

PLANNING COMMITTEE

**Wednesday, 31 January
2024**

5.30 pm

**The Drill, Free School Lane,
Lincoln LN2 1EY**

Membership:	Councillors Bob Bushell (Chair), Gary Hewson (Vice-Chair), Debbie Armiger, Biff Bean, Alan Briggs, Chris Burke, Sue Burke, Liz Bushell, Natasha Chapman, Martin Christopher, David Clarkson, Thomas Dyer, Matthew Fido, Rebecca Longbottom, Bill Mara, Adrianna McNulty, Ric Metcalfe, Neil Murray, Donald Nannestad, Lucinda Preston, Clare Smalley, Hilton Spratt, Mark Storer, Rachel Storer, Dylan Stothard, Edmund Strengiel, Naomi Tweddle, Pat Vaughan, Calum Watt, Aiden Wells, Joshua Wells, Emily Wood and Loraine Woolley
Officers attending:	Simon Cousins, Democratic Services, Kieron Manning, Louise Simpson and Marie Smyth

The Planning Committee comprises democratically elected members who will be presented with a recommendation from the professional officers for each application on the agenda. After each application has been presented, those interested parties who have registered to speak will then be given 5 minutes to verbally present their views, and, following this, the committee will debate each proposal and make the decision, having considered all relevant information.

Clearly the process of making a decision will inevitably cause some people to feel aggrieved, but it is hoped that all interested parties will feel that their views have been considered as part of the process.

Please ensure that your mobile phones are switched off or set to silent throughout the meeting and please refrain from attempting to speak from the public gallery unless you have formally registered to speak on an application, in which case the Chair will call you to the table at the relevant time.

A G E N D A

SECTION A

Page(s)

1. Update Sheet
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.

3. Applications for Development

(a)	Phase 1A (Parcels A1 and A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln	5 - 98
(b)	Western Growth Corridor, Skellingthorpe Road, Lincoln - Haul Road	99 - 122
(c)	Western Growth Corridor, Skellingthorpe Road, Lincoln - Substation	123 - 134

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 (AS AMENDED)

LIST OF BACKGROUND PAPERS FOR PLANNING, LISTED BUILDING, CONSERVATION AREA AND ADVERTISEMENT APPLICATIONS ON THE AGENDA OF THE PLANNING COMMITTEE

The Background Papers for the Planning, Listed Building, Conservation Area and Advertisement Applications are:

1. The Planning Application File. This is a file with the same reference number as that shown on the Agenda for the Application. Information from the planning application file is available online at <https://development.lincoln.gov.uk/online-applications/>

The application files contain the following documents:

- a. the application forms;
 - b. plans of the proposed development;
 - c. site plans;
 - d. certificate relating to ownership of the site;
 - e. consultation letters and replies to and from statutory consultees and bodies;
 - f. letters and documents from interested parties;
 - g. memoranda of consultation and replies to and from Departments of the Council.
2. Any previous Planning Applications referred to in the Reports on the Agenda for the particular application or in the Planning Application specified above.
 3. Central Lincolnshire Local Plan – Adopted April 2023
 4. National Planning Policy Framework - March 2012
 5. Applications which have Background Papers additional to those specified in 1 to 5 above set out in the following table. These documents may be inspected at the Planning Reception, City Hall, Beaumont Fee, Lincoln.

APPLICATIONS WITH ADDITIONAL BACKGROUND PAPERS (See 5 above.)

Application No.: Additional Background Papers

CRITERIA FOR PLANNING COMMITTEE SITE VISITS (AGREED BY DC COMMITTEE ON 21 JUNE 2006 AND APPROVED BY FULL COUNCIL ON 15 AUGUST 2006)

Criteria:

- Applications which raise issues which are likely to require detailed first hand knowledge of the site and its surroundings to enable a well-informed decision to be taken **and** the presentational material at Committee would not provide the necessary detail or level of information.
- Major proposals which are contrary to Local Plan policies and proposals but which have significant potential benefit such as job creation or retention, environmental enhancement, removal of non-confirming uses, etc.
- Proposals which could significantly affect the city centre or a neighbourhood by reason of economic or environmental impact.
- Proposals which would significantly affect the volume or characteristics of road traffic in the area of a site.
- Significant proposals outside the urban area.
- Proposals which relate to new or novel forms of development.
- Developments which have been undertaken and which, if refused permission, would normally require enforcement action to remedy the breach of planning control.
- Development which could create significant hazards or pollution.

So that the targets for determining planning applications are not adversely affected by the carrying out of site visits by the Committee, the request for a site visit needs to be made as early as possible and site visits should be restricted to those matters where it appears essential.

A proforma is available for all Members. This will need to be completed to request a site visit and will require details of the application reference and the reason for the request for the site visit. It is intended that Members would use the proforma well in advance of the consideration of a planning application at Committee. It should also be used to request further or additional information to be presented to Committee to assist in considering the application.

Application Number:	2023/0736/RM
Site Address:	Phase 1A (Parcels A1 and A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln
Target Date:	10th January 2024
Agent Name:	Lindum Homes
Applicant Name:	Mrs Kate Ellis
Proposal:	Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3.(Revised Plans).

Background - Site Location and Description

A hybrid planning application (2019/0294/RG3) granted full planning permission and outline consent in January 2022 for the development of the Western Growth Corridor (WGC) Sustainable Urban Extension. The full element granted permission for the means of access to the development from Skellingthorpe Road and Tritton Road. Works to construct the Skellingthorpe Road access and the first section of the spine road are currently underway. The outline element granted consent for the development of up to 3,200 dwellings, a local centre, primary school, commercial uses, leisure uses, highway infrastructure and open space.

This current application relates to Phase 1A, which has outline consent to be developed with housing. The application proposes 52 two and three storey dwellings. These include detached, semi-detached and terraced properties of 2, 2½ and 3 storeys. The application seeks to approve all of the reserved matters- including the layout of the development, the scale of the dwellings, their appearance, means of access and landscaping. The application also includes additional information to satisfy a number of conditions of the outline consent, which will be detailed later within the report.

Phase 1A is located directly to the north east of Skellingthorpe Road, opposite the junction with Birchwood Avenue. This phase comprises parcels A1 and A1a, which sit to the north west and south east of the spine road respectively. Beyond the site to the north east is the Catchwater Drain and open land. To the south east are residential properties off Burghley Road and Haddon Close. To the north west are residential properties on Grosvenor Avenue, Roxborough Close and Belgravia Close. The Church of Jesus Christ of Latter-day Saints abuts the site to the west.

This is the first phase of residential development proposed on the WGC site, in accordance with the approved, indicative Masterplan, included within this report, and phasing plan. The phasing plans also indicatively identified that parcels A1 and A1a would deliver 52 units, again, the proposal for 52 dwellings would be in accordance with this.

The applicants and owners of the land are the City of Lincoln Council. The usual statutory and public consultation has been undertaken by the Planning Department, including the consultation of over 500 properties in the vicinity, the display of site notices and the publication of a press advert. In addition to this the applicants and applicant's agent (agent) held a public consultation event in October 2023 at The Church of Jesus Christ of Latter-day Saints, providing the opportunity for local residents to view the plans.

Revised plans have been received during the course of the application to address comments from the Lincolnshire County Council (LCC) as Local Highway and Lead Local Flood

Authority. These are detailed later within the report.

Site History

Reference	Description	Status	Decision Date:
2019/0294/RG 3	<p>Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-</p> <p>In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking extensive areas of open space, leisure village establishment/Takeaway as Sui Generis uses), employment (E) uses and parking; a primary school; up to 8HA of land (including key infrastructure) for up to 40,000sq.m of E and B2 development; up to 12ha of land (including key infrastructure) for sport, recreation and leisure (E and F.1 and F.2), a hotel (C1) food and drink outlets (E and Sui Generis) and a new community stadium for Lincoln City Football Club; Areas of formal and informal public open space; a network of public footpaths and cycleways associated engineering works to inform development platform and drainage system; new transport bridge link over to Beavor Street, and a new public footpath bridge over to Tritton Road.</p> <p>In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).</p>	Granted Conditionally	20th January 2022

Case Officer Site Visit

Undertaken on 22nd November 2023

Policies Referred to

The new Central Lincolnshire Local Plan (CLLP) was adopted in April 2023. This introduced a range of policies relating to energy efficiency (S6 and S7), water usage (S12), electric vehicle (EV) charging (NS18) and the 10% Biodiversity Net Gain (contained within S61). However, as the outline permission was granted pre-adoption of the new plan such matters were not considered, incorporated or conditioned at that stage. Therefore, as this application is now for the approval of reserved matters relating to the approved outline, they cannot reasonably be re-visited. These will be referenced where necessary under each respective heading.

- Policy S1 The Spatial Strategy and Settlement Hierarchy
- Policy S2 Growth Levels and Distribution
- Policy S21 Flood Risk and Water Resources
- Policy S47 Accessibility and Transport
- Policy S53 Design and Amenity
- Policy S56 Development on Land Affected by Contamination
- Policy S57 The Historic Environment
- Policy S60 Protecting Biodiversity and Geodiversity
- Policy S61 Biodiversity Opportunity and Delivering Measurable Net Gains
- Policy S66 Trees, Woodland and Hedgerows
- Policy S68 Sustainable Urban Extensions
- Policy S69 Lincoln Sustainable Urban Extensions
- Policy S76 Residential Development on Sustainable Urban Extensions
- National Planning Policy Framework

Issues

- Principle of development
- Developer contributions
- Visual amenity
- Residential amenity
- Access, parking and highways
- Drainage and flood risk
- Trees and landscaping
- Ecology and biodiversity
- Energy efficiency and sustainable transport
- Design and crime
- Contaminated land
- Archaeology

Consultations

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2023.

Statutory Consultation Responses

Consultee	Comment
Highways & Planning	Comments Received
Lincolnshire Wildlife Trust	Comments Received
Environment Agency	Comments Received
Anglian Water	Comments Received

John Manuel, Lincolnshire Police	Comments Received
Natural England	Comments Received
NHS - ICB	Comments Received
Education Planning Manager, Lincolnshire County Council	Comments Received
Councillor Calum Watt	Comments Received

Public Consultation Responses

Name	Address
Mrs Joanna Blackburn	4 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mrs Sheren Roche	6 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mr Richard Hall	5 Grosvenor Ave Forest Park Lincoln LN6 0XT
Mr Brian David Porter	4 Chalgrove Way Lincoln LN6 0QH
Mr James Carratt	37 Farrington Crescent Lincoln Lincolnshire LN6 0YG
Philip Barton	
Mr Karl Nelson	3 Rochester Drive Lincoln Lincolnshire LN6 0XQ
Ms Jamilah Nicholl	421 Skellingthorpe Road Lincoln LN6 0PA

Mrs Gillian Newton	12, Grosvenor Avenue Forest Park Lincoln LN6 0XT
Mrs Susie Laking	7 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mr Stephen Holland	6 Chalgrove Way Lincoln Lincolnshire LN6 0QH
Mrs Kathleen Hall	5 Grosvenor Avenue Lincoln LN6 0XT
Mr Richard Rushby	26 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mrs Kathleen Hall	5 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mr Simon Howard	20 Tudor Road Lincoln LN6 3LL
Mr Richard Newton	12 Grosvenor Avenue Forest Park Lincoln LN6 0XT
Mr Neil Harrison	8 Grosvenor Avenue Forest Park Lincoln LN6 0XT
Mrs Audrey Meredith	1 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Mrs Carol Potts	9A Main Road Washingborough

Consideration

Principle of Development

The allocation of the site within the previous and current CLLP and the extant planning permission mean that the current reserved matters proposal is acceptable in principle. Supporting the principle of the development would be in accordance with the CLLP housing and housing delivery policies S1, S2, S68, S69 and S76. Supporting the application would also be in accordance with the National Planning Policy Framework's (NPPF) presumption in favour of sustainable development.

Developer Contributions

Developer contributions for the wider WGC were secured by conditions of the original consent. The decision notice is included at the end of this report for reference.

In relation to affordable housing condition 61 requires a scheme for the provision of affordable housing on each phase, with the exception of Phase 1A. The exclusion of this phase, the subject of the current application, was agreed due to the up-front infrastructure costs associated with the access from Skellingthorpe Road, which are necessary prior to the development of the homes.

With regard to health, condition 38 requires that no more than 300 dwellings shall be occupied until a phased scheme to secure the expansion and improvement of Boultham Park, Birchwood and Portland medical practices (whichever are deemed necessary) has been approved. Accordingly, a response from the NHS Lincolnshire Integrated Care Board has confirmed they have no further comments to make.

Conditions 40 and 41 require that no more than 600 dwellings shall be occupied until a scheme to secure the delivery of a primary school on site and its associated infrastructure has been approved. A response from the LCC has confirmed this position, stating that LCC Education has no comments on this consultation in relation to education as any impact for the development have been mitigated and agreed at the outline stage.

It is therefore no necessary for this application to reconsider these contributions.

Visual Amenity

CLLP Policy S53 advises that development should integrate into the surroundings and relate well to the site as well as its local and wider context. It should reflect or improve on the original architectural style of the local surroundings, or embrace opportunities for innovative design which sympathetically complement or contrast with the local architectural style. CLLP Policy S69 requires that proposals for the WGC area should provide a distinctive place to live that has its own identity and respects its local surroundings. Paragraph 130 of the NPPF requires that development should function well and add to the overall quality of the area.

In addition to these design policies, condition 17 of the original consent requires that the development of WGC shall be carried out in accordance with the 'Western Growth Corridor Design Code' (Design Code). The condition also requires that each reserved matters application for a phase of development, shall be accompanied by a compliance statement explaining how that phase accords with the approved Design Code. The submitted D&A

Statement includes this, detailing how the Design Code has shaped the first phase of development.

The Design Code sets out the overarching vision for the entire WGC site and also identifies more focused character areas. The application site is located within the Skellingthorpe Road Gateway. The Design Code advises that “this gateway creates a crucial first impression for the development and progression towards the city. This will be a neighbourhood gateway characterised by a green setting and new residential development”. Within this gateway it is expected that there should be high quality frontages to address the gateway with parking, access and servicing from the rear of plots either side of the Spine Road, to minimise the visual impact of road space in this area. The gateway should have a strong green setting. The site also forms part of the area identified as Catchwater Edge, which should be a focal point and development should overlook the watercourse.

The Design Code also sets parameters for the form, function and character of routes into and within the site as part of a street hierarchy. The spine road is a Tier 1 route, where development is expected to be 2-4 storeys in height. Roads within the site are defined as Tier 3 and should offer flexibility around pedestrian integration and accommodate 2-3 storey development. The design code does not prescribe design expectations, although images included within the document suggest a simple contemporary approach with the incorporation of traditional features, such as bay windows and dormers.

The Design and Access Statement (D&A Statement) provides a summary of the Design Code and identifies the site specific influences. It also identifies how these have informed the layout, scale, appearance, access and landscaping for the development. The D&A Statement advises:

- The constraints and the need to create a car free frontage to the Spine Road leads to a perimeter block layout, to provide a coherent and well-articulated frontage.
- The houses front Skellingthorpe Road to the south of the site, providing characteristic enclosure to the street, but are set back from it to ensure retention of the existing tree currently in situ here. This creates a new landscaped buffer.
- To the rear of the blocks, the access and parking areas are shared surfaces- block paved, with changes in paving colour, designed to give pedestrian and cycle priority by naturally slowing vehicles in these areas.
- The parking areas are broken up with large areas of landscaping, with rear boundaries to the properties defined by dwarf walls, fencing and landscaping. The parking areas will accommodate car barns with brick built garages to private drives.
- The swales at the junction and along the spine road create a landscaped edge to the site adjacent to existing and new highway. This is important in creating a landscape setting for the new residential development, which is further enhanced by the creation of the new attenuation pond and swales to the northeast of both residential parcels. These areas specifically help to create an important landscape transition between the housing and the Catchwater.
- The site layout is centred around providing a landscaping setting for the houses, central to this is the new public open space area created to the south of the site in Parcel A1A which incorporates the retention of two large, mature Oak Trees.
- The residential development provides new formal connections from the existing residential development into the main Tier 1 spine road. A new formal pedestrian route into the site from Grosvenor Avenue is created. A pedestrian connection from Skellingthorpe Road (in lieu of Pig Lane) is also created.

- Differing scale, mass and detailing is used to break up higher density blocks/rows of houses, preventing too much repetition.
- Key locations were identified where 2½ and 3 storey house types could be accommodated, either as terraced or semi-detached blocks to ensure these blocks still give the requisite enclosure to the street. Orientation has also been a key consideration, ensuring frontages to the dwellings face the most prominent aspects, with return elevation fenestrated to articulate the street frontages and provide true, dual aspect units.
- The development has a traditional design approach incorporating modern features, expressed in varying ways depending on the location and prominence of the dwelling. Architectural elements include modern lead projections mirroring the form of a traditional bay and dormer windows which project through the eaves.
- The main corner block which fronts the Skellingthorpe Road junction, provides the necessary scale which articulates the corner and provides the requisite prominence at this key location.
- The dwellings utilise a simple palette of materials, predominantly red brick, buff brick and render, with grey windows and grey rooftiles. The materials were specifically chosen to ensure the development assimilates effectively into the existing character of the area and the wider city, whilst also providing contrast and interest at this gateway. Buff brick buildings have been sited at strategic locations such as the corner block on Skellingthorpe Road and the 2/3 storey corner turning units.

Officers consider that the site can comfortably accommodate the proposed dwellings along with the associated access, parking and green areas. The development represents a good use of land and the arrangement of the dwellings is appropriate to the context, responding to the need to create multiple active frontages. The attention to enhancing and adding to green areas within the site is welcomed, and will be of benefit to the wider landscape character. Officers are satisfied that the layout accords with the Design Code.

Images of the proposed dwellings are included within the report. The floor and elevation plans for each house type can be accessed within the Documents tab on the councils website by using the following link: [WGC Phase 1A application online](#). Some objections to the scale and appearance of the development have been received from local residents. The applicant has carefully considered the height, scale and mass of the proposal in relation to the Design Code, the change in land level from Skellingthorpe Road towards the Catchwater Drain and the relationship with neighbouring properties. Site sections, site levels and proposed finished floor levels are provided as part of the application. The scale and mass of the house types appropriately respond to the site. A prominent block sits on the Skellingthorpe Road corner with taller properties also fronting the spine road and its junctions. Officers are therefore satisfied that the proposal would relate well to the context in relation to the street layout, building types, size, siting, height, scale and massing, in accordance with CLLP Policy S53 and the Design Code.

With regard to the proposed design, this has again been informed by the Design Code and local context. Officers consider this to be appropriate. The overall appearance of the development will benefit greatly from the addition of trees and green areas, resulting in a strong landscape character. Responses from some of the properties on Grosvenor Avenue object to Plots 48, 49, 50 and 51 not having the same architectural design as the existing Grosvenor Avenue properties. Officers consider that these plots would be viewed in the context of the new development, and replicating the existing Grosvenor Avenue design would not be necessary.

Officers would therefore conclude that the development has its own identity and respects its local surroundings, as required by CLLP Policy S69, and that it will satisfactorily assimilate into the surrounding area, as required by CLLP Policy S53.

Conditions on any grant of consent will require samples of the proposed materials for approval and the setting of windows and doors within reveal to ensure the overall finish and quality of the development is to a high standard. Councillor Watt has made comments regarding the low level of the letter boxes suggested on the images of the dwellings. Whilst this is not a matter that can be controlled or conditioned as part of the planning process the agent has advised that the doors they typically use always have centrally placed letter boxes, and they will ensure this is the case here.

Residential Amenity

At the north corner of the site sits Plot 48. The side, north west boundary of this plot forms the side boundary with 1 Grosvenor Avenue. The occupant of this property has raised concerns regarding the separation distance to the proposal. The separation between the side elevations of these properties would be approximately 4m. Plot 48 and no. 1 sit in a similar position within their respective plots, facing north east. Although the two storey dwelling at Plot 48 projects slightly beyond the neighbour's rear elevation, officers are satisfied that this relationship is acceptable and the proposal would not appear unduly overbearing or cause an unacceptable degree of loss of light. There is only a bathroom and landing window within the side elevation of Plot 48 and any overlooking from the first floor bedroom windows within the rear elevation would be limited and at an oblique angle only.

The only other property adjacent to the north west boundary is the dwelling at Plot 47. The side elevation of this two storey dwelling would sit approximately 6m from the boundary, which forms the rear boundary with the rear gardens of 5 and 6 Roxborough Close. The side elevation of Plot 47, which at first floor only includes a bathroom window, would be over 19m from the rear elevations of these neighbouring properties. Officers are satisfied that this relationship and separation would ensure that the residential amenities of these neighbouring occupants are not unduly harmed.

Officers also have no objection to the relationship between the parking areas and the adjacent gardens of properties on Roxborough Close, particularly as there is an 8m buffer strip in between. An objection has been received from the occupants of 5 Grosvenor Avenue, raising concern regarding the removal of trees, which act as a screen at the end of Grosvenor Avenue. The requirement to remove trees is detailed later within the report, but it is not considered that it would be necessary to retain them here as the level of vehicular movements and associated noise at this point of the site would be limited.

The development proposed towards the east of the site abuts the boundaries with properties on Burghley Road and Haddon Close. The D&A Statement advises that the layout of the development here has been influenced by the consultation with these local residents. "Amendments were made to the layout, with the road serving plots 27-33 moved forward to give a greater degree of separation to the existing properties here. In addition, the number of properties here were reduced and made detached, to give greater spacing between houses and to allow some relief from the built form. Finally, a landscaped buffer was also incorporated to provide natural screening here- all of which serves to ensure the impact on these properties is reduced as much as possible".

The rear elevations of Plots 26-30 are located, at a minimum, 14m from the rear boundaries with the gardens of 5, 7 and 9 Burghley Road. A number of the trees within the site and adjacent to these boundaries are to be retained and in addition a 3m deep tree and planting buffer will be introduced. The closest relationship between the rear elevation of the proposed two storey properties and the rear elevations of these neighbouring properties is over 25m. Site sections have been provided to demonstrate this relationship. Officers are satisfied that the separation along with the existing and proposed tree planting will ensure that these neighbouring properties are not unduly harmed from overlooking, loss of light or through the creation of overbearing structures. The garages for these plots have a slightly closer relationship, but there is no objection to the proximity of these single storey structures.

The rear elevations of the two storey dwellings within Plots 31-33 are located between 9m and 13m from the adjacent boundaries with 2 and 3 Haddon Close. The separation between the rear elevation of Plot 31 and the rear elevation of no. 2 is over 20m. The separation between the rear elevation of Plots 32 and 33 with the side elevation of 3 Haddon Close is over 16m. Sections have again been provided to demonstrate this relationship. Similarly, to the above, there are a number of trees within the site in proximity to the boundary which are to be retained and a 3m deep tree planting buffer will also be introduced. Officers are therefore satisfied that the existing and proposed trees will help reduce any impact and that the residential amenities of the neighbouring occupants will not be unduly harmed through overlooking, loss of light or through the creation of overbearing structures.

The only other residential properties which directly abut the application site boundary are 1 and 3 Burghley Road. The side elevation of the two storey dwelling at Plot 1 would sit 6m from the boundary with these properties, and over 15m from the neighbouring rear elevations. The new public footpath from Skellingthorpe Road sits in between the two boundaries. There is only a bathroom window proposed at first floor. Officers are accordingly satisfied that these neighbouring properties would not be unduly impacted by the dwelling at Plot 1 or the adjacent parking court.

Officers have therefore carefully considered the relationship of the proposal with neighbouring properties, along with the objections received. Officers are satisfied that the development would not result in undue harm to neighbour's amenity through overlooking, overshadowing or loss of light, in accordance with the requirements of CLLP Policy S53.

Some of the objectors have raised concern regarding noise and disturbance from construction works. The application is accompanied by two Construction Environmental Management Plans (CEMPs), as required by condition 34 of the original consent. These outline how the construction of the development will be managed and provide details including traffic management, storage of materials and plant, the control of noise and wheel washing. The new Skellingthorpe Road junction will be the principal site access. The hours of working will be 7.30am-6.00pm Monday to Friday and 8.00am-1.00pm on Saturdays, with no working on Sundays or Bank Holidays. One of the CEMPs also includes additional ecological information, as required by condition 22. The other CEMP also includes additional information in respect of waste water, as required by condition 25, and measures to control dust. An Air Quality Constraints and Opportunities Appraisal Statement (Air Quality Report) has also been submitted. Condition 51 requires an updated Air Quality Report to be submitted with every reserved matters application.

The LCC has noted the submission of the CEMPs in their consultation response, which is detailed later in the report, and has raised no objection to the proposals. The City Council's Pollution Control (PC) Officer has also raised no objection to the CEMPs, although notes

that the mitigation measures to control dust are more extensive within the Air Quality Report than the CEMP, and he would expect the former to take precedence. The agent was made aware of this and accepts that the more extensive mitigation measures will be implemented.

The comment from the PC Officer also notes that it is proposed to install air source heat pumps (ASHPs) to each of the properties. The PC Officer requested that the location of the ASHPs be provided along with the sound level specifications. The agent advised that they do not as yet have this information finalised, but has confirmed that they would be ground mounted to the rear of the properties. The agent is happy for this to be conditioned, which will be duly applied to any grant of consent to ensure that the noise from these units does not cause harm to neighbouring residential occupants.

Officers are therefore satisfied that the submitted CEMPs and the Air Quality Report have appropriately considered the potential impact on neighbouring occupants from the construction of the development. The wording of conditions 22, 25 and 51 require that the measures of each report shall be implemented, so it is not necessary to replicate this requirement as a condition on this application. Potential noise from ASHPs will be controlled by a separate condition. It is therefore not considered that the development would result in adverse noise and disturbance or have adverse impacts upon air quality, in accordance with CLLP Policy S53.

Finally, with regard to the amenities of future occupants, the dwellings are appropriately sized and have internal layouts that are typical of modern dwellings. The development is laid out so there is an acceptable separation between the buildings with private amenity areas for each dwelling. Condition 62 of the original consent requires that 30% of all dwellings on each phase must comply with Building Regulation M4(2) (accessible and adaptable dwellings). The development provides 16 M4(2) units which satisfies this requirement. Officers are therefore comfortable with the arrangement of the development and consider that it would provide a good level of amenity for future occupants, as required by CLLP Policy S53.

Access, Parking and Highways

A number of representations have been received from residents on Grosvenor Avenue, Rochester Drive, Chalgrove Way and 9a Main Road, Washingborough. Concerns are raised in relation to congestion, highway safety, parking being displaced onto neighbouring roads, there is limited access to houses for deliveries and construction deliveries will exacerbate congestion issues on Birchwood Avenue. Comments have also been received specifically objecting to the use of Grosvenor Avenue to provide vehicular access to Plot 48. These consider that the additional traffic will pose a significant risk in terms of road safety for residents, increase noise and disturbance and vehicles may park and block the small turning head.

A number of comments have also been received considering that the width of the spine road is not sufficient, that there will be delays on spine road, wider traffic congestion concerns, the appropriateness of a 20mph speed limit and pull offs for buses. All of these are outside the remit of this reserved matters application and therefore cannot be considered.

Councillor Watt has also made comments in relation to the cycle lanes travelling alongside the spine road. These have already been approved as part of the full element of the previous application and therefore sit outside the remit of this consideration. However, the applicant has confirmed that the cycleways will be segregated along the new section of the highway.

They will then tie into the existing shared footway/cycleway at Skellingthorpe Road, though will be tapered in from the segregation along the new section of highway to meet the existing shared footway.

An initial response to the application from the LCC as Local Highway Authority made a number of requests for revisions to the scheme. One such request was to reduce the overall number of parking spaces to ensure that the residents choosing to live on this phase will consider sustainable transport options as a better alternative. This was discussed at length between officers, the applicant, agent and the LCC. While the reasoning behind this request to reduce the number of parking spaces for the phase was acknowledged, the level of parking for this first phase of development was considered and agreed as part of the original application. The LCC's comments at the time were included in the committee report; which acknowledged that Phase 1A would not have a restricted parking ratio of 1.5 spaces per dwelling. Given that the outline application established the overarching principles this cannot reasonably be re-visited or changed as part of this subsequent reserved matters application. In any case, going forward, condition 31 will provide the mechanism for the parking ratio to be determined on a phase by phase basis as the wider development progresses, including when sustainable transport infrastructure becomes available. The LCC conceded on this point on the basis that the condition would ensure that further phases can be fully scrutinised.

Another revision requested by the LCC was for Plots 49 and 50 to be accessed from and have frontage parking to Grosvenor Avenue, for the ease of use by the future occupants. The current proposal sees only Plot 48 with access from Grosvenor Avenue. Again, there were extensive discussions regarding this between officers, the applicant, agent and the LCC. While the benefits of frontage parking for the occupants was accepted, officers felt that this needed to be considered in the wider context of the overall layout. It has been previously referenced within this report that there are a number of objections from existing residents regarding Grosvenor Avenue being used to access Plot 48, increasing this access to two further properties would exacerbate their concerns. On balance, officers did not consider that there was sufficient justification for the layout to be amended when the existing parking provision for these two plots is easily accessible to the rear and these sit comfortably within the development. The LCC did not raise any further objection and the layout remains as originally proposed.

All other revisions requested by the LCC were accommodated and the agent provided revised plans to demonstrate this. Further to the submission of the revised plans the LCC has provided a detailed response in relation to highway safety, highway capacity and the site layout. The pertinent aspects of the response are copied in full below:

Sustainable links in the area include bus routes from Skellingthorpe and Birchwood to the city centre via Hartsholme and Boultham. There is a shared footway / cycleway link along Skellingthorpe Road to the Tritton Road segregated cycleway and footway that allows travel to the retail parks and city centre. Local primary and secondary schools are within walking and cycling distance, as is the neighbourhood shopping areas and medical practices.

The location of this site will allow highway users to make sustainable travel the modal choice when accessing local amenities.

The junction improvement works at Birchwood Avenue / Skellingthorpe Road will also increase safe access and egress from the site for all highway users.

The existing public right of way (PROW) along the Boutham Catchwater Drain will be maintained during the works, with diversions in place. The PROW has been approved to be diverted and an informal route is provided linking those users of Pig Lane to the PROW. Improvements to the PROW are being discussed separate to this application.

Current construction access is via Pigs Lane, and as required by Planning condition No 27, Pig Lane should remain accessible at all times of day to those that have a legal right.

Highway Safety

There is safe access for all highway users; Pedestrians and cyclists are afforded permeability across both parcels via link footways, offering more direct routes to Skellingthorpe Road. This will be continued as further phases come forward and allow for sustainable travel to Tritton Road.

From the spine road that is under construction, vehicle access to the residential parcels will be slowed down through the use of pedestrian and cyclist priority at road accesses, narrower side roads, and block-paved materials use that is an effective traffic calming strategy.

There have been five recorded accidents from 2018 to 2022 at the junction of Birchwood Avenue / Skellingthorpe Road. These were classed as "slight". With the introduction of the Birchwood Avenue / Skellingthorpe Road junction improvements, visibility and safety will be improved. This is a signalised junction with pedestrian refuge islands at each road.

Highway Capacity

This proposal is for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3. Highway capacity has always been a concern for Lincolnshire County Council as Highway Authority however we continue to offer our commitment to work with all parties to seek appropriate mitigation in order to be able to support these development proposals.

There is no precise definition of "severe" with regards to NPPF Paragraph 115, which advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for period extending beyond the peak hours
- The level of provision of alternative transport modes
- Whether the level of queuing on the network causes safety issues

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

Junction improvements are taking place on the adjoining highway network; although queuing will take place this will not cause safety issues.

The rear parking courts ensures that there is limited on-road parking. In order that the permitted development conforms to the requirements of the National Planning Policy Framework, there is an offer of access to the site that is sustainable which will reduce dependency on the private car for journeys to and from the development.

The level of provision for alternative transport modes includes cycling infrastructure; both existing in the form of shared footways/cycleways along Skellingthorpe Road and Birchwood Avenue, and newly constructed footways and cycleways along the spine road – which will continue to be constructed through the duration of the corridor's buildout.

Moreover, it is a short distance to access the current bus service provision allowing access to the city centre, retail parks including a local supermarket, the village of Skellingthorpe, and the neighbourhood amenities within Birchwood.

Lincolnshire County Council does not have adopted parking standards and considers each application on its own merits. It is not considered that this proposal would result in an unacceptable impact on highway safety.

Site Layout

Consideration has been given to the layout of these parcels as the Skellingthorpe Road gateway to Western Growth Corridor. Rear parking courts ensure parking will remain away from the spine road allowing for an uncluttered view at housing frontages. Each residential property will have access to a dedicated electric vehicle charging point adjacent to/within their allocated parking area.

Of the dwellings fronting Grosvenor Avenue, two have rear parking provision and the third has a private driveway. There is on-road parking space but the requirement for this has been reduced due to the provision in place.

There is adequate refuse storage, with collection taking place along the side-street; again, allowing for an uncluttered view along housing frontages.

There is an abundance of parking provision. However, with cycle storage and infrastructure in place, plus regular bus services, and a number of footway connections, residents can easily make sustainable travel options their primary mode of travel.

The LLHFA would expect to see the new side roads and service margins proposed for adoption to be Highways maintainable.

The LCC has confirmed that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network and therefore they do not wish to object to the planning application subject to two conditions. One condition relates to the submission of an Estate Road Phasing and Completion Plan for the phase, however, this is required by condition 35 of the original consent, so there is no need to replicate the requirement as part of this application. The second requires details of finished surface levels for the estate roads and footways that form the junction with the spine road. This will be duly applied to any grant of consent.

The LCC has raised no objection to the CEMP.

Officers would conclude that the site is in a sustainable location with good access to local facilities and public transport. Travel can therefore be minimised, and the use of sustainable transport modes maximised, as required by CLLP Policies S47 and S69. Officers are satisfied that the concerns of the objectors in relation to parking, congestion and highway safety have been appropriately considered. It is not considered that the introduction of the vehicular access to the single property of Plot 48 would have an undue impact on the current usage of Grosvenor Avenue. The LCC has raised no objections to this or the wider scheme in respect of highway safety or capacity.

Drainage and Flood Risk

The previous application considered in detail matters relating to flood risk and drainage. Condition 68 requires that development shall be undertaken in accordance with a foul and surface water drainage scheme, which shall be submitted for approval. Further detailed information will therefore be submitted separately to this application to satisfy the condition, however, the application is accompanied by a Drainage Statement and the proposals have been considered by Anglian Water (AW), the LCC as Lead Local Flood Authority and the Environment Agency (EA).

In an initial response from AW, they did not consider that the impact of the development on the public foul sewerage network had been adequately addressed. The agent provided additional information and AW have since advised the impacts are acceptable. In relation to surface water, they have confirmed that the proposed method of discharge does not relate to an AW owned asset. They recommended that the LCC and the EA be consulted on the proposals.

The LCC made some initial comments in relation to drainage, specifically regarding the design of the proposed swales. Revised plans and additional information have been provided to address these. Following re-consultation, a subsequent response from the LCC has been received. This notes that:

“the proposed drainage strategy includes sewers for both foul and surface water, intended for adoption by Anglian Water through a Section 104 agreement. Some private drainage elements will be implemented within the curtilage of properties or in management company areas. The development flows have been incorporated into the infrastructure work for the spine road, with outfalls to existing sewers, attenuation features, and connection drains provided for the parcels' benefit. A swale network is proposed to accommodate rainfall events with a return period of up to and including 1 in 30 years. In more extreme events, such as those with a return period of up to 1 in 100 years, accounting for climate change, surface water will be retained within the site's green open spaces, ensuring it does not impact existing or proposed dwellings or adjacent land. The attenuation pond(s) will outfall into the catchwater drain, with a flow control mechanism to meet the existing rate. The implementation of cellular storage and oversized pipes further enhances the drainage strategy's effectiveness”.

The LCC therefore has no objection to the proposals.

In terms of flood risk, the LCC has advised that this phase of development falls within Flood Zone 1, which has a low probability of flooding from rivers and the sea. There is also a low risk of flooding from surface water and reservoirs and the CEMP shows detailed mitigation during construction.

A response from the EA confirms that they have no objections to the application. No response has been received from the Internal Drainage Board.

Objection in relation to drainage and flooding on and off the site have been received from properties on Farrington Crescent, Skellingthorpe Road, Grosvenor Avenue and Rochester Drive. The concerns raised relate to whether the development would drain into the catchwater and how flooding onto surrounding land would be prevented. Notwithstanding the responses received from the statutory consultees the agent has provided a response to specifically address these concerns. It is advised that all surface water from the development drains into one of three attenuation ponds on either side of the site which form part of a Sustainable Urban Drainage System (SuDs). The agent has advised that:

“the ponds are specifically designed to hold water, and only release water into the Catchwater at an agreed and specified rate (agreed with statutory bodies) to ensure water from the development does not overload the Catchwater. This is done via the 'flow control' manholes, which include flow restrictors to ensure water is only released into the Catchwater at the approved rate - it is when this rate would be exceeded that the ponds fill up and hold water until such time it can be released at the agreed rate. The size of the ponds is calculated to ensure they can accommodate a 1 in 100 year rainfall event, with 40% added on for Climate Change. Overall, the system is designed to ensure that, once the site is developed, no more water flows into the Catchwater than does currently from the existing fields - however in practice we expect the engineered system to produce an improvement to the current greenfield run off, which is unrestricted”.

The incorporation of SuDS into the development is welcomed and is in accordance with the requirement of CLLP Policy S21. The development, taking account of the original application as well as the requirements of condition 68, provides comprehensive solutions to drainage and flood risk, as required by CLLP Policy S69. Based on the comments received and the requirement of the condition for further information, officers are satisfied that the matter of drainage and flood risk has been appropriately considered.

Trees and Landscaping

CLLP Policy S66 requires that development proposals should be prepared based on the overriding principle that the existing tree and woodland cover is maintained, improved and expanded. The policy has specific requirements for the loss of trees that are protected by a Tree Preservation Order, are within a conservation area or are classed as veteran trees. The trees proposed to be removed are not subject to any of these, and for the purposes of the policy are considered to be 'other' trees. With regard to 'other' trees, the policy states proposals will be expected to retain those trees that make a significant contribution to the landscape or biodiversity value of the area, provided this can be done without compromising the achievement of good design for the site. The policy requires that where it is appropriate for higher value trees (category A or B trees) to be lost as part of a development proposal, then appropriate mitigation, via compensatory tree planting, will be required.

The application is accompanied by an Arboricultural Assessment and Method Statement (Arboricultural Statement). The D&A Statement advises that a number of trees are to be retained adjacent to residential properties which back onto the site from Grosvenor Avenue and Burghley Road/Haddon Close. The D&A Statement acknowledges that the housing development will require the removal of some trees, particularly on Parcel A1a, which sits to

the south east of the spine road. Objections from properties on Grosvenor Avenue and Chalgrove Way have raised concerns regarding the loss of trees.

The trees which are proposed to be removed are indicated on the Tree Removal Plan, which is included within this report. The Arboricultural Statement confirms that the majority of the trees to be removed in the housing area are Category U, unsuitable for retention, or Category C trees, classified as low quality. The D&A Statement advises that care has been taken with the location of the dwellings and associated infrastructure to reduce the loss of trees as much as possible, with replacement trees and landscaping designed to mitigate any loss. These will be detailed later.

The City Council's Arboricultural Officer has considered the Arboricultural Statement and has raised no objection to the proposed removal of trees. He does not consider that any are of individual significance which would warrant protection by a Tree Preservation Order (TPO). The proposals do not impact on the trees on site which are protected by a TPO. He also does not consider that any of the trees indicated for removal show a significant number of veteran features which could be used to provide them with veteran status. He notes that the tree protection measures suggested within the Arboricultural Statement are in line with BS 3837:2012. Officers would suggest that any grant of consent includes a condition which requires the tree protection measures to be implemented prior to the commencement of any site works.

The D&A Statement advises that:

"The swales at the junction and along the Spine Road create a landscaped edge to the site adjacent to existing and new highway. This is important in creating a landscape setting for the new residential development, which is further enhanced by the creation of the new attenuation pond and swales to the northeast of both residential parcels. These areas specifically help to create an important landscape transition between the housing and the Catchwater. This landscape transition is strengthened by the retention of the existing mature tree belt which runs along the Catchwater incorporating the existing public right of way. All of these areas combine to create the rich landscape setting for the houses required by the Design Code. As well as the landscaping undertaken as part of the wider infrastructure works, the site layout is also centred around providing a landscaping setting for the houses themselves. Central to this is the new public open space area created to the south of the site in Parcel A1A, which incorporates the retention of two large, mature Oak Trees situated along the existing Pig Lane. This area, together with the area around and including the attenuation pond, provides an important landscape break between the built form of the dwellings and the hard surfacing of the parking areas and roads in this area of the site. 5.3.6 Once again, landscaped edges to the site are also incorporated, with a new formal green area to the front of Plots 1-7 (Skellingthorpe Road), incorporating the large, existing retained tree. In addition, a new landscaped area is created to the west of the Spine Road entrance, incorporating formal tree planting which will supplement that already provided as part of the infrastructure works".

Officers have considered the comments from the Arboricultural Officer along with the detailed tree planting, hedgerow and landscaping proposals. While there will be some tree removal, none of these are category A or B trees. The applicant has made efforts to minimise the loss of trees and to off-set this through proposed tree replacements and landscaping. A condition on any grant of consent will require the implementation of the landscaping scheme.

The development will therefore provide appropriate landscaping, ensuring that the development can be satisfactorily assimilated into the surrounding area. Officers are therefore satisfied that the proposals would comply with Policies S53 and S66.

Ecology and Biodiversity

Ecology and biodiversity were considered in detail as part of the previous application for the wider WGC site. The Environmental Statement submitted as part of this previous submission addressed the loss of any habitats and the need for mitigation. Notwithstanding this, the current application is accompanied by a Preliminary Ecological Appraisal (PEA) Survey Report, a Phase Two Survey Report and a Reptile Survey Report. The application also includes a CEMP incorporating an Ecological Management Plan (EcoCEMP), a requirement of condition 22 of the original consent.

The Lincolnshire Wildlife Trust (LWT) initially submitted a holding objection requiring further ecological information to satisfy them that there will be no significant negative impacts on protected or priority habitats, species or local wildlife sites as a result of the proposed development. Further information was also requested in relation to the proposed removal of the Mormon's Field Local Wildlife Site (LWS) and the priority woodland habitat onsite. The LWT also encouraged the applicant to consider features for bats, and urban birds.

The agent has responded to these comments advising that the loss of the Mormon's Field LWS was considered as part of the original planning application, and is detailed within the committee report. The total loss of the LWS was considered at various points within the report, all concluding its loss would be significant, but would be compensated for. The agent also advised that:

"The loss of the Mormon Field was therefore considered as part of the original outline and accepted, subject to suitable compensation measures coming forward as part of the Landscape and Ecological Masterplan (LEMP). As applicants and landowners for the site, we are in full agreement with the need to mitigate the loss within the LEMP, the submission and agreement of which are required post the occupation of 300 dwellings (condition 43 of the approval). This threshold has not been reached as yet, however the timing of the LEMP was to ensure that overarching landscape and ecological value of the mitigation measures would be delivered in not only a timely manner, but also when the parts of the site where these measures could reasonably be achieved are delivered. It was not envisaged, therefore, that individual parcels would compensate for any specific habitat loss, moreover this would be delivered strategically and holistically as part of the delivery of the wider site".

With regard to the LWT's comments in relation to priority woodland habitat the agent has advised that the removal of any habitat has therefore already been approved as part of the original application. Notwithstanding this, the agent has advised that new woodland will form part of the LEMP when it is brought forward which will, as above, compensate for the loss of this habitat.

The agent has noted that the proposed landscape proposals will introduce a landscape quality to the site, utilising native species. However, to further strengthen biodiversity, the agent has advised that there is no objection to the provision of bat boxes on suitable mature trees, bat bricks within a selection of buildings, bird boxes in the fabric of the buildings and on suitable trees. Officers would suggest that this matter be conditioned on any grant of consent.

The LWT has submitted a further response, advising that the discussions have clarified the loss of Mormon's Field LWS will be compensated for in a forthcoming LEMP in the context of the wider development site of the WGC. They have confirmed that they wish to remove their previous holding objection.

A response from Natural England advises that they have no comments to make.

The WGC site as a whole will deliver gains in relation to ecology and biodiversity, which were established as part of the original application. This current application also proposes biodiversity gains on Phase 1A. Taking account of the comments from the LWT and agent, officers are satisfied that the proposals would not conflict with the relevant aspects of CLLP Policies S60 and S61.

Energy Efficiency and Sustainable Transport

It has previously been outlined in this report that the proposals are not subject to the requirements of the new CLLP policies in relation to reducing energy consumption, water efficiency and EV charging. However, the application is accompanied by a Sustainability Statement and proposes an EV charging scheme.

The D&A Statement summarises the sustainability of the proposed house design:

"The stated intention from the outset was to deliver the most energy efficient homes possible. To that end, no gas will be used and instead it is proposed to provide air source heat pumps to deliver renewable space heating and hot water to each dwelling. As well as this, the houses will all incorporate photovoltaic (PV) panels to deliver renewable electricity and will each have electric vehicle charging points. 6.4 The dwellings have also been designed to maximise the 'Fabric First' approach, using the geometry of the building design, combined with strategically placed glazing, orientated to maximise passive solar gains. As a result, this highly insulated building envelope provides average improvements of 32% in terms of building performance when compared against the current Building Regulations. 6.5 In terms of emissions, the baseline carbon emissions for the development to comply with the latest Building Regulations is 54,906 kgCO₂/year. With the aforementioned enhancements to the building fabric and the use of air source heat pumps combined with roof mounted solar photovoltaic panels, the revised on-site CO₂ emissions are predicted to be 9,499 kgCO₂/year. The annual carbon emissions are therefore predicted to be reduced by 82.70%, saving annual carbon emissions of 45.41 TonnesCO₂/year – significantly in excess of existing building regulations but most importantly exceeding the anticipated targets in the 2025 Future Homes Standard."

Officers welcome these measures which meet the requirements of CLLP Policy S69, which requires that WGC should provide development that maximises the opportunities for low carbon and sustainable design.

A scheme for the provision of EV charging is required by condition 26 of the original consent. The application indicates that each residential property will have access to a dedicated EV charging point adjacent to or within their allocated parking area. These charging points are specified as "fast charge" 7kw Mode 3 specialised systems, to meet the requirements of Building Regulations Part S. The City Council's PC Officer has raised no objection to the scheme. Condition 26 also requires that the approved scheme be implemented prior to the

development first coming into use, so there is no need to replicate the requirement on this application.

Design and Crime

A response from Lincolnshire Police has been received, raising no objections to the application, although they requested that their comments and recommendations be passed onto the applicant. These primarily relates to the measures to improve the safety and security of the parking courts, such as natural surveillance and lighting. Some objectors have raised concern regarding the potential for anti-social behaviour within the car barns and rear parking courts.

The comments have been passed onto the applicant and agent. In response they have advised that they feel the design responds positively to the issues raised, but through the detailed design process they will consider any additional points. In relation to the use of car barns, as opposed to garages, the agent has advised that these are advantageous in that they provide two parking spaces- one underneath and one in front. They consider that, in general people do not park in garages so if garages were proposed this would significantly reduce the overall parking provision.

Contaminated Land

Condition 24 of the original outline consent requires that no development shall commence on each phase of development until a remediation strategy to deal with the risks associated with contamination of the site has been approved. Contaminated land will therefore be dealt with by this condition, in consultation with the City Council's Scientific Officer, and is not a matter to be considered as part of this application. This condition would therefore ensure that the development proposals take into account the potential environmental impacts from any former use of the site, as required by CLLP Policy S56.

Archaeology

The application is accompanied by an archaeological Written Scheme of Investigation (WSI), the submission of which is also a requirement of condition 21 of the original consent.

Comments have been received from the occupant of 4 Chalgrove Way with concerns that the development to the east of Pig Lane will destroy the remains of outbuildings and structures associated with the former World War II airfield, RAF Skellingthorpe. The City Archaeologist has reviewed the submitted Written Statement of Investigation and considers this to be acceptable. He has advised that, with regard to the comments submitted about the RAF Skellingthorpe remains, they would not be of such significance as to warrant preservation in situ. However, anything that would be affected by this development will be covered by the WSI and should be recorded like any other archaeological material. A condition to require the programme of archaeological work shall be completed in accordance with the WSI will be applied to any grant of consent. With this condition officers are satisfied that the application would meet the requirements of CLLP Policy S57.

Other Matters

Comments have been received stating that the plots fronting Grosvenor Avenue could have Grosvenor Avenue addresses, which the objectors do not consider is acceptable. This is not a matter that can be controlled by the planning process. Comments are also made in relation

to home insurance for flooding, again, this is not a matter for the planning application.

The occupant of 1 Grosvenor Avenue considers that the plans show the boundary of the proposed estate overlaps their established boundary and are concerned regarding the accuracy of the map. The submitted site location plan indicates a red site boundary, the applicant has confirmed as part of the application form that the land is within their ownership. The thickness of the red line on the 1:1250 plan can sometimes appear to 'overlap' boundaries, however, the proposed site layout more accurately shows the relationship of the development to the boundary with no. 1. Officers are satisfied that the proposed development is contained within the site boundary, however, the comment has been passed onto the applicant to highlight the neighbour's concern and to ensure that this is checked as part of any subsequent conveyancing process, which is in any case separate to the planning application.

Condition 69 of the original consent requires that a scheme of recruitment and employment by the contractors for each phase of development should be submitted with each reserved matters application, to demonstrate what measures will be taken to recruit workers from the local area. A statement accompanies the application which satisfies this requirement.

Application Negotiated either at Pre-Application or During Process of Application

Yes, see above.

Financial Implications

None.

Legal Implications

None.

Equality Implications

None.

Conclusion

The principle of the use of the site for residential purposes was established by the existing consent. The development accords with the Design Code, it has its own identity and respects the local. The well considered tree planting and landscaping will be of benefit to the scheme. The proposals would not result in harm to neighbour's amenity and the development would provide an acceptable level of amenity for future occupants.

The removal of trees has been sufficiently justified and new tree planting will help off-set this loss. The tree planting, landscaping and the addition of bat and bird boxes will enhance ecology and biodiversity. Other matters relating to parking and highways, drainage, flood risk, energy efficiency, contamination, archaeology and design and crime have been appropriately considered by officers and the relevant statutory consultees. These will be managed both by conditions of the original consent and those proposed to be attached to this permission. The proposals would therefore be in accordance with the requirements of CLLP Policies S1, S2, S21, S47, S53, S56, S57, S60, S61, S66, S68, S69 and S76 as well as guidance within the SPD and NPPF.

Application Determined within Target Date

Yes.

Recommendation

That the application is Granted Conditionally subject to the following conditions:

- Time limit of the permission
- Development in accordance with approved plans
- Samples of materials including hard surfacing
- Windows and doors to be set in reveal
- Location and sound level specifications for ASHPs
- Surface levels for the estate roads and footways
- Implementation of tree protection measures
- Implementation of tree planting and landscaping
- Scheme for the provision of bat boxes, bat bricks and bird boxes
- Programme of archaeological work completed in accordance with WSI

Planning Permission Under Regulation 3 For Development By The Local Authority

Name and address of applicant:
City Of Lincoln Council And Lindum
Western Growth Community

Agent:
Mark Foster
Lindum Homes
2 Low Moor Road
Off Doddington Road
Lincoln
LN6 3JY

Part I - Particulars of Application

Application No: 2019/0294/RG3

Date of Application: 8th April 2019

Location of Development: Western Growth Corridor Skellingthorpe Road Lincoln
Lincolnshire

Particulars of Development: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-

In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking extensive areas of open space, leisure village establishment/Takeaway as Sui Generis uses), employment (E) uses and parking; a primary school; up to 8HA of land (including key infrastructure) for up to 40,000sq.m of E and B2 development; up to 12ha of land (including key infrastructure) for sport, recreation and leisure (E and F.1 and F.2), a hotel (C1) food and drink outlets (E and Sui Generis) and a new community stadium for Lincoln City Football Club; Areas of formal and informal public openspace; a network of public footpaths and cycleways associated engineering works to inform development platform and drainage system; new transport bridge link over to Beavor Street, and a new public footpath bridge over to Tritton Road.

In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Part II – Particulars of decision

The City of Lincoln Council hereby gives notice that planning permission is granted for the development described above in accordance with the application and plans submitted. This permission is subject to various conditions presented under the relevant headings below:

Full Planning Permission

Standard Conditions

- 01) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

- 02) With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved shall be carried out in accordance with the drawings listed within Table A below. The works shall be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

Reason: To ensure the development proceeds in accordance with the approved plans.

Conditions to be discharged before commencement of works

- 03) No development shall take place on Phase 1A until an investigation and risk assessment has been completed to assess the nature and extent of any contamination on the site and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and include:
- (i) a survey of the extent, scale and nature of contamination;
 - (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
 - (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with the Environment Agency's 'Land Contamination: Risk Management (LCRM) Guidance' (available on www.gov.uk)

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 04) No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 05) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.
Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, submitted and approved in writing by the Local Planning Authority within 12 months of the completion of the approved remediation scheme being completed.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- 06) No development shall take place until a Highway Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.
- a. The Construction Management Plan and Method Statement shall include;
 - i. phasing of the development to include access construction;
 - ii. the parking of vehicles of site operatives and visitors;
 - iii. loading and unloading of plant and materials;
 - iv. storage of plant and materials used in constructing the development;
 - v. wheel washing facilities;
 - vi. the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
 - vii. strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any

sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

- b. The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

- 07) No development shall be commenced on any part of the site granted full permission until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development of any part of the site shall thereafter be constructed in accordance with the approved details and completed for that phase prior to the occupation of the final dwelling to be constructed within that phase.

Reason: In the interests of highway safety to ensure satisfactory appearance to the highways infrastructure serving the development and to safeguard the visual amenities of the locality and users of the highway

- 08) A Construction Management Plan (CEMP) incorporating a Construction Ecological Management Plan (EcoCEMP) shall be submitted to and approved by the LPA, prior to works commencing on the Phase 1A infrastructure works granted full planning permission and set out on approved plan LWGC-AEC-XX-XX-DR-CE00151 - P6 - Skellingthorpe Road Access General Arrangement. Implementation in accordance with approved details.

Reason: To protect the ecological impacts of the development during the construction phase.

- 09) Prior to commencement of Phase 1B, a site specific Construction Management Plan (CEMP) incorporating a Construction Ecological Management Plan (EcoCEMP) shall be submitted to and approved by the LPA. Implementation in accordance with approved details. The development shall be carried out in accordance with the approved plans.

Reason: To protect the ecological impacts of the development during the construction phase.

Conditions to be discharged before use is implemented

- 10) No more than 300 dwellings shall be occupied until the vehicular bridge accessing Tritton Road is completed in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of mitigating the impact of the development on the adjoining highway network.

Conditions to be adhered to at all times

- 11) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3; and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 4, which is to be submitted to and be approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 5. Where no unexpected contamination is found written confirmation of this must be provided to the Local Planning Authority prior to any occupation of the site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out.

Outline Planning Permission

Standard Conditions

- 12) No development shall commence on site other than those works which are hereby granted full planning permission, until details of: Access; Appearance; Landscape; Layout; Scale (hereinafter referred to as the reserved matters) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

- 13) The first application for the approval of reserved matters shall be made to the Local Planning Authority no later than 3 years from the date of this permission.

Reason: Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

- 14) Application(s) for approval of all the reserved matters for the development hereby permitted shall be made to the local planning authority before the expiration of 20 years from the date of this permission.

Reason: Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

- 15) The development hereby permitted in outline must begin within 5 years of the date of this permission or 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: Imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

- 16) With the exception of the detailed matters referred to by the conditions of this consent, the development hereby approved in outline shall be carried out in accordance with the drawings submitted with the application. The works shall be carried out in accordance with the details shown on the approved plans and in any other approved documents forming part of the application.

Reason: To ensure the development proceeds in accordance with the approved plans

- 17) The development hereby permitted shall be carried out in accordance with the Design Guide reference HG1264-50A dated April 2019.

Each reserved matters application for a phase or sub-phase (including a building) of the outline element of the development, shall be accompanied by a compliance statement explaining how that phase, or sub-phase (including a building) accords with the approved Design Guide and Parameter Plans.

Reason: To ensure the development proceeds in accordance with the approved plans

- 18) The development shall be brought forward in accordance with the indicative Phasing Plans HG1264 45C (Phase 1), HG1264 46C (Phase 2), HG1264 47C (Phases 3 and 4) and Phasing Plan Accommodation Schedule HG1264 48B.

Reason: To ensure the development proceeds in accordance with the approved plans

- 19) The development shall be carried out in accordance with the submitted Flood Risk Assessment (produced by AECOM Ltd, ref 60472603, dated March 2019) and the following mitigation measures details:
-The development platform level shall be set no lower than 4.7m above Ordnance Datum (AOD).
-Compensatory storage (wetland areas) shall be provided

These mitigation measures shall be fully implemented in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: In accordance with LP14 of the Central Lincolnshire Local Plan

- 20) Application(s) for reserved matters for any phase or sub phase (including a building) of the outline element of the development shall include an up to date (meaning no more than 2 years old) Preliminary Ecological Appraisal and any further necessary habitat or species surveys as recommended by the appraisal. Works shall be carried out in accordance with the approved details contained within.

Reason: In accordance with the NPPF chapter 15.

- 21) Application(s) for reserved matters for any phase or sub phase (including a building) of the outline element of the development shall include a Written Scheme of Investigation for the application area to assess the impact of the specific proposals upon archaeological remains that may be present. This will inform any further conditions that may be required for each reserved matters application.

Reason: To ensure development proceeds in accordance with the requirements of NPPF paragraph 194

Conditions to be discharged before commencement of works

- 22) Application(s) for reserved matters for any phase or sub phase shall include a Construction Management Plan (CEMP) incorporating a Construction Ecological Management Plan (EcoCEMP) to be approved by the LPA. The CEMP shall be implemented in accordance with the approved details.

Reason: To protect the ecological impacts of the development during the construction phase.

- 23) Prior to any development being brought forward at or below the agreed platform level of 4.7m AOD, a phasing strategy for the delivery of the platforms required to facilitate development to the required Finished Floor Levels shall be submitted to and approved by the LPA, and the development is to be delivered in accordance with the approved strategy. For the avoidance of doubt, and subject to adherence to other relevant conditions, this condition is not to impact upon development which has been demonstrated to be already at or above this level.

Reason: In accordance with LP14 of the Central Lincolnshire Local Plan.

- 24) For each phase of development, no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

A preliminary risk assessment which has identified:

- o all previous uses
- o potential contaminants associated with those uses
- o a conceptual model of the site indicating sources, pathways and receptors
- o potentially unacceptable risks arising from contamination at the site

A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme

shall be implemented as approved prior to occupation of any part of the site on a phase by phase basis and as set out in the phasing schedule.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework; and to comply with Policies LP16 and LP30 of the Central Lincolnshire Local Plan, 2017.

- 25) The development hereby permitted shall not be commenced until such time as a Construction Environmental Management Plan including a Water Management Plan describing measures to prevent water pollution and physical impacts to water bodies during construction works has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period.

Reason: To prevent water pollution and physical impacts to water bodies during construction works

- 26) Application(s) for reserved matters for any phase or sub phase shall include details of a scheme for the provision of electric vehicle recharge points for each phase of development shall be submitted to the planning authority for approval. The approved scheme shall be implemented prior to the development first being brought into use and shall be maintained thereafter.

Reason: In order to encourage sustainable travel in accordance with the National Planning Policy Framework.

- 27) No development shall commence on any part of the site until a scheme of access to temporarily serve Pig Lane has been submitted to and approved by the Local Planning Authority and that approved scheme will be implemented in accordance with the details submitted.

Reason: To ensure the occupants of Pig Lane have continued access to their properties for the entirety of the construction of the development.

- 28) No development shall commence on the part of the site designated as phase 1b until the outstanding evaluation excavations specified in the Overarching Archaeological Strategy Report have been undertaken and reported on in an updated Archaeological Strategy Document.

Reason: To ensure that a full understanding of the impacts of development is gained before development proceeds and any loss of heritage assets is recorded appropriately, as required by NPPF paragraph 205

- 29) No development shall take place with respect to the part of the site designated as phase 1b until the applicant/developer has secured the implementation of an appropriate programme of archaeological work, as detailed in the Archaeological Strategy, undertaken by a competent person/organisation, in accordance with a Written Scheme of Investigation (WSI) which must be submitted to and approved by the City of Lincoln Council as Local Planning Authority.

This scheme must include:

1. Evidence that a contract has been entered into with an Archaeological Contractor to undertake all stages of work;
2. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements);
3. A methodology and timetable of site investigation and recording;
4. Provision for site analysis;
5. Provision for publication and dissemination of analysis and records; and
6. Provision for archive deposition.

The works detailed above shall be undertaken only in full accordance with the approved Written Scheme of Investigation. No variation shall take place without the prior written consent of the Local Planning Authority. The applicant/developer shall notify the Local Planning Authority of the intention to commence all works at least 7 days before commencement.

Reason: In order to ensure the preparation and implementation of an appropriate scheme of archaeological mitigation and then to ensure satisfactory arrangements are made for the recording of possible archaeological remains. This condition is imposed in accordance with the requirements of Section 12 of the National Planning Policy Framework.

- 30) Notwithstanding the submitted approved Stadium Traffic Management Plan, prior to the submission of reserved matters application for the Community Stadium approved as part of this consent, a revised and updated Stadium Traffic Management Plan shall be submitted to and approved by the LPA. Development shall proceed in accordance with the approved plan.

Reason: In the interests of Highway Safety

- 31) No development shall commence on site, other than those works which are hereby granted full planning permission, until a Parking Plan which details the number of dwellings and associated parking spaces for each Phase, including how they will be delivered and enforced, is to be submitted and approved by the Local Planning Authority. The approved Parking Plan to be implemented prior to the occupation of the first dwelling within each phase. Throughout the build-out of the estate roads, the on-road parking is to be controlled by the Developer such that the agreed provision is not exceeded and on-road parking is controlled until such time as the highways are Adopted by the Highway Authority. Parking on private estate roads is to be controlled by the Developer or Management Company in accordance with the Approved Parking Plan.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

- 32) No development shall be commence on any part of the site, other than those works which are hereby granted full planning permission, until details of the proposed arrangements for future management of the proposed streets within the

development have been submitted to and approved by the local planning authority. The details shall be complied with at all times until such time as the streets are Adopted by the Highway Authority.

Reason: To ensure that the future maintenance of the streets serving the development thereafter are secured and shall be maintained by the local highway authority under section 38 of the highways Act 1980 or via an established private management company.

- 33) No development shall be commenced on any part of the site, other than those works which are hereby granted full planning permission, until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development of any part of the site shall thereafter be constructed in accordance with the approved details and prior to final occupation within each phase.

Reason: In the interests of highway safety to ensure satisfactory appearance to the highways infrastructure serving the development and to safeguard the visual amenities of the locality and users of the highway

- 34) No development shall take place until a Highway Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.
- a. The Construction Management Plan and Method Statement shall include;
 - i. phasing of the development to include access construction;
 - ii. the parking of vehicles of site operatives and visitors;
 - iii. loading and unloading of plant and materials;
 - iv. storage of plant and materials used in constructing the development;
 - v. wheel washing facilities;
 - vi. the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
 - vii. strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.
 - b. The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

- 35) Prior to the commencement of development on each phase which includes residential development an Estate Road Phasing and Completion Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority.

The Estate Road Phasing and Completion Plan shall set out how the construction of the development in that phase will be phased and the standards to which the estate roads on that phase will be completed during the construction period of the development. Development shall be carried out in accordance with the approved plan.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

- 36) Prior to commencement of construction works at the A46 / Lincoln Road / B1378 Skellingthorpe Road Roundabout, a Construction Traffic Management Plan (CTMP) for the proposed development (including proposed mitigation schemes on the highway network) shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. The approved plan shall be adhered to throughout the construction period.

Reason: To ensure that the A46 / Lincoln Road / B1378 Skellingthorpe Road Roundabout continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the SRN resulting from traffic entering and emerging from the application site and in the interests of road safety.

Conditions to be discharged before use is implemented

- 37) Prior to the occupation of the 1st dwelling an updated site wide Travel Plan shall be submitted to and agreed by the LPA, with each residential parcel brought forward in accordance with the approved plan. The Travel Plan should include, but is not exhaustive to, consideration of the off-site sustainable improvement measures put forward by BSP in their assessment report, including detail and phasing of any approved works. The Travel Plan shall be updated every 5 years and shall be complied with.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

- 38) No more than 300 dwellings shall be occupied until a phased scheme securing adequate access to national health service primary medical services to be delivered at Boultham Park, Birchwood and Portland medical practices (whichever are deemed necessary) including expansion and improvement thereof to meet the needs of patients resident in the development shall have been submitted to and approved in writing by the local planning authority. The approved scheme shall include a programme for its phased implementation specifying for each phase of the scheme a maximum number of dwellings authorised hereby which may be occupied until that phase of the scheme has been completed. The scheme shall be implemented and carried out as approved and the maximum number of dwellings stated in the approved scheme for each phase thereof shall not be exceeded unless the respective phase of the scheme shall have been completed.

Reason: In accordance with LP12 of the Central Lincolnshire Local Plan.

- 39) No more than 150 dwellings shall be occupied until a scheme securing enhanced bus connectivity between the development and Lincoln City Centre shall have been submitted to and approved in writing by the local planning authority. The approved scheme shall specify a maximum number of dwellings authorised hereby which may be occupied until the measures in the approved scheme have been fully implemented. The scheme shall be implemented and carried out as approved and the maximum number of dwellings stated in the approved scheme shall not be exceeded unless the measures in the approved scheme shall have been fully implemented.

Reason: In accordance with LP12 of the Central Lincolnshire Local Plan.

- 40) No more than 600 dwellings shall be occupied until a scheme securing the delivery of additional primary school capacity to meet the needs of pupils resident in the development shall have been submitted to and approved in writing by the local planning authority. The approved scheme shall include a programme for the provision of such capacity, including the timeframe for delivery, and it shall be implemented and carried out as approved.

Reason: In accordance with LP12 of the Central Lincolnshire Local Plan.

- 41) No more than 600 dwellings shall be occupied until authorised details of (i) utility services connections; and (ii) a carriageway and pedestrian link have been constructed to the edge of the school site shown indicatively on the Masterplan to provide utility services and access to a new primary school in accordance with specifications first approved in writing by the local planning authority.

Reason: In accordance with LP12 of the Central Lincolnshire Local Plan.

- 42) No development shall take place in respect of the link road between Phase 1a and Phase 1b until full details of its alignment and design have been submitted to and approved by the local planning authority. Prior to the occupation of the 601st dwelling the approved details will have been implemented and the road constructed.

Reason: To ensure that the development complies with the approved Transport Assessment.

- 43) No more than 300 dwellings shall be occupied until a Landscape and Ecological Masterplan (including a programme for any works and measures) shall be submitted to and approved by the LPA. All elements of Local Usable Greenspace and Strategic Playing Fields will be brought forward and carried out in accordance with the approved plan.

Reason. To ensure the areas are useable at the necessary phases of the scheme.

- 44) Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy for that phase and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results

of sampling and monitoring carried out in accordance with the approved verification plan for that phase to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

- 45) Prior to the occupation of the 1st dwelling, a Design and Specification for the provision of a new piece of play equipment for Hartsholme Park, shall be agreed in writing with the Local Planning Authority. The agreed play equipment shall be provided prior to the occupation of the 100th dwelling.

Reason: In accordance with the Local Plan Supplementary Planning Document.

- 46) No more than 300 dwellings shall be occupied until a scheme for Gypsy and Traveller provision, to ensure the equivalent of 5 pitches, is submitted to and approved by LPA. No more than 600 dwellings can be occupied until the site has been secured and implemented in accordance with the approved scheme.

Reason: In accordance with Local Plan Policy LP56.

- 47) No more than 600 dwellings shall be occupied until a scheme for the provision of bus priority measures through the site, to include a phasing strategy, specifics of operation and implementation strategy, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In accordance with LP13 of the Central Lincolnshire Local Plan.

- 48) No more than 600 dwellings shall be occupied until a management and maintenance strategy for the public open space accessed from the spine road forming the green corridor shall be approved in writing by the Local Planning Authority and shall be adhered to for the lifetime of the development. The strategy shall set out the approach to ensuring open space defined as being available for general public use shall remain accessible to the public for the lifetime of the development.

Reason: In accordance with LP13 of the Central Lincolnshire Local Plan.

- 49) No more than 1600 dwellings shall be occupied until the design for the vehicular/pedestrian bridge over the railway to Beever Street, shall be submitted to and approved in writing by the Local Planning Authority. The approved design shall be constructed and first brought into use by the occupation of 2200th unit or prior to development of Phase 4 being commenced whichever is the earlier.

Reason: In accordance with LP13 of the Central Lincolnshire Local Plan.

- 50) No more than 300 dwellings shall be occupied until the submission of a leisure strategy (including a programme for any works and measures), as it pertains to Western Growth Corridor, shall be submitted to and agreed in writing with the Local

Planning Authority. The scope of works shall be agreed in writing with the Local Planning Authority prior to the occupation of the 201st dwelling. The strategy shall be carried out and complied with.

Reason: To ensure consideration of the leisure village is carried out in accordance with LP30 of the Central Lincolnshire Local Plan.

- 51) Each Reserved Matters application shall be accompanied with an updated air quality assessment for approval by the local planning authority. The assessment shall take account of the most up to date guidance and assessment criteria relevant to the Phase of the development under consideration. The plan shall be carried out and complied with prior to the occupation of 50% of the dwellings in each respective phase.

Reason: In accordance with LP26 of the Central Lincolnshire Local Plan

- 52) No more than 600 dwellings shall be occupied until a Mobility Hub Plan is to be submitted and approved by the Local Planning Authority. This will provide details of the location, size, function and timing of delivery for the Mobility Hub. Before any dwelling in any particular Phase is occupied, the elements of the Mobility Hub Plan required for that Phase will have been completed in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order that the development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

- 53) Before any dwelling is occupied, all of that part of the estate road and associated footways that form the junctions with the main roads of Skellingthorpe Road, Tritton Road and Beevor Street and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be implemented prior to the occupation of the first dwelling of the first phase to access from that junction.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

- 54) The detailed design of the pedestrian bridge over the railway to Tritton Road shall be submitted to and approved by the LPA prior to the occupation of the 250th unit, and constructed and first brought into use prior to the occupation of the 301st unit.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

- 55) The remediation of the former Swanpool and Skewbridge Landfills is to be undertaken in accordance with Swanpool and Skewbridge Landfills Reclamation

Strategy. The approved remediation is to be completed prior to development, which impacts upon the two former landfills, commencing. The exception being the Beavor Street road bridge over the railway.

Reason: In accordance with LP16 of the Central Lincolnshire Local Plan.

- 56) The scheme of works in relation to the works to the A46 as shown on drawing 18133-010 dated July 2020 hereby approved shall be implemented in accordance with the approved details prior to the occupation of the 601st dwelling (by the completion of Phase 1 as described in the HG1264-48B Phasing Plan Schedule document dated 2 April 2019 referring to plans HG1264-45, 46 and 47) hereby approved as part of this consent.

The scheme shall comply with the design requirements and procedures of the Design Manual for Roads and Bridges (DMRB), including those relating to road safety and non-motorised user audits, as required by National Highways. The approved schemes shall be implemented and completed in full, in accordance with the approved details, prior to the first occupation of the development.

If Departures from Standards associated with the proposal are identified during the detailed design stage, these will need to be agreed with Department for Transport (DfT) prior to entering agreement under Section 278 of the Highways Act 1980.

Reason: To ensure that the A46 / Lincoln Road / B1378 Skellingthorpe Road Roundabout continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the SRN resulting from traffic entering and emerging from the application site and in the interests of road safety.

- 57) Prior to the occupation of the 1st dwelling the highway improvement works to the Skellingthorpe Road access junction (additional arm on signalised junction) with pedestrian/cycle crossing facilities and Birchwood Avenue bus lane/priority measures shall be implemented in accordance with details to be submitted and approved by the Local Planning Authority.

Reason: To ensure the scheme operates in accordance with the agreed phasing plans.

- 58) Within 12 months of completion of Phase 1a.1 or by completion of the 100th unit, whichever is soonest, junction improvement works will have been carried out to the Doddington Road / Birchwood Avenue junction in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: To offset impacts on the Highway as a result of the development.

- 59) Within 12 months of completion of Phase 1a.1 or by completion of the 100th unit, whichever is soonest, junction improvement works will have been carried out to the Doddington Road / Tritton Road junction in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: To offset impacts on the Highway as a result of the development.

- 60) Within 12 months of completion of Phase 1a.1 or by completion of the 100th unit, whichever is soonest, junction improvement works will have been carried out at Whisby Road to include yellow box markings in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: To offset impacts on the Highway as a result of the development.

Conditions to be adhered to at all times

- 61) The development shall not begin on each Phase of the development containing residential units (with the exception of Phase 1A) until a scheme for the provision of affordable housing to be delivered as part of that phase of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:
- a. the numbers, type, and location on the site of the affordable provision to be made in that phase;
 - b. the timing of the construction of the affordable housing in that phase and its phasing in relation to the occupancy of the market housing;
 - c. the arrangements for the transfer of the affordable housing to an affordable housing provider or the management and retention of the housing as affordable housing in perpetuity and any applicable exceptions if no affordable housing provider will be involved;
 - d. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing in perpetuity and any applicable exceptions; and
 - e. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing, and the means by which such occupancy criteria shall be secured and enforced.
 - f. In preparing any scheme that is required to be submitted in accordance with condition 61 regard shall be given to the requirement to provide 640 affordable housing units or 20% affordable housing provision across the site, utilising the mix of tenures identified within the National Planning Policy Framework (NPPF) (subject to consideration of local need) and phased as set out in condition 18.

Reason: To ensure the application complies with Policy LP11 of the Central Lincolnshire Local Plan.

- 62) 30% of all dwellings on each phase must comply with Building Regulation M4(2) of the Building Regulations standards.

Reason: In accordance with Local Plan Policy LP10.

- 63) If, during development [on any phase], contamination not previously identified is found to be present at [that phase/ the site] then no further development [on that phase] (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

- 64) Should drainage systems for the infiltration of surface water prove to be technically viable, any such proposals should be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

- 65) All trees displaying veteran characteristics shall be retained and afforded a veteran buffer zone of 15 times the stem diameter as outlined in Natural England's Standing Advice, at all times during the duration of the construction of the development. Any works inside of this buffer zone must be agreed in writing with the Local Planning Authority.

Reason: To ensure works are carried out in accordance with Natural England's Standing Advice

- 66) No removal of hedgerows, trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the local planning authority.

Reason: To ensure that breeding birds are protected from harm during construction. All British birds, their nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife and Countryside Act 1981, as amended.

- 67) The programme of archaeological mitigation works for Phase 1b of the development (as described in the planning statement received 11/09/20) shall be completed in accordance with the approved Written Scheme of Investigation (WSI), including any necessary fieldwork, post-excavation analysis, report writing and archive deposition, as detailed in the approved scheme. The report shall be prepared and deposited with the City Council's Heritage Team within the LPA and the Lincolnshire Historic Environment Record, within twelve months of completion of the archaeological works. The archive shall be deposited with The Collection (Lincolnshire Museums) within eighteen months of the completion of site works. No variation shall take place without prior written consent of the Local Planning Authority.

Reason: In order to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological remains on the site. This condition is imposed in accordance with the requirements of Section 12 of the National Planning Policy Framework.

- 68) The development hereby approved shall be undertaken in accordance with a foul and surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- i. be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
 - ii. provide flood exceedance routing for storm event greater than 1 in 100 year;
 - iii. provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
 - iv. provide attenuation details and discharge rates which shall be restricted to greenfield run-off rate;
 - v. provide details of the timetable for and any phasing of implementation for the drainage scheme including the provision of any required off site infrastructure;
 - vi. Provide final details of the compensatory storage (wetland areas) including a programme of works and the phasing of implementation of these storage areas;
- and
- vii. provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

- 69) Each Reserved Matters application for any phase or sub phase shall be submitted with a scheme of recruitment and employment by the contractors for that phase of development has been submitted to the Local Planning Authority. The scheme(s) shall demonstrate what measures will be taken to recruit workers from the local area. The development shall be carried out in accordance with the approved scheme.

Reason: To maximise local employment opportunities.

Table A

The above decision has been made in accordance with the submitted drawings identified below:

Drawing No.	Drawing Type	Date Received
-------------	--------------	---------------

LWGC-AEC-XX-XX-DR-CE-00171 - P5	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00173 - P3	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00301 - P6	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00303 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00304 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00501 - P8	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00504 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00503 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00701 - P6	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00703 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01201 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01202 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01203 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-01204 - P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02101 - P2	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02102 - P1	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02103 - P2	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02104 - P1	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02105 - P1	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-02106 - P2	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00151 P6	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00152 P3	General	11th September 2020

LWGC-AEC-XX-XX-DR-CE-00153 P4	General	11th September 2020
LWGC-AEC-XX-XX-DR-CE-00154 P4	General	11th September 2020

Relevant Policy/Policies:

The Local Planning Authority has adopted a policy framework to assess applications and the relevant policies and guidance are set out below.

Policy LP10 Meeting Accommodation Needs
 Policy LP11 Affordable Housing
 Policy LP13 Accessibility and Transport
 Policy LP14 Managing Water Resources and Flood Risk
 Policy LP17 Landscape, Townscape and Views
 Policy LP20 Green Infrastructure Network
 Policy LP21 Biodiversity and Geodiversity
 Policy LP22 Green Wedges
 Policy LP23 Local Green Space and other Important Open Space
 Policy LP25 The Historic Environment
 Policy LP26 Design and Amenity
 Policy LP28 Sustainable Urban Extensions
 Policy LP29 Protecting Lincoln's Setting and Character
 Policy LP30 Lincoln Sustainable Urban Extensions
 National Planning Policy Framework

Date of Determination: 20th January 2022

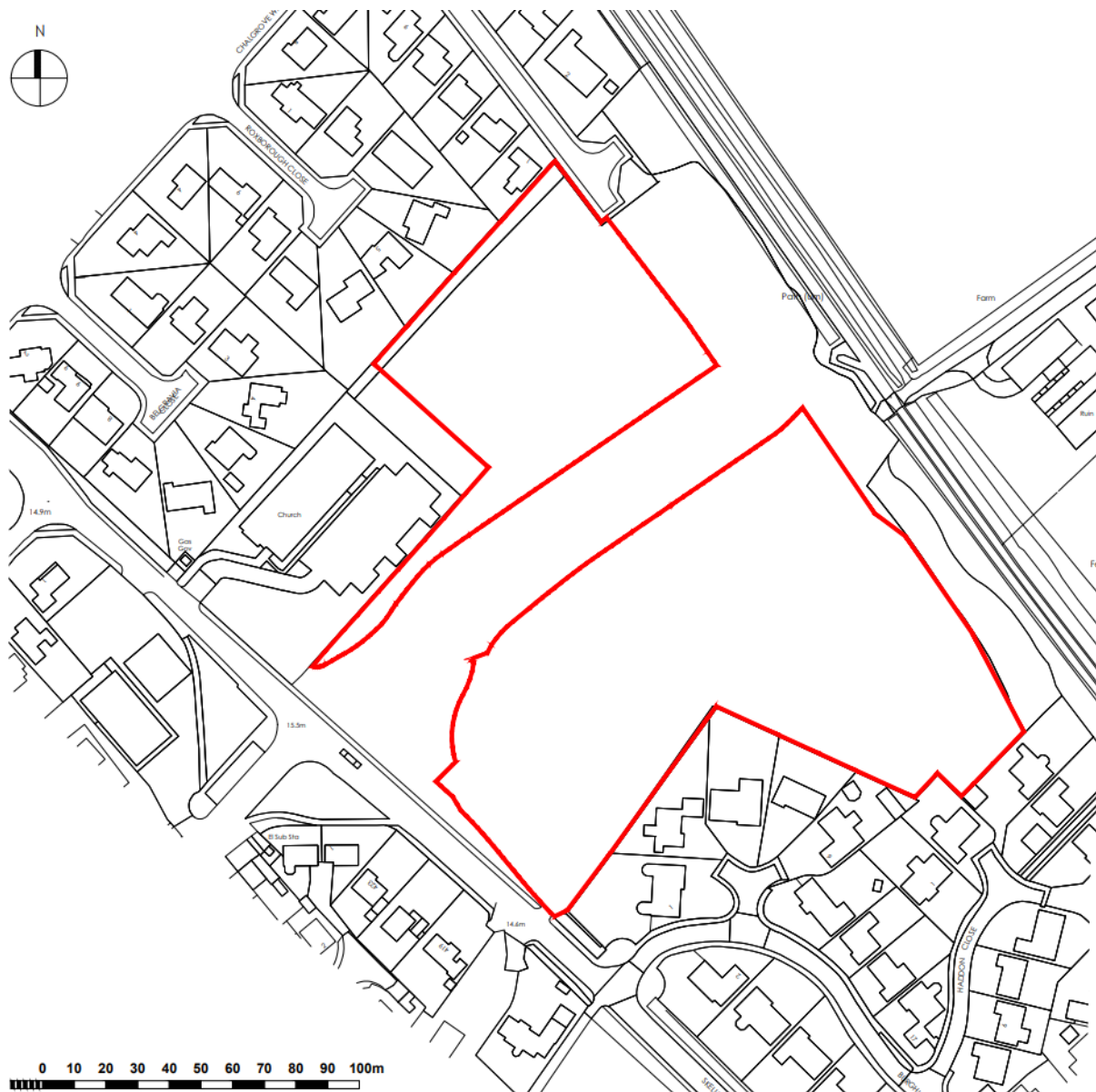


Kieron Manning Assistant Director - Planning
 Directorate of Communities & Environment
 City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DF

WGC Phase 1A Plans and Photos



Illustrative Masterplan



Site location plan



Proposed site layout





Tree removal and retention plan



Block at the Skellingthorpe junction



Street view along spine road

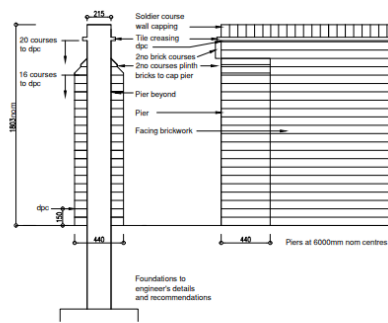


House type to junctions

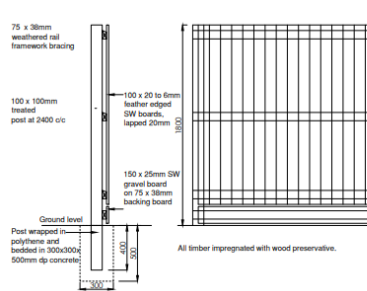




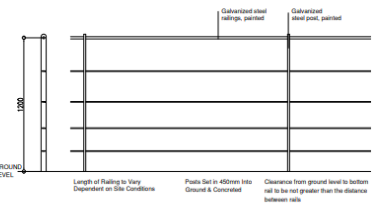
Rear parking courts



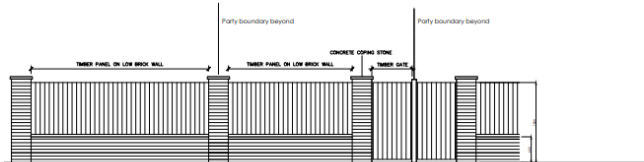
Type A brick wall
Scale 1:20



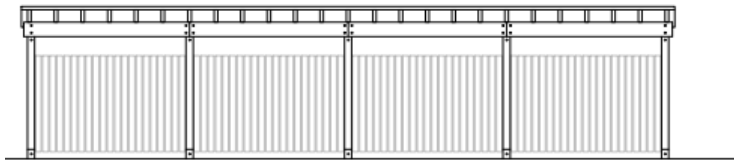
Type C Timber CB fence
Scale 1:20



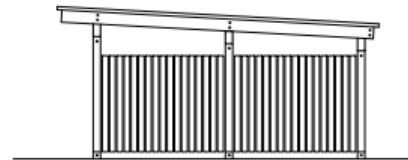
Type D estate railing
Scale 1:20



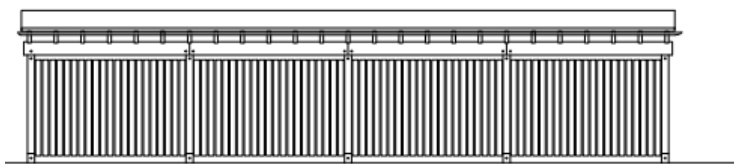
Type B typical courtyard boundary detail
View from courtyard - Scale 1:50
Brick screen with inset timber panels



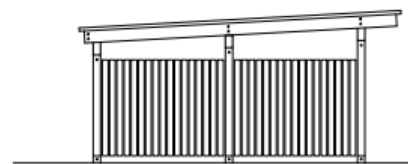
Front elevation



Side elevation



Rear elevation



Side elevation

Car barn example



View from Skellingthorpe Road



View from Skellingthorpe Road



View from Skellingthorpe Road



View north east along Pig Lane



View towards boundaries with Burghley Road and Haddon Close



View south west along route of approved spine road



View north west of bridge over the Catchwater Drain



View west across the site towards the end of Grosvenor Avenue



View south east towards site from Grosvenor Avenue.

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Name

Mr Simon Howard

Address

20 Tudor Road, Lincoln, LN6 3LL

Date Received: 19th October 2023

Fully support this, especially the building of larger properties. This end of the city needs modern sustainable homes. The current areas housing stock with its mostly 20+ year old plumbing, windows, and heating systems, and lack of renewables isn't cutting it for modern young families.

Name

Mr Brian David Porter

Address

4 Chalgrove Way, Lincoln, LN6 0QH

Date Received: 24th October 2023

HERITAGE IMPACT

I have a concern that the phase of development to the East of Pig Lane (up to the existing houses on the Burghley Road estate) will destroy the remains of structures associated with the former WW2 airfield RAF Skellingthorpe.

There are remains of out-buildings and other structures in the wooded area that is planned for development. A professional investigation and survey of these remains, involving the local community, should be undertaken prior to destruction.

Name

Mr RICHARD NEWTON

Address

12 GROSVENOR AVENUE, FOREST PARK, LINCOLN, LN6 0XT

Date Received: 24th October 2023

Apart from an overall objection to this whole development I have 3 specific comments on this application.

1. If the spinal road ever gets built I do not feel the width of proposed initial road would cope with the expected traffic that will eventually use it. If there is an argument to have a 20mph limit here that surely should apply to all the local roads, plainly unacceptable.

2. Properties 42-49 have all been given two tandem parking spaces, one of which is a wooden porch. Surely it would be more sensible to make these full garages; more secure and where bikes, lawnmowers etc could be stored.

3. There is concern that the cull-de sac at the end of Grosvenor Ave will be used as an overspill parking lot. This area is quiet and use of it by residents of the new development and their guests would be unacceptable. Additionally I object to property 48 having car access from GA. 46-47-48 could in theory have Grosvenor Ave addresses,

again unacceptable.

Name

Mrs Gillian Newton

Address

12, Grosvenor Avenue, Forest Park, Lincoln, LN6 0XT

Date Received:

26th October 2023

The three story houses are going to be built on the highest point of the development , thereby interfering with the Protected View of the Cathedral area.

The houses are disfigured by the solar panels on the anterior aspects. Could photovoltaic tiles be used.

Limited access to the houses. Vehicular access for deliveries at the rear of properties only. Will delivery companies park at the back and walk to the front of the properties? Restricted access for emergency vehicles.

Pedestrian access across the road limited because of the ditches.

Unprotected collective car ports.....how will these areas be maintained.

No pull offs for buses. Buses stopping near the new junction with Skellingthorpe Road may cause an obstruction to the junction. Why not cover the ditches and create space for safer bus stops?

Proposed 20 mph speed limit on new link road....which will be a major route into Lincoln. How will this be monitored ? Will the adjacent roads eg Skellingthorpe Road also become 20mph?

One of the properties to be built is only vehicularly accessible from Grosvenor Avenue. What is the rationale behind this? Any parked vehicles near this house will have to park on Grosvenor Avenue in an area where heavy vehicles eg Refuse Disposal vehicles turn.

Will the properties be of marketable value given the additional expenses of ameliorating the drainage problems?

Has there been any liaison with house insurance companies over the likely cost to insure these houses? I appreciate that this primary site may not be a designated flood plain, but other areas of Phase 1 are.

Name

Mr Karl Nelson

Address

3 Rochester Drive, Lincoln, Lincolnshire, LN6 0XQ

Date Received:

29th October 2023

Yet more phoney consultation from Lincoln City Council only this time

they have gone even further by giving local resident only 3 days notice of being able to view the plans so now they into bulldozing things through. That is totally unacceptable and this latest consultation should be restarted with local residents being given much more reasonable notice to view the plans. Whoever is responsible for this abysmal lack of notice is not fit for the role and should be replaced or, better still, sacked.

I have tried to look at what is available online but they are almost unintelligible to the non-specialist. 67 documents to look at just means that you are trying to put off members of the public from looking at them. It's not obvious where this development will actually be as none of the surrounding and existing roads and houses are shown!

What particularly concerns me and I want specific answers to these concerns is drainage and sewage. I live on the south west side of the Catchwater Drain. I have lived here for 36 years and the drain has never overflowed. Recently, it came close. One of the reasons why it does not overflow is that the farmland on the north east side of the drain only allows rain water to drain through slowly. Replacing farmland with housing is likely to increase the flood risk to existing properties as rain water will run off faster than the Catchwater Drain can handle. I want clear and simple answers to the following questions:

- (1) Will any rainwater from the new development be allowed into the Catchwater Drain? If so, how will flooding be prevented when the drain overflows?
- (2) How will sewage from the new development be disposed of and will it have any impact on the sewage drains from existing housing?

I used to think that Lindum Construction was a highly respected and responsible company. Given how this development is proceeding, I don't think that anymore. I would actually go further and say that it's almost impossible to drive around Lincoln without coming across a delay caused by Lindum. The work at the Valentine Retail Park off Tritton Road is a nightmare. I couldn't find the way out without going against the one way system. What are Lindum up to these days? Are they trying to wreck Lincoln because they seem to be making a good job of it. Right now, I think Lincoln would far better off without Lindum.

Name

Mr James Carratt

Address

37 Farrington Crescent, Lincoln, Lincolnshire, LN6 0YG

Date Received:

30th October 2023

Good luck to the purchasers of these properties as they will struggle or may not receive insurance at all as the building of the properties are on a floodplain. There will be serious risk to all properties in the area. The environment agency vetoed this application for years yet now the land can be developed. After the storm last week who would trust their

judgement (ask the Horncastle residents). Yes, you can raise the levels but that will just impact on the other properties in the area. The area is flooded now after storm Babet - well it floods regularly whenever there is significant rain. The area is called Swanpool - perhaps the clue is in the name.

Name

Mrs Sheren Roche

Address

6 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

Date Received:

1st November 2023

I would like to raise an objection to Plot 48 of the new development having a Grosvenor Avenue address and access/parking at the quiet cul-de-sac end of Forest Park. It is likely that traffic/deliveries to plots 49/50/51 will also start to use this route for access increasing the amount of traffic/noise disturbance etc in this part of Grosvenor Avenue. The new development should be self-contained.

In addition, the property at plot 48 and those on plot 49/50/51 will not be in the same architectural design and appearance of the existing neighbours. I don't find this an acceptable proposition.

From: karl nelson

Sent: Thursday, November 2, 2023 9:48 PM

To: Kieron Manning

Subject: Re: Western Growth Corridor

WARNING: This email originated from outside of the organisation. Do not click links, open attachments or reply unless you are confident that the content is safe and do not share inappropriately.

Dear Mr. Manning,

Thank you for your response.

I think it is unreasonable to expect that an ordinary member of the public understands the planning process to anything like the extent which the "professionals" do. Most will not be aware of any difference between the Planning Authority and the Applicants when they receive letters. Like many others, I received a letter from both at about the same time. I would suggest that both the Planning Authority and the Applicants bear this in mind when sending out future correspondence and make sure that everything is clear to the ordinary member of the public.

As you are no doubt aware, there was considerable opposition to the Western Growth Corridor scheme. This was not just from local residents fearful of the consequences of the extra traffic on an already over congested Skellingthorpe Road but also from every other political party on the City Council as well as the County Council and the local MP. The scheme was only passed as the ruling Labour Council had an overall majority which, in effect, made it a political decision. There is still considerable resentment at how the initial planning process was carried out. Many local residents thought, and still think, that the consultations were not genuine, that they were not properly listened to and that the outcome was pre-determined and nothing they could say or do would change that pre-determined outcome. For example, I don't recall ever hearing that, prior to that political decision being taken, that there would be 12 months of roadworks at the Birchwood Avenue junction. That and other developments suggest that some facts were and are being withheld. That can only fuel further opposition and resentment. There has to be complete openness and better communication in a form which ordinary members of the public can understand. The maps I saw were almost impossible to follow and I am very good at map reading. Presenting maps in such a way only further increases suspicions about what is actually going on. Simple and easy to follow maps could and should have been provided.

Communication should address, and even anticipate, local concerns especially flooding given recent events. I have lived at my current address for over 36 years and I have never seen the Catchwater Drain overflow yet it will be used by the new housing. I understand that "holding ponds" will be created but there needs to be a clear and unequivocal statement that there will be no increased risk of the Catchwater Drain overflowing and flooding existing houses. Given the current congestion issues at the Birchwood junction, the last thing we need are lots of deliveries of house building materials to the site as this will only exacerbate the congestion issues. The Planning Authority should say that house building can only commence when all the work at the Birchwood junction has been completed.

Let me know if I need to make a further submission to the Planning Authority on the points in the preceding paragraph.

Karl Nelson

Name

Mr Neil Harrison

Address

8 Grosvenor Avenue, Forest Park, Lincoln, LN6 0XT

Date Received: 2nd November 2023

Forest Park is an Estate of high value residential properties and whilst its residents acknowledge that the development is going ahead we do not accept that any properties in the plan should require any vehicular access from it.

The Proposed Residential Development at WGC Drawing. No J2219 00105 exhibited at the recent open evening shows Plot No 48 having vehicular access from Grosvenor Avenue. Closer examination of the drawing reveals that if the parking area behind Plot No's 48,49,50,51 was moved closer towards the internal access road together with the existing space between this parking area and the site boundary would provide adequate space behind Plot No 48 for two parking places. This modification would remove any requirement to provide access from Grosvenor Avenue.

Where the boundary between Grosvenor Avenue meets the development two mature oak trees provide some natural screening. We ask that these trees be given a preservation order and are not removed in any vegetation clearance.

Name

Mrs Kathleen Hall

Address

5 Grosvenor Avenue, Lincoln, LN6 0XT

Date Received: 4th November 2023

Re Western Growth Corridor- First Phase house building

I am writing to raise an objection to the proposal to build an access road from the end of Grosvenor Avenue, for a the new housing development. These are my reasons:

1) This will pose significant risk in terms of road safety. Additional traffic using Grosvenor Ave as an access route is not appropriate or safe. The bottom part of Grosvenor Avenue is a small road which has always been a cul-de-sac with a very small amount of turning space. Consequently traffic usage is low. Additional traffic will pose a safety risk to the residents, particularly those with children or visiting grandchildren, as well as pedestrians with impaired mobility or hearing or visual challenges. At the present time people of all abilities can access the area with a high degree of safety.

In addition, there will be an immediate increase in vehicles using the area to park, which will increase congestion and also pose a hazard for emergency vehicles attempting to gain access, as well as for residents needing to access their own homes.

2) The noise level for residents at this part of Grosvenor Ave has already been increased beyond acceptable levels due to the current development, frequently going on from 7:30 am until the evening. Additional traffic caused by allowing access will result in a permanent noise increase and disturbance, as well as greater pollution within

what has always been a quiet residential area.

3) The development has already destroyed a significant number of trees and a great deal of vegetation to the detriment of the environment and the previously abundant wildlife. Any further negative impact on the remaining trees and vegetation, caused by noise, traffic congestion and pollution is not in any way appropriate or acceptable. The hedge screening and boundary fence at the bottom of Grosvenor Avenue has already been removed and destroyed. This should be replaced both in the interests of the environment and to restore the residents some degree of privacy from traffic noise and activity from the proposed new housing and road development.

Name

Mr Richard Hall

Address

5 Grosvenor Ave, Forest Park, Lincoln, LN6 0XT

Date Received:

5th November 2023

I strongly object to this development for the reasons set out in my letter dated 5th November 2023.

Richard Hall
5 Grosvenor Ave
Forest Park
Lincoln
LN6 0XT
5th November 2023

Marie Smith
Planning Officer
City Hall: Beaumont Fee
Lincoln
LN1 1DD

Objection to Planning Application Reference 2023/0736/RM

I would like to strongly object to one specific aspect of the proposal viz the building of three new houses on the land at the end of Grosvenor Ave. One of these houses would have a Grosvenor Ave address. Grosvenor Avenue is not and never has been, part of the western growth corridor. At no time in the consultation process was it flagged up that there was any intention to link Forest Park with the new development. Forest Park is a well-planned and long-established self-contained estate, and assurances were given that the entire new development would be built and serviced from the single junction on Skellingthorpe Rd.

The current proposal ignores these assurances and provides that one of the three houses will have direct vehicular access to Forest Park, whilst the other two will be connected with pedestrian access. The house with vehicular access will have a Forest Park address, effectively bridging the two estates, completely contrary to what was promised. Furthermore, the availability of pedestrian access for these three houses will create a route inevitably used by other Western Growth Corridor residents.

The pedestrian access will dramatically increase the footfall in what is at present a quiet cul-de-sac, with a small turning circle at the end. It is foreseeable that residents in the newly built houses will use Grosvenor Avenue for parking if this pedestrian access route is permitted, a development which will have a serious and negative impact upon both safety and the environment. It is relevant that the Grosvenor Avenue is occupied by a number of young families, and also older people. Both of these groups would be at especial risk in crossing what would become a busy road.

A previous application for in-fill building at the corner of Grosvenor Avenue and Chalgrove Way was rejected, on the basis that it was not in keeping with the design brief, as it would change the nature of the pre-existing development. This was the correct outcome, and exactly the same considerations apply to the present proposal. In fact, these concerns are far stronger in this instance, as the change to the current estate would be far greater and more detrimental.

This future possibility is a cause of immense concern, and anxiety is exacerbated by the noise and disruption already being experienced. Residents, especially at the end of Grosvenor Avenue, have already been surprised and dismayed that the trees, vegetation and boundary fence have been removed. This has resulted in a loss of both privacy and security, as well as the destruction of plants

and loss of animal habitat. They are living with JCBs and other heavy construction machinery coming right up against their gardens. In order to honour the commitments already made, it is vital that the fencing is restored and new trees and shrubs are planted, to replace the former screening. This is of course the exact opposite of creating an access route, opening up what is now a cul-de-sac.

At the eleventh hour in the outline planning consultation procedure, the City Council used compulsory purchase powers to acquire some marginal land at the edge of Western Growth Corridor. Residents were led to believe that this would enable the boundary to be strengthened and that screening and tree planting would take place. Had they been aware that in fact this would be used to permit the development of further houses, and be detrimental rather than beneficial to their safety and privacy, they would have had greater basis and motivation to object.

Already trees appear to have been unnecessarily taken out. Should these three houses be built in this location, the remaining trees will also be lost, further increasing the environmental toll. A few years ago residents of number 1 Grosvenor Avenue was refused permission to purchase small piece of land adjacent to his property. This is now part of the land acquired by compulsory purchase order that the developer is now planning to build three houses on. It is surely highly dubious for a council to use compulsory purchase orders not because of the needs of the new road but to allow its development partner to make more profit. Such in-fill building is to the detriment of the existing residents who will have to suffer house building work in the street, on top of the obvious noise being suffered because of the road construction. The new development of three thousand plus houses, can surely not hinge on the building of three extra properties. There are already too many houses being proposed in the first phase of the development, in too small an area, hence I would raise objections on the grounds of size and scale. Any road and pedestrian link at the end of Grosvenor Avenue is a clear breach of the promise that all development will be from the end of the Skellingthorpe Road junction.

Grosvenor Avenue is the place that we call home, this is not about a view, or trying to stop a road, or the Western Growth Corridor development; but about preserving our existing environment, and about holding the Council to promises already made. The trees already lost, and those that will be lost, if these houses are built, really matter. We have a right to expect the current boundary of our existing estate, including the fence and screening, to be respected.

If twenty-five years of construction are going to stem from the junction of Skellingthorpe Road, it is vital that the boundary and screening are firmly established, rather than trying to build too many houses in this location in the first phase.

I am also worried that what appears to be a detailed plan is going to be considered by the full council and not the planning committee. Planning matters should not be political decisions, forced through by weight of numbers, but a process of careful and detailed scrutiny.

If the building of houses at the end of Grosvenor Avenue and access is allowed from this location, rather than Skellingthorpe Road, the council will leave itself vulnerable to potential charges of maladministration, which may involve the local government ombudsman or the planning inspectorate.

Yours faithfully,

Name

Mrs Kathleen Hall

Address

5 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

Date Received:

6th November 2023

Re Western Growth Corridor- First Phase house building

I am writing to raise an objection to the proposal to build an access

road from the end of Grosvenor Avenue, for a the new housing development. These are my reasons:

1) This will pose significant risk in terms of road safety. Additional traffic using Grosvenor Ave as an access route is not appropriate or safe. The bottom part of Grosvenor Avenue is a small road which has always been a cul-de-sac with a very small amount of turning space. Consequently traffic usage is low. Additional traffic will pose a safety risk to the residents, particularly those with children or visiting grandchildren, as well as pedestrians with impaired mobility or hearing or visual challenges. At the present time people of all abilities can access the area with a high degree of safety.

In addition, there will be an immediate increase in vehicles using the area to park, which will increase congestion and also pose a hazard for emergency vehicles attempting to gain access, as well as for residents needing to access their own homes.

2) The noise level for residents at this part of Grosvenor Ave has already been increased beyond acceptable levels due to the current development, frequently going on from 7:30 am until the evening. Additional traffic caused by allowing access will result in a permanent noise increase and disturbance, as well as greater pollution within what has always been a quiet residential area.

3) The development has already destroyed a significant number of trees and a great deal of vegetation to the detriment of the environment and the previously abundant wildlife. Any further negative impact on the remaining trees and vegetation, caused by noise, traffic congestion and pollution is not in any way appropriate or acceptable. The hedge screening and boundary fence at the bottom of Grosvenor Avenue has already been removed and destroyed. This should be replaced both in the interests of the environment and to restore the residents some degree of privacy from traffic noise and activity from the proposed new housing and road development.

Name

Mrs Joanna Blackburn

Address

4 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

Date Received:

6th November 2023

I am writing with the objections to the Western Growth Corridor Phase 1A.

Highway safety and Congestion / Layout/ Loss of trees/ Appearance/ Disturbance

I am objecting to the building of proposed house number 48 facing onto Grosvenor Avenue and being accessed from here. The land for this proposed dwelling is what should form the buffer between the two estates. Previously this land was unable to be used as an extension to the estate but this had now changed. The plans show that this buffer will still be possible behind this planned dwelling. This proposed house

(48) will become part of Grosvenor Avenue which has never been part of the Western Growth Corridor. The house design will not be the same as the current houses on Grosvenor Avenue and traffic to this house will increase an otherwise quiet cul de sac.

The current screening with trees and bushes at the end of Grosvenor Avenue adjacent to the construction site would be further destroyed should the current trees be removed for this dwelling to be located on Grosvenor Avenue. The noise from the new trunk road needs to be mitigated with some form of screening for the residents of Forest Park.

Highway safety and congestion

Planned plots 49 and 50 along with 51 also have planned access onto Grosvenor Avenue. This again will lead to increased traffic / deliveries and possible on street parking on Grosvenor Avenue as it would be easier access to these properties from here rather than from the new trunk road. The narrow turning circle at the end of Grosvenor Avenue is there for turning and for use by emergency vehicles and refuge trucks. If used for parking this would not be able to be used effectively.

Risk of Flooding

Plan A1LV detailing drainage shows bund silt fencing to be placed on the proposed dwellings facing onto Grosvenor Avenue. Is this a temporary measure? If this is necessary then is there an increased flooding risk for the rest of Grosvenor Avenue due to the construction of phase 1 of the site? The site is a floodplain and should not be being built on. The recent storms have shown that this land is needed to house run off. There had already been a significant amount of mature trees cut down further adding to the problem of flooding.

Name

Mr Stephen Holland

Address

6 Chalgrove Way, Lincoln, Lincolnshire, LN6 0QH

Date Received:

7th November 2023

Having seen the plans I am concerned by the number of dwellings proposed for such a small plot, it wasn't clear where the new residents will park their cars, also inevitably many houses will have more than one car, some two or three, these extra vehicles will seek to park as near as they can to the owners homes, probably in adjacent roads such as Grosvenor Avenue and Chalgrove Way where we all have driveways. I feel this will cause friction between the new and existing residents of the area, I have had direct experience of similar developments causing major problems as a former Estate Manager for a large Housing Association in the South East of the country. There are no laybys or passing places, so where will delivery vehicles park and how will access for emergency vehicles be maintained if cars park on the estate road? The proposal to build next to 1, Grosvenor Avenue which can only be accessed from Grosvenor Avenue is a real problem for residents in the immediate area with the possibility additional cars parking on what is currently a turning circle. The

destruction of the mature trees currently on the plot, will also be counterproductive as if left they would help alleviate the noise that the scheme and the new through road will generate and will impact on our quiet enjoyment of Forest Park.

I was amazed to hear that the new road linking Skellingthorpe Road to Tritton Road will have a 20 mph speed limit imposed on it, going by the bridge that has been built over the drain parallel to Pig Lane it looks as though it will only have one lane going in each direction. I expect this will cause delays at either end of the road as traffic enters from Skellingthorpe Road and leaves at the Nosey Parker junction on Tritton Road; also petrol and diesel vehicles will have to use low gears to go that slow and this will add to pollution levels in the immediate area.

I read the "Reptile study report" submitted by the developers consultant which stated that they could not find any evidence of any being in the proposed development site and the adjacent areas, I really don't understand that as I have seen adders and grass snakes within yards of the site while walking my dog, I can only assume that the pre works on the site in mid-summer disturbed them and they moved away.

In conclusion I believe this scheme is ill conceived and needs a radical rethink, this time taking into account the quality of life of the existing residents of the area and indeed the residents of the new development

Name

Mr Richard Rushby

Address

26 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

Date Received:

7th November 2023

I am objecting to the building of the proposed dwelling on plot 48 having its front elevation facing onto Grosvenor Avenue and having vehicular access from Grosvenor Avenue, proposed dwellings on plots 49 and 50 having their front elevations facing onto Grosvenor Avenue and having primary pedestrian access from Grosvenor Avenue and the proposed dwellings on plots 51 and 52 having primary pedestrian access from Grosvenor Avenue. At previous public consultations the residents of Grosvenor Avenue were assured by the developers (City of Lincoln Council and Lindum Western Growth Community Ltd) that none of the proposed dwellings forming Phase 1A of the Western Growth Corridor would be accessed in any way from Grosvenor Avenue.

Having viewed the 'illustrations' of the proposed dwellings to be constructed during Phase 1A of the Western Growth Corridor at the recent public consultation I also object to the construction of the proposed dwellings on plots 48 - 52 inclusive on the grounds that they will not be sympathetic to the existing dwellings on Grosvenor in terms of stature and style.

I also object to the proposed dwellings on plots 49 and 50 in particular

having their allocated parking spaces at the rear while having vehicular access to the front of their respective plots from Grosvenor Avenue, human nature being what it is will result in the residents of these properties either parking in the turning area at the end of Grosvenor Avenue or on the front of the plots, it would be no surprise if the residents of the proposed dwellings on plots 51 and 52 do not do the same.

I also object to the proposed 'Car Barns' and open-air allocated parking spaces to the rear of the proposed dwellings on plots 42 - 52 inclusive which are bounded to the south-east by the proposed dwellings on plots 35 - 40 inclusive and to the north-west by the existing properties on Roxborough Close. This will create an obscured area where local miscreants will congregate which will result in Anti-Social Behavior and damage to the residents' vehicles and property. The developers should review this part of the development using the principles of 'Secured by Design'.

Name

Ms Jamilah Nicholl

Address

421 Skellingthorpe Road, Lincoln, LN6 0PA

Date Received: 7th November 2023
Comments:-

I have ticked Neutral as I really cannot support the overall planning to build on the Flood Plain at a time of obvious climate change. However this particular application relates to the field opposite me lying on a slope between Skellingthorpe Road and the Catchwater Drain. I have always expected this field to be built on like Forest Park on one side and Burley Road on the other and although remorseful at the loss of mature trees and hedgerows and wildlife, I am pleasantly impressed with the proposed layout of the 52 homes. I like the fact that the homes will all have Air Source Heat Pumps, Solar Panels and EV Charge points. As long as the homes are well built with good insulation and sound proofing especially in the terraced properties I think this small estate could well be a credit to the Council and Lindum. However there is one point that I understand the Council is already looking into. The Bus Stop on Skellingthorpe Road is to be re-instated and on the Plan there is NO PULL OFF the main road shown for buses. If there is not one then it will completely mess up the traffic flow coming through the traffic lights by stopping to pick up passengers. When the lights operate for 4 way traffic instead of the present 3 way it will cause even more delays which have always been the case in the past. A bus stops and so does traffic behind it. I do trust a pull off for picking up passengers can be incorporated without damage to the ONLY REMAINING mature Oak Tree on the roadside. Work is already being done in the area and so this does immediately need to be addressed to avoid more road works later. I was pleased to hear the hedgerow will remain on the Burley Road Properties fence side of Pig

Lane which will be a walkway into the homes. Also on the plan a Mature Oak bottom left hand side of the site near Forest Park and the Soakaways remains clearly marked ... I do trust it remains .. please!!

Name

Mrs Susie Laking

Address

7 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

Date Received:

7th November 2023

I am objecting to the building of the proposed dwelling on plot 48 having its front elevation facing onto Grosvenor Avenue and having vehicular access from Grosvenor Avenue.

I am also objecting to the proposed dwellings on plots 49 to 52 having their front elevations facing onto Grosvenor Avenue and having primary pedestrian access from Grosvenor Avenue as this will be used as their main access route rather than the allocated parking spaces behind the properties.

This will lead to increased traffic, on street parking and noise in what is a quiet cul-de-sac with a small turning head for emergency vehicles and refuse trucks.

At previous public consultations the residents of Grosvenor Avenue were assured by the developers that none of the proposed dwellings forming Phase 1A of the Western Growth Corridor would be accessed in any way from Grosvenor Avenue, this has now changed.

Having viewed the illustrations of the proposed dwellings to be constructed during Phase 1A of the Western Growth Corridor at the recent public consultation I also object to the construction of the proposed dwellings on plots 48 - 52 inclusive on the grounds that they will not be sympathetic to the existing dwellings on Grosvenor in terms of stature and style.

After the recent flooding of this whole area that is proposed to be built on I am concerned for the risk of these proposed dwellings but also the risk that building on this land will pose to the already existing properties.

I also object to the proposed obscured parking areas to the rear of the proposed dwellings on plots 42 - 52 inclusive which are bounded to the south-east by the proposed dwellings on plots 35 - 40 inclusive and to the north-west by the existing properties on Roxborough Close as I am concerned this will become an area where local miscreants will congregate which will result in Anti-Social Behaviour and damage to the residents' vehicles and property.

Name

Philip Barton

Address**Date Received:**

8th November 2023

With reference to the proposed development off Skellingthorpe Road it would appear that run off water due to rain is to be held in attenuation ponds throughout the site. Two of these ponds are close to the Catchwater Drain into which they will empty as and when water levels permit. Soil conditions in this area are extremely light and would be prone to collapse in the event of heavy rain. Effecting the foundations of the houses scheduled to be built facing eastwards. Currently there are a large number of trees on the plots where these houses are to be built removal of these will definitely affect the soil structure and loosening the soil.

The houses facing East will have access to a footpath running from Grosvenor Avenue onto the site. this access runs from a Cul-de-Sac on Grosvenor Ave. also one of the houses will have vehicular access which can only be accessed from Grosvenor Ave. as it is to be next to No.1 what will its' postal address be?

Because these houses will be at the Cul-de-Sac end of Grosvenor Ave. there is nothing to prevent the future residents from parking their vehicles in the cul-de-sac causing problems for vehicles that might need to turn there ie refuse collection vehicles.

Returning to the attenuation ponds. Who is going to be responsible for the maintainance and cleaning. With such large quantities of water it will encourage an influx of mosquitoes.

The developement of the site will cause the removal of many mature trees I am aware that a replanting scheme is proposed but this take many years before it sees any resemblance of what it is today.

These new houses will consume a lot of electricity with no other source of power for them it could be a problem should there be any power cuts in the future.

Name

Mrs Audrey Meredith

Address

1 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

Date Received:

29th December 2023

On viewing the latest plans on line it appears that the boundary of the proposed estate overlaps my established boundary. The proposed estate looks as though it starts at the side of my house. I have grave concerns about the accuracy of the map, I would like detailed clarification that there will be appropriate separation between dwellings. Please see above the address in question.

Name

Mrs Carol Potts

Address

9A Main Road, Washingborough

Date Received: 2nd January 2024
such a lovely part of Lincolnshire and to build more houses and
congest Skellingthorpe more is ludicrous especially Skellingthorpe Road
why can't the houses be accessed by the current Lincoln bypass
the congestion is already bad on Skelly Road more accidents and death
waiting to happen

Good morning,

I have two initial comments on doors and cycle lanes.

On doors:

Could I suggest to the designers of the dwellings in this application that they should - for the sake of health of postal staff and others who may have to use them - consider placing their letter boxes at mid-level on the front doors as opposed to being placed at the very bottom as depicted here?

Private dwellings in most cases may have any type of door or letterbox they choose - but it would be highly undesirable to start out with a design that seems specifically calculated to cause back pain and in extreme cases maladies such as slipped disks and hernias resulting from repeated bending from the very beginning.

If a condition could be put in place to enforce this that would be even more desirable.

On cycling:

I am not sure if this is within the scope of this RM application but I would welcome some explanation regarding the layout of the cycle lanes in this plan.

I have been repeatedly assured that the cycle lanes travelling alongside the spine road will be full separated and indeed this would appear to be the case in front of the houses in the Photo Graphics.

However on the site map, the lanes either side of the road appear to narrow as they cross the bridge across the drain.

They also narrow at the junction with Skellingthorpe Road and it does not show clearly how the cycle lanes will integrate with that junction to allow easy access across to Birchwood Avenue.

Are the cycle lanes here simply going to merge with the footpaths in these places, or are they going to merge instead into marked-out lanes on the roads themselves?

Kind Regards,

Calum

Cllr Calum Watt BA

City of Lincoln Councillor – Boutham Ward

**Chair of Community Leadership Scrutiny Committee
Vice Chair of Policy Scrutiny Committee
Safeguarding Champion, City of Lincoln Council**

To: Lincoln City Council

Application Ref: 2023/0736/RM

Proposal: **Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3**

Location: **Phase 1A (parcels A1 And A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire**

With reference to the above application received 16 October 2023

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that the Local Planning Authority request the applicants to provide additional information as set out below.

ADDITIONAL INFORMATION REQUIRED

Highways:

The NPPF emphasises the significance of sustainable transport. Specifically, it underscores the requirement for developments to minimise the necessity for travel and maximising the potential for using sustainable travel methods. As such, can the following considerations please be made to the layout;

- To prioritise pedestrians and cyclists, aim to enhance POS by reducing parking spaces and creating clearly marked pedestrian and cycling routes. According to the most recent Census information in the surrounding residential area, only 22% - 32% of residents have two vehicles. This layout details approximately 2 spaces per dwelling and should this be continued in future cells, will impact future parking provision.
- **WGC Transport Assessment: 3.2.2** *In transport terms, sustainability is often taken as being the ability to access development without the use of a private car - with a particular focus on reducing single-occupancy car trips. As such, it is focused on providing opportunities to make cycling, walking and public transport the modes of choice. In order for this to be successful, these modes must be made more desirable than the private car for the majority of trips, and people must have a good understanding of their options.*

Limiting the parking spaces will ensure that the residents choosing to live on these phases will

consider sustainable transport options a better alternative.

- Plots 49 and 50; please consider how will the residents use this space at the Grosvenor Avenue turning head. Please consider frontage parking by move dwellings back and removing the parking requirement at rear. Thus, providing opportunity for further POS.
- Can parking for plots 40 and 41 be reviewed, considering how a resident is likely to want to park close to their dwelling.
- The internal carriageway width should be a consistent 4.8m shared surface; tree planting will be accepted within the carriageway to allow additional tree-planting, which can be adopted by the LLFHA, and wildflower verges in line with the NPPF, and the **WGC Design and Access** document detailing the rich landscape setting
- Please widen the link footway by plot 40 to a 3m wide shared footway/cycleway
- Please address potential conflicts with streetlighting (plots 22/23)
- Please provide a S38 layout so that the LLFHA can consider the areas for adoption.
- Please indicate where cycle storage will be provided and detail the EV charging point locations.
- Please indicate where bin storage will be provided.
- In considering the concept of an "informal path" to link to the PROW, please implement stoned path for greater definition and durability.
- **Policy S59 of the Central Lincolnshire Local Plan** prescribes the following; *Development proposals must protect the linear features of the green and blue infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve and expand such features.* As such, the LLFHA in agreement with LCC Countryside Services, would recommend improving PROW PF989 tie-ins to the pedestrian accesses down from Haddon Close and Burghley Road.
- Can the applicant please provide further information on the material used by parking for plots 11 and 12. Can this space be blocked paved?

Drainage:

The filter drains, adjacent the highway, are proposed to be underdrained, with a porous pipe. However, if these can be either conveyance (akin to the spine road drainage) or infiltrating then street trees can be planted within the swales. Please reconsider the type of swale to be incorporated within the drainage design, to enable the street trees to be placed.

The above layout comments include relocating trees into carriageways and reducing carriageway width to allocate more space for swales.

Additionally;

- The LLFHA suggest eliminating the need for filter drains adjacent to the swale and opting for a filter strip instead, with surface water overrunning directly into the basin.
- Conveyance and infiltration swales can be wildflower planted.
- Adjacent to the access roads, consider integrating rain gardens as opposed to drains, which not only serve as aesthetically pleasing features but also help meet biodiversity net gain targets and increases water quality.

To summarise, the LLFHA's approach to highways and drainage involves reducing parking allocations, optimising layout for pedestrian and cyclist convenience, and implementing an efficient and sustainable drainage strategy that minimises off-site water management. These changes aim to create a safer, more sustainable, and aesthetically pleasing environment for the community.

Case Officer:

Justine Robson

Date: 10 November 2023



LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Lincoln City Council

Application number: 2023/0736/RM

Application Type: Reserved Matters

Proposal: Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3

Location: Phase 1A (parcels A1 And A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire

Response Date: 10 January 2024

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

Application number: 2023/0736/RM

Application Type: Reserved Matters

Location: Phase 1A (parcels A1 And A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation: No objection subject to Planning Conditions as detailed below.

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

Comments:

Introduction/Site Location

This Reserved Matters proposal is for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3.

The site is located on land north-east of Skellingthorpe Road, opposite the junction with Birchwood Avenue and accessed from the spine road currently being constructed.

Sustainable links in the area include bus routes from Skellingthorpe and Birchwood to the city centre via Hartsholme and Boultham. There is a shared footway / cycleway link along Skellingthorpe Road to the Tritton Road segregated cycleway and footway that allows travel to the retail parks and city centre. Local primary and secondary schools are within walking and cycling distance, as is the neighbourhood shopping areas and medical practices.

The location of this site will allow highway users to make sustainable travel the modal choice when accessing local amenities.

The junction improvement works at Birchwood Avenue / Skellingthorpe Road will also increase safe access and egress from the site for all highway users.

The existing public right of way (PROW) along the Boultham Catchwater Drain will be maintained during the works, with diversions in place. The PROW has been approved to be diverted and an informal route is provided linking those users of Pig Lane to the PROW. Improvements to the PROW are being discussed separate to this application.

The location represents the first phases of a larger masterplan. The wider plan falls within several flood zones. This application lies within Flood Zone 1.

The Construction Environmental Management Plan details working hours to avoid noise disruption in the evenings and weekends where possible. Dust suppression kits are in use to reduce dust in the surrounding area, and wheel cleaning will take place.

Current construction access is via Pigs Lane, and as required by Planning condition No 27, Pig Lane should remain accessible at all times of day to those that have a legal right.

A number of trees have been removed, but there has been as many as possible retained on site; new trees are being planted along the spine road and green areas have been provided in the residential parcels in this application.

Highway safety

There is safe access for all highway users;

Pedestrians and cyclists are afforded permeability across both parcels via link footways, offering more direct routes to Skellingthorpe Road. This will be continued as further phases come forward and allow for sustainable travel to Tritton Road.

From the spine road that is under construction, vehicle access to the residential parcels will be slowed down through the use of pedestrian and cyclist priority at road accesses, narrower side roads, and block-paved materials use that is an effective traffic calming strategy.

There have been five recorded accidents from 2018 to 2022 at the junction of Birchwood Avenue / Skellingthorpe Road. These were classed as "slight". With the introduction of the Birchwood Avenue / Skellingthorpe Road junction improvements, visibility and safety will be improved. This is a signalised junction with pedestrian refuge islands at each road.

There could be impacts on resident's amenity, noise, and air pollution. These environmental impacts are for the Local Planning Authority to consider and not within the remit of the Highways and Lead Local Flood Authority.

Highway capacity

This proposal is for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3. Highway capacity has always been a concern for Lincolnshire County Council as Highway Authority however we continue to offer our commitment to work with all parties to seek appropriate mitigation in order to be able to support these development proposals.

There is no precise definition of "severe" with regards to NPPF Paragraph 115, which advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." Planning Inspector's decisions regarding severity are specific to the locations of each proposal, but have common considerations:

- The highway network is over-capacity, usually for period extending beyond the peak hours
- The level of provision of alternative transport modes
- Whether the level of queuing on the network causes safety issues

In view of these criteria, the Highways and Lead Local Flood Authority does not consider that this proposal would result in a severe impact with regard to NPPF.

Junction improvements are taking place on the adjoining highway network; although queuing will take place this will not cause safety issues.

The rear parking courts ensures that there is limited on-road parking. In order that the permitted development conforms to the requirements of the National Planning Policy Framework, there is an offer of access to the site that is sustainable which will reduce dependency on the private car for journeys to and from the development.

The level of provision for alternative transport modes includes cycling infrastructure; both existing in the form of shared footways/cycleways along Skellingthorpe Road and Birchwood Avenue, and newly constructed footways and cycleways along the spine road – which will continue to be constructed through the duration of the corridor's buildout.

Moreover, it is a short distance to access the current bus service provision allowing access to the city centre, retail parks including a local supermarket, the village of Skellingthorpe, and the neighbourhood amenities within Birchwood.

Lincolnshire County Council does not have adopted parking standards and considers each application on its own merits. It is not considered that this proposal would result in an unacceptable impact on highway safety.

Site Layout

Consideration has been given to the layout of these parcels as the Skellingthorpe Road gateway to Western Growth Corridor. Rear parking courts ensure parking will remain away from the spine road allowing for an uncluttered view at housing frontages. Each residential property will have access to a dedicated electric vehicle charging point adjacent to/within their allocated parking area.

Of the dwellings fronting Grosvenor Avenue, two have rear parking provision and the third has a private driveway. There is on-road parking space but the requirement for this has been reduced due to the provision in place.

The use of swales and filter drains introduces blue/green infrastructure that ties-in well with the proposed landscaping; softening up the rear parking courts and providing green areas for the local community to enjoy.

There is adequate refuse storage, with collection taking place along the side-street; again allowing for an uncluttered view along housing frontages.

There is an abundance of parking provision. However, with cycle storage and infrastructure in place, plus regular bus services, and a number of footway connections, residents can easily make sustainable travel options their primary mode of travel.

The LLHFA would expect to see the new side roads and service margins proposed for adoption to be Highways maintainable.

Flood Risk and Drainage

This phase falls within flood zone 1 which has a low probability of flooding from rivers and the sea. There is also a low risk of flooding from surface water and reservoirs and the CEMP shows detailed mitigation during construction.

The proposed drainage strategy includes sewers for both foul and surface water, intended for adoption by Anglian Water through a Section 104 agreement. Some private drainage elements will be implemented within the curtilage of properties or in management company areas. The development

flows have been incorporated into the infrastructure work for the spine road, with outfalls to existing sewers, attenuation features, and connection drains provided for the parcels' benefit.

A swale network is proposed to accommodate rainfall events with a return period of up to and including 1 in 30 years. In more extreme events, such as those with a return period of up to 1 in 100 years, accounting for climate change, surface water will be retained within the site's green open spaces, ensuring it does not impact existing or proposed dwellings or adjacent land. The attenuation pond(s) will outfall into the catchwater drain, with a flow control mechanism to meet the existing rate. The implementation of cellular storage and oversized pipes further enhances the drainage strategy's effectiveness.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

Highway Condition 26

Before any dwelling is occupied, all of that part of the estate road and associated footways that forms the junction with the main road and which will be constructed within the limits of the existing highway, shall be laid out and constructed to finished surface levels in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of safety, to avoid the creation of pedestrian trip hazards within the public highway from surfacing materials, manholes and gullies that may otherwise remain for an extended period at dissimilar, interim construction levels.

Highway Condition 29

The permitted development shall be undertaken in accordance with an Estate Road Phasing and Completion Plan, which shall first be approved in writing by the Local Planning Authority. The Plan shall set out how the construction of the development will be phased and standards to which the estate roads on each phase will be completed during the construction period of the development.

Reason: To ensure that a safe and suitable standard of vehicular and pedestrian access is provided for residents throughout the construction period of the development.

Informatives:

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary. Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 05

All roads within the development hereby permitted must be constructed to an acceptable engineering standard. Those roads that are to be put forward for adoption as public highways must be constructed in accordance with the Lincolnshire County Council Development Road Specification that is current at the time of construction and the developer will be required to enter into a legal agreement with the Highway Authority under Section 38 of the Highways Act 1980. Those roads that are not to be voluntarily put forward for adoption as public highways, may be subject to action by the Highway Authority under Section 219 (the Advance Payments code) of the Highways Act 1980. For guidance, please refer to <https://www.lincolnshire.gov.uk>

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Officer's Name: Justine Robson

Officer's Title:

Date: 10 January 2024



Mr K Manning
City of Lincoln Council
Development Control
City Hall Beaumont Fee
Lincoln
Lincolnshire
LN1 1DF

Our ref: AN/2023/134919/01-L01
Your ref: 2023/0736/RM
Date: 24 October 2023

Dear Mr Manning

**Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3.
Western Growth Corridor, Skellingthorpe Road, Lincoln**

Thank you for consulting us on the above application, on 16 October 2023.

Environment Agency position

We have no objections to the application.

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me using the details below.

Yours sincerely

Amelia Crawford
Sustainable Places Planning Advisor
☎ 07387 134115 (mobile)
✉ amelia.crawford@environment-agency.gov.uk
💻 www.gov.uk/environment-agency

From: Planning Liaison <planningliaison@anglianwater.co.uk>
Sent: 08 November 2023 03:38
To: Marie Smyth
Subject: Phase 1A (parcels A1 And A1a) Western Growth Corridor Skellingthorpe Road
Lincoln Lincolnshire – 2023/0736/RM

WARNING: This email originated from outside of the organisation. Do not click links, open attachments or reply unless you are confident that the content is safe and do not share inappropriately.

Dear Marie,

Our Reference: PLN-0198263

Please see below our response for the Reserved Matters application- Phase 1A (parcels A1 And A1a) Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire – 2023/0736/RM

Foul Water

We have reviewed the applicant's submitted (Outline Drainage Layout sheets 1 and 2) and consider that the impact on the public foul sewerage network has not been adequately addressed at this stage. Anglian Water have found that this proposal may result in an increased risk of flooding or pollution from the receiving network

Surface Water

We have reviewed the applicant's submitted surface water drainage information (DOCUMENT NAME) and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction and we are unable to provide comments on the suitability of the surface water discharge. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented. A connection to the public surface water sewer may only be permitted once the requirements of the surface water hierarchy as detailed in Building Regulations Part H have been satisfied. This will include evidence of the percolation test logs and investigations in to discharging the flows to a watercourse proven to be unfeasible. "

Please do not hesitate to contact the Planning & Capacity Team on the number below or via email should you have any questions related to our planning application response.

Kind regards

Litty John

Planning & Capacity Team

Development Services

Telephone: 07929 786 955

Anglian Water Services Limited

Thorpe Wood House, Thorpe Wood, Peterborough,

From: Planning Liaison <planningliaison@anglianwater.co.uk>
Sent: 25 November 2023 08:57
To: Marie Smyth
Subject: Phase 1A (parcels A1 And A1a) Western Growth Corridor Skellingthorpe Road
Lincoln Lincolnshire – 2023/0736/RM

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Dear Marie,

Our Reference: PLN-0199095

Please see below our response for the Reserved Matters application- Phase 1A (parcels A1 And A1a) Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire – 2023/0736/RM

Foul Water

We have reviewed the applicant's submitted Outline Drainage Layout Sheets 1 and 2/Drainage Statement and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition(s) of the outline planning application, to which this Reserved Matters application relates.

Surface Water

We have reviewed the applicant's submitted surface water drainage information Outline Drainage Layout Sheets 1 and 2/Technical note and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction and we are unable to provide comments on the suitability of the surface water discharge. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented. A connection to the public surface water sewer may only be permitted once the requirements of the surface water hierarchy as detailed in Building Regulations Part H have been satisfied. This will include evidence of the percolation test logs and investigations in to discharging the flows to a watercourse proven to be unfeasible.

Please do not hesitate to contact the Planning & Capacity Team on the number below or via email should you have any questions related to our planning application response.

Kind regards

Litty John

Planning & Capacity Team

Development Services

Telephone: 07929 786 955

Anglian Water Services Limited

Thorpe Wood House, Thorpe Wood, Peterborough,

Dear Sir or Madam,

Application ref: 2023/0736/RM

Our ref: 454821

Natural England has no comments to make on this reserved matters application.

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Natural England and the Forestry Commission have also published standing advice on [ancient woodland, ancient and veteran trees](#) which you can use to assess any impacts on ancient woodland or trees.

The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise local planning authorities to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our Site of Special Scientific Interest Impact Risk Zones (available on [Magic](#) and as a downloadable [dataset](#)) prior to consultation with Natural England. Further guidance on when to consult Natural England on planning and development proposals is available on gov.uk at <https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice>

Yours faithfully,

Pip Malone
Consultations Team
Natural England
Hornbeam House, Electra Way
Crewe, Cheshire, CW1 6GJ

Enquiries line: 0300 060 3900

Email: consultations@naturalengland.org.uk
www.gov.uk/natural-england

Sent by email to: Marie.smyth@lincoln.gov.uk

8th November 2023

RESPONSE TO 2023/0736/RM: Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3 - Phase 1A (parcels A1 And A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln.

Lincolnshire Wildlife Trust wishes to place a **HOLDING OBJECTION** in regards to the above planning application until further ecological information has been submitted and we are satisfied that there will be no significant negative impacts on protected or priority habitats, species or local wildlife sites as a result of the proposed development.

The ecology documents submitted with this application outline the impacts of the development on protected and priority species but does little to address the removal of Mormon's Field LWS or the priority woodland habitat onsite (Paragraph 6.3.7 of the CEMP). With the recent enactment of the Environment Bill the 'Biodiversity Duties' of local authorities have been strengthened and legal requirements are now in place that require Local Planning Authorities to deliver more than is captured in Central Lincolnshire Local Plan Policy S60.

We would strongly encourage the inclusion of features for bats on suitable mature trees and would expect a development of this size to incorporate a significant number of bat bricks within suitable buildings on site, and for provision of features for declining urban birds such as swifts, swallows and house sparrows as well as nest boxes on suitable trees. Detailed guidance and specifications for built in features are available within Designing for Biodiversity: a technical guide for new and existing buildings, 2nd Edition, RIBA Publishing (Gunnell et al., 2013). Local and national policies at the time of the outline application (NPPF 2021 paragraph 180 & LP21 of the CLLP, as adopted in 2017) legislated for such measures to ensure roost and nesting provisions are created onsite that will support local bats and nesting bird populations.

Banovallum House
Manor House Street
Horncastle
LN9 5HF

01507 526667
info@lincstrust.co.uk
www.lincstrust.org.uk



*Lincolnshire Wildlife Trust
is a company limited by
guarantee registered in
England, no. 461863
and is registered as a
charity, no. 218893
VAT no. 613 9067 44*



Nature conservation from the Humber to the Wash

The Lincolnshire Wildlife Trust hopes these comments are helpful at this stage and welcomes further discussion relating to the points covered. LWT are keen to discuss this application further with the Local Planning Authority, the developer and others as a joint endeavour to achieve more for the natural environment in Central Lincolnshire.

Yours sincerely,



Ashley Reaney
Conservation Officer



Sent by email to: Marie.smyth@lincoln.gov.uk

27th November 2023

Banovallum House
Manor House Street
Horncastle
LN9 5HF

01507 526667
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www.lincstrust.org.uk



RESPONSE TO 2023/0736/RM: Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3 - Phase 1A (parcels A1 And A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln.

Following previous comments submitted by the Lincolnshire Wildlife Trust and subsequent wishes to remove its previous holding objection with regard to the above planning application. Discussions have clarified the loss of Mormon's Field LWS will be compensated for in a forthcoming LEMP in the context of the wider development site of the Western Growth Corridor.

The Lincolnshire Wildlife Trust hopes these comments are helpful at this stage and welcomes further discussion relating to the points covered. LWT are keen to discuss this application further with the Local Planning Authority, the developer and others as a joint endeavour to achieve more for the natural environment in Central Lincolnshire.

Yours sincerely,



Ashley Reaney
Conservation Officer

*Lincolnshire Wildlife Trust
is a company limited by
guarantee registered in
England, no. 461863
and is registered as a
charity, no. 218895
VAT no. 613 9067 44*



Nature conservation from the Humber to the Wash



Directorate of Communities & Environment
Simon Walters MBA, ACG, MCMI
City Hall, Beaumont Fee
Lincoln, LN1 1DF

20th October 2023

Your Ref: 2023/0736/RM

Town and Country Planning Act 1990

Consultation on Planning Permission

Phase 1A (parcels A1 And A1a), Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire

Submission of reserved matters including layout, scale, appearance, access, and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3.

Lincolnshire Police do not have any objections to this development.

I would ask that the following comments and recommendations are passed to the developers.

Use of Courtyard Parking & Footpaths.

Vehicles should be parked either in locked garages or on a hard standing within the dwelling boundary.

Where communal parking is unavoidable, they should be sited in small groups, close and adjacent and benefit from natural surveillance from those properties (ideally from active rooms or spaces).

The use of rear parking courtyards should be avoided as they can introduce unwanted access to the rear elevations of a property where many domestic burglaries occur.

In many cases such areas tend to become unused, often left unlit and unobserved and can generate a fear of crime and anti-social behaviour.

Communal parking facilities should be lit to the relevant and recommended levels as per BS5489-1:2020 (design of road lighting and public amenity areas).

Care should be exercised in respect of planting a shrubbery adjacent to such areas and future planning should enable responsibility and a good maintenance plan to further ensure that natural surveillance from adjacent properties is not compromised.

POLICE HEADQUARTERS
PO Box 999, Lincoln LN5 7PH
(Sat Nav: LN2 2LT)
www.lincs.police.uk

☎ 01522 55 8292
☎ 075700 99424
✉ john.manuel@lincs.pnn.police.uk



A good location for communal parking should capitalise on an active area with a good footfall of pedestrian activity.

Footpaths that allow unrestricted access to the rear or sides of properties should be avoided but where unavoidable they must be secured by access-controlled gates (1.8 m) and benefit from commensurate fencing that is not easy to climb over or crawl under.

Where segregated footpaths are unavoidable, they should be as straight as possible, wide, and well lit, devoid of hidden recesses or hiding places and benefit from adjacent natural surveillance and importantly well maintained and free from shrubbery or bushes that become overgrown obscuring surveillance and removing clear lines of sight.

Please do not hesitate to contact me should you need further information or clarification.

Please refer to *Homes 2023* which can be located on www.securedbydesign.com Homes 2019.

Crime prevention advice is given free without the intention of creating a contract. Neither the Home Office nor the Police Service takes any legal responsibility for the advice given. However, if the advice is implemented it will reduce the opportunity for crimes to be committed.

Yours sincerely,

John Manuel MA BA (Hons) PGCE PGCPD Dip Bus.

Force Designing Out Crime Officer (DOCO)

From: Property Strategy <Property_Strategy@lincolnshire.gov.uk>
Sent: 21 December 2023 09:00
To: Technical Team (City of Lincoln Council)
Subject: RE: Consultation on Planning Application

Categories: Aimee

[You don't often get email from property_strategy@lincolnshire.gov.uk. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Warning: External Email. Do not click links, open attachments, or reply unless certain of safety. Do not share inappropriately.

Many thanks for the below consultation. LCC Education has no comments on this consultation in relation to education as any impacts for the development have been mitigated and agreed at the outline stage.

Sam Barlow
Strategic Development Officer
Lincolnshire County Council
County Offices, Newland, Lincoln, LN1 1YL

RE: Consultation on Planning Application - 2023/0736/RM



LINCS-SECTION106 (NHS LINCOLNSHIRE ICB - 71E) <licb.lincs-se
To: Technical Team (City of Lincoln Council)
Cc: Marie Smyth



14/12/2023

[You don't often get email from licb.lincs-section106@nhs.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Warning: External Email. Do not click links, open attachments, or reply unless certain of safety. Do not share inappropriately.

Good Afternoon

NHS Lincolnshire Integrated Care Board has no further comments to make on this application.

Kind Regards
Emily

Emily Turk
S106 Support Officer
NHS Lincolnshire Integrated Care Board

Application Number:	2023/0879/RM
Site Address:	Western Growth Corridor, Skellingthorpe Road, Lincoln - Haul Road
Target Date:	2nd March 2024
Agent Name:	None
Applicant Name:	Ms Jo Walker – City of Lincoln Council
Proposal:	Submission of access reserved matter for the construction of a Haul Road between Phase 1A Skellingthorpe Road and Phase 1B Tritton Road relating to hybrid (outline) planning permission 2019/0294/RG3.

Background - Site Location and Description

Outline Planning Permission was granted for the Western Growth Corridor urban extension in January 2021 and at the same time full planning permission was granted for the first length of road and the junction with Skellingthorpe Road. The construction of this first length of road and the formation of the new junction is currently under way.

Full planning permission was also granted for the first length of road, the construction of the bridge over the railway and the formation of the junction with Tritton Road at the same time as the works detailed above and the application now before Planning Committee seeks permission to build temporary road, a Haul Road, from Skellingthorpe Road, across the length of the Western Growth Corridor site, to the west side of the railway line adjacent to Tritton Road. This road would then be used to transport materials to and from the site of the road bridge over the railway to enable it to be constructed. The east side of the railway can be accessed from Tritton Road and the commencement of works on that side of the railway do not need a further application in relation to access.

Site History

Reference:	Description	Status	Decision Date:
2019/0294/RG3	Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:- In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking extensive areas of open space, leisure village establishment/Takeaway as Sui Generis uses), employment (E) uses and parking; a primary school; up to 8HA of land (including key	Granted Conditionally	20th January 2022

	<p>infrastructure) for up to 40,000sq.m of E and B2 development; up to 12ha of land (including key infrastructure) for sport, recreation and leisure (E and F.1 and F.2), a hotel (C1) food and drink outlets (E and Sui Generis) and a new community stadium for Lincoln City Football Club; Areas of formal and informal public open space; a network of public footpaths and cycleways associated engineering works to inform development platform and drainage system; new transport bridge link over to Beevor Street, and a new public footpath bridge over to Tritton Road.</p> <p>In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).</p>		
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Case Officer Site Visit

Undertaken on 16th January 2024.

Policies Referred to

The application for Outline Planning Permission assessed the proposals for the Western Growth Corridor Sustainable Urban Extension taking account of National and Local Planning Policy; the application for the approval of Reserved Matters should conform to the extant planning permission.

Issues

The application before the Council for consideration now is an application for the Approval of Reserved Matters – this means the application seeks to discharge, or partially discharge, conditions that are included on the Outline Planning Permission granted in 2021. The 2021 planning permission is the most significant material consideration and the details of how this proposal accords with that permission is the relevant consideration for Committee. Equally, whilst the usual issues of visual and residential amenity are still

relevant the committee will have to decide how much weight to accord those issues whilst also considering the high level of weight to be attached to planning permission being in place for the new road and bridge which the haul road is intended to serve.

The conditions which are relevant to the consideration of this reserved matters application are as follows (the 2021 planning permission is attached as an appendix to the application that precedes this one on your agenda – 2023/0736/RM). Each condition listed below requires details to be submitted and/or compliance with existing approved details on the original permission:

- 12. Details of access, appearance, landscaping, layout, scale (the reserved matters) – the temporary haul road is relevant to the matter of access;
- 19. Development in accordance with the Flood Risk Assessment;
- 20. Up to date ecological appraisal;
- 21. Written Scheme of Investigation in relation to archaeology;
- 22. Construction Management Plan;
- 25. Construction Environmental Management Plan;
- 29. Implementation of appropriate archaeological works;
- 34. Highway Construction Management Plan;
- 51. Air Quality Assessment;
- 66. No removal of trees or hedgerows during bird nesting season;
- 69. Scheme for recruitment of workers from the local area.

The application is accompanied by details to address all of these conditions and this will be explained in the Considerations section below.

Consultations

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2023. We have consulted the same organisations and individuals that we consulted on the outline planning permission – many of them will not have responded as a temporary haul road is not relevant to their particular interests. Where consultees have raised no objections the comment is not copied in full on your agenda. However, it can still be viewed through the website should members so wish.

Statutory Consultation Responses

Consultee	Comment
Highways & Planning	Comments Received
Environment Agency	Comments Received – No objections
Woodland Trust	No Response Received
RSPB	No Response Received

Anglian Water	No Response Received
Education Planning Manager, Lincolnshire County Council	Comments Received – No objections
Upper Witham, Witham First District & Witham Third District	Comments Received - No objections
Lincolnshire Fire And Rescue	Comments Received – No objections
John Lincolnshire Police	No Response Received
Lincolnshire Wildlife Trust	No Response Received
Natural England	No Response Received
North Kesteven District Council	Comments Received – No objections
Network Rail	No Response Received
Open Spaces Society	No Response Received
Sport England, East Midlands	Comments Received – No objections
Stagecoach East Midlands	No Response Received
The Ramblers Association	No Response Received
West Lindsey District Council	Comments Received – No objections
Western Power Distribution (East Midlands) Plc	No Response Received
Historic England	Comments Received

Public Consultation Responses

Name	Address
Mrs Amanda Wormleighton	Oak Farm House Skellingthorpe Road Lincoln Lincolnshire LN6 0EN
Mrs Deborah Grant	Roe Deer House Pig Lane Off Skellingthorpe Road Lincoln LN6 0SB
S Robinson	Hartsholme Drive Lincoln LN6 0HQ
Christine Lynn Jefferies	7 Westwood Drive Lincoln Lincolnshire LN6 0HL
Mr Andrew Robinson	419 Skellingthorpe Road Lincoln Lincolnshire LN6 0PA
Mrs Sheren Roche	6 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT
Dr Peter Gostelow	1 Westwood Drive Lincoln Lincolnshire LN6 0HL
Mrs Penny Chafik	5 Leeming Close Lincoln Lincolnshire LN6 3RW

Consideration

The application for the haul road is a necessary consequence of the original approval of the road bridge over the railway at the eastern end of the site. The bridge and embankment/abutment cannot be put in place entirely from the Tritton Road side of the railway.

The detail submitted with the application indicates that the work in respect of the temporary haul route is programmed to commence before the new road and junction that forms Phase 1a of the development is completed. This road and junction work is currently

under way and it is proposed that this will be the route into the site for the construction traffic once it is available. In the interim it is proposed that the haul road will be accessed from Pig Lane, which is an unsurfaced lane to the west of Burghley Close. It is proposed that the lane would be upgraded with a bound surface suitable for the construction vehicles that would use it and other temporary works would also be undertaken to facilitate the use of this route. Once the Phase 1a road becomes available traffic would switch to this point of access and then meet with the route of the haul road within the site.

The applicants have submitted a Construction Management Plan and a Construction Highways Management Plan that detail how the works would be undertaken and how the construction traffic would be managed, particularly where it enters and leaves the public highway on Skellingthorpe Road. These details have been checked and validated by the County Council as Highway Authority.

The applicants have also provided details as to how the traffic will be managed along the route of the haul road. Pig Lane is also used as a footpath route and also serves the property known as Roe Deer House located close to the Catchwater Drain on the northern edge of western growth corridor. The haul road will also cross public footpaths and so the management of the construction traffic, which is carefully detailed in the documents accompanying the application will be important.

The route of the haul road across the wider site, has been designed to minimise an effect on standing trees and hedgerows and the applicant has submitted an up to date ecological assessment of the impact of the haul road. This also includes an assessment of impact where the road would cross ditches and other potential habitat. The detail submitted is comprehensive and provides the necessary reassurance that any significant impact on biodiversity is mitigated.

The applicants have undertaken an archaeological evaluation of the area of the haul road and the new connecting bridge, which has demonstrated that the Swanpool Roman Industrial site does not appear to continue into the area that will be affected by the proposed works.

However, the evaluation did identify undated archaeological remains in a number of trenches, and it would therefore be prudent to require monitoring and recording of groundworks to ensure that any finds or features can be recorded appropriately, especially in the light of Historic England's concerns about impacts to the nearby Roman remains, as set out in their letter dated 19/12/23. A written scheme of investigation which addresses these issues is currently in preparation in accordance with condition 21 of the outline permission and will be reported on the update sheet should it be received before your meeting. Otherwise, a condition could be added.

The applicants have submitted an assessment of air quality as required by condition 51. One neighbour consultee response has questioned the validity of part of that assessment and their representation is copied in full. The haul road is a significant distance from the nearest residential properties except for where it would utilise Pig Lane or the new signalised junction and the hours of work will be restricted to 7am to 6pm Monday to Friday and 8am to 1pm on Saturdays. This will be a significant mitigation of the effects of noise on any residents.

With regard to the scheme of local recruitment there is a condition on the original consent that requires that a scheme of recruitment and employment by the contractors for each

phase of development should be submitted with each reserved matters application, to demonstrate what measures will be taken to recruit workers from the local area. A statement accompanies the application which satisfies this requirement.

Conclusion

The haul road is a necessary early part of the development which will facilitate the construction of the new road bridge over the railway from Tritton Road. The applicants have satisfactorily demonstrated that the impact of this haul road will be appropriately managed and mitigated.

Application Determined within Target Date

Yes.

Recommendation

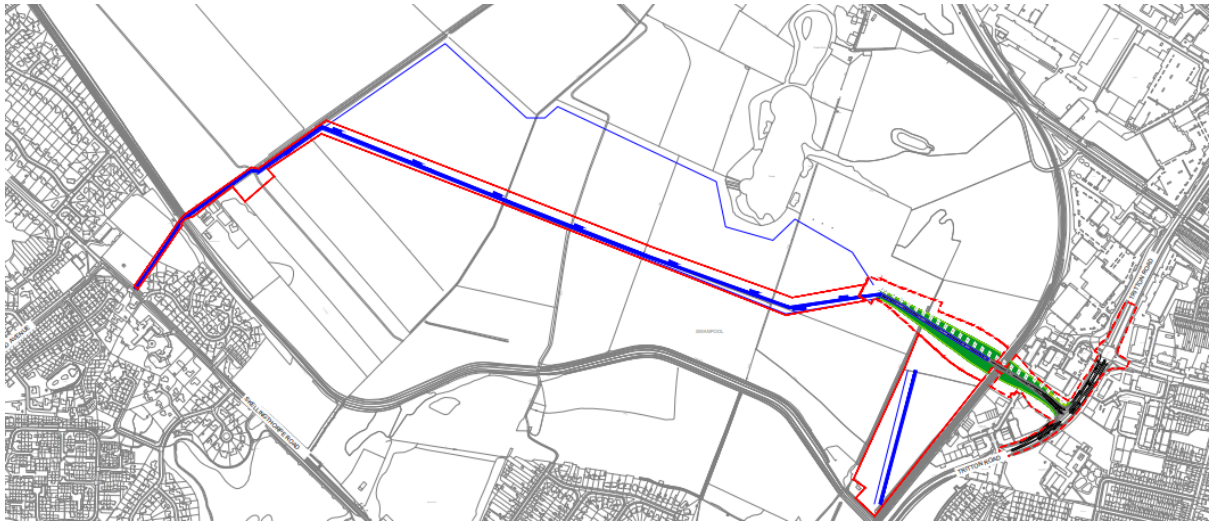
That the application is GRANTED.

Conditions

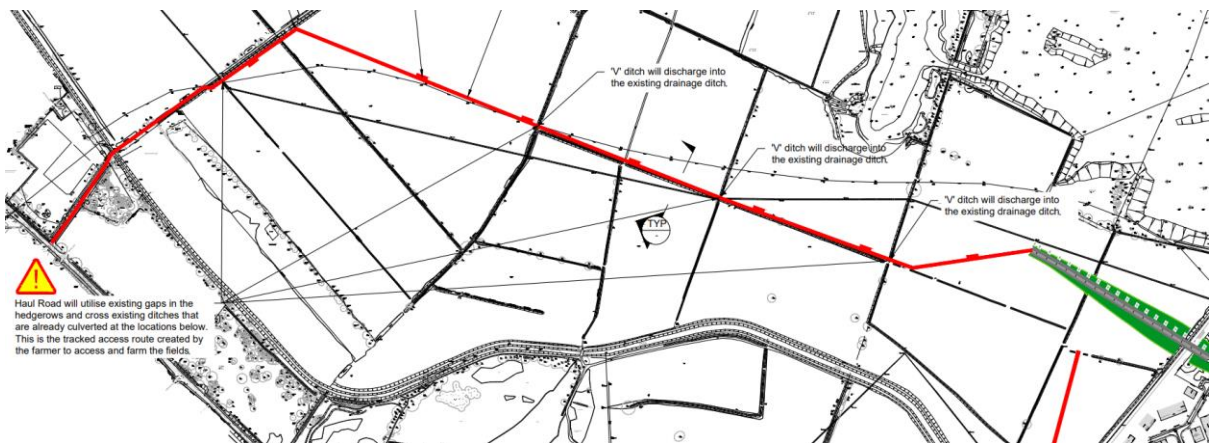
1. Submission of an archaeological scheme of investigation should it not be received before a decision is taken on the application.

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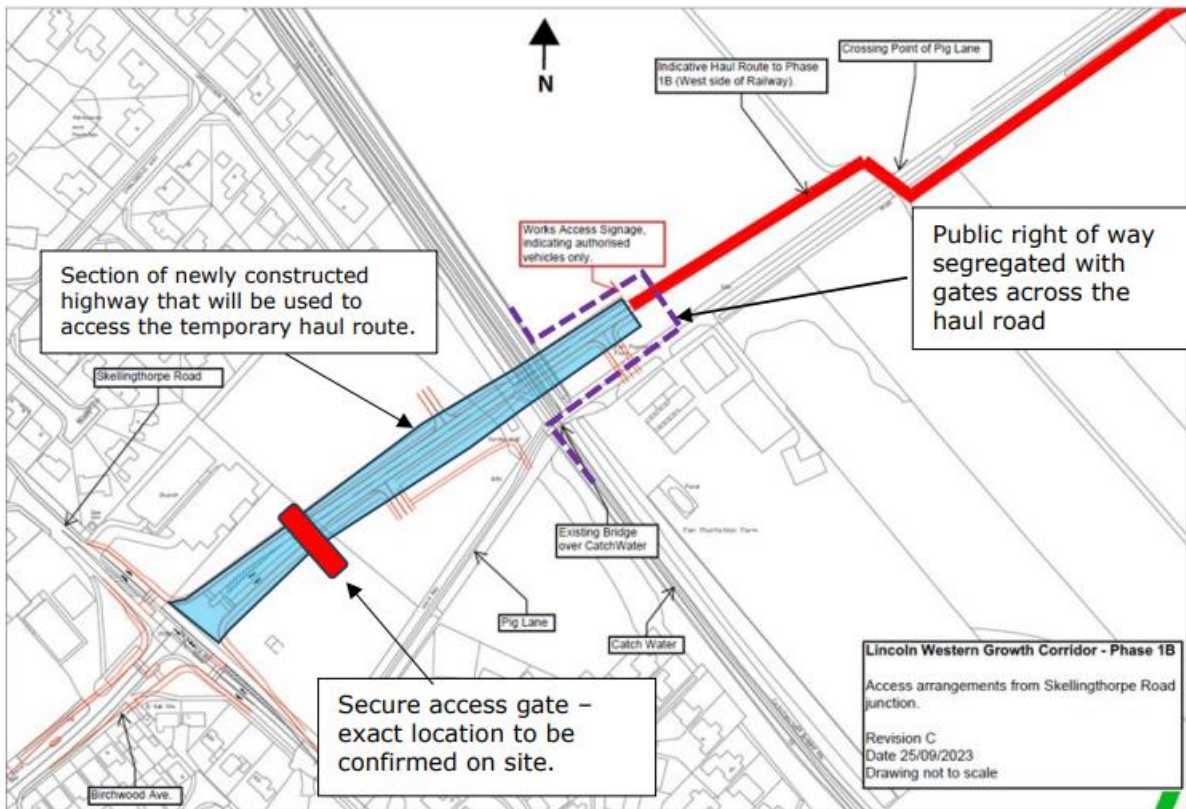
Haul Road plans



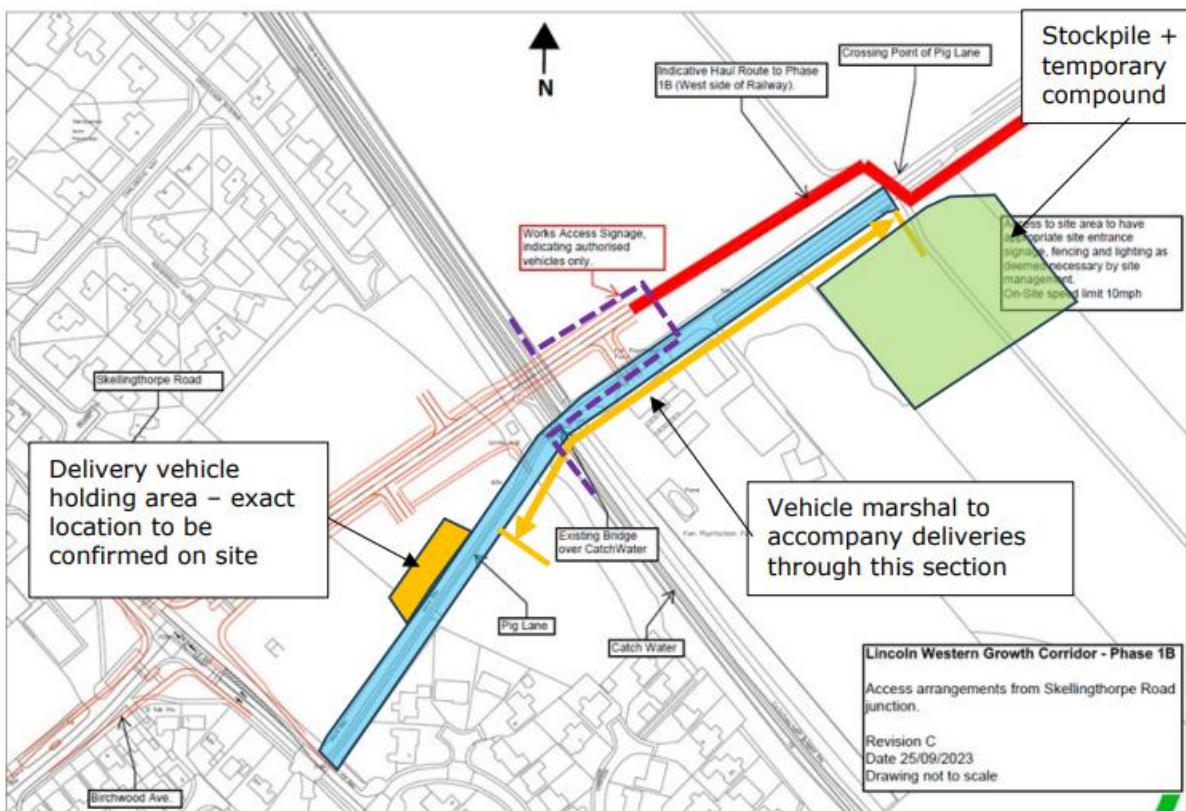
Site location plan



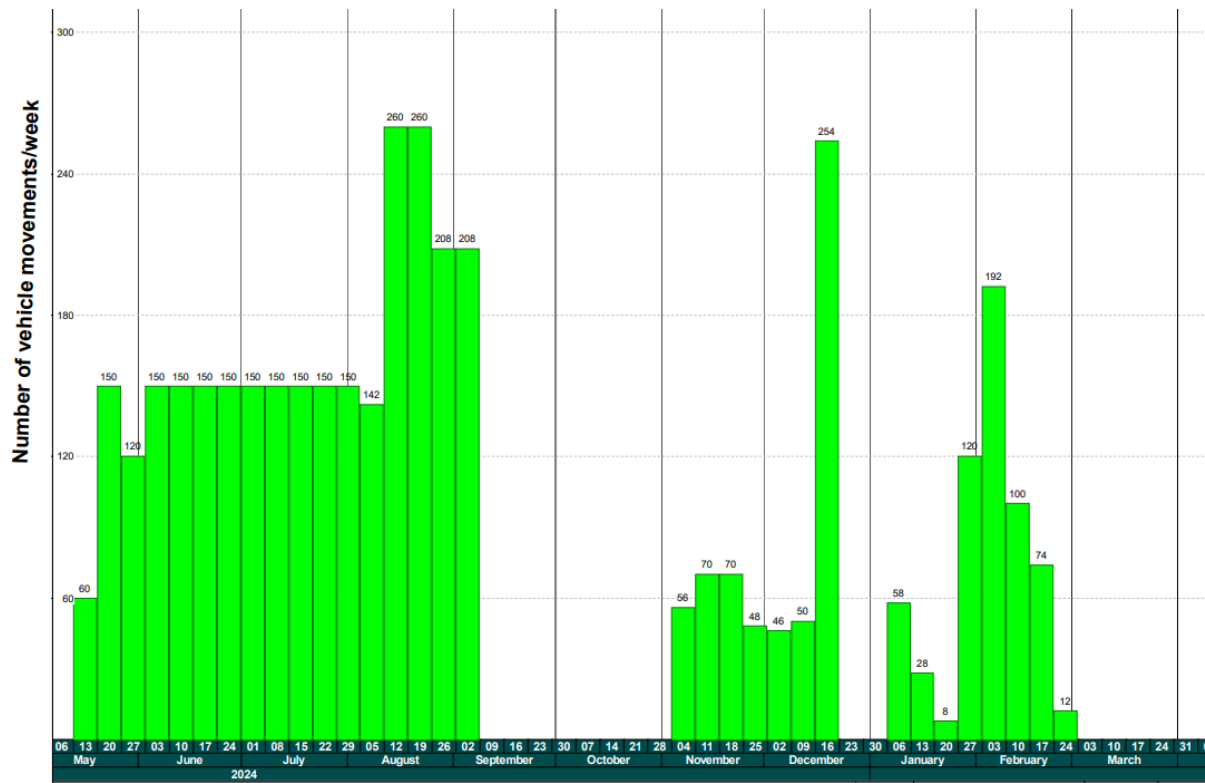
Route of Haul Road



Option 1- New road and bridge available for construction traffic



Option 2- New access road and bridge not available



Construction vehicle movements

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Public Consultation Responses

Name

Mrs Amanda Wormleighton

Address

Oak Farm House, Skellingthorpe Road, Lincoln, Lincolnshire, LN6 0EN

Date Received: 11th January 2024

I am writing to you as a resident of Oak Farm House, a property that has been in our family for three decades. My husband and I, having purchased our home eight years ago with the aspiration of a peaceful retirement amidst beautiful scenery and wildlife, find ourselves compelled to express our concerns about the haul bridge project that is slated to be built just one field away from our property.

The prospect of this bridge has given rise to several apprehensions, each of which holds significant importance in our daily lives and the enjoyment of our residence. First and foremost, the scale and height of the proposed bridge are points of contention, raising questions about its visual impact on our surroundings. We fear that it may lead to overlooking issues, compromising our privacy and the serene environment we have cherished for years.

Moreover, the potential for increased noise and disturbance due to the bridge construction and subsequent traffic is worrisome. Our hope for a tranquil retirement is at stake, and we are concerned about how this may disrupt our daily lives and well-being. Additionally, the prospect of air pollution resulting from the construction and ongoing use of the bridge is a matter of grave concern. We value the clean air and natural surroundings that have been integral to our life at Oak Farm House.

The design, appearance, and layout of the bridge also warrant consideration, as they play a crucial role in the overall aesthetic and functionality of our living space. Furthermore, we worry about the potential impact on the existing trees and wildlife in the area, elements that contribute significantly to the charm and biodiversity of our surroundings.

Lastly, the fear of a loss of natural light due to the bridge's construction poses yet another challenge. Adequate sunlight is not only essential for our well-being but also for the flourishing flora around our property.

I am reaching out to you with a sincere request for a dialogue on these concerns. Your understanding and consideration in addressing these issues would go a long way in preserving the quality of life we have come to cherish at Oak Farm House.

I am available at your earliest convenience for a discussion to explore potential mitigations and alternatives to ensure that the proposed haul bridge project is executed in a manner that minimizes its impact on our cherished residence.

Thank you for your time and understanding.

Best regards,
Amanda Wormleighton

Name

Mrs DEBORAH GRANT

Address

Roe Deer House, Pig Lane Off Skellingthorpe Road, Lincoln, LN6 OSB

Date Received:

12th January 2024

If I have understood the proposals correctly there will be a time overlap between the completion of the Skellingthorpe Road junction works and the construction of the temporary haul route.

Phase 1a junction works at Skellingthorpe Road are scheduled to continue until August 2024; in the meantime the construction haul route will be built in two stages; Stage 1 (pending completion of Phase 1a Junction works) will run from May-August 2024; Stage 2 will follow.

Stage 1 May-August 2025, construction traffic will EITHER;-

(Option 1) use the new Skellingthorpe Road bridge and access road (if completed); max 15 aggregate lorries per day (advanced stockpiling of aggregates); dedicated gatekeeper to control deliveries; possibility of out of hours deliveries

(Option 2) access and egress via Pig Lane (if new Skellingthorpe Road bridge and access road are not available); Pig Lane upgraded to a bound surface with passing point added; Pig Lane existing bridge upgraded to deal with additional construction traffic; 15 aggregate deliveries per day aggregate stockpiling; out of hours deliveries possible; use of vehicle marshals to escort construction vehicles along Pig Lane.

Site is busy now vehicles entering and workers cars [cars park on side of pig lane and fields]

Stage 2 (August 2025 onwards; start of house building); construction traffic will use new Skellingthorpe junction bridge and section of road rather than Pig Lane; access to new Skellingthorpe junction bridge will be controlled by a gate locked outside of normal working hours; Pig Lane will remain accessible for private use and walkers; all construction traffic will nonetheless have to cross over Pig Lane (until when - end of all construction ?) vehicle marshals available - peak periods only.

Development ends in 2036 plans to also access burrow pits in future ? route Also Tritton road bridge [pig lane entrance will be increased in use] closest entrance / exit to A46

I object to these proposals on grounds that the temporary haul route scheme as drafted will cause unacceptable impacts on my business operations/ the enjoyment of my home.

Id like some specificity about the extent and finish on the proposed Pig Lane surface upgrade; the improved section of Pig Lane will need to be

maintained to a suitable standard for the duration of the construction period to provide acceptable access for me and my guests / visitors
Mud is constantly driven on to Scarborough owned section from construction site

Mud is left for long periods which is a danger to users of lane despite all the additional construction traffic. What is the extent of Pig Lane which will be upgraded ? [this needs to tie in with discussions with the Council re the maintenance plan for Pig Lane].

It has been very difficult to negotiate with parties involved and they declined my offer to sort between us all Scarborough farms ownership /maintenance of pig lane [this needs to also needs to tie in with discussions with council regarding Scarborough owned section]

Holmes and Hills Solicitors have made attempts to offer all to negotiate terms of access

I proposed my own road no attempt to pursue by LCC I still believe could solve many future years issues regarding my Home and business [plan sent]

There is a potentially significant period of time during Stage 1 when construction traffic will be using Pig Lane alongside Holiday Retreat traffic. This will have potentially unacceptable impacts on my business which relies on peace and tranquillity to thrive/ generate repeat custom.

My business has already experienced to date decrease in returning guests which has impacted financially.

Last minute bookings not arriving [chaos of lane entrance]continues Lindum aware

Added to this high amount of cancellations by locals [avoiding area]

Taxi drivers are also avoiding area and retreat has been red flagged, takeaways refuse or do not deliver [LCC aware] I have asked for help [LCC]

Parcel delivery problems

Huge increase in visitors due to no security gate in place a on going issue still not resolved

Temporary road fen farm to pig lane caused Retreat issues [lindums mediated made relations worse]

Aggravation from farmer entering my property to read water meter ,requesting I send bill for usage

Traffic Light problems [out of hours] Christmas Newyear

Haulage ignoring red lights

My time sending emails takes me away from running my business

[all has been frustratingly difficult to negotiate]

It should not be possible at any stage for out of hours deliveries of aggregates to use/cross over Pig Lane - this is incompatible with reasonable expectations as to the enjoyment of me /visitors/ guests use of my property.

The availability of marshalls to ensure continued access for vehicles (with priority over construction traffic) is welcome in principle.

However, my experience during the construction work so far does not inspire confidence because Retreat Road signage has been taken down covered up and knocked down by haulage traffic, to date one sign left propped against wood post

Pig lane sign laid on ground

Mud has been a problem constantly throughout year being driven from site to

retreat.

Farming contractors at harvest increase deposits of mud which is driven down pig lane

Water pipes draining fields from fluvial rain left on lane causing sludge

Retreat pot hole fills daily and requests help constantly but little is done to assist difficult to keep on top off with so many construction vehicles using

Pig lane was in great condition prior to construction starting LCC /LINDUM

aware over 300,000 spent over several years prior to construction site

starting which was my choice due to being at end of lane

Fencing has fallen three times now being held back with rope causing anxiety in case it falls again

Fell at midnight guests could not pass in car I had no choice but to lift and move many panels.

Another time visitor to retreat lifted and injured hand.

Construction site employees in site vehicles making visitors wait long periods

Haulage lorries arrogance towards road laws

Archaeology contractors put welfare /toilet in passing place [left for two weeks]

Uncalled for remarks to my employee when maintaining pot holes

Point of contact on site ignores my messages since Christmas [new contact not given LCC aware]

I have realised after last year LCC don't appear to have authority to get construction company to sort access issues.

Lindum contact appears to be a presence for public appearance.

[on initial site opening point of sitecontact said issues would be dealt with, this has not been the case]

Civil engineering company seem to be the ones in control of this site.

Security at Retreat still on going with negotiations [key pad solar gate]

Since public awareness constant problems with

Off road motorcycles

Fly tipping

Youths being a nuisance

Theft from grounds and aluminium

I constantly send emails regarding access to Assistant Director who deals with in a timely response but many issues don't get sorted

Online complaints which is not good for business and unhappy guest emails [LCC aware]

left to cut trees back for vehicles till finally LCC arranged company in Jan 23

I have photographs and emails, dates of all problems experienced [happy to send]

It has been a horrendous time, and it continues to date.

The Marshalls should be available 24/7 as guests come in and out at all times of the day or night and it appears that some out of hours construction traffic is planned. A responsible person needs to be always available to resolve access problems.

From Stage 2 the locked gate at the Skellingthorpe Road junction bridge will push out of hours construction traffic back onto Pig Lane causing disruption/deterrent to your guests/operations unless marshals can be deployed to prevent this.

At all times construction traffic will have as a minimum to cross Pig Lane causing disruption/ deterrent to my guests/ operations. How long will this continue - until the completion of the larger residential development? This is a long period of time during which those accessing the Holiday Retreat will be subject to disruption/delay/dirt.

[mud is a problem now]

How/when does the applicants envisage that general traffic is prevented from using the lower section of Pig Lane once the new Skellingthorpe Road junction is up and running?

Negotiations have been ongoing between me and Lindum/LCC for some time regarding use of Pig Lane; there has been very little movement on the part of LCC/Lindum in response to concerns I have raised.

I am are willing to continue such negotiations. However, the experience of dealing with the construction personnel on the ground to date (Skellingthorpe Road Junction works) has at times been disappointing and frustrating for the reasons given above. My guests are currently experiencing unacceptable levels of disruption and inconvenience as a result of the construction work - this will only be exacerbated once the haul route is constructed, unless appropriate protections are built into any reserved matters approval.

A little history

I would also like to add I have had numerous managers and representatives meet with me over many many years I have not been listened to

I have emails questioning professionalism.

Kate Ellis and Jo Walker LCC arrived with my access plans ,a shock to see route planned for retreat

After many discussions during prior years ,of what my needs for Home and Business regarding access was I am a quiet tranquil retreat

I feel hood winked, Promises made ,time delaying tactics ,various managers ,I truly feel all has been handled poorly

My services interrupted water mainly on numerous times

Even requested meeting with LCC Director [still no meeting]

Many do not know retreat exists as property is cut off maps when meetings take place with council

Regarding western growth corridor plans

[approached various long term public figures MP and local Councillors ,unaware of my location]

I have had twenty eight years maintaining lane Lindums and council have never helped

[lack of taking any responsibility during ownership]

Now remaining fields divided amongst scarboroughs are rented to various large company farming contractors ,I requested relocation of bridge [refused]

Farming contractors arrive now with convoy of vehicles and use pig lane entrance to access fields Large agricultural machinery will add to use of pig lane

Expressed concerns farm machinery in future will be driving through new estate roads and also pass retreat to get to fields [main drain] relocation of bridge would stop this [refused land is owned by UWDB]

[please note heavy farm vehicles have indented tarmac I have laid at end of pig lane]

No duty of care has been in place and I have serious worries for the future from what I have experienced since start of development and concerns over

future burrow pit access
I have experienced a great deal of unnecessary behaviour /actions
[when objected to development 2019 Director Lindums phoned unhappy with
raised voice late
evening] unacceptable behaviour
LCC are constantly kept updated by me
I am willing still to negotiate but would like my needs for Home and business
a priority
Hope that by writing this objection you can see my point of view from facts

Name

S Robinson

Address

Hartsholme Drive, Lincoln, LN6 0HQ

Date Received: 9th January 2024

I object to the plans because of the effects it will have on the environment
and the wildlife, the congregation and the added air pollution it will cause, the
fields at the bottom of Swanpool have been waterlogged since October the
whole project needs to be re considered

Name

Christine Lynn Jefferies

Address

7 Westwood Drive, Lincoln, Lincolnshire, LN6 0HL

Date Received: 9th January 2024

My concerns with this application and the Western Growth Corridor project
are as follows

The council's published planning policies.

Highway safety and congestion.

Noise and disturbance.

Air pollution.

Appearance.

Effects on trees.

In addition to the above the effect on wildlife and the environment appears
to have been totally ignored with this project.

Yours sincerely

Christine Lynn Jefferies

Name

Mr Andrew Robinson

Address

419 Skellingthorpe Road, Lincoln, Lincolnshire, LN6 0PA

Date Received: 4th January 2024

I object to the potential use of the Pig Lane access/entrance at
Skellingthorpe Road during Stage 1 of the haul road construction
(Option 2 - no access available through the new road/bridge)

Living directly opposite Pig Lane and the development we have been witness
to the dangerous manoeuvres of plant and HGV's mounting the public
pavement (video and photographic evidence) on numerous occasions.

As proposed in the application, vehicles would turn right when leaving Pig Lane onto Skellingthorpe Road and I suspect would be mounting the pavement as before in the earlier works carried out.

I also read in the application that vehicle marshalls would be used to meet these vehicles at the storage/holding area but nothing in terms of them entering/leaving Pig Lane.

I suggest the new road and bridge to be in operation BEFORE work is started on the construction of the haul road for the benefit of public safety.

Date Received: 3rd January 2024

Name

Mrs Sheren Roche

Address

6 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

Date Received: 10th January 2024

I, too feel that this development should be re-considered in light of the amount of standing water on this flood plain that can be seen following recent rainfall. I have rarely seen the Catchwater Drain at the bottom of my garden so full and high.

If the development goes ahead, I will also be concerned about the scale and height of any construction that I overlook.

Name

Dr Peter Gostelow

Address

1 Westwood Drive, Lincoln, Lincolnshire, LN6 0HL

Date Received: 9th January 2024

I object to this application as the noise measures do not seem adequate. As far as I can tell no noise modelling or prediction has yet been carried out to assess impacts on nearby housing. Section 7.6 of the Construction Environmental Management Plan states that modelling will take place prior to construction which "will detail the predicted noise levels as a result of construction activities and will specify the typical noise levels of construction plant intended for use".

Why has this modelling not been carried out prior to seeking comments on the application? Given that vehicle movements will be as high as 260/week for a 60h working week, there is one movement per 14 minutes, which will last for approximately 7.5 minutes assuming a speed of 10 mph for the 2km distance. Hence the potential for daytime noise in the height of summer is considerable.

I feel that relying on future modelling and "Mitigation measures will be undertaken if the results of noise monitoring indicate that excessive noise impacts are arising from the activities associated with the works" does not provide sufficient reassurance at this stage.

Name

Mrs Penny Chafik

Address

5 Leeming Close, Lincoln, Lincolnshire, LN6 3RW

Date Received:

2nd January 2024

I cannot believe that this development will go ahead. Given the amount of rain we have had recently to build on this area seem beyond belief.

Hartsholme Lake is so full of water just now.

The pressure on the infrastructure is immense.

The traffic in this area is so bad, we are constantly in a tail back.

For us it is easier to travel to Newark for shopping than attempt to come into Lincoln.

Doddington Rd, Skellingthorpe Rd, also the by pass A46 Doddington rd/ Skellingthorpe Rd awful.

I have lived in this area over 40 years and seen the decline in access. Please reconsider this development.



Historic England

Ms Marie Smyth
City of Lincoln Council
City Hall
Beaumont Fee
Lincoln
Lincolnshire
LN1 1DF

Direct Dial: 0121 625 6888

Our ref: P01569940

19 December 2023

Dear Ms Smyth

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**WESTERN GROWTH CORRIDOR, SKELLINGTHORPE ROAD, LINCOLN,
LINCOLNSHIRE
Application No. 2023/0879/RM**

Thank you for your letter of 11 December 2023 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Historic England Advice

As acknowledged in the outline consent submission and our comments for the Western Growth Corridor and as described in the present archaeological Written Scheme of Investigation; the Swanpool Roman ceramic industry is demonstrably of equivalent importance to a scheduled monument (Dec 2023 NPPF footnote 72) and thus is required to be treated on parity under the NPPF with the relevant paragraphs for designated heritage assets applying (see NPPF 205, 206, 207, 208, 209).

Overall the Western Growth Corridor scheme will result in substantial harm to the significance of the Swanpool Roman ceramic industry. The development is firmly situated within examined local plans with regards to which public benefits have been tested. The safety of this outcome rests upon proportionate archaeological mitigation (investigation, recording, analysis, reporting, archive and publication) as embedded in the outline consent, an approach which must be carried over to the present subordinate reserved matters applications further to the NPPF paragraphs discussed above and paragraph 199 and 211 regarding the dissemination of the results of archaeological work and para 210 on ensuring all reasonable steps to ensure the new development will proceed after the loss has occurred.

The completion of the analysis, reporting and archive stages of the previous episodes



THE FOUNDRY 82 GRANVILLE STREET BIRMINGHAM B1 2LH

Telephone 0121 625 6888
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any information held by the organisation can be requested for release under this legislation.



of evaluation should be regarded as a priority to provide necessary information to inform forthcoming stages of investigation (paragraph NPPF Dec 2023 200 & 201).

Specific Technical note.

Excavators should expect the make-up of the Roman ceramic assemblage in the topsoil to be different to that recovered from closed features, therefore topsoil finds should be systematically recovered and recorded at least on a robust sample basis (in addition to picking up individually striking sherds). The underlying taphonomic process is theorised as follows; that waste material can be assumed to have sat in upstanding heaps across the site which developed through the lifetime of the industry and would potentially have encompassed the whole range of production before being spread and reworked as ploughsoil in the medieval and later periods. In contrast, redundant kilns may have been filled in shorter episodes utilising more specific bodies of material representing immediately available waste material or parts of adjacent established tips. To gain an overview of production one needs to understand material from topsoil as well as kiln fills.

Recommendation

Historic England has concerns regarding the application on heritage grounds.

We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs of the NPPF as discussed above.

In determining this application you should bear in mind the statutory duty of section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

Yours sincerely

Tim Allen

Tim Allen
Team Leader (Development Advice)
E-mail: tim.allen@HistoricEngland.org.uk



THE FOUNDRY 82 GRANVILLE STREET BIRMINGHAM B1 2LH
Telephone 0121 625 0888
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any information held by the organisation can be requested for release under this legislation.

To: Lincoln City Council

Application Ref: 2023/0879/RM

Proposal: **Submission of access reserved matter for the construction of a haul road between Phase 1A Skellingthorpe Road and Phase 1B Tritton Road relating to hybrid (outline) planning permission 2019/0294/RG3**

Location: **Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire**

With reference to the above application received 11 December 2023

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that the Local Planning Authority request the applicants to provide additional information as set out below.

ADDITIONAL INFORMATION REQUIRED

Please request applicant demonstrate swept vehicle paths for the largest vehicle entering Pig Lane to ensure that it can access the site safely.

Please request the applicant demonstrate a signage scheme for Pig Lane to inform pedestrians and drivers and also include site warning signs within the highway in relation to the temporary access via Pig Lane.

In relation to the new road under construction, please ensure the gates are located outside of the S278 boundary.

Case Officer:

Laura Rowett

Date: 20 December 2023

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Application Number:	2023/0887/FUL
Site Address:	Western Growth Corridor, Skellingthorpe Road, Lincoln - Substation
Target Date:	6th February 2024
Agent Name:	Lindum Group
Applicant Name:	Ms Maria Clayton
Proposal:	Erection of 1no. substation within Phase 1A and 1no. substation on land to the north east of Phase 1A, adjacent to spine road.

Background - Site Location and Description

A hybrid planning application (2019/0294/RG3) granted full planning permission and outline consent in January 2022 for the development of the Western Growth Corridor (WGC) Sustainable Urban Extension. The full element granted permission for the means of access to the development from Skellingthorpe Road and Tritton Road. Works to construct the Skellingthorpe Road access and the first section of the spine road are currently underway. The outline element granted consent for the development of up to 3,200 dwellings, a local centre, primary school, commercial uses, leisure uses, highways infrastructure and open space.

A reserved matters application for 52 homes within Phase 1A is being presented to Members for consideration tonight. Phase 1A is located to the north east of Skellingthorpe Road, opposite the junction with Birchwood Avenue.

This application is for full planning permission for the erection of two substations, which are required to facilitate the delivery of the housing proposed within Phase 1A. One of the substations is located within Phase 1A, at the north corner of the development site, adjacent to the Grosvenor Avenue turning head. The other is located to the north east of the development boundary and the Catchwater Drain, to the south east of the spine road.

Site History

Reference	Description	Status	Decision Date:
2019/0294/RG3	Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:- In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking extensive areas of openspace, leisure village establishment/Takeaway as Sui Generis uses), employment (E) uses and parking; a primary school; up to 8HA of land (including key infrastructure) for up to 40,000sq.m of E and B2 development; up to 12ha of land (including key infrastructure) for sport, recreation and leisure (E and F.1 and	Granted Conditionally	20th January 2022

	F.2), a hotel (C1) food and drink outlets (E and Sui Generis) and a new community stadium for Lincoln City Football Club; Areas of formal and informal public open space; a network of public footpaths and cycleways associated engineering works to inform development platform and drainage system; new transport bridge link over to Beevor Street, and a new public footpath bridge over to Tritton Road. In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).		
2023/0736/RM	Submission of reserved matters including layout, scale, appearance, access and landscaping for the erection of 52no. dwellings as required by hybrid (outline) planning permission 2019/0294/RG3. (Revised Plans).	Pending	

Case Officer Site Visit

Undertaken on 22nd November 2023

Policies Referred to

- Policy S53 Design and Amenity

Issues

- Visual amenity
- Highways and drainage

Consultations

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2023.

Statutory Consultation Responses

Consultee	Comment
Environment Agency	Comments Received
Highways & Planning	Comments Received
Upper Witham, Witham First District & Witham Third District	Comments Received

Public Consultation Responses

No responses received.

Consideration

Visual Amenity

No formal consultation response has been received from National Grid, although the applicant has advised that the proposed substations have been designed to meet National Grid specifications. The substations are identical and will be constructed with Ibstock Leicester Red bricks and a dark grey glass reinforced plastic (GRP) roof, with a black louvred door, vent and rainwater goods.

Officers have no objection to the position of the substations or to their simple, functional design. They would not be inappropriate additions when viewed in the context of the wider residential development and would not cause harm to the surroundings, in accordance with the requirements of Central Lincolnshire Local Plan (CLLP) Policy S53.

Highways and Drainage

The Upper Witham Internal Drainage Board has advised that no development should be commenced until the Local Planning Authority, in consultation with the Lead Local Flood Authority has approved a surface water drainage scheme.

The Lincolnshire County Council (LCC) as Highway and Lead Local Flood Authority note that the proposal is for the erection of one substation within Phase 1A, as identified on the S38 plans, and the other is outside of the S38 boundary, adjacent to the spine road. The LCC has confirmed that the proposals will not have an unacceptable impact on the Public Highway or Surface Water Flood Risk.

Informatives suggested by the Board and the LCC will be applied to any grant of consent for the information of the applicant.

Application Negotiated either at Pre-Application or During Process of Application

No.

Financial Implications

None.

Legal Implications

None.

Equality Implications

None.

Conclusion

There is no objection to the position of the substations or to their simple, functional design. They would not cause harm to the wider context. Matters relating to highways and drainage have been appropriately considered by the relevant statutory consultees. The proposals would therefore be in accordance with the requirements of CLLP Policy S53.

Application Determined within Target Date

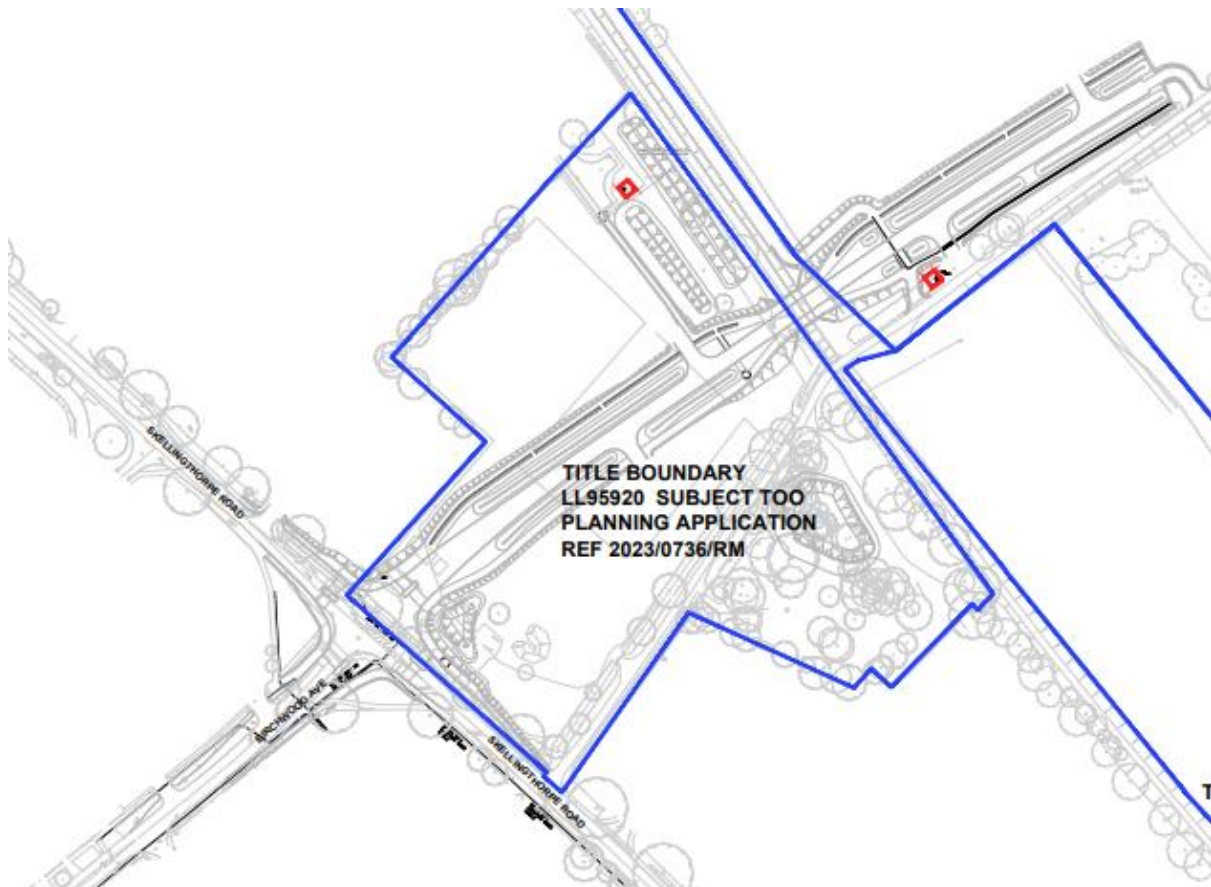
Yes.

Recommendation

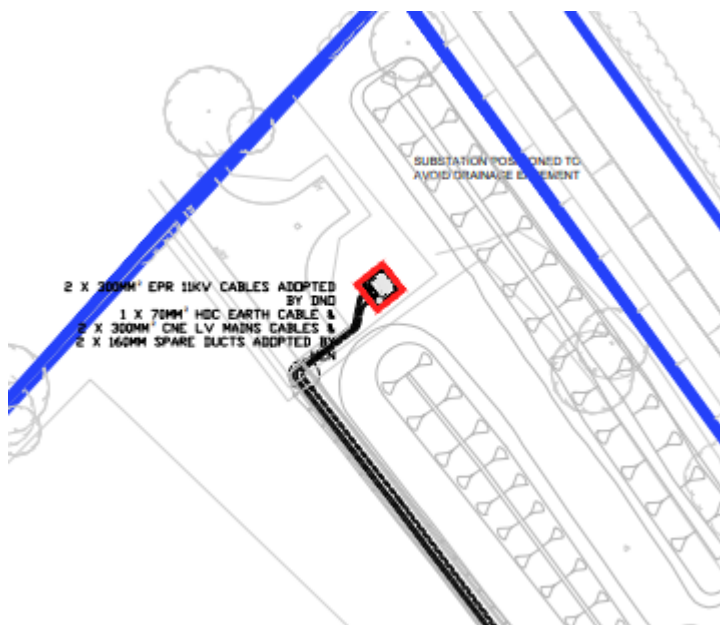
That the application is Granted Conditionally subject to the following conditions:

- Time limit of the permission
- Development in accordance with approved plans

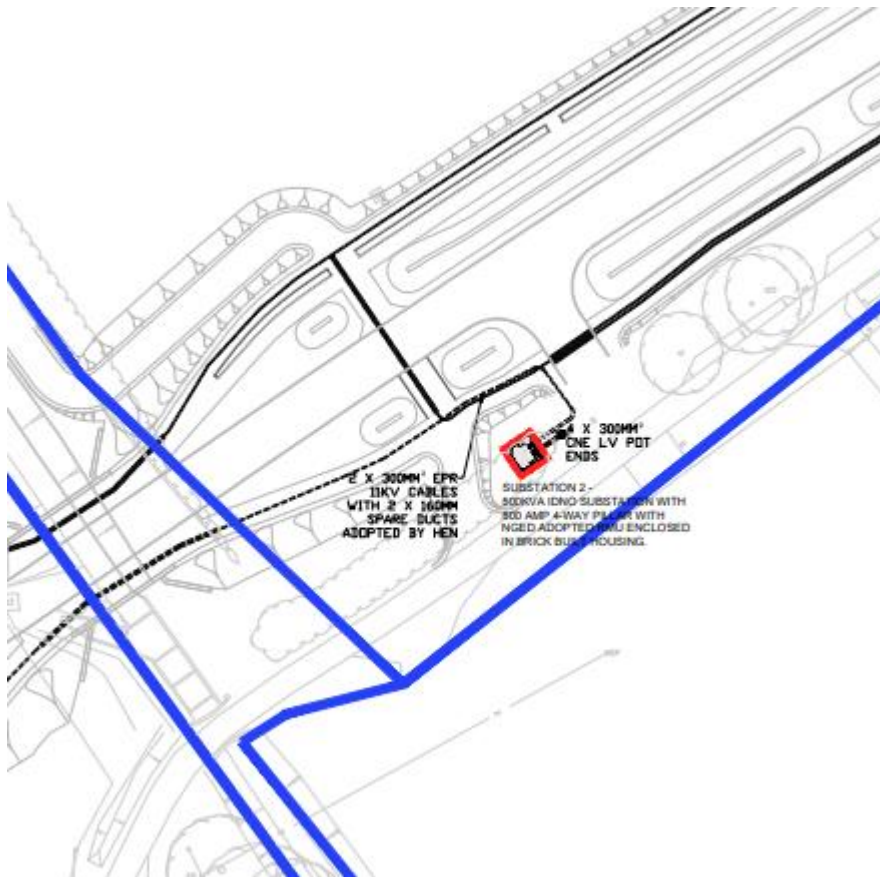
WGC substations plans and consultation responses



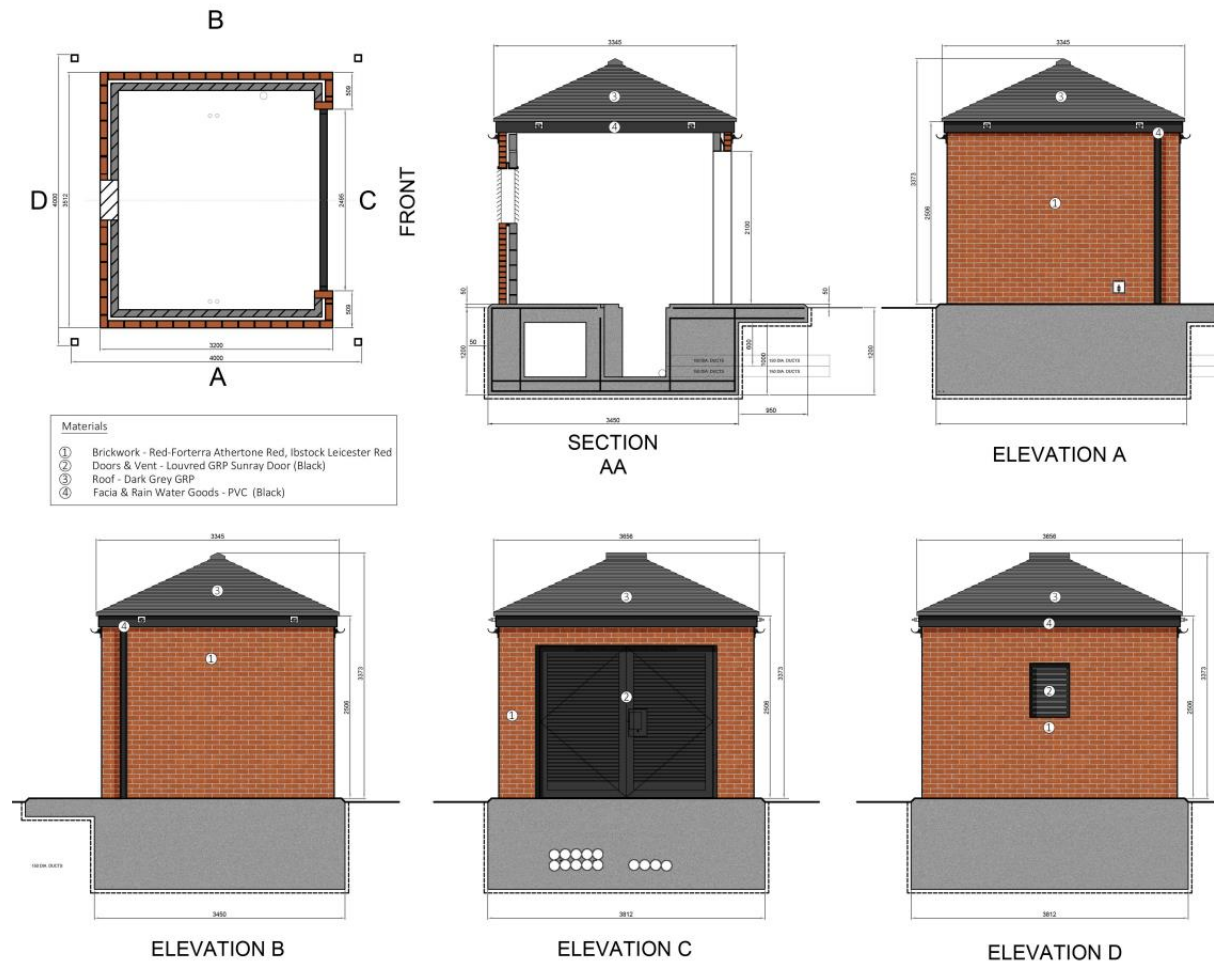
Site location plan



Block plan of substation adjacent to Grosvenor Avenue turning head, south of the Catchwater Drain



Block plan of substation adjacent to spine road, north of the Catchwater Drain



Proposed floor plan, elevations and section

From: Technical Team (City of Lincoln Council)
Subject: FW: OBSERVATIONS ON CONSULTATION REQUEST 2023/0887/FUL

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UD-128-2013-PLN

REFERENCE: 2023/0887/FUL

DEVELOPMENT: ERECTION OF 1NO. SUBSTATION WITHIN PHASE 1A AND 1NO. SUBSTATION ON LAND TO THE NORTH EAST OF PHASE 1A, ADJACENT TO SPINE ROAD.

LOCATION: WESTERN GROWTH CORRIDOR, SKELLINGTHORPE ROAD, LINCOLN, LINCOLNSHIRE

Dear Sir/Madam,

Thank you for the opportunity to comment on the above application. The site is partially within the Upper Witham Internal Drainage Board district.

No development should be commenced until the Local Planning Authority, in consultation with the Lead Local Flood Authority has approved a scheme for the provision, implementation and future maintenance of a surface water drainage system.

- If soakaways are proposed the suitability of new soakaways, as a means of surface water disposal, should be to an appropriate standard and to the satisfaction of the Approving Authority in conjunction with the Local Planning Authority. If the suitability is not proven the Applicant should be requested to re-submit amended proposals showing how the Site is to be drained. Should this be necessary this Board would wish to be reconsulted.
- Where Surface Water is to be directed into a Mains Sewer System the relevant bodies must be contacted to ensure the system has sufficient capacity to accept any additional Surface Water.
- Any discharge into a water course will require a consent from the Board under the Land Drainage Act.

A permanent undeveloped strip of sufficient width should be made available adjacent to the top of the bank of all watercourses on Site to allow future maintenance works to be undertaken. Suitable access arrangements to this strip should also be agreed. Access should be agreed with the Local Planning Authority, LCC and the third party that will be responsible for the maintenance.

Many thanks,

Abi Gilbert BEng (Hons)
Graduate Engineer

Witham First District Internal Drainage Board
Witham Third District Internal Drainage Board
Upper Witham Internal Drainage Board
North East Lindsey Drainage Board

Witham House,
Meadow Lane,
North Hykeham,
LN6 9QU

LINCOLNSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Lincoln City Council

Application number: 2023/0887/FUL

Application Type: Full

Proposal: Erection of 1no. substation within Phase 1A and 1no. substation on land to the north east of Phase 1A, adjacent to spine road.

Location: Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire

Response Date: 21 December 2023

This report includes the Substantive response of the Local Highway and Lead Local Flood Authority to a planning consultation received under the Development Management Order and includes details of any planning conditions or informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement.

General Information and Advice

Please note that although the Definitive Map and Statement proves the existence of any recorded rights of way, there may be further or higher rights that are not shown on this document that the County Council is not currently aware of. This would be especially relevant where the public has had informal access to the site or where there are references to routes across this in maps or other historic documents. As the County Council has received no application to recognise further rights of way affecting the site, no more informed guidance can be offered at this stage.

Application number: 2023/0887/FUL

Application Type: Full

Location: Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire

Highway and Lead Local Flood Authority Report

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Recommendation: No Objections

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development would not be expected to have an unacceptable impact upon highway safety or a severe residual cumulative impact upon the local highway network or increase surface water flood risk and therefore does not wish to object to this planning application.

Comments:

The proposal is for the erection of 1no. substation within Phase 1A as identified on the S38 plans and 1no. substation on land to the north east of Phase 1A outside of the S38 boundary, adjacent to spine road, and will not have an unacceptable impact on the Public Highway or Surface Water Flood Risk.

As Lead Local Flood Authority, Lincolnshire County Council is required to provide a statutory planning consultation response with regard to drainage and surface water flood risk on all Major applications. This application is classified as a Minor Application and it is therefore the duty of the Local Planning Authority to consider the surface water flood risk and drainage proposals for this planning application.

Informatives

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections, Section 50 licences and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works. For further guidance please visit the Highway Authority's website via the following link: Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Officer's Name: Laura Rowett

Officer's Title: Senior Development Management Officer

Date: 10th January '24

RE: 2023/0887/FUL, Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolns...



LN Planning <LNplanning@environment-agei
To: Technical Team (City of Lincoln Council)



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Dear Planning Team,

The Environment Agency does not wish to make any comments on this application. It does not appear to fit any of the criteria on our consultation checklist, 'When to consult the Environment Agency'. However, if you believe you do need our advice, please call me on the number below.

Kind regards

Amelia Crawford

Planning Advisor

Environment Agency | Sustainable Places | Lincolnshire and Northamptonshire Area

✉ Ceres House, Searby Rd, Lincoln, LN2 4DW

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