

2018/0458/FUL – Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.- Land at Westbrooke Road

Neighbour Comments

Mr Neville Coupland 27 St Helens Avenue Lincoln

## **Comments for Planning Application 2018/0458/FUL**

### **Application Summary**

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

### **Customer Details**

Name: Mr Neville Coupland

Address: 27 st helens avenue Lincoln

### **Comment Details**

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: Could you assist the deer..it has been driven/trapped in the field since development has moved across..it cannot return to open space due to fence and new development..it is good to see the large trees are remaining insitu along the perimeter..Are there further plans ahead for the remaining space? It would be good to see additional public services as well as new builds which are filling up green spaces

Brian J Alexander 84 Skellingthorpe Road Lincoln

84 Skellingthorpe Road  
Lincoln  
LN6 7QZ  
17 April 2018

Your Ref: 32018/0458/Ful

Dear Sir

I wish to comment on this application in particular regarding the footpath planned to link the site with Skellingthorpe Road. As can be seen by the plan below it passes to the side of our property. I have added to the figure the approximate line of our drains which run beside our property to the road (blue).



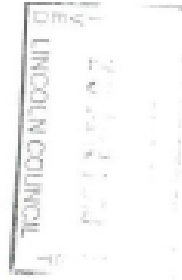
Just over the fence there are a number of trees and bushes etc whose roots have in the past caused the drains to be blocked. I wish to avoid this happening again. Thus I request that a condition is placed that this boundary vegetation is removed as part of the placement of the footpath. Thereby reducing the chance of subsequent blockage of my drains and the inherent costs associated to me and whoever is responsible for these trees and bushes, the land owner. At the moment given that the drains are very close to the boundary it is a matter of when and not if.

Yours sincerely

Brian J Alexander.

David R Hipworth 1 Westbrooke Close

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



1 Westbrooke Close  
Lincoln  
LN6 7TL

19 April 2018

Your Ref: 2018/0458/FUL

Dear Sir

**CONSULTATION ON APPLICATION FOR PLANNING PERMISSION**

**Proposed Development: Land at Westbrooke Road, Lincoln, Lincolnshire, LN6 7TB –  
Erection of 23 dwellings with vehicular access from Westbrooke Place / Road**

Thank you for your letter dated 10 April 2018 in respect of the above.

It was not a surprise to see an application for Phase 4 in before Phase 3 has been approved and no doubt an application for Phase 5 is not far behind.

The development often appears to precede the planning permission and it all seems a forgone conclusion that the whole development has been agreed in advance. Established residents that I have spoken to say what is the point of objecting – you are wasting your time.

My main OBJECTION is that Westbrooke Road was built off Western Crescent for a dozen bungalows and it is the only access for residents and service vehicles for up to 200+ properties on development completion.

Yours faithfully

A solid black rectangular box used to redact the signature of David R Hipworth.

David R Hipworth



Dr Andrea Paoli 47 Westbrooke Road Lincoln

## **Comments for Planning Application 2018/0458/FUL**

### **Application Summary**

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

### **Customer Details**

Name: Dr Andrea Paoli

Address: 47 Westbrooke rd Lincoln

### **Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We object to vehicular access from Westbrooke road only which would cause further noise and disturbance. Westbrooke Rd has already suffered from the many inconvenience of the development site: builder staff parking outside of any doors/drives of properties, vans and trucks passing by at any time causing frequent vibrations to the upper floor of the house. Vans and trucks too often drive at high speed through Westbrooke Rd compromising the overall safety of the road (which would need speed limit bumps!). The real problem here is that the residents have already gone through all these inconveniences for too long in Westbrooke RD, so building on the other side would require a different vehicular access.

Keith Iley and Alison Iley-Haigh 115 Western Avenue Lincoln

**Bray, Kelly (City of Lincoln Council)**

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**From:** Technical Team (City of Lincoln Council)  
**Subject:** FW: LN6 Phase 4, 2018/0458/FUL

Dear Alex

Further to our conversation I would like to formally oppose the plans for the phase 4 development of land at Westbrook Road, Lincoln.

Reason being that they'll be too many cars coming down Western Ave, Western Crescent and Westbrook rd, especially the latter two as the roads are narrow with cars already parking on the road like in the pictures attached.

If the development goes ahead it needs another road out on Skellingthorpe Rd.





Plus the extra traffic on Boutham Rd in rush hour as this road is already very busy at that time.  
Can you keep us informed on any developments please.

Kind regards

Keith Iley and Alison Iley-Haigh  
115 Western Ave.

Michael Smalley 1 Westbrooke Road Lincoln LN6 7TB

Directorate of Communities & Environment

City Hall

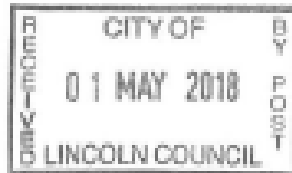
Beaumont Fee

LINCOLN LN1 1DF

25<sup>th</sup> April 2018

RE LN6 Phase 4

FTAO Alex Leatherland.



I wish to register my protest against the above application. The access from Westbrooke Road is not suitable for the traffic that this application will generate.

With the progression of each phase I have become aware of an increase in traffic on Westbrooke Road, both construction traffic and normal from the increase in residents. As yet not all the properties have been sold so there is going to be a continuing increase.

Westbrooke Road is a narrow road that was not built to take the amount of traffic this build will require. The original plan was for 56 properties, this application will take the total to 137. The original application was based on traffic assumptions from 56 properties not the figure this application will mean.

Wear and tear on the road is having an effect particularly on the junction of Westbrooke Road and Western Crescent. This is becoming close to collapse.

Yours Faithfully



Michael Smalley

1 Westbrooke Road

LINCOLN LN67TB



Mr A McCall 104 Western Avenue Lincoln LN6 7SZ

Mr. A. McCall  
104, Western Ave.  
Lincoln. LN67SZ  
13/04/2018

Dear Alex Leatherland, in response to your letter of 10<sup>th</sup> april 2018, regarding the proposed development of Land at Westbrook Road, Lincoln. On the first development on this land myself and others requested a road through to Skellingthorpe road, this was blocked by The city council as a strip of land in it's path had not been sold, but this Land has now been sold to this same developer hence this new development, therefore this road could be built reducing the excessive Use of Westbrook road and all the damadge that is already being done To the roads to boultham park road, regardless of the amount of road Traffic will increase putting it from one estate through another, therefore I would request not a walkway but a road through to Skellingthorpe road. Thankyou for your time.

Alan McCall.

Mr and Mrs D B Marshall, B.Sc. 14 Westbrook Road Lincoln LN6 7TB

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

14 Westbrooke Road  
Lincoln  
LN6 7TB  
22 April 2018

Your Ref: 2018/0244/FUL and 2018/0458/FUL

cc: Planning Committee Chair & Vice Chair, Boutham Councillors, Cllr R Hills, all by email

Dear Sir

**CONSULTATION ON APPLICATION FOR PLANNING PERMISSION**

**Location:** Land at Westbrooke Road, Lincoln, LN6 7TB

**Proposal:** Erection of 29 dwellings with vehicular access from Westbrooke Road.

**AND**

**Location:** Land at Westbrooke Road, Lincoln

**Proposal:** Erection of 23 dwellings with vehicular access from Westbrooke Place.

**OBJECTION**

Residents are sick of this. What is the point of objecting? You are bending over backwards dancing to Chestnut Homes' tune. You have done everything in your power to help their piecemeal approach achieve their objective of 131 dwellings with the only vehicular access to them through Westbrooke Road. You have also allowed them to purchase public land, twice, without giving anyone else the opportunity to pay more for it. Land they are already using before officially getting planning permission!

Deals have been done behind closed doors, neither you, nor the County Council, will tell us what they paid for the land yet.

So much for local democracy and openness.

Yours disgustedly,

(Mr & Mrs) D B Marshall, B.Sc.

Mr and Mrs D B Marshall, B.Sc. 14 Westbrook Road Lincoln LN6 7TB

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

14 Westbrooke Road  
Lincoln  
LN6 7TB  
22 April 2018

Your Ref: 2018/0244/FUL and 2018/0458/FUL

cc: Planning Committee Chair & Vice Chair, Boultham Councillors, Cllr R Hills, all by email

Dear Sir

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Yours disgustedly,

(Mr & Mrs) D B Marshall, B.Sc.

Mr J M Edwards and Mrs B Edwards 10 Westbrooke Road Lincoln

## **Comments for Planning Application 2018/0458/FUL**

### **Application Summary**

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

### **Customer Details**

Name: Mr James Edwards

Address: 10 Westbrooke Road Lincoln Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Director of Communities and Environment Mr J M & Mrs B Edwards

Simon Walters MBA ACIS MCMI 10 Westbrooke Road

City Hall, Beaumont Fee Lincoln

Lincoln LN1 1DF LN6 7TB

17 April 2018

Ref 2018/0458/FUL

Dear Sir

Objection to planning application 2018/0458/FUL

Land at Westbrooke Road, Lincoln.

Erection of 23 dwellings with vehicular access from Westbrooke Place and Westbrooke Road.

Dear Sir

We object to the Application on the following grounds.

### **Planning Process**

In 2014 an initial proposal to build 60 dwellings on this development site was reduced to 52, a significant reduction clearly based on the concerns of the Planning Department.

If current applications are approved this will take the number of dwellings to about 130 and the concerns of residents will continue to be ignored.

### **Access**

The only access to the site is via Westbrooke Road. The entrance to the road is a narrow sharp blind bend which is unsuitable for the speed and frequency of current traffic, any increase in the volume of traffic would make it more dangerous, and further affect the Quality of life of the residents.

Objections made to Phase1 and Phase2 Applications predicted serious deterioration of the road surface and stated that the road was not designed for the traffic that would use the road. These predictions have proved to be true; the road is in a deplorable state, any increase in traffic will make this worse.

### Design

The application lays great emphasis on environmental considerations, with a focus on sustainable transport. This aim will only succeed if the number of vehicles is limited to the current level.

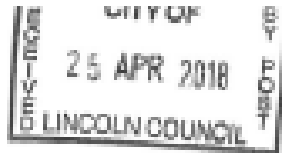
### Possible Future Development

The previous Application made reference to 'Possible future link to the site to the south west' The link shown gives access to a very large development site. Allowing vehicle access to the LN6 development from a Large Development would be incompatible with the 'sustainable transport' ethos of the current and previous Planning Applications

The Planning Committee should insist that the layout of the site should **NOT ALLOW VEHICLE ACCESS FROM ANY FUTURE DEVELOPMENT.**

Mr J M Edwards Mrs B Edwards

Mr Karl Hutchinson and Miss Holly Wray 17 St Helens Avenue Lincoln LN6 7RA



17 St Helens Avenue  
Lincoln  
LN6 7RA

Development Team  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DF



Dear Sirs

**RE: YOUR REF: 2018/0458/FUL - OUR REF: LN6 PHASE 4  
ERECTION OF 23 DWELLINGS WITH VEHICULAR ACCESS FROM WESTBROOKE PLACE AND  
PEDESTRIAN LINK TO SKELLINGTHORPE ROAD**

Following your recent communication regarding the above development, we are writing to express our concerns with regards to the proposed pedestrian access link to Skellingthorpe Road from Phase 4 of the development which will run directly to the rear of our property. Please see detailed below our concerns for this pedestrian link.

- We feel the security of our property will definitely be compromised by this cycle/pedestrian link by providing easy public access to the rear of our property where there has previously been none.
- We do have elderly neighbours who would be more vulnerable with their property being able to be accessed by the rear boundary.
- We would like to know the proposed height of any fence boundaries and how these fences will be constructed and materials that will be used to ensure maximum security/privacy.
- Unless the fencing to be erected is of a reasonable height our privacy and enjoyment of our outside space will also be compromised.
- Can you confirm there will be appropriate lighting for the cycle/pedestrian link.
- Who is or will be responsible for maintaining and pruning the trees at the rear of our property. We have contacted yourselves previously with regards to the trees to the rear, as they are already overhanging our property and blocking sunlight from our garden, but no-one at the Council could confirm who was responsible for maintaining/pruning the trees and we are not aware of any maintenance that has been carried out on these trees since the school building was demolished. We would request that the trees to the rear of our property be removed as they are very overgrown.
- Who will be responsible for the cycle/pedestrian link, will this be adopted by the Council or will Chestnut Homes be responsible for maintaining and clearing rubbish which accumulates in the link, which could cause Health issues if not properly maintained.
- We also feel the link will be a big attraction for gangs of youths as a place to congregate, creating noise pollution at all hours of the day.
- The cycle/pedestrian link could also attract youths on motorbikes, etc racing up and down the cycle/pedestrian link at all hours of the day and night.

- We also feel there is no real benefit of the cycle/pedestrian Link from the development to Skellingthorpe Road and feel a better cycle/pedestrian Link would be to run alongside Phase 3 directly onto Tritton Road and the already established cycle path, as there is currently no cycle path to the area on Skellingthorpe Road where the link will be as the road is not wide enough and to encourage extra cycles exiting onto this busy road could result in an increase of unnecessary accidents occurring, especially children who often have no regard for road safety when riding cycles.
- Dog walkers will also use the link as a toilet for their pets, can you confirm you are proposing to provide doggy bins for their excrement as we imagine there would be nothing worse than sitting in our garden in the summer with the overpowering smell of dog excrement
- There is also an increased risk, with the current numbers of homeless people in the city, that they could set up camps on the cycle path as they will not be seen from the main roads.

We feel due consideration should be given to all the points above and would like some further information from either yourselves or Chestnut Homes in relation to the points we have raised.

Yours sincerely

Mr Karl Hutchinson & Miss Holly Wray

Mr Rodney Mountcastle 6 Westbrooke Road Lincoln LN6 7TB

## Comments for Planning Application 2018/0458/FUL

### Application Summary

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

### Customer Details

Name: Mr Rodney Mountcastle

Address: 6 Westbrooke Road, Lincoln, Lincolnshire LN6 7TB

### Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As this application is so close in timescale to Chestnut Homes application Ref No 2018/0244/FUL I would like to think the Planning Department would consider them as one application and not two separate ones.

My reasons for objecting to this one are the same as application Ref No 2018/0244/FUL as yet again residents of Westbrooke Road find ourselves in a position of being steamrollered into having these small applications being accepted more or less as a forgone conclusion. If Chestnut Homes and the Planning Department were more transparent as to the size and intention of the whole development I dare say far more people would object to it.

I recently contacted the planning department with reference the volume and speed of traffic in the Westbrooke Road/ Western Crescent area and was told it wasn't your problem. Well by approving these applications without putting in any constraints or conditions I feel it is your problem and should be looked into as a matter of urgency.

The residents were asked by Chestnut Homes at the start of phase 1 to park their cars so as to make access for HGV's easier along Westbrooke Road. Chestnut Homes has had the cooperation of local residents for the last 3yrs regarding this matter but if we were all to park our cars on the road as we are legally entitled to HGV's delivering building supplies would have no access route to the site. I would therefore suggest as the old school site on Skellingthorpe Road looks to be next in line for development that an access road be brought in from there for construction traffic thus alleviating some of the problems on Westbrooke Road.



Mrs Maureen Bailey 12 Westbrooke Road LN6 7TB

**Taylor, Louise (City of Lincoln Council)**

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**From:** Technical Team (City of Lincoln Council)  
**Sent:** 08 May 2018 12:27  
**To:** Taylor, Louise (City of Lincoln Council)  
**Subject:** FW: Planning objection 2018/0458/FUL

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**From:** M A Bailey [REDACTED]  
**Sent:** 07 May 2018 18:29  
**To:** Leatherland, Alex (City of Lincoln Council) <[Alex.Leachterland@lincoln.gov.uk](mailto:Alex.Leachterland@lincoln.gov.uk)>  
**Subject:** Planning objection

Application Reference:	2018/0458/FUL
Address:	Land At Westbrooke Road Lincoln
Proposal:	Erection of 23 dwellings with vehicular access from ' Skellingthorpe Road.
Case Officer:	Alex Leatherland

**OBJECTION**

I wish to object to phase 4 of the development LN6 7TB by Chestnut Homes

**Reasons:**

My reasons are unchanged from my previous objections to Phase 1 and Phase 2 and 3.

1....FLOODING ... The development is in an area prone to flooding

SUDs and the new drainage methods being used have yet to be proved to work in extreme wet conditions, and we do not wish to be used as guineapigs for these drainage systems.

I am particularly concerned that Anglian Water quotes the following in its consultation letter. This highlights the very real concerns regarding the unacceptable risk of flooding should the development continue to grow at its current rate.

Quote from ANGLIAN WATER:

\*Surface Water Disposal (Section 4)

CONDITION (4.2 Only) No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

REASON

To prevent environmental and amenity problems arising from flooding.

FOR THE ATTENTION OF THE APPLICANT:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy\*

2...TRAFFIC There are several serious traffic concerns...Westbrooke Road is neither suitable structurally or from a safety aspect. The junction with Western crescent is on a blind, narrow bend and the surface of the road, at this corner, is breaking up and cracking around the manhole covers. the surface of Westbrooke road and also the pavements are showing damage from the heavy traffic accessing the development site.

ACCESS to the site for road traffic is shown on the application as Westbrooke PLACE.  
THIS FOOLS NOBODY.

Access to the site REMAINS via the very narrow AND DANGEROUS junction of Western Crescent/Westbrooke ROAD.

3....CONGESTION The junction at Western Avenue and Boultham Park Road is already seriously congested, particularly at school times, resulting in serious pedestrian safety AND HEALTH concerns.

4 ....PROCEDURES ...Of particular, general concern is the way in which the development has been passed through the planning committee on a piecemeal basis. This has made it difficult for residents to reasonably object to what now amounts to a very large development, which will, according to the plans, extend into the Usher School Site on Skellingthorpe Road, thereby creating a future rat-run for traffic from Skellingthorpe Road to Boultham Park Road.

I would also like an answer to the following concern:-

Has the land being used for phase 3 and 4 been advertised on the open market. I understood that it belonged to Lincoln City Council (ie residents of Lincoln) and Lincolnshire Council Education Department. If so, did the city and county get the best possible price for it? NO-ONE AT EITHER OF THE COUNCIL DEPARTMENTS SEEMS TO BE PREPARED TO ANSWER THIS SIMPLE QUESTION.

Is no one listening to ordinary residents?

The planning committee has already allowed the area around Brayford Pool etc be destroyed by overcrowding it with high rise buildings, thereby blocking out the cathedral view for local residents and visitors to the southern end of the city.

I strongly request that the planning committee begins to use some ordinary common sense this time and uses its not insignificant powers to turn down this application,

I look forward to receiving a positive reply to my concerns

Mrs Maureen Bailey  
12 Westbrooke Road  
Lincoln.  
LN67TB

Ms Judy Gray 69 Skellingthorpe Road Lincoln

## Comments for Planning Application 2018/0458/FUL

### Application Summary

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

### Customer Details

Name: Ms Judy Gray

Address: 69 Skellingthorpe Road Lincoln

### Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: I write with reference to the plan to put a footpath from the new housing development onto Skellingthorpe Road.

Whilst in theory public footpaths are a good idea I have some concerns about the proposed access

Already there are many cyclists using the footpath on Skellingthorpe Road as if it were a designated cycle path. It is not . Should this pedestrian access be used by cyclists coming out onto the footpath on Skellingthorpe Road I would be concerned for the safety of the public walking by the end of the proposed access . It must be a priority that the bollards placed at the end of the path are close enough to ensure that cyclists have to dismount before joining Skellingthorpe Road. This will ensure the safety of pedestrians and also of the cyclists themselves.

I would ask the question, is this footpath going to benefit from street lighting. In a time when lights are being turned off I suspect not. This raises the question of the safety of the users. The path will no doubt be in use as a shortcut but in winter when it is dark early and at night some thought needs to be given to the safety of the people using the path if it is not to be lit.

Regarding security, if the path is not lit I would suggest that this compromises the security of the properties on St Helens Avenue the back gardens of which will be adjacent to the path.

The space is currently a 'lung' in the centre of a fairly densely populated area. Currently there are deer and foxes in the field and recently we have seen kites flying over . Before any more

development takes place perhaps some thought could be given to the conservation of part of this land as a public amenity.

Finally, should the pedestrian access to Skellingthorpe Road be given permission I would hope that this is not a precedent for opening up vehicular access . Already this road is extremely busy, Tritton Road junction and the level crossing both working against a free flow of traffic. To add in another junction would add to this and would be likely to increase the number of accidents, of which there are ready more than enough in this area.

# Comments for Planning Application 2018/0458/FUL

## Application Summary

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

## Customer Details

Name: Ms Donna Perkins

Address: 33 St Helens Avenue Lincoln

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to object to this proposal VERY STRONGLY

1. The security Gates at the back should remain as they give further security and privacy to my property. Anyway I thought residents of St. Helens had first refusal of buying the land. off to the solicitor to check my deeds.
2. The houses are too close to my property affecting the evening light in the garden at present I can see the sun going down putting these houses up will block the sun in the afternoon and evening into my garden of which I have had the pleasure of since I moved here in 2007
3. There is a considerable amount of wildlife with nowhere to go A deer, 3 foxes a red kite, hedgehogs snakes and rabbits. The red kite is a protected species!!
4. The noise from the development going up and the added people living there will lower the price of my property.
5. Just because the land is available for housing why should you not consider the people who live next to the field and most certainly the wildlife of which I think is very inconsiderate. I hope this objection is taken seriously and not just a paper exercise or a money making scheme for the builders.

## Comments for Planning Application 2018/0458/FUL

### Application Summary

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

### Customer Details

Name: Mr Gary Fountaine

Address: 35 ST HELENS AVENUE LINCOLN

### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The plans have changed significantly since first submission, I object on three counts. Firstly the houses will block our natural sunlight light from late afternoon/early evening, we already have that issue with the existing trees but that is bearable with some management of the trees. Secondly the new houses are significantly closer to our boundary lines than originally proposed and will leave us in danger of being overlooked (how will that affect the value of my house should I wish to sell????)

Thirdly the removal of the green security fencing leaves my property exposed and I suspect the removal of this is purely down to aesthetics, if that is the case then leave the fence where it is and put the proposed wooden fence in front of that, that will then mean mine and others properties are still reasonably secure. If the green security fencing is removed what is the rationale behind that decision?

Comments gratefully received.

Gary

## Consultee Comments

Dear Sir/Madam

Thank you for referring the above application, which was received on 06 April 2018.

This proposal falls outside the scope of matters on which the Environment Agency is a statutory consultee. Therefore we have no comment to make on this application.

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

Kind regards,

**Keri Monger**

Sustainable Places – Planning Adviser | Lincolnshire and Northamptonshire

**Environment Agency** | Nene House, Pytchley Road Industrial Estate, Pytchley Lodge Road, Kettering, NN15 6JQ

[keri.monger@environment-agency.gov.uk](mailto:keri.monger@environment-agency.gov.uk) | [LNplanning@environment-agency.gov.uk](mailto:LNplanning@environment-agency.gov.uk)

Direct Dial: 020 847 48545 | Team Dial: 020 302 53536





## Planning Applications – Suggested Informative Statements and Conditions Report

AW Reference: 00027620  
Local Planning Authority: Lincoln City Council  
Site: Land At Westbrooke Road, (Phase 4),  
LINCOLN - Boultham  
Proposal: Erection of 23 dwellings with vehicular access  
from Westbrooke Place and  
pedestrian link to Skellingthorpe Road.  
Planning Application: 2018/0458/FUL

**Prepared by:** Pre-Development Team

**Date:** 27 April 2018

If you would like to discuss any of the points in this document please  
contact me on 0345 606 6087 or email  
[planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk)

## **ASSETS**

### **Section 1 – Assets Affected**

- 1.1 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

*"Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence."*

## **WASTEWATER SERVICES**

### **Section 2 – Wastewater Treatment**

- 2.1 The foul drainage from this development is in the catchment of Canwick Water Recycling Centre that will have available capacity for these flows

### **Section 3 – Foul Sewerage Network**

- 3.1 The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

### **Section 4 – Surface Water Disposal**

- 4.1 The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.

Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

- 4.2 The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is acceptable.

We request that the agreed strategy is reflected in the planning approval

### **Section 5 – Trade Effluent**

- 5.1 Not applicable

## Section 6 – Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

### Surface Water Disposal (Section 4)

#### **CONDITION (4.2 Only)**

*No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.*

#### **REASON**

*To prevent environmental and amenity problems arising from flooding.*

### FOR THE ATTENTION OF THE APPLICANT:

#### **Next steps**

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

#### Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including:
  - Development size
  - Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s)
  - Connecting manhole discharge location (No connections can be made into a public rising main)
- Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website)
- Feasible mitigation strategy in agreement with Anglian Water (if required)

#### Surface water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution, including:
  - Development hectare size
  - Proposed discharge rate (Our minimum discharge rate is 5l/s. The applicant can verify the site's existing 1 in 1 year greenfield run off rate on the following HR Wallingford website - <http://www.uksuds.com/drainage-calculation-tools/greenfield-runoff-rate-estimation>. For Brownfield sites being demolished, the site should be treated as Greenfield. Where this is not practical Anglian Water would assess the roof area of the former development site and subject to capacity, permit the 1 in 1 year calculated rate)
  - Connecting manhole discharge location
- Sufficient evidence to prove that all surface water disposal routes have been explored as detailed in the surface water hierarchy, stipulated in Building Regulations Part H (Our Surface Water Policy can be found on our website)

## Comments from Guy Hird Upper Witham Internal Drainage Board 13/04/2018

UD-3944-2018-PLN

Dear Sir/Madam

REFERENCE: 2018/0458/FUL  
 DEVELOPMENT: ERECTION OF 23 DWELLINGS WITH VEHICULAR ACCESS FROM WESTBROOKE PLACE AND PEDESTRIAN LINK TO SKELLINGTHORPE ROAD  
 LOCATION: LAND AT WESTBROOKE ROAD, LINCOLN

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

This is the fourth phase for this site which has been built sequentially, good practice would be to design the surface water drainage system for the whole of the development area in order to provide a comprehensive and efficient SuDS scheme.

In absence of a suitable a Drainage Strategy and details the Board **Objects** to this application, see comments below.

### Comment and information to Lincolnshire CC Highway SUDs Support

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. A Drainage Strategy is included in the submission however

- there are no details of the proposed drainage system, including attenuation
- the Anglian Water information refers to 132 dwellings and an allowable discharge of 13.33l/s. The Drainage Strategy refers to a Phase 3 (29 houses) rate of 6.0 l/s and Phase 4 (23 houses) rate of 7.33 l/s. This leaves a zero discharge rate for the other 80 houses.
- any discharge should be limited to the greenfield rate, the proposed discharge to the Anglian Water surface water sewer (13.33l/s) is above this rate given the site area of 1.584Ha (Phase 3 and Phase 4). As indicated above the Anglian Water allowable discharge must allow for a larger site.
- discharge into the Anglian Water may be restricted when there are high water levels in the Boultham Catchwater.
- the ground raising of up to 1.5m will create a dam to the land south of the site, the Strategy fails to address this.

All drainage routes through the Site should be maintained both during the works on Site and after completion of the works. Provisions should be made to ensure that upstream and downstream riparian owners and those areas that are presently served by any drainage routes passing through or adjacent to the Site are not adversely affected by the development. Drainage routes shall include all methods by which water may be transferred through the Site and shall include such systems as "ridge and furrow" and "overland flows". The effect of raising Site levels on adjacent property must be carefully considered and measures taken to negate influences must be approved by the Local Planning Authority.

**Any ground raising would affect the area to the south of the site.**

Regards

Councillor Gary Hewson

Will be viewing the Westbrooke Road application Why is there a pedestrian link to Skellingthorpe Road ? This would seem to point towards the likely building of housing on the old Usher School site ? I would be concerned if any further vehicle access would be allowed from any development on that site on to the Westbrooke Road development The area and amenity as been effected enough by the present developments with out encountering any more from the Usher School site I would ask please for a site visit for this planning application and the reasons for the footpath who is paying for it and also have those houses on St Helens Avenue been given notice of this proposed footpath which is adjacent to their rear gardens

I understand the Council owns the land for this latest planning application and should not allow any further Road connection to the Usher School site with these proposals

Thanks Gary



## LINCOLNSHIRE POLICE

POLICE HEADQUARTERS  
PO Box 999  
LINCOLN LN5 7PH  
Fax: (01522) 558128  
DDI: (01522) 558292  
email  
john.manuel@lincoln.pnn.police.uk

Your Ref: App. 2018/0458/FUL

8<sup>th</sup> April 2018

### Development & Environmental Services

City Hall, Beaumont Fee  
Lincoln, LN1 1DF

**Re: Westbrooke Road, Lincoln, Lincolnshire, LN6 7TB (23 Units)**

Thank you for your correspondence and opportunity to comment on the proposed development.

Lincolnshire Police has no formal objections to the planning application in principle but would recommend that the attached recommendations are implemented.

#### **External Doors and Windows**

**Building Regulations** (October 1<sup>st</sup> 2015) provides that for the first time all new homes will be included within Approved Document Q: Security – Dwellings (ADQ).

Approved document Q applies to all new dwellings including those resulting from change of use, such as commercial premises, warehouse and barns undergoing conversions into dwellings. It also applies within Conservation Areas.

This will include doors at the entrance to dwellings, including all doors to flats or apartments, communal doors to multi-occupancy developments and garage doors where there is a direct access to the premises. **Where bespoke timber doors are proposed, there is a technical specification in Appendix B of the document that must be met.**

Windows: in respect of ground floor, basement and other easily accessible locations.

The secured by design requirement for all dwelling external doors is PAS 24:2016 (doors of an enhanced Security) or WCL 1 (WCL 1 is the reference number for PAS 23/24 and is published by Warrington Certification Laboratories).

All ground floor windows and doors and those that are easily accessible from the ground must conform to improved security standard PAS24:2016. **Window retainers should be provided on all windows that are accessible.**

#### **Door Chains and viewers**

A door chain must be installed on the door set that the occupier would expect to be the main entry (front) door. A door viewer must also be fitted between 1200 mm and 1500 mm from the bottom of the door (not required if the door set is installed with clear glazing or adjacent windows provide a clear view of the front door entrance).

## **Lighting**

Lighting should be designed to cover the external doors and be controlled by *photoelectric cell* (dusk to dawn) with a manual override. The use of low consumption lamps with an efficacy of greater than 40 lumens per circuit watt is required; it is recommended that they be positioned to prevent possible attack.

## **Utilities**

In order to reduce the opportunities for theft by 'bogus officials' the utility meters should, where possible, be located to the outside of the dwelling at a point where they can be overlooked. This will negate the need for an official to enter the building in order to read a meter, which will in turn reduce the opportunity for distraction burglary. Where possible utility meters in multi occupancy developments should be located on the ground floor between access controlled doors (air lock system) so that access can be restricted to the meters

*Note 33.1: Where a utility provider refuses to provide external meters, and there is an obvious (historic) risk of distraction burglary within the location, the developer should consider an alternative supplier.*

## **Intruder Alarm**

Where an intruder alarm is installed it should be compliant and meet the standards of BSEN 50131. It is recommended that any alarms system is provided and installed by a police approved company registered with the National Security Inspectorate (NSI) or the Security Systems & Alarms Inspection Board (SSAIB). It is also important that residents are clearly instructed in its use.

## **Landscaping**

Any landscaping should be kept to a maximum growth height of 1 metre. Whilst any trees should be pruned up to a minimum height of 2 metres, thereby maintaining a clear field of vision around the development. Trees when fully grown should not mask any lighting columns or become climbing aids.

Inclusive to the application should be strict management conditions that ensure the maintenance of and general good management of the estate additional to established security of the properties.

Boundaries between public and what is private space should be clearly defined and open accessible spaces should not allow for any unintended purpose which may cause any form of anti-social behaviour or nuisance. I would recommend that these spaces are defined clearly by low level (carefully considered) planting of limited growth height and maintenance shrubbery (maximum growth height of 1m).

## **Pedestrian Access Route / Footpath**

This design has made good and effective use of a cul-de-sac (single point of entry) design which has been proven to help reduce crime and disorder and anti-social behaviour and additionally enhance community cohesion within the development.

It is preferable that footpaths are not placed to the rear of properties or provide such access, if deemed essential they should be securely gated. The gates should be placed to the front of the building line and suitable illuminated with a key operated lock from both sides of the gate. Effort should be made to ensure that the opportunity for concealed and easy access to individual premises is avoided; this is particularly relevant to ground floor windows.





I do have concerns regarding the public footpath that provides unrestricted access to this development thus undermining the benefits of a cul-de-sac layout which has been proven to help reduce crime and disorder and enhance community cohesion. This footpath should benefit from appropriate lighting and an agreed rolling programme of maintenance to ensure that shrubbery and natural foliage is kept under control and not allowing for potential hiding places or hidden recesses. I do not consider that given the length of this footpath it will command an image of a safe and secure route particular during hours of darkness and ideally should be avoided.

It is strongly advised that if there are any rear access (service) alleyways incorporated, they must be gated at their entrances. The gates must not be easy to climb over or easily removed from their hinges and they must have a key operated lock. By Design – Better Places to Live (Companion Guide to Planning Policy Statement 3) page 46 states:

***“Rear servicing can undermine the security of dwellings by allowing strangers access to the rear of dwellings.”***

#### **Parking Provision and Parking Courtyards.**

If properties have driveways to the side of the dwellings themselves, windows should be incorporated in the side elevation at landing or first floor level to allow residents to overlook their own vehicles. Consideration towards the provision of appropriate and sufficient parking for visitors should be part of this plan as failure to do so may result in inconsiderate and obstructive parking.

Where unit (Plot) 63 abuts the entrance to the proposed parking courtyard I would recommend (if not already included – I could not determine this from the plans) that suitable windows from active rooms are installed to provide some natural surveillance opportunities.

Recent research conducted by Professor Rachael Armitage (Huddersfield University) on behalf of the Design Council/CABE, Home Office and Secured by Design, has clearly shown that rear parking courts are vulnerable to crime. They have higher levels of vehicle crime and criminal damage than other types of parking, and also facilitate offender access to the rear of properties. Residents do not tend to use their allocated spaces within these courts, preferring to park on street, regardless of whether the street was designed for on street parking.

Other research states: “The recent fashion for placing parking spaces behind buildings has led to many schemes around the country being blighted by cars parked to the front of the house where there is no space designed to accommodate them. It is an inefficient use of land, as a large proportion is used for roads and parking areas; the internal routes result in reduced garden sizes; there is loss of security and privacy to the rear of the home; and, with parking to the rear of the house, residents may be less likely to use their front doors with a consequent loss of activity in the street.

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

Please refer to *New Homes 2016* which can be located on [www.securedbydesign.com](http://www.securedbydesign.com)

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 Dip Bus.**  
**Force Designing Out Crime Officer**

# Consultee Comments for Planning Application 2018/0458/FUL

## Application Summary

Application Number: 2018/0458/FUL

Address: Land At Westbrooke Road Lincoln

Proposal: Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road.

Case Officer: Alex Leatherland

## Consultee Details

Name: Ms Catherine Waby

Address: St Mary's Guildhall, 385 High Street, Lincoln LN5 7SF

Email: [lincolncivictrust@btconnect.com](mailto:lincolncivictrust@btconnect.com)

On Behalf Of: Lincoln Civic Trust

## Comments

**OBJECTION:** Our objections to this application are based on the same objections that we have made for the application 2018/0244/ful this being Phase 4 of the LN6 Project

We have serious misgivings that none our concerns about the whole project are being addressed and that these applications are abusing the planning system.

1. The access road to the site is totally inappropriate and that a further access on to Skellingthorpe Road should be created BEFORE any further applications are considered and this should even be in place now in order to remove the construction traffic from what is a minor interior estate road.
2. Limited parking spaces provided for each dwelling given that the road structure is of a shared nature and hence on-Street parking will be very difficult.
3. The shared use of the internal road structure with virtually no dedicated pedestrian walkways of cycle tracks.
4. The risk of flooding to the existing residences does not appear to have been adequately considered

Further Comment: As with the previous application we are concerned that the phased method of applying for planning permission does not fully consider the impact that the total development will have on services, transport and the environment. Access to the whole development via Westbrooke Drive and Westbrooke Crescent and then on to Boultham Park Road is in our view totally unacceptable and are very surprised that City Council Planning Department and the County Council Highways Department have seen fit to allow this creeping development to continue. The

only acceptable solution is for an additional road from Skellingthorpe Road to be built to alleviate the misery of the current residents in the area and for the future residents of the whole development.

**Application ref:** 2018/0458/FUL

**Our ref:** 243670

Natural England has no comments to make on this 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 and veteran trees](#) which you can use to assess any impacts on ancient woodland.

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 LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development.

We recommend referring to our SSSI 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 sincerely

Joanne Widgery

Natural England

Consultations Team

Hi Alex

The County Council has no comments to make in relation to education from this scheme. Prior to the implementation of CIL, a secondary request of £33,982 would have been made, however this is for information only with secondary education being an item on the City Council's Reg.123 list.

Kind regards

Simon

**Simon Challis**

Strategic Development Officer

Corporate Property

### **Comments from NHS England**

Good morning,

On this occasion NHS England will not be putting in a section 106 tender for the development of 23 dwellings in Lincoln.

Vicky Allen

NHS England

Environment & Economy  
Lancaster House  
36 Orchard Street  
Lincoln LN1 1XX  
Tel: (01522) 782070  
E-Mail:Highwaysudssupport@lincolnshire.gov.uk



To: Lincoln City Council

Application Ref: 2018/0458/FUL

With reference to this application dated 4 April 2018 relating to the following proposed development:

Address or location

**Land At Westbrooke Road, Lincoln**

Date application referred by the LPA  
6 April 2018

Type of application: Outline/Full/RM/  
FUL

Description of development

Erection of 23 dwellings with vehicular access from Westbrooke Place and pedestrian link to Skellingthorpe Road

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

**Requests that any permission given by the Local Planning Authority shall include the conditions below.**

**CONDITIONS (INCLUDING REASONS)**

**HI03**

Prior to the submission of details for any access works within the public highway you must contact the Head of Highways - on 01522 782070 for application, specification and construction information.

**HI05**

You are advised to contact Lincolnshire County Council as the local highway authority for approval of the road construction specification and programme before carrying out any works on site.

**HI08**

Please contact Lincolnshire County Council Streetworks & Permitting team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required in the public highway in association with this application. This will enable Lincolnshire County Council to assist you in the coordination and timings of such works.

HP29

No development shall be commenced until an Estate Street Phasing and Completion Plan has been submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential/highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policies of the Development Plan.

HP30

No dwellings shall be occupied until the estate streets affording access to those dwellings has been completed in accordance with the Estate Street Development Plan.

Reason: To ensure that the estate streets serving the development and completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policies of the Development Plan.

HP31

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the Local Planning 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 and maintenance company.

HP32

No development shall be commenced 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 shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway in accordance with Policies of the Development Plan.

Case Officer:

*Becky Melhuish*

for Warren Peppard

Flood Risk & Development Manager

Date: 8 June 2018

Comments received from LCC Highways regarding the submitted Transport Statement.

I have now had the opportunity to review the Transport Statement submitted in support of Phases 3 and 4 of the development served off Westbrooke Road, Lincoln.

Overall the contents of the Transport Statement are acceptable in that it provides a reasonable explanation of the likely impact on the surrounding highway network. There were a couple of transposing errors with the traffic count diagrams but I corrected for them in the analysis.

The site is already served with a reasonable level of sustainable infrastructure to allow occupants the opportunity to walk, cycle or use Public Transport to access the centre of the city in particular, albeit the car is still likely to be the major mode choice.

From a highway impact perspective they have assessed the impact on the Boultham Park Road/Western Avenue junction which is the only vehicular access to the development from the main highway network. The traffic counts were undertaken on a neutral day in February 2018 and are representative of the average traffic conditions in the AM and PM peak hours. They have considered those dwellings not yet occupied on the existing phases of development, future traffic growth up to 2023 and the new phases of development in their analysis.

The results indicate that there is predicted to be over 50% capacity left in the junction over the peak hours although at times during the peaks some moderate queuing (single figure) and delay can be expected due to the traffic levels on Boultham Park Road and also the proximity of the school on Western Avenue.

In conclusion this response is based not only upon sound and reasoned highway engineering principles but also with regard to a fundamental principle of paragraph 32 of the NPPF (National Planning Policy Framework) which is unequivocal about the presumption of approving development unless that development would be expected to cause a severe impact upon congestion. Reports within the industry of recent Planning Appeal decisions indicate that Planning Inspectors are robustly upholding that principle. The traffic generation from this development, in my view, cannot be considered to have a severe impact on the surrounding local highway network as described within the NPPF. Although it is acknowledged it will add to the cumulative impact on traffic at the Boultham Park Road/Western Avenue junction.

Hope this helps.

Kind Regards

Karl

**Karl Gibson** BSc (Hons) | ~~Eng~~ FIHE

Principal Transportation Projects Officer

Lincolnshire County Council

Environment and Economy Directorate

Flood Risk and Development Management Group

Lancaster House|

36 Orchard Street

LINCOLN

LN1 1XX