed development phasing of Grimsby West.

- Identification of trigger points for off-site highway mitigation measures associated with the proposed development phasing of Grimsby West.
- Ongoing development of the public transport strategy for Grimsby West, taking into account the proposed development phasing.
- Ongoing development of on-site infrastructure design, including pedestrian and cycle infrastructure, in line with the sustainable transport strategy.

EXAMINING THE SENSITIVITY AND SIGNIFICANCE OF HERITAGE ASSETS

- 13.8 The interface of where and how the development relates to Great Coates Conservation Area has been identified as an area of work that requires a more detailed understanding and so various design layout are being currently tested having regard to blending heritage, placemaking, visual impact and viability considerations to find a balanced solution.

EDUCATION PROVISION

- 13.9 We will continue to build upon the information provided by the Education Officer to define the primary and secondary school requirement and the location, size and timing of these facilities.

GREEN AND BLUE INFRASTRUCTURE

- 13.10 Further guidance is required from the Council to ensure open space standards are achieved. Future maintenance and management of various types of open space proposed within the scheme (particularly the Freshney Park Country Park) and SUDS provision is currently being discussed so that we can start to reach a consensus of view to feed into both the viability and masterplan processes.

IMPLEMENTATION

- 13.11 Further work is still required to programme and align the Local Plan process with a delivery route map which identifies the main project phases in order to seek to secure a start on site in the year 2018/19.
- 13.12 We have already commenced with the preparation of the site wide Masterplan as required by the policy and this will be developed further to inform the submission documents, the EiP for the allocation of the site in the Local Plan and eventual planning applications.

14. APPENDIX

Grimsby West Stakeholder Event

10 July 9.15am to 1pm

Attendee
NE Lincs
David Hasthorpe (Parish Clerk is attending)
Ray Sutton
Philip Jackson
Parish Councils
Healing – Kathy Peers
Great Coates – Dave Godfrey
Local Groups
Cannon Mullins (St Nicolas Church)
Health – Geoffrey Barnes
PPH Commercial – Duncan Willy (if not Duncan a colleague will attend)
Civic Society – Martin Turner/Fire Ann
Lincs Wildlife Trust – Claire Sterling
Environment Agency – Nicola Farr (or Andy Bailey)
Highways Agency – Elisa Atkinson
Natural England – Emma Hawthorne
Schools
Healing Academy – Mr Mark Knapton
Whitgift Academy – Mr Mark Rushby
Willows Primary Academy – Ruth Beckett
Wybers Wood Primary Academy (Carole Walker)
Council Officers
Christine Scott - Education
Mandy Waldron – Affordable Housing
Deputy Director of Education for Diocese of Lincoln – Paul Thompson

Grimsby West Extension

Vision Statement Development Workshop 10/7/15

Output Report

Freshney Forward – Sue Matthews
Freshney Forward – Ray Lawrence
Facilitating and Presenting Team
Dave Brierley, Head of Regeneration, Coffly and NELC
Richard Limmer, Coffly and NELC
Jake Newby, NELC
James Hobson, Signet Planning
Neil Strawson, Landowner
Richard - Signet Planning
Stephen Hill, HCA ATLAS
Jon Sandford, HCA ATLAS
Dan Roberts, HCA ATLAS
Paul Evans, HCA ATLAS
Invitee Apologies / Non Attendees
Freshney Forward – Peggy Elliot
Great Coates Nursery School – Chris Penzor
Great Coates Primary – Mrs Anna Coney
Laceby Acres Primary Academy
Lincolnshire Chalk Streams Project
Emergency Services – Lisa King
Laceby – Mrs Weatherill
Ray Oxby
Melanie Dickerson
Nick Pettigrew
Cliff Barber
Jane Hyldon
James Cairn
Peter Wheatley
Dave Watson
Stagecoach – Helen Smith
Henry Cleary