

EXECUTIVE

Monday, 2 July 2018

6.00 pm

**Committee Room 1 - City
Hall**

Membership: Councillors Ric Metcalfe (Chair), Donald Nannestad (Vice-Chair), Jackie Kirk, Rosanne Kirk, Neil Murray and Fay Smith

Officers attending: Angela Andrews, Democratic Services, Kate Ellis, Jaclyn Gibson, Simon Walters and Carolyn Wheeler

A G E N D A

SECTION A

Page(s)

MINUTES AND EXTRACTS

1. Confirmation of Minutes - 18 June 2018 **3 - 6**
2. Declarations of Interest

Please note that, in accordance with the Members' Code of Conduct, when declaring interests members must disclose the existence and nature of the interest, and whether it is a disclosable pecuniary interest (DPI) or personal and/or pecuniary.

ECONOMIC GROWTH

3. Western Growth Corridor - Consultation Responses **7 - 44**

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Present: Councillor Ric Metcalfe (*in the Chair*),
Councillor Donald Nannestad, Councillor Jackie Kirk,
Councillor Rosanne Kirk, Councillor Neil Murray and
Councillor Fay Smith

Apologies for Absence: None.

14. Confirmation of Minutes - 29 May 2018

RESOLVED that the minutes of the meeting held on 29 May 2018 be confirmed.

15. Declarations of Interest

No declarations of interest were received.

16. Performance Targets for 2018/19

Purpose of Report

To provide the Executive with an opportunity to consider draft targets for the agreed sub-set of strategic measures for approval prior to initial reporting in quarter one of 2018/19.

Decision

That the draft targets for the agreed sub-set of strategic measures be approved.

Alternative Options Considered and Rejected

None.

Reason for Decision

Performance targets were introduced in 2016/17 but needed to be reviewed each year to reflect changes in the market place, as well as current outturn achievements. The report proposed a number of considered changes to targets for the new year, following consultation with Portfolio Holders, the Council's Corporate Management Team and Assistant Directors.

Appendix A to the report detailed the measures chosen to have both continuous improvement and targets monitored, with those targets having been proposed by Assistant Directors in consultation with service managers and approved by Portfolio Holders.

Since 2013, trended performance had been reported to members via in excess of 70 measures defined as the Council's key operational measures. As a result of the review, it was proposed that the strategic measures set would consist of 28 measures for which targets would be set, with the remaining measures still forming part of formal quarterly performance reporting albeit without specific targets.

A summary of the proposed changes was set out in paragraph 4.2 of the report. The following three measures were highlighted where it was proposed that targets should be reduced:

- proportion of rent collected – this was to more accurately reflect the expected effects of Universal Credit;
- level of tenant arrears – this was also to more accurately reflect the expected effects of Universal Credit;
- utilisation of car parks – it was acknowledged that there were now more spaces to fill in the city's car parks, with this reduction in target being a more realistic aspiration.

Members agreed that the proposal to reduce the target for these three measures was completely reasonable and reflected the realism of the current situation.

Questions were raised regarding the allocation of priorities in Appendix A to respective Portfolio Holders, with the Portfolio Holder titles not reflecting the new Executive for 2018/19 and some priorities being allocated to the wrong Portfolio. It was noted that this was a draft document and that a revised version would reflect current Portfolio Holder titles, together with the correct allocation of Council priorities.

17. Exclusion of the Press and Public

RESOLVED that the press and public be excluded from the meeting during consideration of the following items of business because it was likely that if members of the public were present there would be a disclosure to them of 'exempt information' as defined by Section 100I and Schedule 12A to the Local Government Act 1972.

This item was considered in private as it was likely to disclose exempt information, as defined in Schedule 12A of the Local Government Act 1972. No representations had been received in relation to the proposal to consider this item in private.

18. Property Acquisition Agreement

Purpose of Report

To consider approval of the sale of the Council's freehold interest and associated dealings in a city centre property.

Decision

That the recommendation contained within the report be approved.

Alternative Options Considered and Rejected

Alternative options considered are set out in the report.

Reason for Decision

A Deed of Covenant applied to the property, which expired in 2026 on heads of terms set out in paragraph 3.6 of the report. This included a requirement for ongoing payments to be made to the current tenant.

The sale of the Council's freehold interest and associated dealings in this property would result in the Council making an annual saving of approximately £200,000, with the full saving up to the end of the Deed of Covenant in 2026 totalling approximately £1.4 million.

A one off payment would apply to secure the sale of the freehold. Members agreed that the financial benefit of the ongoing savings far outweighed the proposed one-off payment and meant that the Council would no longer be tied into the existing arrangements. This point was emphasised by members during discussion and consideration of the proposal.

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SUBJECT: WESTERN GROWTH CORRIDOR – CONSULTATION RESPONSES

DIRECTORATE: MAJOR DEVELOPMENTS

REPORT AUTHOR: KATE ELLIS, STRATEGIC DIRECTOR

1. Purpose of Report

- 1.1 To report back the key findings of the Western Growth Corridor draft masterplan public consultation, approve the draft responses and seek agreement to vary the masterplan as a result.

2. Executive Summary

- 2.1 Public consultation on the draft masterplan for the Western Growth Corridor (WGC) was undertaken between 28 June and 15 November 2017 and resulted in 298 responses containing 982 comments covering 41 different topics.
- 2.2 The areas of most comment were related to traffic, flooding, Hartsholme Drive access/connection to the development and infrastructure.
- 2.3 A comprehensive analysis of the comments has been undertaken and the proposed responses to the common themes for Executive to consider are attached in Appendix 1.
- 2.4 That the draft masterplan is amended to show a pedestrian/cycle link between Hartsholme Drive and the development and not a vehicular link.

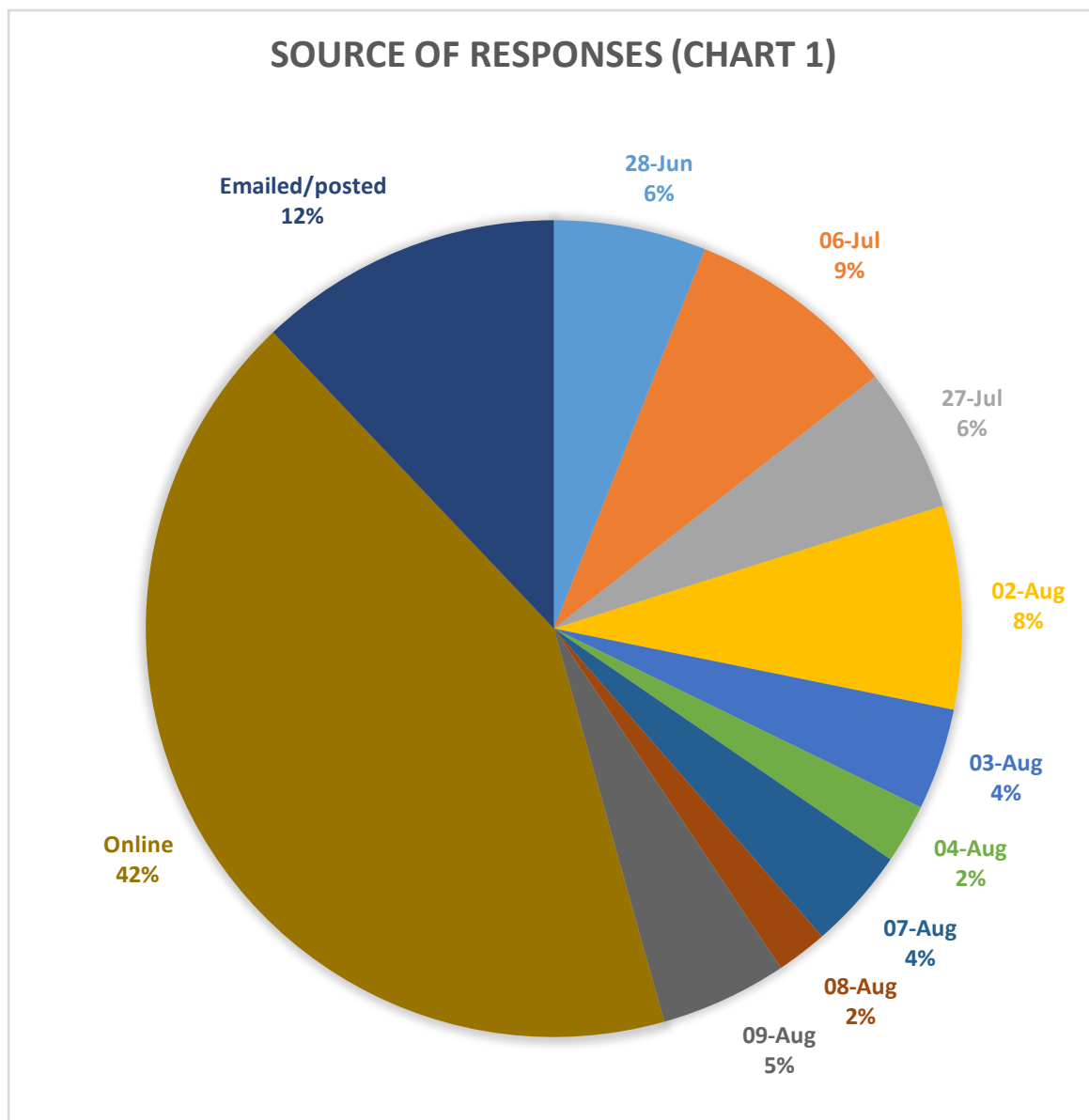
3. Background

- 3.1 WGC is one of 4 sustainable urban extension (SUE) areas around Lincoln identified and promoted in the Central Lincolnshire Local Plan for development to meet the area's growth projections up to 2036. The Local Plan adopted in April 2017 established the planning grounds for developing the site, so having established the principle of development the next stage has been to consider the key building blocks of the development at a broad rather than a detailed level.
- 3.2 WGC includes a new neighbourhood of 3,200 new homes (20% affordable), 20 hectares of commercial/employment space, a new Leisure Village, improvements in accessibility and range of green space, flood mitigation improvements and a range of improved connectivity (roads, cycle paths and pedestrian routes).
- 3.3 WGC is a key priority within the City Council's Vision 2020 and delivers across all the Council's priorities and objectives and is the single biggest development area within the City boundary.

- 3.4 The Council owns approximately 50% of the development area and is leading on bringing forward development of the area in a viable, sustainable and deliverable way.
- 3.5 Following consultations with a range of statutory organisations (such as the Environment Agency, Highways authorities, Historic England), the public consultation was an important opportunity for residents and businesses to influence the masterplanning of the Western Growth Corridor.

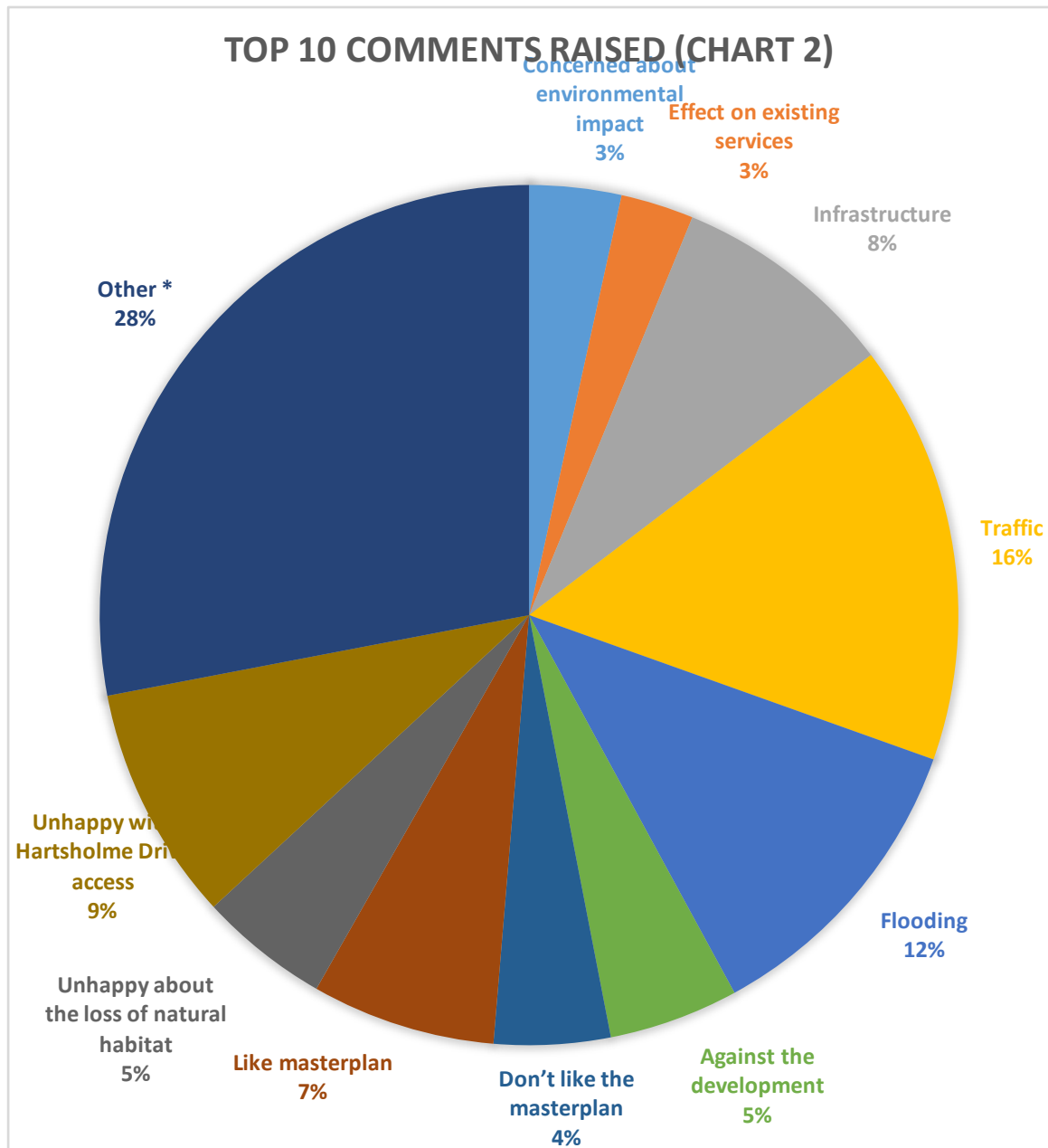
4. Public Consultation

- 4.1 Public consultation on the draft masterplan for the Western Growth Corridor (WGC) was undertaken between 28 June and 15 November 2017 and involved a series of open-ended questions and an open comment section to ensure that respondents views were not restricted or confined.
- 4.2 9 events (one organised by the community) were held in and around the area, supported with comment forms (both hard copy and online) and promoted through:
- Leaflet delivery;
 - Councillor promotion;
 - Social media posts;
 - Press release to local media;
 - Radio and TV interviews;
 - Member briefings;
 - Exhibition boards at City Hall; and
 - City Council website.
- 4.3 Over 350 people attended the events and a total of 298 individual responses were received, containing some 982 comments and covering 41 topic areas. Chart 1 below shows how the individual responses were made in terms of individual events, online through the website or by email/post.



4.4 The 982 comments covered 41 topic areas with the areas of most comment (as shown in Chart 2 below) being:

- Traffic (16%);
- Flooding (12%);
- Hartsholme Drive access/connection to the development (9%); and
- Infrastructure (8%).



4.5 There has been a comprehensive analysis of the comments made and responses prepared for the common themes (these are attached at Appendix 1).

The nature of the comments incorporated the following types:

- Clear views on what was liked or not liked;
- Concerns about what the impacts could/would be;
- Questions about what the impacts could/would be;
- Questions about details of the scheme either in terms of what exactly would be delivered or how it would be delivered;
- Requests for more information on the detail to generate better understanding; or
- Statements based on a misunderstanding/misinterpretation/misinformation about the proposals.

4.6 Examples of the different types of comments and the proposed responses contained in Appendix 1 include:

Concern: Hartsholme Drive and the conservation area of the Swanpool Garden Suburb area off of Skellingthorpe Road would become a rat-run if a vehicular link is made with the proposed development.

Proposed Response: Given the strength of feeling from local residents the Masterplan will be changed to have a cycle/pedestrian link only between the new neighbourhood and the existing community.

Concern: Skellingthorpe Road is congested now and this development will only make it worse.

Response: We are working with the highways authorities to ensure all the options are understood and looked at. We are undertaking further traffic modelling work and proposing some more detailed junction analysis to identify the best viable transport approach for the city area. The growth of the city without the development will cause increased congestion without any further interventions, this development does propose some benefits to parts of the network. The development currently proposes two new bridges over the railway into the city centre which will reduce traffic along Skellingthorpe Road between Birchwood Avenue and Tritton Road, but will lead to increased traffic between the A46 and Birchwood Avenue. A range of options have been explored to address the A46-Birchwood Avenue situation and the further work will look at this in more detail. We are also looking at maximising opportunities for cycle/walking/bus movements within and around the area and linking with other transport initiatives that are currently exploring wider transport issues in the Lincoln area such as the Transport Task Force, the Lincoln Southern Bypass/North Hykeham Relief Road and the review of the Lincoln Integrated Transport Strategy.

Concern: The development will increase the risk of flooding.

Response: Extensive flood modelling work has been undertaken with the Environment Agency, Internal Drainage Board and other partners which shows that with a reduced level of housing on the proposed reduced area of development, that all properties that would remain dry in the event of flooding from a breach of existing flood defences would still remain dry with the full proposed development in place. In addition, there are a range of works that would be undertaken that would provide a wider benefit and reduce the risk of some types of flooding to areas currently at risk in this part of the city.

There were a wide range of questions covering the timing of infrastructure being put in compared to the new homes being built, the low carbon measures proposed, the level of increased education provision, what is included in the Leisure Village, what will happen to green spaces and what health provision would look like. All these have a proposed response as set out in Appendix 1.

- 4.7 There were a range of very positive comments about the proposed masterplan particularly when compared to the previous versions.
- 4.8 By having a very open consultation the team working on both the masterplanning of the area and the detail of delivery have gained some valuable insights which will continue to shape the development moving forwards as moves from outline into more detailed phases.

5. Strategic Priorities

5.1 Let's drive economic growth

The creation of a new neighbourhood provides homes for the workforce alongside 20 hectares of commercial land providing a wide range of employment opportunities.

5.2 Let's reduce inequality

The development will have a positive benefit in terms of this priority. As well as 20% of the new homes being affordable, a range of employment opportunities, a range of cultural/leisure opportunities as well as a wide range of options for walking/cycling and other transport measures.

5.3 Let's deliver quality housing

The Council will be ensuring through its land ownership that a full range of type and tenure of housing choice is delivered to a quality standard.

5.4 Let's enhance our remarkable place

The area for development has a fantastic environment and some very special attributes in terms of existing quality landscape, views of the historic area and the biodiversity of the natural environment which will be utilised to create a quality community environment.

6. Organisational Impacts

6.1 Finance (including whole life costs where applicable).

There are no financial implications arising directly from this report.

6.2 Legal Implications including Procurement Rules.

There are no legal implications arising directly from this report.

6.3 Land, property and accommodation.

There are no property implications arising directly from this report.

6.4 Human Resources

There are no human resource implications arising directly from this report.

6.5 Equality, Diversity & Human Rights (including the outcome of the EA attached, if required).

There are no equality implications arising directly from this report.

7. Recommendations

7.1 That the proposed responses to the comments received from the consultation on the draft Western Growth Corridor Masterplan as set out in Appendix One are agreed.

7.2 That the responses are published on the website and sent to the individual respondents who have asked for feedback.

7.3 That the masterplan is amended to show the access from Hartsholme Drive into the development as a cycle/pedestrian link only.

Is this a key decision? No

Do the exempt information categories apply? No

Does Rule 15 of the Scrutiny Procedure Rules (call-in and urgency) apply? No

How many appendices does the report contain? One

List of Background Papers: None

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APPENDIX 1

Western Growth Corridor - Public Consultation

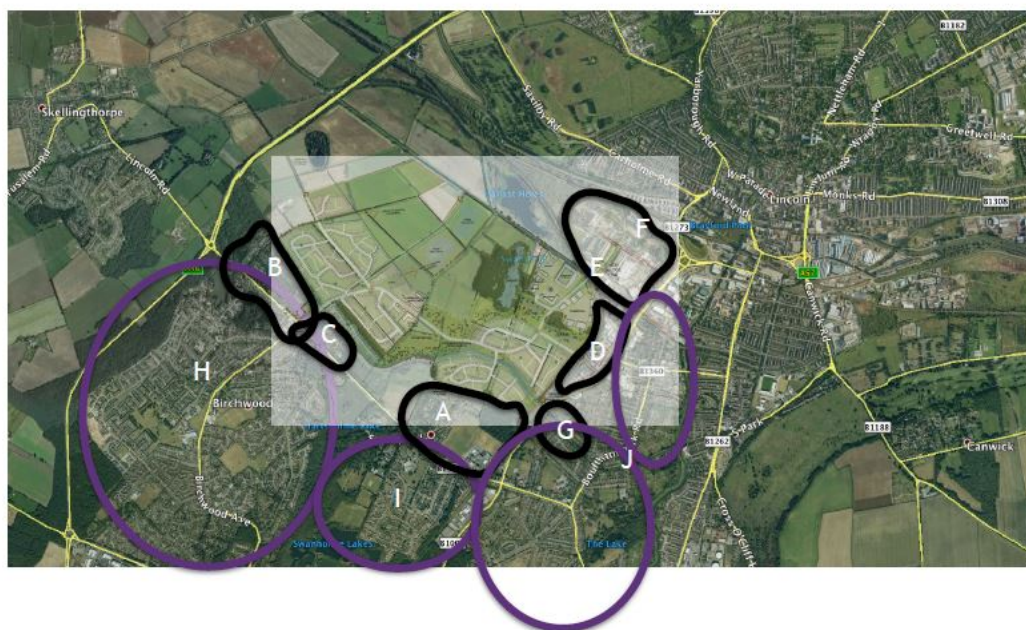
Response to Comments Received

The Context

The City of Lincoln Council as a landowner and developer undertook a period of public consultation from 28th June 2017 until the 15th November 2017 on the draft proposed masterplan for the Western Growth Corridor. As part of this consultation the local community were offered the opportunity to provide their views and feedback on the proposed masterplan, and provide amendments for consideration.

Map 1 provides a diagrammatical key to the communities directly consulted and their spatial relationship with the proposed site. Furthermore, as an element of the site resides in North Kesteven District Council area, a public consultation event was also held in Skellingthorpe.

- A) Swanpool Estate
- B) Forrest Park
- C) Burghley Road
- D) Tritton Road / Chiefton Way / Crusader Way
- E) Beever Street / LSIP (Lincoln Science and Innovation Park)
- F) Ruston Way
- G) Western Avenue / Hunt Lea Avenue
- H) Birchwood / Doddington Park
- I) Hartsholme
- J) Boultham



(Map 1)

Number of issues raised (broken down into subject)

Comment	Number of comments made
Park & ride	5
Concerned for safety of children	8
Concerned about environmental impact	34
Concerned about the over development of the site	8
Concerned about the potential loss of the character of area	1
Archaeology on site needs to be considered	1
The development needs to have adequate services	24
Effect on existing services	27
The scheme will be beneficial to easing traffic congestion in the area	1
Infrastructure	83
Like the new leisure offer	1
Development needs to cater for pedestrian only zones	12
Cycle paths	14
Sustainable design	7
Football stadium needs adequate parking	5
Concern about the siting of the new football stadium	7
Concern about the negative impact on house insurance	7
Keen to encourage active living in the new development	3
Concern about the number of houses built	16
Concerned that there will be high levels of construction traffic	3
New link road running through the site needs to have traffic calming measures	1
Keen to encourage green space on the development	17
More public transport	15
Traffic	155
All new houses need to have parking	4
Pollution	18
Flooding	114
Against the development	48
Don't like the masterplan	43
Like masterplan	68
Concerned with the types of housing stock	2
Unhappy about the loss of natural habitat	48
Unhappy with losing views	15
Unhappy with Hartsholme Drive access	87
Keen to have a direct link to the A46 from the development	25
Quality of housing is important	9
Aesthetics of housing needs to be considered	8
Concerned about the effect on house prices	3
Keen on provision of affordable housing	17
Unhappy with the consultation process	14
Happy with the consultation process	4

RESPONSE (A) TO COMMENTS (C) – Roads & Traffic

C) This development will only add to the current chronic traffic problems in this area and the wider city

- A) We are working with the highways authorities to ensure all the options are understood and looked at. We are undertaking further traffic modelling work and proposing some more detailed junction analysis to identify the best viable transport approach for the city area. The growth of the city without the development will cause increased congestion without any further interventions, this development does propose some benefits to parts of the network. The development currently proposes two new road-bridges over the railway into the city centre which will reduce traffic along Skellingthorpe Road between Birchwood Avenue and Tritton Road, but will lead to increased traffic between the A46 and Birchwood Avenue. A range of options have been explored to address the A46-Birchwood Avenue situation and the further work will look at this in more detail. We are also looking at maximising opportunities for cycle/walking/bus movements within and around the area and linking with other transport initiatives that are currently exploring wider transport issues in the Lincoln area such as the Transport Task Force, the Lincoln Southern Bypass/North Hykeham Relief Road and the review of the Lincoln Integrated Transport Strategy.

C) The link via Hartsholme Drive ought to be pedestrianised

- A) Yes, given the strength of feeling from local residents the Masterplan will be changed to have a cycle/pedestrian link only between the new neighbourhood and the existing community.

C) Will the development help ease the congestion on the Skellingthorpe Road roundabout?

- A) The traffic modelling undertaken at the time of the Local Plan included a scheme to improve the A46 / Skellingthorpe Road roundabout. Updated modelling is being undertaken to determine the best form of access improvements to / from the A46.

C) How will the new link road and the new road network being proposed deal with the extra traffic generated by the development?

- A) The new link road is part of a wider transport strategy which will help alleviate many of the current stresses felt on the existing road network in this area of the city. By providing two new routes into the city with bridges over the railway line, bus priority measures through the development, improved cycle and pedestrian links alongside some junction improvements, traffic generated by the development can be appropriately mitigated.

C) The Western A46 should be fully dualled with all roundabouts removed, and slip road added to reduce congestion

- A) Midlands Connect is currently developing a prioritised strategy for a range of improvements along the whole of the A46 route and the City Council (along with other partners) has responded to their consultation supporting improvements to the A46. This work is outside of the remit of the development proposals.

C) All bus stops need to be pull in lay-by stops as this would ease congestion

- A) The link road running through the site is being designed to provide and enable bus priority. We will continue to liaise with local public transport operators to provide the most suitable form of bus stop. In the wider transport network, the City Council are working with our partners to consider and develop a range of solutions to look at improving bus flow within the city.

C) Access to the by pass from Skellingthorpe Road is made worse due to traffic blocking the entrance to the roundabout for traffic turning right and going straight ahead. A low cost solution would be to add yellow hatching at the entry point, has this been considered?

- A) We will include this suggestion as part of our discussions with the highways authorities on the detail of the highways works required.

C) Will Hartsholme Drive be used for construction traffic to access the site?

- A) No, Hartsholme Drive will not be used as an access route for construction traffic into the site. We are looking at a number of options currently with the intention to reduce impact of existing residential areas. If these options cannot be delivered then in the first 3-5 years the construction traffic will have to access the site from Birchwood Avenue / Skellingthorpe Road junction until the bridge into the Tritton Road junction is completed, at which point construction traffic will access the site from Tritton Road.

C) Insufficient planning and detail has been provided regarding the traffic impact of the A46 bypass / Additional roundabout access to the A46 is needed for the WGC to access the highways to the North and East

- A) We are working in partnership with the highways authorities to undertake the most up to date traffic modelling available to us, including some detailed traffic modelling on junctions.

C) Access to the development could also be made via the football fields off Skellingthorpe Road

- A) We are working in partnership with the highways authorities to agree the access strategy for the development based on a range of options which includes an access at this location.

C) The A46, south of the Skellingthorpe Roundabout needs dualling prior to this development commencing.

C) It does not appear that there are any plans to widen the A46 between Skellingthorpe Road and Doddington Road roundabouts, why is that?

- A) Work undertaken at the time of the Local Plan did not identify a requirement to either investigate or dual the A46 as part of the WGC access strategy. However, this is being looked at to see if it would provide any benefit and whether it is something that this development would be expected or need to provide.

C) Traffic lights are poorly synchronised in this area of the city and as such add to the congestion on the roads

- A) Synchronisation of the traffic lights are managed by the Lincolnshire County Council highways and we will include the suggestion to improve synchronisation in our discussions with them.

C) Any further roads in this area should be directed from a link road on the A46 and not from Skellingthorpe Road. Increase the number of access points to the by-pass

- A) We are working in partnership with the highways authorities to undertake the most up to date traffic modelling available to us looking at a range of options including a link to the A46.

C) Will the new link road have traffic calming measures?

- A) Yes, the link road will be designed to limit vehicle speeds. It is our intention that the scale and nature of this street would be like existing streets in and out of the City such as Carholme Road and Skellingthorpe Road.

C) Where will car parking be situated for the football stadium?

- A) There will be an allocation of parking within the area of the proposed football stadium. However, as the stadium is situated within a mile of the train station, is on a bus route/cycle route and within close proximity to many residential areas of Lincoln, supporters would be encouraged to travel by foot, cycle or via public transport to the stadium. The football club are extremely keen that the new stadium is located in such a place that allows the maximum number of supporters to access the stadium either by foot, bike or public transport.

C) A crossing for pedestrians should be added at the Skellingthorpe Road roundabout so as to encourage walkers and cyclists to travel from Skellingthorpe to Lincoln

- A) Encouraging a range of non-car movement is a key component of the scheme and we will include this suggestion in our discussions with the highways authorities on the revised proposals.

C) Will the road running through the site have bus priority lanes?

- A) Yes, the link road running through the site will be designed to enable bus priority though the provision of traffic signals and bus lanes at key junctions. This will encourage the flow of traffic in the road network in the wider area.

C) All roads should be constructed prior to the housing development taken place. Will the traffic infrastructure be in place prior to any house building beginning?

- A) Our intention is that we would start with the junction at Birchwood Avenue / Skellingthorpe Road and the access point to Tritton Road. The road is intended to be completed within the first three years, during which time we estimate that around 250 homes are expected to be built prior to the completion of the link road in order to finance the cost of infrastructure and development.

C) With the national average number of cars per house being 2.1 there will be a large number of cars generated for the 3000 properties

- A) The number of trips that are likely to be generated by the development has been calculated with reference to data from other sites. These numbers have been audited and approved by the highways authorities and the access strategy is being developed to manage the volume of traffic to be expected from the development.

C) There are no plans to ease the current traffic issues at the bypass and Skellingthorpe Road and this will only get worse once the development begins

- A) We are still working with the highways authorities on what the development will need to provide to assist with addressing traffic issues. There is currently a scheme being proposed to improve the A46 junction from the Skellingthorpe side. This is being funded from the development of housing in Skellingthorpe but if that development doesn't progress any further, then we are expecting that there will be a contribution from this development to enable that work to happen.

C) The traffic proposal will not support the plan

- A) We are working with the highways authorities on the traffic proposals and the proposed development will be compliant with the Local Plan policy.

C) The traffic between the A46 and the top of Birchwood Avenue will increase significantly

- A) Current modelling does show that there will be increased traffic on this part of Skellingthorpe Road. We are working in partnership with the highways authorities to undertake the most up to date traffic modelling available to us to identify what we can and need to do to mitigate this impact.

C) The increased number of cars will add greatly to the pollution levels in the city

- A) The intention of the development is to increase as much of the existing fauna on the site as possible to mitigate the potential pollution levels caused by petrol/diesel vehicles. Promoting and enabling non-polluting forms of movement is a key objective of this development.

C) How will the traffic flow on Skellingthorpe Road be improved by the access on to Tritton Road?

- A) The traffic modelling undertaken as part of the master planning process has indicated that by having two further access points into the city via Tritton Road and Beevor Street, the traffic flow on Skellingthorpe Road would be improved.

C) The amount of traffic on Skellingthorpe Road will increase substantially over the build period of the development

C) Access to the site via Birchwood Avenue will encourage traffic build up and congestion

- A) We are working in partnership with the highways authorities to undertake the most up to date traffic modelling available to us. We will then finalise the access strategy for the development, including the phasing of the development and how / when each piece of infrastructure will be provided. The development also provides the opportunity to remove an existing bottleneck on Skellingthorpe Road (at the level crossing) and provides bridges to Tritton Road and Beevor Street.

RESPONSE (A) TO COMMENTS (C) – Infrastructure

C) Why does this current proposal not have a link to the A46?

- A) Our initial traffic modelling showed that the development did not require an A46 link. However, we are working in partnership with the highways authorities to undertake the most up to date traffic modelling available to us, to consider the impact of the development on the road infrastructure in this area. This will then enable us to finalise the access strategy for the development.

C) The road through the site must link with the A46 from the beginning of the development

- A) We are working in partnership with the highways authorities to undertake the most up to date traffic modelling available to us, to consider the impact of the development on the road infrastructure in this area. This will then enable us to finalise the access strategy for the development, including the phasing of the development and how / when each piece of infrastructure will be provided.

C) The construction of all bridges should be completed prior to any development of housing takes place / constructing a bridge over the railway crossing, or an underpass at Tritton Road would dramatically reduce congestion problems. Has this been considered? / Will a railway bridge be provided over Skellingthorpe Road and Doddington Road to cater for pedestrians when the gates are down? / I am concerned that it may not be viable to have two bridges over the railway / Who will pay for the construction of the two new railway bridges? / Will the railway crossings be constructed prior to the commencement of the building on site?

- A) The proposed Tritton Road and Beevor Street Bridges will both cross over the railway line at electrification height, providing the opportunity to remove an existing bottleneck on Skellingthorpe Road (at the level crossing). In addition, a new pedestrian footbridge over the railway line will be provided on to Tritton Road.

Based on the current phasing proposals, some housing will initially be constructed off Skellingthorpe Road, before the Tritton Road bridge construction is completed and linked through to Skellingthorpe Road. The second bridge to Beevor Street will be constructed following the completion of the Tritton Road bridge, as it will provide the access point for both the remediation of the existing landfill site and the subsequent building of the Beevor Street bridge.

The cost of constructing both bridges will be funded by the developers and recouped from the proceeds of house sales.

C) The roundabout at the junction of Skellingthorpe Road / Birchwood Avenue will not improve traffic flow in the area and will be a safety issue for users

- A) The analysis we have undertaken to date indicates that, in this location, a roundabout would perform better than a signalised junction in terms of traffic flow and safety.

C) Infrastructure will be badly designed and will not cater for future expansion. The road system needs to be designed for future expansion

- A) The proposed roads and junction improvements will be designed to accommodate the entire Western Growth Corridor development and traffic movements across the wider network, based on future year forecasts of traffic numbers and using data provided by LCC and Highways England.

C) Access to the development needs to be put in place to both Tritton Road and Skellingthorpe Road prior to any house sales / The link road from Birchwood Avenue to Tritton Road needs to be completed to stop Skellingthorpe Road turning into a car park and adding high pollution causing health risks and conforming with government recommendations to lower emissions / I am concerned that the proposals do not allow for the intended final road connections to be in place prior to any other work taking place / Will all roads and infrastructure be built prior to any houses being built and if not, why?

- A) Based on the current phasing proposals (and subject to funding), some housing will initially be constructed off Skellingthorpe Road, before the Tritton Road bridge is constructed. Once the Tritton Road bridge is in place, the link road through the site will be completed. The second bridge to Beever Street will follow, once the remediation of the existing landfill has been completed.

C) Will the proposal improve the current infrastructure in the surrounding area?

- A) The proposed development spine road linking Skellingthorpe Road to Tritton Road and Beever Street will provide the opportunity to remove an existing bottleneck on Skellingthorpe Road (at the level crossing).

By providing two new exit routes into the city with bridges over the railway line, people will have greater choice when travelling to and from the city.

Furthermore, the development will provide improved infrastructure for pedestrians and cyclists, to encourage people to use alternative methods of transport.

C) The connection of Hartsholme Drive to the new development should be built north of Westwood Drive to the Catch water

- A) The connection of Hartsholme to the development is now only to be for pedestrians and cyclists only.

RESPONSE (A) TO COMMENTS (C) – Cycling & Transport

C) Will there be a cohesive and dedicated cycle infrastructure plan as part of the proposal?

- A) Yes, a cycle strategy for Lincoln is currently being considered by Access Lincoln. This is taking into account all aspects of the city's infrastructure. Access Lincoln have also been consulted on the infrastructure of the WGC, and the link road running through the site will have dedicated cycle paths. It is our intention to implement the recommendations made by Access Lincoln.

C) The development should give priority to cycle users

- A) There will be priority cycle routes throughout the site encouraging residents to use bikes wherever possible. The link road will have priority cycle lanes incorporated into its design, and as such will provide a direct link between the outlying communities and the city centre.

C) A tram system should be considered

- A) A tram system for this development is not being considered at this stage. Separate to the masterplanning work for this development, the City Council are putting together a strategy to look at how we can make Lincoln better connected. As part of this we will consider all possibilities, including public transport connections, cycle and walking routes and strategic road infrastructure.

C) How walkable is the area between the two areas highlighted for housing? Would this be an attractive area for anybody to walk?

- A) The public realm of the area linking the two housing schemes will be designed in such a way that it will provide a safe and attractive environment for people to walk. The road will only be a single carriageway (with priority bus lanes), as such the scale of this will be similar to a normal high street environment.

C) Where are bus stops being situated in the development?

- A) The link road running through the site will provide priority bus lanes throughout the development. There will be a number of strategically placed bus stops on this link road including in the neighbourhood centre of the development.

C) Cycle paths ought to be added all the way into the city centre from Birchwood area through the site.

- A) Yes, there will be cycle paths running through the site, and it is intended that these cycle paths will provide the opportunity for the residents of the Birchwood area of the city to cycle on specially designed cycle paths from their homes, through the site, directly to the city centre.

C) Cycle access should be provided on Hartsholme Drive into the development

- A) Yes, rather than having car access provided via Hartsholme Drive to the new development, we have understood the concerns of local residents, and are now intending to provide a pedestrian and cycle link between the Swanpool estate and the site to enable existing residents to enjoy the benefits of the proposed development.

C) Better cycle tracks and public transport provision needs to be placed on Skellingthorpe Road

- A) The development of the WGC is not directly responsible for the provision of cycle tracks and public transport in outlying areas of the city. However, solutions to some of these issues are provided by the link road running through the site which will relieve some of the pressures on Skellingthorpe Road. This link road will also provide busses with more direct links into the city, and will reduce the stresses placed on Skellingthorpe Road. The site will also provide a range of cycle routes enabling residents to cycle in a safer, healthier, more attractive environment and a more direct manner to the city centre.

C) Will a park and ride facility be provided as part of this development?

- A) This development will enable a form of park and ride facility (similar to that provided currently at Waitrose on Nettleham Road), which would utilise the parking provision in the area of the proposed Leisure Village and the bus routes operating through that area.

C) A greater level of public transport services needs to be added after 6pm

- A) The City of Lincoln Council is working with partners and transport providers to deliver a greater level of public transport services across the city. Many people have informed us that they feel that there ought to be a greater level of service in the City after 6pm.

C) Add a train link on to Skellingthorpe Road so that people could use this to commute to work

- A) We work in conjunction with external stakeholders, including network rail to discuss the potential to improve transport links throughout the site. There are a range of technical reasons that mean that this is not currently a viable option.

C) If the level crossing lowered less, the congestion on Skellingthorpe road would be greatly reduced

- A) We have met with partners to discuss the possibility of some freight services being re-routed throughout the night as the data has shown that this would reduce the amount of time per hour, during the day, that the level crossing barriers were down.

C) How is it expected that football fans who travel to games via cars will get to the football stadium?

- A) A travel plan for the proposed stadium and Leisure Village is being prepared that will address this point. There will be an allocation of parking within the area of the proposed football stadium. However, as the stadium is situated within a mile of the train station, is on a bus route/cycle route and within close proximity to many residential areas of Lincoln, supporters would still be able to travel by foot, cycle or via public transport to the stadium. The football club are extremely keen that the new stadium is located in such a place that

allows the maximum number of supporters to access the stadium either by foot, bike or public transport.

C) Will football fans who travel by train still be able to walk to the proposed new stadium?

- A) The proposed new football stadium has been chosen because of its proximity to both the communities of home supporters and its distance to the train and bus station. The football club are keen that the new stadium be within walkable distance to train and bus station and in its suggested position it would be within one mile of both.

C) What improvements will be made to public transport links to the city centre?

- A) City of Lincoln Council are working with a range of partners to identify potential solutions to the traffic issues within the city, this includes providing improved public transport options for those commuting into the city centre.

RESPONSE (A) TO COMMENTS (C) – Flooding

C) The environment agency have always been against development on this site as it is considered a flood plain so why has this now changed?

- A) The Central Lincolnshire Local Plan carefully considered the issue of development of the Western Growth Corridor, including from the perspective of flooding and are satisfied that the site can be developed albeit on a reduced scale to what was proposed in previous local plan documents. Extensive flood modelling work has been undertaken with the Environment Agency, Internal Drainage Board and other partners which shows that with a reduced level of housing on the proposed reduced area of development, that all properties that would remain dry in the event of flooding from a breach of existing flood defences would still remain dry with the full proposed development in place. In addition, there are a range of works that would be undertaken that would provide a wider benefit and reduce the risk of some types of flooding to areas currently at risk in this part of the city.

C) The area designated is currently assigned as a flood plain. Any buildings on this land could be susceptible to regular flooding and have a negative impact on the established properties in the area

- A) We have worked with the Environment Agency, the Internal Drainage Board and other partners to model and mitigate against any flooding risks. We would make improvements to the existing drainage infrastructure, raising the banks on the main drain and improving the capacity and flow of the Boultham Catchwater Drain. These works will serve to make the site and the surrounding area less susceptible to flooding. The Association of British Insurers have said that they believe the mitigation works we would carry out would lower the risk of flooding in this area.

C) Will the development increase the possibility of flooding in the outlying areas?

- A) No, our detailed modelling shows that this is not the case. As part of our flood mitigation strategy we would make improvements to the existing internal drainage within the city, as well as widening the Boultham Catchwater Drain to increase its flowing capabilities and its capacity. We have also been working closely with the Association of British Insurers (ABI) to ensure that all the homes developed over the course of the development are insurable. The Association of British Insurers have said that all homes developed on site will be insurable. We have also been informed that the Association of British Insurers believe that the flooding mitigation's we intend to carry out will reduce flooding risks in the wider area.

C) On the previous proposal the master planning had the addition of lakes which were included to lower the water table and thus reduce flood risk. Why are these not being utilised in this current proposal?

- A) The Environment Agency did not feel that the previous proposal submitted by Taylor Wimpey provided adequate consideration to the flood mitigation risks. As such they did not support the proposal submitted by Taylor Wimpey. The proposed linear drains and wetlands will serve a similar function as the lakes that were previously proposed and are a preferred solution by the flood authorities. These will be used in conjunction with the other flood mitigation measures to effectively manage flood risk.

C) The fields directly behind Westwood Drive act as a transit point for all rainwater and street water flow to the catch water drain. Any disruption to this water flow will cause flooding for residents on Westwood Drive.

- A) A dedicated drainage network will be provided within the site, which as well as serving the proposed residential development, will collect any excess rainwater runoff from the area of Westwood Drive, provide storage, and direct flows to the catchwater drain. Overall this will offer improved drainage compared to the current situation.

C) The 2006 hydrology report deemed the site to be categorised as Zone 3 flood risk, meaning that a development of the type proposed is not permitted under planning regulations.

- A) Environment Agency guidance states that developments will be permitted if they *"provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall"*. The proposed Western Growth Corridor development meets all of these requirements.

This site in principle was carefully considered and approved for development in the Local Plan 2017. Only part of the site is situated within flood zone 3, which is categorised as having a probability of flooding of greater than 1 in 100 in any given year. The rest of the site is at less risk of flooding, with the majority of the site benefitting from the effects of flood defences. All of the proposed houses will be situated beyond the extents of flood zone 3, and ground levels will be raised so that the houses will be above the flood water level in the event of any extreme flooding.

C) Where will the flood water, which currently occupies the site go once all housing is built? / Raising the land on the site (for the purpose of making it developable) will provide a significant risk to the existing residents whose homes are lower than the surrounding area. / How will the design negate the flood risk posed by developing on this land? / If you develop this site then you will move the flooding issue on to another area / The water table is 1m below the surface and cannot be adequately drained. How will this site be made safe to build upon? / Raising the level of land to develop on will increase the possibility of flooding / How will the flood risk be managed in these new proposals?

- A) No land raising is proposed within the functional floodplain, which is situated to the north of the site, adjacent to the main drain. In fact, it is proposed that ground levels in this part of the site will be lowered, to form the wetlands.

It should be noted that the properties in Boultham, to the east of the site, are protected by existing flood defences. With the flood defences in place, any flooding that may occur within the Western Growth Corridor site will be retained within the site boundary and not impact any adjacent properties.

Extensive flood modelling work has been undertaken with the Environment Agency, Internal Drainage Board and other partners which shows that with a reduced level of housing on the proposed reduced area of development, that all properties that would remain dry in the event of flooding from a breach of existing flood defences would still remain dry with the full proposed development in place. In addition, there are a range of works that would be undertaken that would provide a wider benefit and reduce the risk of some types of flooding to areas currently at risk in this part of the city.

C) The flood prevention scheme seems to rely on raising the land level to build on. The current scheme will rely on using the current drains to remove excess water, and excess surface water will have to be held in holding ponds and not just pushed into the Fossway canal, river Witham or Brayford Pool. The proposed site works well in retaining the excess water currently, and I fear that by building on it, the problem will be pushed downstream to the city centre or Bardney

- A) The development will have its own drains and storage to cope with the impact of development whilst also creating additional capacity to provide a wider benefit to the existing area. Additional on-site storage will be provided within sustainable drainage systems, as well as wide linear drains that will connect the development to the main drain. It is proposed that these linear drains are adopted by Upper Witham Internal Drainage Board, which will provide more storage within their network to allow them to better manage surface water in the area.

C) Who will be responsible for the long term maintenance and development of the flood defences necessary to this development? / This site currently acts as a key component to the flood prevention mechanism for the City and the County, how will this development ensure that this flood prevention scheme is still maintained?

- A) Existing flood defences will continue to be maintained by the Environment Agency. The proposed linear drains, which will provide additional surface water storage, to be adopted Upper Witham Internal Drainage Board. The surface water drainage networks within the proposed residential development to be adopted by Lincolnshire County Council and Anglian Water.

C) What will be the impact on the current drainage? / Not convinced that the anti-flooding measures will protect the Swanpool estate

- A) All existing drainage networks, which serve the surrounding residential areas, will be retained. Some existing sewers within the site may need to be diverted or upgraded to accommodate the proposed development. We are working with Anglian Water to agree the proposed drainage strategy and any changes to the existing sewer network will be approved by them.

Extensive flood modelling work has been undertaken with the Environment Agency, Internal Drainage Board and other partners which shows that with a reduced level of housing on the proposed reduced area of development, that all properties that would remain dry in the event of flooding from a breach of existing flood defences would still remain dry with the full proposed development in place. In addition, there are a range of works that would be undertaken that would provide a wider benefit and reduce the risk of some types of flooding to areas currently at risk in this part of the city.

C) Will the development increase the possibility of flooding in the outlying areas?

- A) As part of our flood mitigation strategy we are making improvements to the existing internal drainage within the city, as well as widening the Boultham Catchwater Drain to increase its flowing capabilities and its capacity. We have also been working closely with the Association of British Insurers (ABI) to ensure that all the homes developed over the course of the development are insurable. The Association of British Insurers have recommended that all homes developed on site will be insurable. We have also been informed that the Association of British Insurers believe that the flooding mitigation's we intend to carry out will reduce flooding risks in the wider area.

C) On the previous proposal the master planning had the addition of lakes which were included to lower the water table and thus reduce flood risk. Why are these not being utilised in this current proposal?

- A) The Environment Agency (EA) did not feel that the previous proposal submitted by Taylor Wimpey provided adequate consideration to the flood mitigation risks. As such they did not support the proposal submitted by Taylor Wimpey.

The proposed linear drains and wetlands will serve a similar function as the lakes that were previously proposed. These will be used in conjunction with the other flood mitigation measures to effectively manage flood risk.

C) How will the standing water which currently gathers on the proposed site be managed?

- A) A dedicated drainage network will be provided within the site. This will collect any standing water and route it to an area where it can be safely stored. Overall this will offer improved drainage compared to the current situation.

C) Why is the Council proposing to build on Flood Zones 2 & 3 land when there are other locations around the city that are not under threat of flooding?

- A) As part of the Local Plan a number of sites have been considered and Western Growth Corridor has been selected in order to meet the housing demand for Lincoln and as it offers wider sustainability benefits to the community.

The proposed drainage strategy and flood risk mitigation measures adequately address the risk of flooding both to, and as a result of the proposed development.

RESPONSE (A) TO COMMENTS (C) – Effect on natural environment

C) It is imperative that the development takes consideration of the significant archaeology to be found on the site. As such this should be properly investigated prior to any development taken place.

- A) There is significant archaeology on the site. The Council and its specialist consultants have already undertaken a number of on-site archaeological surveys and will be doing further on site investigations over the summer of 2018. All significant archaeological features encountered on site will be recorded prior to any development, and where appropriate preserved in situ. It is therefore intended to develop these areas in later phases of development to enable this work to be undertaken.

C) How will the green space which is not being developed on be maintained?

- A) The green space which is not developed will have a number of uses and maintenance arrangements including:
- Some areas will still be used and maintained as farming land;
 - Playing fields maintained by the Council; and
 - Parkland and open space maintained by the Council

C) When dykes have to be made for raising the land, this could be accommodated into areas for rowing and canoeing

- A) The proposed linear would be adopted by Upper Witham Internal Drainage Board. Therefore, it is envisaged that any decisions on their operation/use will be determined by the drainage board.

C) It would be beneficial if the land directly behind the existing estates was landscaped in keeping with the countryside so that views could be maintained.

- A) The masterplan has been developed with the aim of minimising the visual impact of the proposed development, as well as respecting the natural setting of the site. The proposed residential development along the southern boundary of the site will typically be at a lower level than the existing residential areas to the south of the site. Furthermore, all new properties will be set back a minimum of 9metres from the Catchwater Drain. The masterplan incorporates a number of green corridors, which will provide unobstructed views across the site and towards Lincoln Cathedral however not all existing views can be maintained.

C) Playing fields and linear parks are needed to help create journeys throughout the development, from different housing areas, to the services within.

- A) Agreed and the masterplan attempts to retain as much green space within the development and has included the creation of a number of such park spaces. Much consideration has been made as to how to link the two development zones in the masterplan, and future detailed proposals will show how this can be achieved.

C) I believe that it is likely that infilling will take place and this will be detrimental to the environment.

- A) The proposed development is planned to be delivered over a 23-year period. Any proposals for infill development on completed phases would be subject to the normal planning application process and outside the control/influence of this masterplan.

C) Concerned about the loss of mature oak trees on the site / Existing residents will lose access to the natural environment of the site.

- A) The master plan seeks to open up the wider site to the existing residents of the surrounding area and allow them to enjoy the natural environment. As part of the development of the site we also intend to carry out improvement works to the ecology on the site and preserve the existing natural fauna, hedgerows and trees. The masterplan will provide access routes from the outlying communities into the green wedges of the site.

C) What will happen to the wildlife that lives on the site?

- A) The intention is to expand and fence off the Swanpool area of the site for the existing wildlife and ecology. This would offer a large area within the site for the existing wildlife and ecology to flourish, spate from the wider build up area. Working with ecology experts, this has been suggested as the most appropriate was to protect the local wildlife and ecology.

C) The land is currently used for growing crops, surely it is necessary to retain such land for these purposes, rather than building on it.

- A) The land is currently used for a mixture of growing crops and grazing. The proposed area of development shows a reduction from previous proposals with the non-developed land being used for farming as much as possible. However, land is also needed for residential development, in order to meet Lincoln's housing demand.

C) The area is home to many breeding birds on the red and amber list in the UK, what will happen to these? / What is the strategy for retaining the wildlife that currently resides on the site? / The loss of the natural habitat will have a detrimental impact on the birds that reside on the site, particularly uncommon waders and wildfowl / The masterplan appears to not recognise the significant wildlife and habitats within the area, as well as the sensitive farmed landscape with old grazed pasture and hedges all providing a habitat for the decreasing wildlife / This development will destroy a large area of natural habitat that supports numerous species of wildlife / Wildlife will be disturbed and will not return to the area once construction work begins / This proposal would have a detrimental effect on the wildlife in this area / What effect will this development have on the nature in the area?

- A) Extensive ecology surveys have been undertaken over the course of the last few years in order to record species and habitats present within the site, and to develop suitable mitigation measures.

The proposed masterplan includes the following design features to avoid/reduce potential ecological impacts:

- i. The retention of existing hedgerows wherever possible. With replacement hedgerows being provided, where they are lost.
- ii. The retention of all large woodland blocks, including Swanpool and Fen Plantation.
- iii. Retention of all ponds.
- iv. Set-back of the development from the Catchwater Drain by 9metres to avoid direct impacts on the watercourse.
- v. Maintaining green corridors through the site to provide links to nearby green space, such as Hartsholme Country Park.
- vi. Provision of waterside ecological enhancements and new wetlands.
- vii. Compensatory habitat will be created close to Swanpool to offset losses incurred through development. Marginal habitat lost will be replaced with habitats of significantly higher quality.

C) An independent ecological assessment by an independent expert (not engaged by the developer) needs to be undertaken / What thought has been given to the potential ecological damage that may be caused? / The biodiversity enhancements proposed by the scheme are woefully inadequate.

- A) The ecological assessment has been undertaken on behalf of City of Lincoln Council by AECOM, a multidisciplinary consultant specialising in engineering and the environment. AECOM has consulted extensively with Natural England and the Lincolnshire Wildlife Trust with regards to the impact and enhancements associated with the proposed development. The Council has worked hard to ensure that ecological impacts are minimised, and that new ecological opportunities are created. Future detailed work and delivery plans will continue with that approach.

RESPONSE (A) TO COMMENTS (C) – Housing

C) What will the mix of housing stock comprise of?

- A) We intend to provide a range of housing types, including ones for the private residential market, affordable housing and a range of mixed tenure housing types. The homes will range from studio apartments to 5 bedroom homes to communal housing, catering for all age ranges and needs.

C) There needs to be a greater level of affordable housing, much above the level set of 20%

- A) As outlined in the Local Plan policy there will be a minimum of 20% affordable housing delivered on the site. The Council are exploring opportunities to develop a greater range of housing types that cater for all the needs of the city's population both now and in the future.

C) Will housing types be in proportion to social need in the city and what will the provision of affordable housing be?

- A) Yes. The development will include a mix of housing type and tenure as needed in the city including the 20% of affordable housing required by Planning Policy. The range of new homes will cater for all needs including young people, families, older people and single people.

C) The houses built should adhere to greater levels of sustainability

- A) The masterplan incorporates a wide range of sustainability principles and future detailed design plans should follow this through. Certainly in any areas where the council will develop. It is our intention to create sustainable homes which achieve that higher standard.

C) Why are all houses being built not affordable?

- A) We are creating a new community which will cater for a wide range of needs. As such the intention is to develop a mixed development offering a range of housing provisions including houses for market sale, market rent, affordable housing, for both rent and private sale. The WGC is one of four Sustainable Urban extensions planned in Lincoln over the period of the Local Plan and as such is an integral part of the wider growth strategy for the Central Lincolnshire area.

C) To make the development less invasive for existing residents of the Swanpool area the houses built close to this area should be a sufficient distance to respect existing views and privacy. Furthermore if the houses in the immediate area were single storey that would dramatically reduce the impact of developing this site for existing residents

- A) Yes, the housing developed in the area immediately adjacent to existing communities, such as the Swanpool, will be planned in such ways to preserve, as best as possible, existing views and privacy. It is our intention that the housing built in the immediate vicinity of existing communities will be single storey and would be set up at least 9 metres back from the catch water drain creating a wide buffer between the existing community and the new one.

C) What amount of social housing will be provided on the site? / All the houses will become buy to let properties and as such it will not provide affordable housing in the city/ It is disappointing that there are no properties for council house tenants included in the proposals / Will priority be given to local residents for the housing built onsite?

A) The development will include a mix of new homes including 20% affordable homes, private rented and private sale. The Council also intends to have its own housing stock on the development so there will some properties for Council house tenants as well as properties where the council will have nomination rights for people on the Council's waiting list for housing.

C) Why is the new housing so close to the catch water drain?

A) All new housing will be at least 9 metres (and probably much more than this) from the catch water drain, when the detailed plans for each phase come forward these will more accurately show the exact distances as the masterplan is only indicative at this stage.

C) Why can houses not be built further away from the existing communities of Stone Manor Park, Hartsholme and Forest Park?

A) The housing represented on the masterplan at this stage is indicative of where housing would be placed. It does not therefore show in any detail where the housing will in fact be sited. Detailed planning proposals for housing will be submitted individually by those developers involved in the construction of the various phases over development over the 23-year period. As such all efforts will be made to ensure that there is an appropriate landscaped buffer between existing residential communities and the proposed housing development.

C) What are the parking requirements for the housing?

A) Currently the masterplan is based on an average for the number of houses in total across the site. The actual parking requirements will differ for each part of the development as it comes forward for development over the next 23 years. It will be different for each housing type and will also be different in each location on the site.

C) Is there an aspiration to connect the new housing with the aesthetic qualities of the Swanpool Garden Suburb?

A) Yes. There will some development guidelines to ensure that the new homes adjacent to the Swanpool Garden Suburb will fit in well and look part of that existing community. The aspiration is to have different character areas that provide a quality environment that feels like Lincoln.

C) Concerns that the provision of affordable housing will decrease over the period of the development

A) The Council is committed to delivering 20% affordable housing on this development.

RESPONSE (A) TO COMMENTS (C) – Effect on Local Services

C) What will be the effect of the development on local amenities such as schools?

- A) It is critical to any new development of this size to ensure that local amenities are provided to create a vibrant neighbourhood where people want to live. The development proposals therefore include a range of local services based on advice from professionals in the area. These needs will also be reviewed at each phase of the development to ensure that they meet the needs of this new community.

When considering the development, we contacted the Local Education Authority to consult on their specific requirements for school provision for the site. As such the LEA deemed it necessary that we allocate a specific area within the site for a primary school with provision for 200-250 places. We are required to give a contributory figure to the development of this school, furthermore we are expected to give a contribution to the LEA for any improvements to the schools in the wider area.

C) What park facilities will there be on the development?

- A) The development will provide a wide range of local park areas, allotments, waterside ecological enhancements and an improvement of the green space within and around the development. Some areas of green space within the site shall have improved access routes, encouraging residents to use these spaces. There shall also be some green spaces, such as the Swanpool nature reserve which will be protected for wildlife.

C) A new primary school will have to be provided on the site as the existing schools are over-subscribed.

- A) Yes, the masterplan includes a new primary school as advised by The Local Education Authority for 250 places with expansion space. It is the LEA's view, through their demographic modelling that this number would fulfil the needs of the development.

C) How will 3000 new jobs be created for the new residents?

- A) The development proposals include 20 hectares of commercial land as part of creating a range of opportunities for job creation. The Central Lincolnshire Local Plan highlights that over the period of the Local Plan (2017-2036) there will be in the region of 12,000 new jobs created within Lincoln. As such this development fits into the wider growth strategy of the city and the wider Central Lincolnshire area. The growth strategy for Lincoln includes a range of initiatives to encourage, facilitate and support job creation in the city.

C) The hospital and fire services are not being increased for the extra 3000 houses. Can the fire and rescue services as well as the NHS cope with such a development?

- A) The resources required for running the hospital and fire services are not recalculated as a result of individual planning applications such as this one. The overall impact of the growth of the City over the next 20 years is assessed as part of the Local Plan process and there are different and separate mechanisms for addressing that impact.

C) The size of the stadium should be increased to encourage larger events, not just sporting ones

- A) The plans for the proposed new football stadium are being developed to incorporate a wide range of facilities including conferences. The size of the stadium and the other facilities are therefore yet to be confirmed.

C) The commercial zone should not weaken the City Centre

- A) A strong and vibrant city centre is a critical asset to the city, so the commercial zone within the development will complement the existing offer. The smaller commercial / local employment zone within the masterplan will create a low density centre to the community serving neighbourhood needs.

C) The site identified for commercial development is too distant from facilities such as the bus and railway station.

- A) The commercial zone will be well connected to bus routes on the link road which run through the site, as well as being well served by the road network. This area of the site is also within one mile of the train and bus stations so it would be possible to walk between the two. It is important to have employment opportunities and commercial development within walking and cycling distance of housing to broaden accessibility.

C) Commercial, retail and office development on the site should only serve local needs

- A) The development is part of the future growth plan of the city and as such will incorporate a mixture of housing as well as commercial and retail spaces alongside a comprehensive health offer addressing the future health needs of the area. The local employment zone is intended to provide a smaller scale commercial zone which takes into account the future needs of the economy and factor in how people will work in the future. The larger commercial zone is part of a wider growth strategy catering for the future needs of the local economy, and attracting the jobs and workforce of the future. A key element of the growth strategy for the area is the retention of graduates in the local economy. The commercial zone of the WGC, alongside the housing offer and its proximity to the Lincoln Science and Innovation Park (LSIP) and the University of Lincoln will help promote the expected growth needed within the city as it continues to grow at a sustainable level.

C) How does this development serve the commercial needs of the city centre?

- A) The Western Growth Corridor is one of four sustainable urban extensions set out within the current Local Plan. As such this development is part of a much wider growth strategy, integral to the sustainable growth of Lincoln and the wider Central Lincolnshire area over the period of the Local Plan. By providing a range of housing provisions, as well as improving services in the area and the wider road network the Western Growth Corridor will create growth in the local economy, further jobs and provide the housing that the city needs now and cater for in the future. The development therefore supports the city centre and the City as a whole.

C) Why is the health centre located where it is? Would it not be better situated in the commercial / local employment area?

- A) Health Services are increasingly linked to leisure provision and a wider range of complimentary services. The proposed location reflects the opportunity this provider has for better health care provision and takes into account the location of existing and planned provision. We are currently also considering the viability of situating a local GP's surgery in the neighbourhood centre.

C) Will the development be self-supporting? In as much as it will have enough built in resources for shopping, education, dental and GP services without placing a strain on the external resources?

- A) Yes, that is the intention.

C) What provision on the development will there be for facilities for religious worship?

- A) At present there are no plans within the existing masterplan to include places of worship, but the neighbourhood centre could accommodate such facilities as needed.

C) Whilst provision has been given to a primary school on the development, it looks as though no thought has been given to a senior school

- A) Following current advice from the Local Education Authority (LEA) the senior school provision can be accommodated on the sites of existing provision including the Priory City Academy next to the development.

C) Will the leisure facility provide for a 50m swimming pool? / Will the new leisure centre provide recreational facilities for a wide range of sports? / The leisure centre would be better suited to being placed opposite the sports pitches.

- A) The masterplan includes a leisure village with a swimming pool. The details of the Leisure village itself is currently at early stages of development and will be informed by a range of current and future leisure needs.

C) There is no proposal for a doctors' surgery on the development, what consideration has been given to this? / Concerns with the shortage of doctors and the impact that adding 3000 more houses will place on the existing services.

- A) The masterplan proposes a health facility that would include the necessary GP provision alongside other health services.

C) Community facilities are essential to cater for the increased number of residents. What will be provided?

- A) There will be a range of community facilities situated across the development including, a brand new primary school, parks, sports fields and allotments. There will also be a local employment zone which will provide employment opportunities within the development. In the commercial zone there shall also be the provision of a health centre, a wide range of leisure facilities and retail spaces.

C) Need to create greater employment opportunities so that people stay in Lincoln.

- A) The Western Growth Corridor is one of eight planned Sustainable Urban Extensions, as set out within the Central Lincolnshire Local Plan (and one of four in Lincoln area). As such the WGC is not just a development that consists solely of housing, but also incorporates an allocation of employment/commercial sites within it. As part of this is the allocation of leisure, employment and retail space within the development that will provide employment opportunities to those living in the development, as well as those in the wider community. Furthermore the WGC is part of a wider strategy as laid out within the recently adopted Central Lincolnshire Local Plan, which highlights the expected creation of 12,000 new jobs in the Central Lincolnshire area over the period of the Local Plan.

C) It would be beneficial if there was care home provision on the development as this would help create a more sustainable community setting

- A) Yes, we are intending to ensure that there is a range of housing options for older people.

C) The proposed healthcare provision does not seem adequate for the numbers of new people who will reside in this development.

- A) It is intended that the healthcare provision will serve the needs of the proposed development and we are following the advice of the healthcare sector in designing the proposed services.

C) Why is the primary school being sited where it is on the masterplan?

- A) The primary school is situated between the two new residential elements of the plan and as part of the neighbourhood centre, so it can be easily accessed by foot, cycle, bus or car.

C) Will there be increased provision for hospitals, doctor's surgeries, and dentist's and care homes?

- A) Yes, healthcare provision to serve the development is included within the development proposed. Care home proposals are also part of the housing mix.

RESPONSE (A) TO COMMENTS (C) – Development

C) This development will go ahead irrespective of concerns

A) Changes have already been made as a result of consultation feedback and many comments will be used to inform the more detailed elements of the plan going forward. The area will get developed as the concerns that would prevent development have been resolved as part of the Local Plan process. The concerns that remain which can be addressed are those in relation to how the development takes shape and that has been the focus of this consultation.

C) What will the CoLC spend any money it generates from this development on?

A) Any money generated for the Council from the development will be invested in delivering local services and the Council's Strategic objectives as set out in its plans (please see the website for current plans including Vision 2020)

C) The council is not concerned with the views of the Swanpool residents.

A) The Council is genuinely interested in listening to and responding to the views of residents. The Council, as lead developer, has undertaken a long period of consultation with local residents. As part of this consultation period a range of events were held in different areas of the city, and residents had the ability to offer their comments on the proposed development. All of the comments raised as part of this consultation have been reviewed and considered by the design team and changes have already been made as a result. Comments will also be used to shape the more detailed plans as they develop, and further consultation events will be held.

C) It needs to be ensured that developers meet commitments to provide genuine affordable housing for first time buyers. It should not be possible for developers to lower the levels of affordable housing on site

A) The Council is committed to ensuring that this development delivers genuine affordable housing and intends to do this through its existing land ownership influence on the development.

C) The council does not take the conservation status of the Swanpool Garden Suburb seriously and this development will lead to the damage of the feeling of the Swanpool

A) The City of Lincoln Council are proud of the historic importance of the Swanpool Garden Suburb in the development of the garden city movement in the UK. As such it is our intention to reflect the character, the sense of community and the ethos of the Swanpool in the development of the WGC. Changes to the masterplan have already been made as a result of the consultation.

C) The whole character of the city is being altered by such developments

- A) The city will change as it grows but the Council is committed to retaining and enhancing the character of the city. This development has an important role to play in showing that new development can add positively to the character of the city and enhance our remarkable place.

C) If the football pitch is situated in the commercial area of the site how will this affect this area of the city?

- A) It will attract further reinvestment into this area of the city and lead to greater economic growth. The relocation of the football stadium will also enable the further regeneration of the Sincil Bank area.

C) Why not put the £250 million pounds being invested into making what Lincoln already has better and actually keep some green areas that will bring tourism to the area to generate income for years to come?

- A) The funds required to bring forward the development will be repaid over time by house(s) and sales generated by the development, with any surpluses being reinvested in services and initiatives to make the city better.

C) I am concerned that this development will lead to further development outside of the suggested boundaries shown in the presentation

- A) There will be no further development above that stated within the current plans as this is the average number of houses which can be delivered within the hectares given over to developable land on the site. The masterplan indicates the area of developable land and highlights the boundaries of the development. As is shown in the masterplan a large amount of the site is retained as green space. This green space is part of the wider flood mitigation plan and as such will not be built upon in the future.

C) Is the council in a position to set up its own construction company so that any profits will be retained within the community?

- A) The City of Lincoln Council is not in a position where it could set up its own construction company to work directly on this site. However as lead developer we are in a position to ensure that any profits raised over the course of the development of land owned by the City of Lincoln Council will be retained and used for the good of the city.

C) The skyline view from the existing properties would be reduced and the development would generate increased noise levels / Buildings ought to be kept to a reasonable height

- A) Yes buildings will be kept to a reasonable height. During the detailed planning application process consideration will be given to the heights of the housing delivered on the site, taking into consideration the visual impact on the existing visual corridors to be found on site. A noise impact assessment is being done and any measures required will be implemented.

C) The development is too big for this area of the city/ This development will destroy the community spirit of the outlying residential areas

- A) It is the Council's intention to build upon the existing community spirit, not to destroy it. This site has been highlighted within the recently adopted Local Plan as a Sustainable Urban Extension (SUE). This policy has considered a number of factors and has been signed off by a planning inspector as being a suitable extension to the existing physical and social fabric of the city.

C) What guarantee is there that numbers will not increase?

- A) The Local Plan which was adopted in 2017 allocates this site for 3,200 homes, including affordable and 20 hectares of employment land. As such this is the maximum level of housing which can be delivered within the hectares given over to developable land on the site.

C) This development is of no advantage to Lincoln and is not required

- A) Lincoln has a shortage of housing, leisure and commercial land to meet both current and future needs. This development is not only needed but is an important part of having a future thriving city.

C) This proposal appears too big for this part of the city

- A) The proposal has significantly reduced from what was suggested in 2006/07. The Local Plan process reviewed thoroughly the principles of development in this part of the city and found the level of development and location to be suitable.

RESPONSE (A) TO COMMENTS (C) – Construction Programme

C) Will the infrastructure at Birchwood Avenue be started from the outset?

- A) Yes, it is our intention to begin work by improving the Birchwood Avenue/Skellingthorpe Road junction and start construction of the link road through to Tritton Road. Work on the Tritton Road junction would also start at this time so that the link road can get completed as quick as possible to provide access to the City without impact of the rail level crossing.

C) The development will lead to thousands of tonnes of concrete being placed on low lying wet land which will lead to flooding and damage to the environment

- A) The development will not lead to an increase risk of flooding (see earlier responses). Where possible all damage to the existing environment will be minimised and it is the intention to retain the existing fauna due to the high level of open space / woodland and wetlands on the site to create an improved environmental overall.

C) Noise barriers need to be in place to restrict the level of disruption during the build programme to existing residents

- A) Agreed. As with all developments there is potential for an increase in noise at certain stages of the build programme. However it is our intention to minimise, wherever possible, the noise effect on the local residents. There are natural barriers in place on the site which will assist in the displacement of noise on the site whilst construction is undertaken.

C) I am concerned by the proposal to develop the area opposite Birchwood Avenue prior to any further development. This junction already witnesses tail backs on a daily basis. If this is developed first then it will cause further congestion

- A) The intention is to improve that junction first before the first homes are occupied, so whilst there will be initial disruption, it should provide a benefit once completed. It is therefore anticipated that in the initial stages of the construction programme there will be marginal increases in the levels of congestion on Skellingthorpe Road. However once the link road is completed the transport modelling highlights that this will significantly improve the traffic flow in the surrounding road network.

C) Could priority be given to the construction of the leisure facilities prior to anything else being developed on the site?

- A) Unfortunately, this is not possible. Prior to any construction work taking place on the leisure facilities we shall be undertaking the remediating the site of the former tip which will ensure that the site is safe to develop on. In conjunction with this, work would be carried out on the construction of the link road, which will open the site up for further redevelopment.

C) How many mature trees will be felled during the construction period and will these be replaced?

- A) We currently do not know as the detailed plans have not been produced yet. We intend to preserve the majority of the natural ecology including hedgerows and trees, as these greatly contribute to the quality of the living environment. However, should it not prove possible to retain one of these mature trees then we would look to replace this with new planting in the development.

C) Concerned by the levels of construction traffic over the course of the 23 year build programme

- A) We intend to minimise the levels of construction traffic and control access points to minimise disruption to the existing neighbourhoods.

RESPONSE (A) TO COMMENTS (C) – Sustainability

C) The development should encourage carbon neutrality from the outset. The development should generate its own electricity with every available area of roof being used to generate electricity

- A) The Council is currently investigating how we can make the development energy efficient and sustainable.

C) The development should fulfil all BREEAM requirements

- A) The principles of sustainable design will inform all stages of the development, however, the development will fulfil some but not all of the BREEAM requirements.

RESPONSE (A) TO COMMENTS (C) – Effects on Insurance and House Prices

C) This development will devalue the existing properties in the area

- A) There is no evidence to suggest that existing properties in the area will be devalued as a result of the completed development.

C) Building on a flood plain will increase the likelihood of flooding in the surrounding areas and increase insurance costs to existing homes substantially. Who will pay the increased insurance costs? If houses are developed on this site then existing home owner will not be able to acquire home insurance on their properties. Insurance premiums will increase due to this development

- A) Insurance costs for existing homes will not increase as a result of this development. As part of our flood mitigation strategy we will make improvements to the existing internal drainage infrastructure within the city, as well as well as widening the Boutham Catchwater Drain to increase its flowing capabilities and its capacity. We have also been working closely with the Association of British Insurers (ABI) to ensure that all homes developed over the course of the development are insurable. The Association of British Insurers have informed us that all homes developed on site will be insurable, and that the flooding mitigation work we intend to carry out will reduce flood risks in the wider area

RESPONSE (A) TO COMMENTS (C) – Planning Application

C) How does this current proposal meet the requirements necessary for planning approval?

- A) The new Local Plan sets out a range of policy requirements that we believe the proposed masterplan meets. In addition there are national planning guidelines to inform development that we believe this masterplan meets. We have worked with and continue to work with a range of organisations to ensure that any development meets all the necessary requirements. Ultimately, once the new planning application is submitted the Local Planning Authorities will determine if the proposed form of development is acceptable.

C) I am not happy that a beautiful area is going to be spoilt

- A) The development seeks to improve access to the natural beauty of this area and provide residents the opportunity to enjoy the green spaces afforded by this site. As shown in the masterplan the development protects considerable areas of the site and in so doing references the hedgerows and green vistas across the site. Improvement works will be undertaken to enhance the existing natural assets contained on the site.

C) Why can this development not be built in a self-contained manner outside of the city boundaries?

- A) National policy is to cater for growth through a range of developments including sustainable urban extensions (SUE's). SUE's are considered a best practice way of delivering growth sustainability in cities like Lincoln as they utilise existing infrastructure and services. However they are also able to act as a catalyst for positive change by creating new infrastructure links and providing for changes in the transport network. Developing this level of housing in a self-contained manner outside of the city would necessitate the need for large scale infrastructure links and would also be less likely to provide a sustainable community.

C) The 2006 hydrology report highlighted a further 7 sites within a similar radius from the city centre, of which none had a flood zone 3 risk attached to them. Why have these sites not been considered, what are alternatives?

- A) The Local Plan process examined all these sites and they were considered in detail by an Independent Planning Inspector who found that this site met the range of sustainability criteria which on balance means it is suitable for development.

C) Developing on this site would be irresponsible as it is already overpopulated and the surrounding infrastructure could not manage with the increased traffic

- A) The principle of developing this site was established through a comprehensive review and independent planning inspector examination that led to the adoption of the Local Plan in April 2017, identifying this site as suitable for development.

C) Why did the previous planning application fail?

- A) The previous planning application was never decided upon by the Planning Authorities. The 2006 application was withdrawn in 2016 to enable a new planning application to be submitted once the changes to the Local Plan were agreed by the Planning Inspector. The previous application had too much housing, on too large an area for it to be development to the satisfaction of a number of agencies, including the Environment Agency and the Internal Drainage Boards.

C) Why have residents not been made aware that this development was being proposed prior to the consultation?

- A) The principal for the development of this site is laid out in the Central Lincolnshire Local Plan (adopted 2017) as a sustainable urban development. As part of the development of the Local Plan three separate consultation periods were held and a number of responses received.

C) Why does the masterplan not show greater detail?

- A) The planning application that we intend to submit is for detailed access infrastructure and an outline planning permission. The detail of the development will come through phases over future years.

C) The Eastern by-pass is opening up areas to develop for housing, why is that area not being considered for housing development?

- A) The area being opened up for development by the Eastern Bypass has also been identified for housing. Both areas are needed to meet the current requirements of the Lincoln area and future growth.

C) Amazed that brownfield sites within the city are not being utilised, there are many other places where inferior housing can be improved or Brownfield sites can be built on without having to destroy natural green places that are so valuable for declining wildlife

- A) All suitable brownfield sites in the city are identified for development. A number of sites are currently being developed for priority housing. However due to the growth needs of the city it is still necessary to develop further housing on sites such as the Western Growth Corridor.

C) I am concerned that the masterplan is based too much on principles of zoning and as such minimises more sustainable travel solutions

- A) That is not the intention of the masterplan. Sustainable travel solutions and improved linkages are a key design feature of the masterplan. Further detailed plans will show this more clearly.

C) The masterplan is being put together on a budget and as such it is not a very well thought out plan

- A) The Council has used experienced masterplanning professionals to develop the masterplan, working with other partners and expert organisations. The cost of the work is comparable to other similar schemes.

C) The architectural ambition needs to be greater than the images shown to date

- A) The images provided in the presentations are intended to give an indication of the overall space and feeling of the proposed development. We intend to deliver a development that does have elements of architectural ambition and quality place making.