

SUBJECT: WESTERN GROWTH CORRIDOR – CONSULTATION RESPONSES

DIRECTORATE: MAJOR DEVELOPMENTS

REPORT AUTHOR: KATE ELLIS, STRATEGIC DIRECTOR

1. Purpose of Report

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

2. Executive Summary

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

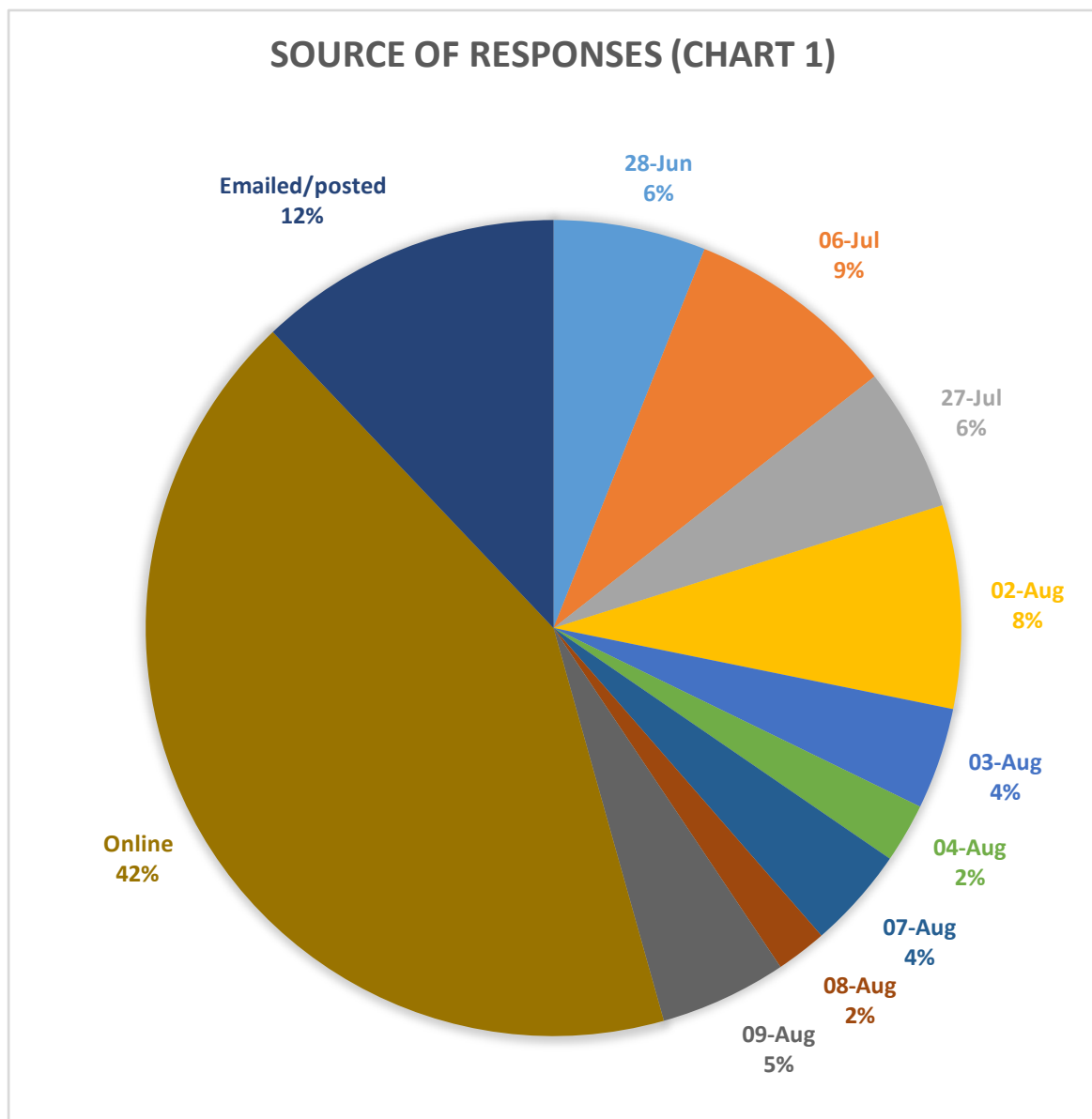
3. Background

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

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

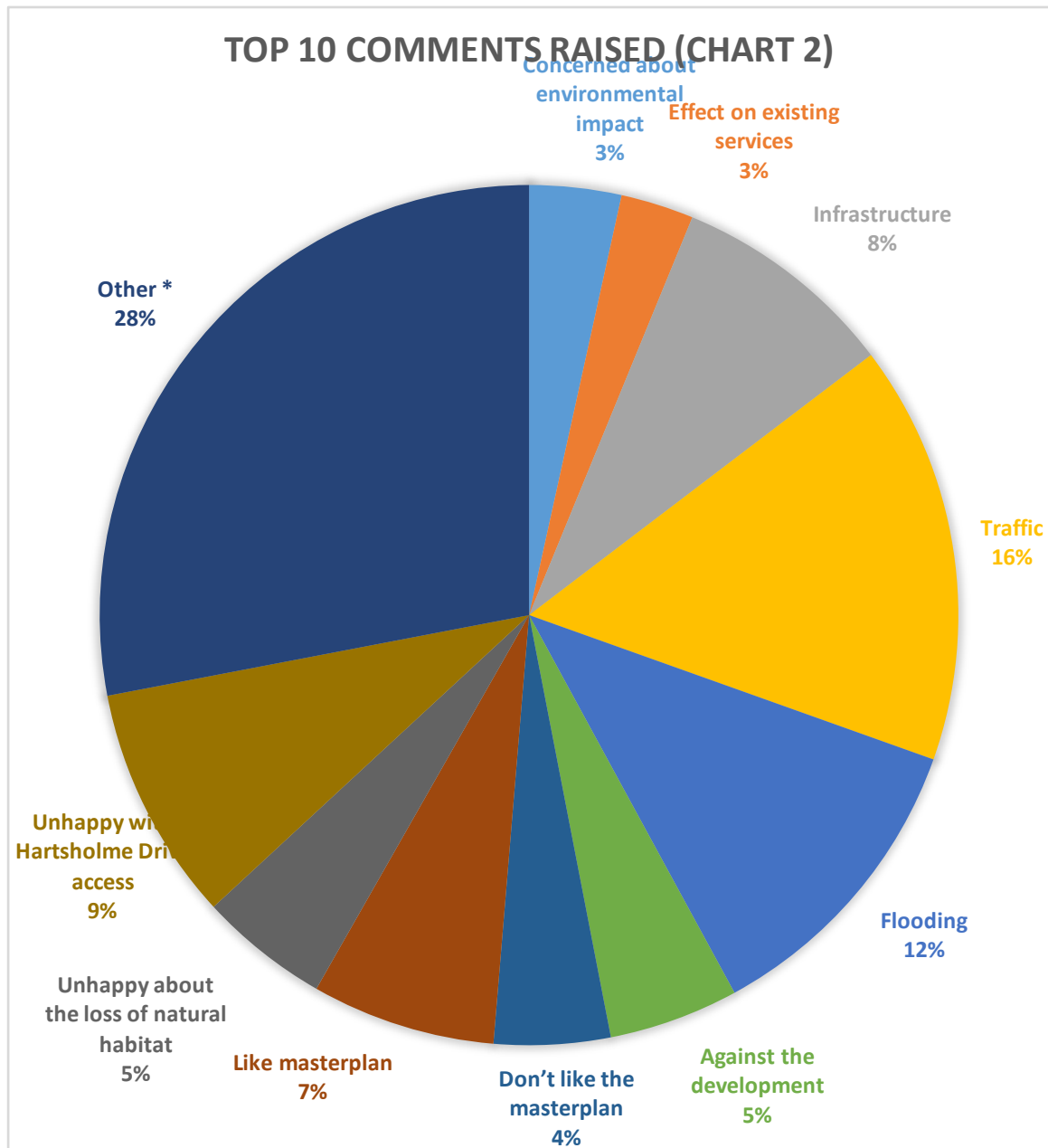
4. Public Consultation

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



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

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



- 4.5 There has been a comprehensive analysis of the comments made and responses prepared for the common themes (these are attached at Appendix 1). The nature of the comments incorporated the following types:
- Clear views on what was liked or not liked;
 - Concerns about what the impacts could/would be;
 - Questions about what the impacts could/would be;
 - Questions about details of the scheme either in terms of what exactly would be delivered or how it would be delivered;
 - Requests for more information on the detail to generate better understanding; or
 - Statements based on a misunderstanding/misinterpretation/misinformation about the proposals.
- 4.6 Examples of the different types of comments and the proposed responses contained in Appendix 1 include:

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

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

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

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

Concern: The development will increase the risk of flooding.

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

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

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

5. Strategic Priorities

5.1 Let's drive economic growth

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

5.2 Let's reduce inequality

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

5.3 Let's deliver quality housing

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

5.4 Let's enhance our remarkable place

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

6. Organisational Impacts

6.1 Finance (including whole life costs where applicable).

There are no financial implications arising directly from this report.

6.2 Legal Implications including Procurement Rules.

There are no legal implications arising directly from this report.

6.3 Land, property and accommodation.

There are no property implications arising directly from this report.

6.4 Human Resources

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

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

There are no equality implications arising directly from this report.

7. Recommendations

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

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

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

Is this a key decision? No

Do the exempt information categories apply? No

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

How many appendices does the report contain? One

List of Background Papers: None

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