

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

**Apologies for Absence:** Councillor Ric Metcalfe

**19. Confirmation of Minutes - 18 June 2018**

RESOLVED that the minutes of the meeting held on 18 June 2018 be confirmed.

**20. Declarations of Interest**

No declarations of interest were received.

**21. Western Growth Corridor - Consultation Responses**

Purpose of Report

To provide a report on the findings of the Western Growth Corridor Draft Masterplan public consultation, consider draft responses and seek agreement to vary the masterplan as a result.

**Decision**

- (1) That the proposed responses to the comments received from the consultation on the draft Western Growth Corridor Masterplan, as set out in Appendix 1 of the report, be agreed.
- (2) That the responses be published on the Council's website and sent to the individual respondents who have asked for feedback.
- (3) That the Masterplan be amended to show the access from Hartsholme Drive into the development as a cycle/pedestrian link only.

Alternative Options Considered and Rejected

None.

Reason for Decision

Public consultation on the Draft Masterplan for the Western Growth Corridor was undertaken between 28 June 2017 and 15 November 2018, resulting in 298 responses containing 982 comments covering 41 different topics. The consultation involved a series of open-ended questions and an open comment section to ensure that respondents' views were not restricted or confined. Nine events, including one organised by the local community, were held in and around the area, supported with comment forms and promoted through a range of media as set out in paragraph 4.2 of the report.

Areas of the highest concern were reported as relating to traffic, flooding, Hartsholme Drive access and connection to the development and infrastructure. A comprehensive analysis of the comments received as part of the consultation

had been undertaken, with proposed responses to the common themes set out in Appendix 1 of the report.

It was proposed that the Masterplan be amended to show the access from Hartsholme Drive into the development as a cycle/pedestrian link only, with concerns raised to this effect as part of the consultation process.

In terms of traffic and congestion, it had been agreed that further modelling works would be undertaken to ascertain the wider impacts of the proposed development including the impact on some junctions. It was acknowledged that traffic and congestion was a key issue, with lots of work taking place to ensure that the best possible solution could be put in place.

Very detailed modelling via the Environment Agency and Internal Drainage Board had been undertaken. This had shown that with a reduced level of housing on the proposed reduced area of development all properties that would remain dry in the event of flooding from a breach in existing flood defences would still remain dry with the full proposed development in place. In addition, there were a range of works that would be undertaken which provided a wider benefit and reduced the risk of some types of flooding to areas currently at risk in this part of the city.

Discussion ensued on the need for a greater level of public transport services after 6pm, particularly in respect of the north of the city. It was agreed that the Transport Hub had been a key project in terms of providing an environment where better and safer public transport provision could be developed. Officers were currently working with Stagecoach as the main operator running 90% of the city's bus services as to how service provision could be increased. Ultimately, however, it was noted that this would be a commercial decision with the Council only able to influence that. The inclusion of bus priority as part of the proposed Western Growth Corridor scheme was given as an example of how the Council could influence the operator's decision. Although the Western Growth Corridor was located in the south of the city, which was well serviced from a public transport perspective, it was accepted that the city needed better city-wide provision.

A comment had also been received regarding the re-routing of freight services which it was suggested would reduce congestion on Skellingthorpe Road. As with public transport, officers would continue to work with operators where there were opportunities to influence any decisions they may make in relation to the operation of their services.

It was reported that a revised Masterplan would be submitted to the Executive once transport modelling works had been finalised, prior to the next round of public consultation.