

## **Appendix D**

### **Public Comments**

#### **Mr Richard Johnston 8 Waterloo Lane Skellingthorpe LN6 5SL (Objects)**

Comment submitted date: Tue 16 Apr 2019

After attending one of the meetings. I am completely at a LOSS to understand:-

\* non existent additional infrastructure provision. no additional exit roads including Skellingthorpe Round about. (limited recognition of a major bottleneck at the RO, a 'throw away' comment of "improve a slip road access onto the south bound A46" straight onto a single carriageway with major queues already.

\* Planning a football stadia WITHOUT a commitment from LFC that they intend to move! NO PARKING facility anyway.

The apparent 'outline' phase' of a project having little regard for infrastructure provision SCHOOLS for approx say 3000-4000 children at a conservative 1 per household. SURGERIES no apparent recognition of local surgeries CLOSING NOT opening..NO CONSIDERATION of impacts on existing communities and traffic increases 2-3000 mor vehicles??

#### **Mr Christopher Padley 54 Hewson Road Lincoln Lincolnshire LN1 1RX (Objects)**

Comment submitted date: Wed 17 Apr 2019

The development is given the name "sustainable" by the applicant. This it should be in line with the environmental policies of the Lincoln area plan. These policies include LP18 which deals with carbon burning reduction and other measures to mitigate and adapt to climate change caused by global warming. LP 18 includes a list of features which a development should have, in a hierarchy with the most important at the beginning. The Environmental Statement accompanying the application recites LP18 together with the other policies which apply, but the statement contains nothing which addresses any part of LP18.

The Environmental Statement Non-Technical Summary, similarly fails to mention this policy or give any indication of any measures taken in the proposal to meet the requirements of LP18.

The most important measures which should be included would involve planning the entire site for all buildings to be carbon neutral in their energy use. While some of that can only be addressed through building regulations others, such things as the orientation of buildings to maximize the generation of power from solar roof panels requires consideration for this to be taken at the very earliest stage. The minimization of car use to and from, within, and through, the site needs far more robust attention. As it is the proposal is designed partly as a relief road for Skellingthorpe road. This has the opposite effect to those required by policy LP18. It will encourage and tends to make the area attractive for car use. Although there is provision for cycling and walking routes these remain secondary to car use, instead of being brought into the heart of the thinking for the transport planning for the area.

I would ask the authority to require the applicants to go back and consider fully the need to make the proposal consistent with LP 18 to the very highest state of the art standard for a housing development designed to be carbon neutral.

#### **Mr Brian Dines 39 Westwood Drive Lincoln Lincolnshire LN6 OHL (Objects)**

Comment submitted date: Thu 18 Apr 2019

Foot path Tritton road? Not seen this detail before on proposed plans , road bridges would should include these access points?the proposed routes over the railway should be given priority over anything else if this project is ever to take place giving an access into ,out of said development ,the only thing I hear when attending your meetings is the Birchwood access roundabout traffic lights? The traffic levels in this area are above normal and can only get worse without a proposed development . Has a plan been put forward to estimate the increased levels of traffic in this area before ,during or after the construction traffic alone starts to migrate onto Skellingthorpe road at all hours I assume as they will never get to site. The road access in my opinion should be considered first In and Out irrespective of cost ,every thing will end up in the city not matter what trouble you go to making the routes in and out more congested than they presently are.

Will look forward to your response.

Regards,  
Brian Dines

**Mr David Lyon 28 Westwood Drive Lincoln Lincolnshire LN6 OHL (Objects)**

Comment submitted date: Thu 18 Apr 2019

Q1, what is a Hybrid Application and how is it different from a standard application,

Q2, the initial outline indicates a foot bridge from the site to Tritton Rd but the plan shows a full road bridge. is this planning by the back door?

Q3, what has changed since a previous Minister of Environment gave an emphatic NO to the scheme that makes it more viable. the only thing that I can see is that the Governments own web site for flooding has been upgraded to show the site as more likely to flood due to global warming.

Q4, Has anyone asked Lincoln City Fc if they want a new football stadium that is smaller that their aspirations, I am under the impressions that LCFC would rather stay in a ground that they own and develop it into the ground that they want, will this just be like Darlington, a fantastic new stadium on the edge of town that no one wants.

Q5, When the new development floods like the government say it will who will pick up the bill.

Q6, has anyone spoken to Network Rail about their aspirations for this project, because I am led to believe that if the 2 road bridges are built Skellingthorpe Rd crossing will become a dead end. Oak farm foot crossing will be removed as will Skew Bridge Crossing.

Q7, what assessment has been made for Senior Schooling in the area as the Priory City Academy is over subscribed at the current time.

**Mrs Sonja Heuer-Engelbert 22 Shaftesbury Avenue Lincoln Lincolnshire LN6 OQN (Objects)**

Comment submitted date: Thu 18 Apr 2019

I hereby object against the proposed Western Growth Corridor development. As a resident within the proposed development area I believe that this housing development will increase traffic congestion in Lincoln, increase air pollution and will drastically reduce the numbers of endangered species living within or near the boundaries. The planning application does not sufficiently address these issues. Lincoln should put a bigger emphasis on protecting wildlife and nature and make this city an attractive place to live.

**Mr Colin Smith 2 Belgravia Close Lincoln Lincolnshire LN6 OQJ (Objects)**

Comment submitted date: Fri 19 Apr 2019

Although I have no objection to building new houses on the WGC site I am concerned about the lack of detail in considering resultant traffic congestion. Already there is excess traffic on Skellingthorpe Road and Birchwood Ave and particularly at the A46/Skellingthorpe Road roundabout and this can only get worse when WGC is constructed.

According to your Transport Assessment document you imply that the road links from the site to Skellingthorpe Road and Tritton Road will be completed in Phase 1, thus:

" Proposed Phasing 1.6.1 The intended phasing of the development is as follows.

Phase 1a - Construction of a new roundabout site access on Skellingthorpe Road. - Development of up to 300 dwellings accessed via Skellingthorpe Road. - Capacity improvements to the Skellingthorpe Road / A46 roundabout.

Phase 1b - Bridge link (both vehicular and pedestrian / cycle) from the site to Tritton Road. - Signal junction access to Tritton Road. - Development of up to 300 dwellings accessed via Tritton Road.

Phase 1c - Connection of main on-site access link between Skellingthorpe Road to the end of the Tritton Road bridge link (before occupation of any of Phase 2) "

Does this mean that money will be available to construct the full road link from Skellingthorpe Road to Tritton Road and to improve the A46/Skellingthorpe Rd roundabout before house building starts? .

**Mr Colin Martin 12 Betula Grove Lincoln Lincolnshire LN6 ORF (Objects)**

Comment submitted date: Sat 20 Apr 2019

I don't believe sufficient consideration has been given with regards to surface drainage. The previous DEFRA Minister George Eustice had cautioned the City of Lincoln Council to be careful before going ahead with approving plans to build homes in the Western Growth Corridor of the city.

Speaking in 2014 he stated, "One of the lessons from the last couple of months and the experience we've had around the country is that we should be very, very cautious before building on flood plains and before building homes in areas where there is a flood risk."

"It doesn't mean we always rule it out, but I think the first step all local authorities should be doing is to try to find sites to build houses where there isn't a flood risk."

"I know that in 2006 when the Western Growth Corridor was first mooted, this idea of over 2,500 houses, the Environment Agency had some quite serious concerns about the flood risk there because it is in a flood plain."

"I think everyone's preferred approach would be if there is an alternative site that could be developed other than this site, which is after all a flood plain. If it isn't, then we need to make sure that the measures they put in place to manage that flood risk are going to absolutely work."

Having reviewed the surface water drainage strategy I would challenge if it would be adequate to deal with the drainage for such a large area supporting so many dwellings. What safeguards will be implemented to ensure the development of this area will not flood?

Additionally, the infrastructure looks like it will cause more problems than it will resolve. At present Skellingthorpe Road experiences excessive traffic at peak times. Introducing a relief road onto Tritton Road and Beevor Street will cause both these areas to be gridlocked at these times. With additional 3-4000 vehicles travelling from this area, it's hard to see how Tritton road could cater to this increased volume of traffic.

Also, it is obvious that these alternate routes would be utilised to bypass the level crossing when there are high volumes of traffic on Skellingthorpe Road adding further to the issues with traffic. Furthermore, how can the safety of the residents be ensured when this road is used as a rat-run to bypass the excessive traffic on Skellingthorpe Road?

**Mr Philip Tutty 29 Shaftesbury Avenue Forest Park Lincoln LN6 0QN (Objects)**

Comment submitted date: Sun 21 Apr 2019

Sirs,

Below is an email trail with LCC Development following my attendance at the WGC consultation meetings.

They have failed to respond regarding transport connections, congestion and environmental and pollution concerns.

I object because-

A) despite promoting throughout the consultation period traffic relief towards Tritton Rd from Birchwood Avenue via 2 road bridges over the railway it appears there is only 1 at Beevor St. This will become a bottleneck and does nothing to encourage traffic destined for the A46 to divert from using Skellingthorpe Rd. The notorious congestion will worsen.

B) The section of Skellingthorpe Rd between Birchwood Avenue and A46 will by their own admission worsen. My emails (below) regarding toxic pollution remain ignored and are a violation of public health considerations.

C) Despite spending £millions on this proposal the sensible option of connecting the development to the A46 via Fen Farm roundabout is ignored because "we don't control the road, highways does" etc. Planners can impose many demands on private developers so why not force this project to do the right thing. We already see the result of historical short term compromise ie the single carriageway A46 congestion - let's avoid the same stupid mistake.

D) The traffic modelling undertaken talks about mitigating congestion at the Skellingthorpe Rd / A46 junction by adding another approach/filter lane on Skellingthorpe Rd. This is smoke and mirrors for as anyone using that road knows, another lane would be useless owing to southbound traffic simply blocking the roundabout. A yellow box junction was suggested as an afterthought; more smoke and mirrors because they too are abused.

In conclusion the proposal will add circa 5-6000 vehicles with only one additional access/egress point, will slow further the traffic and increase pollution due to standing traffic moving at snail's pace.

A responsible decision that respects community and quality of life would ditch this project once and for all and I ask that the Planning Committee either do so or insist that the link to the A46 other than via Skellingthorpe Rd be a planning condition at start of project. This would also give construction traffic access with minimum environmental impact on existing residents.

Thank you,

Yours faithfully

Phil Tutty

Good afternoon Mr Tutty

Firstly I would like to apologise for the delay in issuing a response and it was good talking to you at the Transport workshop held on 7th February 2019 in Birchwood in February.

With regard to the question surrounding whether further traffic modelling has been undertaken between the initial consultations held in 2017, and those held in February 2019, I can confirm that CoLC have undertaken further extensive traffic modelling. CoLC has engaged Connect Consultants, specialist transport planners, to undertake further in-depth transport modelling for the scheme as explained at the transport workshop on 7th February 2019 held at the Life Church on Birchwood Avenue.

However just in terms of the focus of the question, in regard to the 'long run' element, I believe Harry Flexman, of Connect, specified that the modelling indicated that the wider benefits to the road network, as supported by the WGC, come with the completion of the link road and its connection to Tritton Road. This then begins to enable greater movement on the existing road network, including Skellingthorpe Road. Which in turn would have a wider beneficial effect on lowering pollution levels, simply by there being less stationary vehicles.

It was established that in the short term, ie, the initial phase of the development, there would be some short term pain, with regard to the effect on the existing road network. However as indicated by the traffic modelling, once key elements of infrastructure are completed, the issues of movement in and around the existing road network improve. It is important to note that this is a 23 year project, and as such there are a range of variables and assumptions that have to be taken into account with regard movement. It is important to state that as a Council we are committed to encouraging modal shift away from single car use, and it is proposed that this development caters for sustainable travel, including cycle routes, walkable routes and priority bus lanes.

I understand your concerns with regard to poor air quality, and the effects that this can have on health outcomes, and the need to encourage movement away from car dominance, towards more sustainable travel modes. It is for this reason that by making provision for greater levels of sustainable travel infrastructure as part of the proposals. The development proposes priority bus lanes, designated cycle corridors and walking routes, which will provide residents on the development, and those in outlying areas, greater options for movement in and out of the city centre.

Thank you for your continued engagement with the Western Growth Corridor and please do not hesitate to contact me if you require and further information.

Kind regards

Michael Hurtley

Assistant Development Officer  
T 01522 873343

City of Lincoln Council  
City Hall, Beaumont Fee, Lincoln, LN1 1DE  
<http://www.lincoln.gov.uk/doitonline>

[Read more about our vision](#)

This transmission is intended for the named addressee(s) only and may contain sensitive or classified material up to OFFICIAL and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. Please also notify the sender immediately.

Under the Data Protection Act 2018 and the Freedom of Information Act 2000 the contents of this email may be disclosed.

The City of Lincoln Council reserves the right to monitor both sent and received emails.

From: Phil Tutty  
Sent: 25 March 2019 13:11  
To: Hurtley, Michael (City of Lincoln Council)  
Subject: Re: Western Growth Corridor report

Dear Mr Huntley,

Please would you commit to sending me this information forthwith.

Delay does not inspire trust and begins to smack of a filibuster!

I look forward now to your response within 5 working days please.

Yours sincerely

Phil Tutty

On Thu, 28 Feb 2019, 11:59 Hurtley, Michael (City of Lincoln Council), wrote:

Good afternoon Mr Tutty

Thank you for your email, I just wanted to confirm that I shall get a response together to the issues raised, which I shall send out in due course.

Kind regards

Michael Hurtley  
Assistant Development Officer  
T 01522 873343

City of Lincoln Council  
City Hall, Beaumont Fee, Lincoln, LN1 1DE  
<http://www.lincoln.gov.uk/doitonline>

[Read more about our vision](#)

This transmission is intended for the named addressee(s) only and may contain sensitive or classified material up to OFFICIAL and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. Please also notify the sender immediately.

Under the Data Protection Act 2018 and the Freedom of Information Act 2000 the contents of this email may be disclosed.

The City of Lincoln Council reserves the right to monitor both sent and received emails.

From: Phil Tutty  
Sent: 28 February 2019 10:22  
To: Hurtley, Michael (City of Lincoln Council)  
Subject: Re: Western Growth Corridor report

Dear Mr Hurtley,

Further to us meeting at the February WGC Consultation meeting I am now re-sending the mail I referred to.

In addition I attach an extract from today's Times newspaper, the subject and its relevance being self explanatory.

While I appreciate the road and homes already exist in our case there remains no justification for bringing (more) congestion and emissions to the stretch of road in question.

How can councils be considering congestion charges and fines for people who leave engines running while themselves being guilty of knowingly adding to a harmful environment?

The article quotes "if we can address pollution at the planning stage, we can reduce the need for expensive remedial action further down the line". Sadly today's decision makers are seldom around to witness the adverse impacts they themselves are responsible for; asthma, reduced lung function and admissions to hospital to name but three.

I welcome your answers to my questions included in my original mail below.

Yours sincerely

Phil Tutty

On Fri, 17 Aug 2018, 18:04 Phil Tutty, wrote:

Dear Mr Hurtley,

In the nicest possible way I make no apology for pursuing this point.

If as you assert the traffic modelling proves there will be a reduction in traffic on the stretch in question then clearly there has been some re-modelling since the public consultations. I note you say "long run" but this is non-specific and may extend to many many years. In the interim residents may expect slow poisoning from what has already been revealed to be highly hazardous diesel particulates and petrol fumes. Will our new grandchild be safe?

At such an event last year it was clearly stated that the proposed development would SIGNIFICANTLY increase congestion.

Without sophisticated modelling it is not hard to forecast that all traffic exiting the development with Newark etc or indeed the north/ eastern edge of the city as a destination will head to the A46 relief road via the Skellingthorpe roundabout; hence more, slower moving emissions/noise pollution.

Please will you confirm that the public statement about increases in traffic either is or is not correct and whether a new traffic modelling scheme has been used? Alternatively how will the council mitigate the pollution and it's impact on the health of those of us whose gardens boarder this stretch of road?

Will you please provide the documentation supporting the modelling or must I apply for same under a FOI application.

The obvious and ethical solution is for ALL stakeholders to come together and put citizens' wellbeing ahead of cost constraints, short- termism and narrow minded targets.

Best regards

Phil Tutty

**Keith Eaton 32 Burghley Road Lincoln Lincolnshire LN6 7YE (Neutral)**

Comment submitted date: Tue 23 Apr 2019

I wish to make representation regarding the above as per the Consultation on application for Planning Permission dated 14 April 2019.

As a resident of Burghley Road (off Skellingthorpe Road) I have no problem with the overall scheme for the Western Growth Corridor as a scheme, albeit I am concerned that the City of Lincoln, even apart from the specific complaint I make below, just does not have the infrastructure to support the level of housing growth being demanded by the Government. If one takes into account the growth in industry/commerce needed to support the growth in houses proposed, the demands on infrastructure becomes even further unsustainable .

My specific issue with this planning application is however the time schedule for and detailed implementation of the scheme. I have been to at least 3 of the consultation workshops and understand the development will start with the building of the Birchwood Roundabout on Skellingthorpe Road. At each one one of these consultations IT HAS BEEN ACKNOWLEDGED that the traffic congestion on Skellingthorpe Road will get worse until the new link roads to Tritton Road have been completed, something again acknowledged might take several years. I note in some of the leaflets being issued by councillors ahead of the coming elections there is a demand for the infrastructure to be put in place before the development starts - and they should have a better knowledge of the scheme than the general public.

As anyone who lives in Lincoln knows the congestion on Skellingthorpe Road is already totally unacceptable. There is no proper management of the rail traffic using the Skellingthorpe Road level crossing contributing to the already heavy volume of traffic. On 3 occasions this week, each at different times of the day, but none of them peak time, I have sat in at least half mile queues. On one of these the time to reach the Tritton Road junction was exactly the same as making this journey on foot. If we take into account the increased traffic caused by the new development, and then add on the increased traffic which will result from the planned increase in housing in Skellingthorpe, then we will end up with a nightmare scenario for residents in this area.

At one time I regularly used the by-pass as a way of not going via Skellingthorpe Road/Tritton Road but the increasing problems on Carholme Road and the introduction of screening on the by-pass near Carholme Roundabout have made this less of an option. Many are already using Long Leys Road adding traffic to this residential area.

Any planning approval for this development must be rejected at this time and only later approved once the necessary infrastructure in terms of the link roads to Tritton Road are put in place. I appreciate the government are demanding that Lincoln fulfils its allocation of new housing, but as the representative of the residents of Lincoln, the Council must stand up to the Government in this matter. That is what you have been elected to do. In parallel with this, some better management of the rail traffic must be a condition of the Council meeting the Government's demands. This can be achieved with more modern trains and signalling/level crossing control, as visible and demonstrated in other parts of the country. The Council cannot allow things to just blindly move forward.

**Mr Ricky Greensmith 36 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT (Objects)**

Comment submitted date: Tue 23 Apr 2019

1. Highway safety and congestion.

This will only exacerbate the increasing traffic congestion on Skellingthorpe Road including the Tritton Road junction and Skellingthorpe Roundabout. If the proposed 3,200 new homes are constructed, this would add approximately 6,000 vehicles into what is already unsustainable road system.

These plans should be rejected until sufficient infrastructure is in place to cope with the the current traffic congestion and the future increased demand.

**ATTACHED TO AN EMAIL TO : [developmentteam@lincoln.go.uk](mailto:developmentteam@lincoln.go.uk)**

**And : DELIVERED BY HAND**

Paul Frodsham  
2 Roxborough Close  
Lincoln  
LN6 0QL

21 April 2019

Mr. K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

Dear Mr Manning

Ref : Comments about the Hybrid Planning Application for the Western  
Growth Corridor Development dated 14 April 2019  
Your Ref. : 2019/0294/RG3

I have now received from the City of Lincoln Council, the official notification of the Hybrid Planning Application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor, dated 14 April 2019.

I demand that this application be withdrawn on the following grounds and enclose a marked up copy of that letter.

In summary .....

1. The text is not written in clear English in two cases and was re-written by Ms Lana Meddings the City of Lincoln Council (CofLC), Principal Planning Officer.
2. Major elements of the promised road infrastructure have not been included in the Description.
3. Comments and criticisms about the 175 Associated Documents listed for the Hybrid Planning Application.

1. In detail, the textual errors in the Description

- 1.1 The text from the Description, it does not make sense. Specifically, and I quote "new transport bridge link over and Beevor Street," From a previous exchange of emails with Ms Lana Meddings, the CofLC's Principal Planning Officer, this phrase should actually state, in her words, "new transport bridge link goes over the railway and lands in Beevor Street". Why were these words not included in the official Description issued, dated 14 April 2019?
- 1.2 Quoting the next phrase from the Description, and again this does not make sense either, "and a new public footpath bridge over Tritton Road." Again in the words of Ms Lana Meddings, the CofLC's Principal Planning Officer, this phrase should have actually stated, "the new pedestrian only bridge would cross the railway to allow access to the south of Tritton Road". So again, why were these words not included in the official Description issued, dated 14 April 2019?

I have just looked at the CofLC on-line web pages <https://development.lincoln.gov.uk> and note that these two errors in the text have been corrected.

I wonder if those corrections were as a result of my on-line response to the above web page and/or my subsequent letter dated 17 April 2019, addressed and hand delivered to you and a copy to Ms Lana Meddings on the same day, pointing out these errors. Your reply to my letter will be eagerly awaited and your comments and answers to my questions rigorously analysed. None the less, I and many other residents who live adjacent to the Western Growth Corridor Development will have received a similar paper copy to me, dated 14 April 2019, giving the Hybrid Planning Application details for the WGC Development with the errors I have highlighted included, and so will this letter be officially withdrawn? Then the corrected version of the letter re-issued to cater for those residents who have no access to the internet?

So you, the City of Lincoln Council have AMENDED THE ORIGINAL DESCRIPTION of the Hybrid Planning Application for the Western Growth Corridor Development and NOT MENTIONED THIS FACT in the subsequent versions issued to members of the public, both on-line and in paper editions.

**I view this as a very serious omission.**

2. Details of the major elements of the promised road infrastructure have not been included in the Description



- 2.1 The major link road through the Western Growth Corridor Development from the new roundabout on Skellingthorpe Road to Tritton Road using a road bridge over the railway to a new junction on Tritton Road have not been included in the Description.

These major pieces of infrastructure were repeatedly promised by the CofLC and Lindums to the people who live on the surrounding estates that use Skellingthorpe Road as a travel route, even as late as the Technical Transport Workshop held in February 2019. I quote "the total link road would be progressed at the earliest opportunity in the development of the Western Growth Corridor" said by CofLC and Lindums, to ease the traffic along Skellingthorpe Road. And also Lindums boasted to the audience how well they were progressing with the initial construction talks about the transport bridge link over the railway with Network Rail. But I note the Beevor Street transport bridge over the railway does get included in the Description. Strange that when we were told again at the joint CofLC Technical Workshops with Lindums that this piece of infrastructure would be delayed until much further into the development of the Western Growth Corridor site, that is, that this link would be secondary to the new link road to Tritton Road.

Not to list these very crucial major elements of the infrastructure in your Hybrid Planning Application Description does not make any sense. Please fully explain why these major pieces of infrastructure have been omitted from the Description.

**Again, I view this as a very serious omission**

3. Details of my initial Comments and criticisms about the 175 Associated Documents listed for the Hybrid Planning Application

I reserve the right to make additional Comments and Criticisms about these Associated Documents in the future.

I knew from the following web site given in Mr. M. Hurtley's email : <https://development.lincoln.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PPN857JFJKP00> that there were 175 associated documents for this Hybrid Planning Application, but where to find them on the web site you provided <https://development.lincoln.gov.uk>? No clue forthcoming from you in your letter dated 14 April 2019 or on the Planning Application web page to make life easier from those wishing to respond to this planning application and read through the Associated Documents. So after spending some considerable time doing a search they were eventually found by clicking on the description!

Now your Planning Application Server was down most of today, Monday 22 April 2019 due to a problem. This caused me a major problem (and maybe to others as well?) as the time to respond and comment on this Planning Application is very limited. Two emails were sent to the Technical and Development Team and also included a request that the date by which representations are to be received by the Local Planning Authority be extended by one day. Do you agree with this request?

So back to the individual 175 Associated Documents .....

- 3.1 The individual lines listed are not numbered making it difficult to make reference to them elsewhere and to others.
- 3.2 Many of the Associated Documents do not have a text description in the Description column, some are just numeric. This makes finding a particular document difficult. Why can't they all have a textual description?
- 3.3 Skellingthorpe Road Access Bridge – Arrangement Sheet 1, 2 and 3. Where is this Access Bridge on Skellingthorpe Road? This title does not make any sense to me. The Location Map included in Arrangement Sheet 1, does not show the location of this Bridge, why is that? Please explain its location and make the description clearer?
- 3.4 I note that at 15:15hr on Tuesday 23 April 2019 that the number of Associated Documents has risen by two from 175 to 177. The

additions are ; 1. FRA APPENDICIES and 2. DESIGN AND ACCESS STATEMENT. Why is that? Please fully explain.

How can members of the public, statutory consultees and other bodies hope and be expected to make coherent comments on this Planning Application when it keeps changing with new items being added after it has been put into the public domain?

**I view the above section 3.3 as very serious**

It's beyond belief that such an important document that the City of Lincoln residents have waited for over 30 years to actually be submitted by the City of Lincoln Council, an Outline Planning Application for the Western Growth Corridor, that results in such textual errors and omissions of major pieces of infrastructure by professional Planning Officers and NOW by adding in additional Associated Documents when the Planning Application is in the public domain for Comments.

After considering all of the above, I now demand that this Hybrid Planning Application for the Western Growth Corridor, be totally withdrawn starting with the letter dated 14 April 2019. The Hybrid Planning Application rewritten with all the errors corrected, all the omissions added and when all the Associated Documents have been agreed in total, then re-issued. To be very, very clear, the planning process should be re-started all over again, with a revised date by which representations are to be received by the Local Planning Authority.

Finally, it is still my overwhelming conclusion about this Hybrid Planning Application for the Western Growth Corridor Development, and I have written this more than once to members of your Planning Team, that it is being progressed through the City of Lincoln Council planning process with undue and unnecessary haste, as evidenced by the errors and omissions highlighted in this letter.

Thank you for reading this long letter, I look forward to your comments in the not too distant future.

Yours faithfully

Paul Frodsham

Copies to :-

Mr. Simon Walters, Directorate of Communities & Environment  
City of Lincoln Council : delivered by hand

Mr. Ric Metcalfe : The Leader of the City of Lincoln Council : delivered by  
hand

The Planning Team at Lincolnshire County Council : delivered by hand

David Godfrey  
1 Rochester Drive  
Lincoln  
LN6 0XQ

23/4/2019

Head of Planning  
Lincoln City Council  
Beaumont Fee  
Lincoln  
LN1 1DF

**PLANNING APPLICATION – Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)**

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor.

The three fundamental reasons I feel this development should not be granted permission are because of the high flood risk in this area, the unacceptable traffic congestion, and the change of character to the local area that this proposed development will bring.

**1. Flood Risk.** The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Being local to this area, I witness, every winter, many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area (and everywhere) will only get worse.

Based on the potential flood risk alone, building on this land is unacceptable and must be prevented to protect the present and future residents of Lincoln. There must be much more suitable land within Lincoln and Lincolnshire that is not at high risk of flooding, that could be used instead.

**2. Traffic Congestion.** Skellingthorpe Road and Triton Road are, quite often, already completely overloaded with vehicles. The thought of linking these roads to the new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an impossible one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on ~~Skellingthorpe~~ Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked with inconsiderate drivers, just like they already do on the nearby A46 ~~Skellingthorpe~~ Roundabout. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence.

**3. Spoiling the character of our part of Lincoln.** The above are the two main reasons for objecting to the development. In addition to this you must consider the negative impact of the local wildlife and loss of open countryside and picturesque views. We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large scale building over a period of up to 20 years. Life around our quiet part of Lincoln would never be the same.

I understand the need for new housing and developing our lovely city of Lincoln but I feel there are much more suitable site, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and *reject this application*.

Yours faithfully,

David Godfrey

**John Zubic Hamilton House Beevor Street Lincoln Lincolnshire LN6 7DJ (Neutral)**

Comment submitted date: Thu 25 Apr 2019

Good afternoon

Thank you for your letter regarding the above subject.

In principle we have no objections to the development of the Western Growth Corridor, our concerns are more focused on the impact this will have on Hamilton House. As we understand, there will be a bridge going at the back of Hamilton House and this will have an adverse effect on the Councils employees and its partners working at Hamilton House. This is in respect of the noise, disturbance and air pollution in both the construction phase and when it's in use and also the highway safety of vehicles using the bridge in the event of an accident and vehicles falling from the bridge, as Hamilton House will be below the level of the bridge deck. Can these issues be taken into account and a cause of concern at this stage please.

Yours sincerely

John Zubic

Peter Arbourne  
3 Chelsea Close  
Lincoln  
LN6 0XF

25/04/2019

Mr. K. Manning  
Planning Manager  
Lincoln City Council  
Beaumont Fee  
Lincoln  
LN1 1DF

**PLANNING APPLICATION – Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)**

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor.

The fundamental reasons I feel this development should not be granted permission are:

**High Flood Risk** in this area,

**Unacceptable Traffic Congestion,**

**The Large Number of Heavy Construction Vehicles**, over many years, that will be required to complete this development if allowed to go ahead.

**The Change of Character to the Local Area** this proposed development will bring.

**Increase in Noise Levels** – Both in the many years of construction and afterwards.

**High Flood Risk**

The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Being local to this area, I witness, every winter, many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area (and everywhere) will only get worse. Based on the potential flood risk alone, building on this land is unacceptable.

**Unacceptable Traffic Congestion**

Skellingthorpe Road and Triton Road are often, completely overloaded with vehicles. The thought of linking these roads to the new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an impossible one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked quicker and more often. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence. If any of the planned new home occupiers (approx. 7,000 people) want to travel North, South or West of Lincoln the obvious route they would take would be to exit the Western Growth Corridor area via the New roundabout at Birchwood Avenue / Skellingthorpe Road Junction, turn right and head for the A46. This section of Skellingthorpe Road is chaos every morning and evening already. Adding another two or three thousand vehicles will make this section of Skellingthorpe Road impossible. That's before they divert traffic off the A46 because of regular road closures!

**The Large Number of Heavy Construction Vehicles**

The Development of the Western Growth Corridor will entail vast amounts of earth movement, which in turn will require large numbers of Heavy Vehicles moving in and out of the site. This will be for many years not weeks. What access will the heavy construction vehicles use for the 10 – 20 years the development will take?

**Increase in Noise Levels - Spoiling the character of our part of Lincoln**

The objection because of the increase in noise is self-explanatory. But also consider the negative impact of the local wildlife and loss of open countryside and picturesque views. We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large-scale building over a period of up to 20 years.

I understand the need for new housing and the developing our lovely city, but I feel there are much more suitable sites, that are NOT Floodplains, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and reject this application.

Yours faithfully,



Peter Arbourne

**From:** Peter Arbourne [REDACTED]  
**Sent:** 25 April 2019 14:01  
**To:** Technical Team (City of Lincoln Council)  
**Subject:** Two Questions Regarding Western Growth Corridor - Access Roads

I have two concerns regarding the road layout

Both question relate to the same Document . - HG1264-07C - Street Hierarchy

**Question 1**

At the EAST End of Grosvenor Avenue a BLUE (Local Access) line indicates that there will be a road connecting Grosvenor Ave to the new Western Growth Corridor. Is this correct?

If so it will make Grosvenor Ave / Chalgrove Way a "Rat Run" to get on to Skellingthorpe Road when congestion happens. Not Acceptable

**Question 2**

On the same Document A RED Line (Residential Access) running parallel with the rear of Forest Park ( Most northerly Red Line) infers that a road will join on to the farm track that goes to Scarborough Farm through Farrington Cres (Private Road) Does this mean access will be available to this track for everyone on the Western Growth Corridor?

Again if so this will create another way for people to access Skellingthorpe Road at busy times. Creating another "Rat Run" Not Acceptable

**Mr Raymond Marshall 38 Hartsholme Drive Lincoln Lincolnshire LN6 0HQ (Neutral)**

Comment submitted date: Thu 25 Apr 2019

Before any building work is carried out on the site the link road should be completed first as with out this link Skellingthorpe Road will become a car park.

Also the three lanes proposed on the entry to the roundabout on the A46 will not benefit getting on to the bypass as it is usually blocked by standing traffic this is caused by the exit run off not being long enough for traffic to merge into one lane causing a HGV to come to a standstill, Then it takes them up to the lay bye to get back up to speed . This also applies to the other roundabouts on the A46 bypass where two lanes have to merge into one lane

**Mrs Deborah Ticehurst The Spinneys Old Wood North Skellingthorpe Lincoln LN6 5UA (Neutral)**

Comment submitted date: Thu 25 Apr 2019

Whilst I do not object to the development per se, I am extremely concerned about the lack of provision for the increase in traffic which the 3000+ new homes and new businesses will bring. The adjoining roads are unable to cope with current traffic levels and not just at morning and evening 'rush hour' but generally throughout the day. There is often traffic queues in both directions on Skellingthorpe Road, the A46 towards Doddington Road is only single carriageway and unable to cope with current levels of vehicles. Surely new/additional infrastructure should be in place BEFORE any development commences in order to deal with disruption both during and after completion. The dualling of the A46 between Skellingthorpe and Doddington Road roundabouts is essential together with access alterations at the Skellingthorpe roundabout for both traffic from Skellingthorpe Road and Skellingthorpe village on to the A46 in both directions.

I appreciate alternative methods of travel are being promoted within the development such as public transport and cycling but as these also link into existing roads will just add to the current levels.

The 'cycle tracks' into Birchwood and towards Skellingthorpe are shared with pedestrians which is currently hazardous for users on foot or bike, but if more cycles are added to these pavements then this situation is also going to worsen unless improvements are made to these areas.



**Mr Philip Barton 27 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT (Objects)**

Comment submitted date: Fri 26 Apr 2019

Before any construction takes place the infrastructure to accommodate all foreseeable traffic should be in place. Failure to do this will impose serious problems to the existing and already congested road system.

Skellingthorpe Road already suffers from long delays in traffic flow at peak times and this constitutes a serious health hazard to residents living near to this road. There are also two schools on the road and the pollution from slow moving/stationary traffic can only have harmful effects on the health of the pupils attending these schools.

Should this development take place without the road bridge over the rail line to Beevor Street or Tritton Road, the only access point is the proposed roundabout on Skellingthorpe Road junction with Birchwood Avenue. This will only increase the traffic problems.

There will also be serious congestion going onto the A46 from Skellingthorpe Road which again at peak times queues back to Birchwood Avenue the solution of a sliproad at the A46 roundabout will not solve this problem.

The roads on the proposed new development will need to be substantial and wide to allow for bus access, for emergency vehicles and for collections of domestic waste. Properties should also have enough frontage to allow to the parking of two owner owned vehicles. Failure to do this will see on-road parking problems.

It is proposed that there will be a hotel, shops a new primary school, restaurants and cafes, industrial units, parks and leisure facilities plus a new football stadium for Lincoln City F.C. It should be borne in mind that the football club is progressing upwards in the Football League and could be a potential Premier League side.

All these should be taken into consideration when developing this site.

This development is being sold to the people of Lincoln that there will be bridges over the rail line giving access to Tritton Road and Beevor Street. My understanding is that there is no funding in place at this time to build said bridges. Should this funding fail to materialise how do the City of Lincoln Council propose to deal with the mayhem that will ensue.

**Mr Richard Newton 12 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT (Objects)**

Comment submitted date: Sat 27 Apr 2019

Like many other people I'm deeply concerned about this proposed development .

Firstly, the traffic situation at present is unacceptable and any future development will only increase the misery faced by motorists daily.

Secondly, and perhaps most importantly, it seem irresponsible in this era of climate change that a flood plane and good agricultural land should be sacrificed .

Thirdly, I'm informed that the air quality around the local schools is already at unsatisfactory levels. The necessary construction traffic needed to progress this project can only have a serious negative impact.

I am informed that there are other areas around Lincoln, within the new bypass, together with other possible sites ( Scampton etc.) which could be seriously considered.

Lincoln University is very active at present, but there are numerous accounts of many universities having serious financial problems. If this should at some stage effect L.U.

then growth forecasts for Lincoln may not be accurate.

This is not a case of nimbysism; I think a great number of peoples lives will be seriously and negatively impacted.

**ATTACHED TO AN EMAIL TO : [developmentteam@lincoln.gov.uk](mailto:developmentteam@lincoln.gov.uk)**

**And : DELIVERED BY HAND ON MONDAY 29 APRIL 2019**

Paul Frodsham  
2 Roxborough Close  
Lincoln  
LN6 0QL

26 April 2019

Ms. Lana Meddings  
Principal Planning Officer  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

Dear Ms. Meddings

Ref : Further Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019  
Your Ref : 2019/0294/RG3

I have received both your emails dated 24 April 2019, referring to my letters dated 17<sup>th</sup> and 21<sup>st</sup> April 2019, thank you for your responses.

These are serious issues raised and discussed between us and I would have preferred your reply to be in the form of a letter on the City of Lincoln Council headed paper. It would have been acceptable to me for you if you had attached your letter(s) to an email.

To be clear, the paragraphs that follow below are my Further Comments on this Hybrid Planning Application Submission as named in the heading of this letter and wish them to be included in the Comments Section of the City of Lincoln Consultation website.

#### INDEX OF CONTENTS

1. The Administration of this Application for Planning Permission
  - 1.1 Referring to the City of Lincoln Council letter dated 14 April 2019
  - 1.2 Referring to your email of Wed 24 April 2019 at 16:48hr
  - 1.3 Referring to your email of Wed 24 April 2019 at 16:50hr

2. My Comments about the actual contents of the Application for Planning Permission
  - 2.1 Comments about the "In Full Planning Permission"
  - 2.2 Comments about the "In Outline Planning Permission"

1. The Administration of this Application for Planning Permission

- 1.1 Referring to City of Lincoln Council's letter dated 14 April 2019

This advised the Owner / Occupiers of the "Town and Country Planning Act 1990 ; Consultation on application for Planning Permission" ; then went on to give the "Address of the proposed development" etc. I found it strange that the name of The Applicants, namely the City of Lincoln Council and Lindum Western Growth Corridor Community Limited were NOT included at the top of the Hybrid Planning Application Description or anywhere else, is this normal practice? This omission is at odds to my thinking, please advise.

PLEASE NOTE ALL THESE COMMENTS ARE MADE WITHOUT THE AID OF AND ACCESS TO THE CITY OF LINCOLN PLANNING WEBSITE

- 1.2 Referring to your email of Wed 24 April 2019 at 16:48hr

Reading your first paragraph, for me and probably others who are taking an interest in this Planning Application, having the City of Lincoln Council (CofLC) as one of the Joint Applicants of this Planning Application makes it really very difficult to understand which bit of the CofLC has produced what? ; helped to assemble what? ; is processing what? and deciding what? In your first paragraph it is hard to distinguish the boundaries of which section of the CofLC is doing what, it's all a bit of a muddle to me.

Also it would have been so much more helpful in your first paragraph if you had indicated which stages of the planning process had already been completed and where you are now. Also perhaps identify where the Statutory Public Consultation of only 21 days fits into this process. Perhaps also give an insight into the months and year ahead of all the planning steps you expect to happen.

So which section of the City of Lincoln Council employees, as one half of the Joint Applicants, helped write the Description of this proposed Development and helped to assemble all the Associated Documents? Please ask the JOINT APPLICANTS to attach a text description to each and every one of the Associated Documents, this would make them so much easier to find them for the reader in the short time scale allowed. At least two of the Descriptions have the "T" missing from Tritton Road in the table, so they are shown as "RITTON ROAD". This is poor administration by the CofLC (at the time of writing – the CofLC Planning Website is down for the second day, so I can't check this out). I believe there are now 177 Associated Documents for this Planning Application, some having no description, this is useless for finding them, and did the major EIA Scoping Document on Pollution and Noise Survey have a description? Are you part of the City of Lincoln Council Development Team involved with carrying out or checking this work, I repeat this I very poor administration. Please advise.

Referring to you second paragraph : you seem to be implying that comments by members of the public and statutory bodies can be accepted right up to the time this Planning Application goes before the Planning Committee, and "will be over several months"? Is that actually true? Then please fully explain where the 21 day Consultation, currently ending on 7 May 2019, fits into this paragraph? Frankly, I am at a total loss understanding where I am in this process. Please provide some guidance for me, thank you.

Now moving to the first bullet point in your email, under the heading : "With regards to other matter within your letter-"

I have to inform you that and here I quote your email - "the Tritton Road Footbridge Plans are labelled by the applicant as Skellingthorpe Road Access Bridge General Arrangement Sheet 1, 2 and 3, these are **NOT** for the Tritton Road Footbridge GA Sheets over the railway. In fact the Sheets 1, 2 and 3 are associated with one of the site main road accesses. As this main link road from the new roundabout at the junction of Skellingthorpe Road and Birchwood Avenue accesses the Development Site making its way across to Tritton Road and Beevor Street, the road descends into the Development it needs to cross the Boultham Catchwater Drain, these are the General Arrangement Sheets 1, 2 and 3 for that bridge. Frankly, I am at a loss to know what to comment about this

error. But, very helpfully one of your Team has since ringed and marked up this bridge's location on the map included on Sheet 1 and labelled it "SKELLINGTHORPE OVERBRIDGE". I note on the right hand side of Sheet 1 in the NOTES and to No. 5, a comment makes reference to "Network Rail Standard Engineering requirements", why is that? The railway is at about 1 mile away. At this time I have still not found the General Arrangement Sheet(s) for the Tritton Road Footbridge, your assistance would be appreciated, thank you. (again, I can't access your Planning Website as very unhelpfully it is down again!).

Thank you for explaining, in your second bullet point, what a Hybrid Planning Application was meant, specifically in relation to the Western Growth Corridor Development. I will make my Comments later about the "In Full Planning Permission" details provided for the "means of access into the site from Skellingthorpe Road and Tritton Road." However, I quote the start of your second sentence : "The full planning permission element requires additional details which are approved,". When were they "approved"? Please fully explain this word in this context. I just don't get it and am truly baffled!

Finally, to your last bullet point, about the contents of the Planning Submission having been validated by the Planning Authority as the basis of the Planning Consultation. Are you saying that all the administration errors and omissions I have pointed out so far in this Consultation on the Application for Planning Permission had been NOT been picked up by the City of Lincoln Council Planning Department paid Officers when they checked that this Application is valid, to ensure it was COMPLETE & SATISFACTORY including the missing text description for each Associated Document, to enable it to go forward and be put into the public domain for its 21 day Statutory Consultation? It would appear from your "<https://development.lincoln.go.uk>" website that this process took, was it seven days? (I can't check this as your Planning Website is down again!).

1.3 Referring to your email of Wed 24 April 2019 at 16:50hr

The two documents you quoted in your email : the FRA APPENDICES and the DESIGN AND ACCESS STATEMENTS.

To expand the first : the FLOOD RISK ASSESSMENT APPENDICIES and the second as stated above.

In my view these two documents are MAJOR pillars of this Application for Planning Permission. This particularly applies to the Flood Risk Assessment Appendices. As you rightly say there were added to the list of Associated Documents on 23 April 2019, that is a week after the Statutory Consultation started. This is **NOT** good enough. Who is responsible for validating and checking ALL the documents are COMPLETE and INCLUDED before they are put in the public domain? Is it the CofLC Planning Department paid Officers?

Your reason for their non-inclusion is frankly **NOT** acceptable on the grounds that the issue of the Application for Planning Permission into the public domain for the Statutory Consultation Period for the very limited period of 21 days could have been delayed until the file sizing compression problem had been resolved. Why did this not happen?

You may correctly assume that I wish and want the COMPLETE Hybrid Planning Application with ALL its Associated Documents present, as agreed by the City of Lincoln Council Planning Officers with all the textual errors corrected and all omissions included, that is to be a complete and be a fixed package before it goes into the public domain for members of the public, statutory bodies and others to make meaningful comments. In other words, the complete contents should not be altered during the Statutory Consultation period. Those wishing to make Comments on this Planning Application should be analysing a fixed and known content of Associated Documents and they are NOT to be amended in any way as the Statutory Consultation period progresses to its end currently on Tuesday 7 May 2019.

So to conclude this section, are you saying that whilst the Statutory Consultation is in progress that the Application for Planning Permission can receive and add additional material by the City of Lincoln Council and / or the Applicants? To me this does not make any sense or be fair to the Consultees who wish to make meaningful comments. But reading your email dated 24 April 2019 sent at 16:50hr you state that and I quote your two sentences : "This application will take many months to determine and all comments received will be considered and the applicants made aware when documents require revision. As per your email of the 23<sup>rd</sup>, comments will be taken into account until such time that the application is taken to a planning committee." Please fully explain,

how these sentences fit together when there is a stated end date by which representations are to be received by the Local Planning Authority of 7 May 2019. This is a quote from the City of Lincoln Council letter dated 14 April 2019, posted and addressed to Owner / Occupier. Please advise which of these statements is actually true.

Further, please explain in detail what happens next in the planning phase, for example when the "Determination" takes place. I assume that this means that the Application is checked that it meets the Central Lincolnshire Local Plan Objectives and satisfies all the elements of the National Planning Policy Framework and also please explain who carries this out this function in the CofLC. I have previously asked these questions of the City of Lincoln Council and never received a full explanation.

To me the major infrastructure costs associated with this Western Growth Corridor Development, two major bridges across rail tracks, three major road junctions, provision against site flooding and the re-piping of waste water across the site will weigh heavily on the Applicants finances. Let's hope the Developers don't go get into financial difficulties and Lincoln is left with a partly completed Development. There are more profitable places to build, this is expanded later.

Please list all the Avenues ; Roads ; Streets ; Closes ; etc. that received the City of Lincoln Council letter dated 14 April 2019 announcing the Consultation on Application for Planning Permission for the Western Growth Corridor and please indicate on that list if any of these were only partially covered by your letters.

**AN IMPORTANT NOTE ABOUT THE CofLC PLANNING WEBSITE**

i.e. <https://development.lincoln.gov.uk> was not accessible to me on Saturday AND Sunday, 27 AND 28 April 2019.

An email has been sent to : [developmentteam@lincoln.gov.uk](mailto:developmentteam@lincoln.gov.uk) and to : [technicalteam@lincoln.gov.uk](mailto:technicalteam@lincoln.gov.uk) on both days.

It also was not available on Bank Holiday Monday, 22 April 2019 and again an email was sent to the two CofLC Teams above.

So, I am requesting a 3 day extension of the time allowed to make Representations to the Local Planning Authority, which is the original end of Consultation Date of 7 May 2019 is moved out to Friday 10 May 2019. Please advise your thoughts, thank you.

2. My Comments about the actual contents of the Application for Planning Permission

PLEASE NOTE ALL THESE COMMENTS ARE MADE WITHOUT THE AID OF AND ACCESS TO THE CITY OF LINCOLN PLANNING WEBSITE

- 2.1 Comments about the "In Full Planning Application" details for means of access into the site from Skellingthorpe Road and Tritton Road

Consider first the Applicants proposal to construct a roundabout at the junction of Skellingthorpe Road and Birchwood Avenue.

This is a major piece of construction with tight existing site clearance distances to the existing dwellings and other properties and it is not a level site. This work would cause major problems for the users of either and both of these roads whilst this construction work is in progress. In the words of the City of Lincoln Council, the construction phase would need to be either a full closure of this junction OR a partial closure. In either case the estimated time of construction would be between eight and twelve months respectively, of very considerable period of disruption to traffic flows for all these months. The choice of a full closure would I suspect need the agreement of all the Emergency Services.

And for what advantage to these road users in the future? A roundabout at this location would do nothing to ease the traffic flow along Skellingthorpe Road and / or Birchwood Avenue now or when the residents of the Western Growth Corridor Development take up residence on site, together with the occupants of the commercial sector buildings when they need to access or exit this site to and from Skellingthorpe Road. Further, there would be the need to cater for pedestrians to allow them to walk or push their cycle or push chair across these roads to access adjacent estates or the petrol station and shop, so at least three controlled pedestrian crossings would be required.

I would propose a better solution would be the installation of Intelligent or Smart Traffic Lights at this junction of these well used roads. These types of traffic lights are a vehicle traffic control system that combines traditional traffic lights with an array of sensors to intelligently route vehicle and pedestrian traffic. Further they would hopefully play a major role in keeping traffic moving including HGVs and reduce the stopping and re-starting of vehicles



up an incline to the new roundabout. This would cause extra noise and pollution levels which maybe in excess of safe levels in the immediate vicinity of this section of new link road when all vehicles need to stop and re-start. The Traffic Light solution would greatly reduce the construction time and period of disruption to the road traffic users at this junction during the construction phase.

To be frank, I don't believe the Noise and Pollution Survey results produced in the ACOM Report (remember I have no access to the CofLC Planning website) the highest levels shown is accurate. One small red oblong (?) on the Forest Park Estate side on one Close but not at Belgravia Close adjacent to the new link road and four small red oblongs (?) across the other side of the new link road on the side of the Stone Manor Park Estate. Did this Noise and Pollution Survey take into account the new link road incline from the Boultham Catchment Drain bridge to the new proposed roundabout on Skellingthorpe Road? What is the actual fall in metres from the new roundabout to the Boultham Catchwater Drain bridge? Is it perhaps a 4 metres fall? Is this fall shown in metres on any of the Associated Documents accompanying this Application for Planning Permission?

So to HGVs, let's not forget the vast numbers of construction traffic vehicles that will be accessing and exiting this site exclusively using this new roundabout to bring in vast amounts of material to raise the height of the ground to the required datum to avoid the dwellings becoming flooded. The amount of cubic metres of material required would be staggering and this means a very large number of HGV traffic movements. Do the Associated Documents indicate how many cubic metres of material would be needed? Further, let's not forget all the other vehicles required to construct the dwellings on this site. On these grounds alone Planning Permission has not been granted in some cases.

I feel the excessive noise and pollution generated from the construction traffic and the new road users when construction has finally been completed in 20 years would be above the safe levels of nitrous oxides and particulates that should importantly prevent any dwellings being built between Skellingthorpe Road and the Boultham Catchwater Drain.

I propose serious consideration should be given to a new link road being constructed from this Western Growth Corridor Development

Site to a roundabout on the A46 Western Bypass, it would be essential to significantly ease the traffic flows along Skellingthorpe Road and Birchwood Avenue and reduce the levels of pollution associated with the new link road off Skellingthorpe Road into this Development, as previously mentioned.

I would further comment that having a new junction on Tritton Road as one of the exits of the new link road through the Western Growth Corridor Development Site would simply move the traffic congestion from Skellingthorpe Road to Tritton Road, already a road with high traffic flow rates both into and out of Lincoln and is also plagued by the rail crossing barrier down time, which is only likely to increase. This junction would also need Intelligent or Smart Traffic Lights linked to the Tritton Road / Dixon Street Extension cross road traffic lights.

2.2 Comments about the "In Outline Planning Permission" for approval in principal with all details to be secured by further planning applications

Does this section cover Flooding Issues? In the Description it only states "and drainage system". I am not sure, so for these Comments I will assume Site Flooding and Drainage is covered. But reserve the right to comment further should that be necessary.

Now this site is characterised by the Environmental Agency as having Flood Zones, 1, 2 and 3. Now under the National Planning Policy Framework Guidance it did not pass the Sequential Test and therefore an Exception Test is required before this Development can be permitted. Do any of the Associated Documents contain the full details of this Exception Test? If so please inform me where they may be located, thank you. Summarising my thoughts, there are areas in Greater Lincoln that do not have the complications and long term risks to human grief or life associated with flooding due to climate change. For example, why not build this development along the Lincoln Eastern Bypass on higher ground?

With reference to the "Detailed Flood Risk Assessment and Water Management Strategy" dated March 2019, did this analysis take fully into account a previous Flood Risk Survey which covered a much wider area from Saxilby in the west, including the River Witham to the eastern outskirts of Lincoln and importantly included all associated waterways in the vicinity of this Development? It was

carried out by RAB Consultants on behalf of the Central Lincolnshire Planning Unit. The document is called the "Lincoln Western Growth Corridor : Technical Working Group : Flood Risk Report" and is dated 23 May 2013 ; Version 3.0 ; RAB : 366. This document in Section 5.3 on page 28, includes flood resilience measures that a Developer should address to increase resilience to this Development and provide flood risk mitigation to the wider community. I comment as follows, this RAB Report suggests more ways to improve the site and the surrounding areas resilience to flooding than your Document published by ACOM, included with this Application for Planning Permission. Your comments please.

I looked at the flood risk and drainage provisions with higher banks for the Drainage Channels across the site and two ponds that would drain by gravity to the main River Witham or Fosdyke Canal, I could not find the details of this drainage scheme on the drawings provided. To me they look inadequate compared with the previous Developments Plans for this site, agreed there are less houses being built this time but the ground area and increased height of the major water courses in times of heavy rainfall have not changed.

Question : Would this site with all the flood resilient provisions installed and constructed have no flooding issues if the almost biblical amount of rain that fell over this part of greater Lincoln in 2007 happened again? So would your flood and drainage provisions on this Development be able to cater for a repeat of this event that is the crucial question?

That event flooded all the fields of the Western Growth Corridor Development north of the Boultham Catchwater Drain and the water stayed there for months. This event flooded parts of St Catherine's and fire engines pumped out some houses due to the high River Witham, parts of Boultham and New Boultham were flooded, the extremely fast flow of water along Sincil Drain and through the High Street Glory Hole was a sight to behold and the high rise flats were evacuated at Stamp End, again the water on the land was being continuously pumped off by fire engines into the River Witham. The new residents and companies on this site do not want a repeat of this event.

One of my other big concerns is what if Lindum Group Limited, one of the Joint Applicants, needs financial assistance? Looking at the Phasing of this Development are they capable of standing the cost of constructing  
PF – WGC – Ms Lana Meddings – CofLC – Further Comments on the Hybrid Planning Application for the WGC – 20190426

the entire major infrastructure elements? This includes : the new roundabout ; the new link road to Tritton Road with its bridges over the Boutham Catchwater Drain and a major one over the railway ; the junction at Tritton Road ; purchasing the many, many cubic metres of in-form material to raise the ground datum level and its transport to site ; installing the flood resilient measures required ; upgrading the waste water drains, based on the very small percentage of 300 house sales?

At the joint open public meetings and workshops with the CofLC and Lindums the Lindum Group Limited Directors were very open in saying to me and others in the room, that the profit margin on this Development was only very marginal at best and this is a private Company, owned by its employees. What if, the Lindum Group Limited gets into financial difficulties with this Development? How much is the City of Lincoln Council prepared to assist them with loans guaranteed against this Company? If yes, has the maximum amount of loans been agreed between the Joint Applicants? The loans themselves I assume would be made up of Council Tax, other publicly funded money or bank loans?

I will end this letter by stating that at 06:50hr on Monday 29 April, the City of Lincoln Council Planning website still remains unobtainable i.e. not available all this weekend. What chance have members of the public, statutory bodies and others to complete this Consultation in time when there are so many documents to read and make Comments about? These are some of the words displayed on my screen when trying to access this website this weekend "The security Licence expired on 27 April 2019 at 2:13:38 PM ; the current time is April 27, 2019 2:45 PM" and "HTTP Strict Transport Security false ; Public Key Pinning false" is all this true? Please provide a full and understandable explanation for this website site being down over this whole weekend, thank you.

So after reading this very, very long letter of my Further Comments what is the City of Lincoln Council going to do about this Application for Planning Permission? For me the answer is obvious, withdraw the complete entity as it's not fit for purpose and start all over again, meaning more Council Tax Payers and other public money is wasted. All very depressing isn't it and so, so unnecessary?

Yours faithfully

Paul Frodsham

Copies to :-

Mr. Simon Walters, Directorate of Communities & Environment  
City of Lincoln Council : delivered by hand

Mr. Ric Metcalfe : The Leader of the City of Lincoln Council : delivered by  
hand

The Planning & Development Team at Lincolnshire County Council :  
delivered by hand

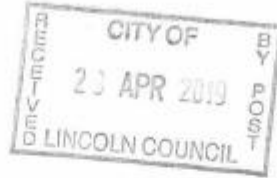
Mr Martin Hill : Leader of the Lincolnshire County Council : delivered by  
hand

**From: Squadron Leader John RN Ogle RAF(Retd) FCMI FRSA**

**'Shiloh'  
Birchwood Grange  
Lincoln  
LN6 0LB**

**Your Ref: 2019/0294/RG3**

Mr K Manning  
Planning Manager  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DF



26<sup>th</sup> April 2019

Dear Mr Manning,

**Re: Western Growth Corridor – Skellingthorpe Road, Lincoln**

Thank you for your letter of 14<sup>th</sup> April 2019 regarding the proposed development described therein (as per the attachments).

If you will permit, my main comment is concern about the main road accesses between both the proposed development as well as all of the other existing large housing and industrial developments which have been developed in recent years on the western side of Lincoln.

You will already know that the two principal roads, Skellingthorpe Road and Doddington Road are already very seriously blocked for large parts of each working day because of the frequent closure of the two level crossings close to Tritton Way, with long tail-backs of more than a mile of traffic (particularly from the western ends) when workers and school children need to use those two roads for access. Hindsight shows that it was very short-sighted of whoever was originally responsible for approving the large housing and industrial developments at Birchwood and other areas without realizing that the two old fashioned level crossings would never cope with the access needs to and from a large modern city like Lincoln. Both roads should have been constructed with fly-overs or the railway track should have been submerged in an underpass. Common sense seems to have been ignored.

It is therefore obvious that the proposed development above will only seriously add to existing traffic blockages and exhaust fumes, most particularly from the existing T-junction between Birchwood Avenue and Skellingthorpe Road (which is planned to become a roundabout), notwithstanding the planned new connection between the new housing and Tritton Way.

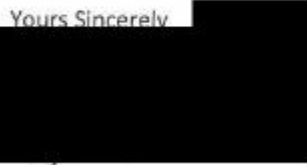
Lincoln is a major, thriving city. It needs adequate ring roads and access roads for people who work and live there. It has taken far too long to have an eastern by-pass built and the western A46 ring road is also still inadequately developed for modern traffic for two sectors of it, which are still single track in 2019!

Therefore, I feel it necessary to appeal to the Planning Committee to stall completely on the above Western Growth Plan until such time as:

- a. The A46 is constructed to acceptable dual carriageway standards and
- b. Skellingthorpe and Doddington Roads are redesigned and reconstructed to remove the antique railway level crossing arrangements that currently exist.

To approve and begin construction on the proposed Western Growth housing and facilities before doing both of these essential improvements would be an insult to the residents and workers of Lincoln and seriously detrimental to personal health. It would be almost as bad a plan as the Government's handling of Brexit! So, please think again and take appropriate remedial action first.

Yours Sincerely,



John RN Ogle

**From:** Gillian Newton [REDACTED]  
**Date:** 29 April 2019 at 12:01:14 BST  
**To:** [REDACTED]  
**Subject:** Re Planning Application 2019/0294/RG3. Western Corridor.

To Mr. K. Manning,  
Planning Manager,  
City of Lincoln Council.

29th April, 2019.

Dear Mr Manning,

Thank you for your letter of the 14th and the opportunity to comment on the proposed development, Your ref 2019/0294/RG3, Western Growth Corridor.

Whilst mindful of the need to develop the City of Lincoln and to provide additional appropriate housing, I believe this proposal needs further clarification and amendment. I therefore object to the existing proposed plans. My comments follow;

1) Can the City Council explain the need to develop such a marginalised and compromised site? Has a Sequential Test been applied in the last 2 years? Are 3,200 new homes still required? What increase in employment opportunities are envisaged to fund the purchase of these homes?

2). Your representative, a Ms Ritchie, said at a Public Meeting on the 5th February, 2019, that the arable land on this proposed development was last assessed in 2015 and that it was given a mixed status but did include areas of Class 1,2 and 3a, defined as " Best and Most Versatile Agricultural Land."

Anne McIntosh, Chair of Rural Affairs in the Dept. For Environment Food and Rural Affairs, 2014, stated that " complacency is a genuine risk to future food security in that there is a growing need for an improved use of agricultural land in the production of food." The need to improve production remains a constant policy of the Government, potentially more so now with Brexit pending and is integral to the NPPF Policy on the Use of Agricultural Land, adopted and endorsed by the Central Lincolnshire Development Plan, 2017.

Natural England Government Guidance to Assessing Proposals on Agricultural Land, 16th January, 2018 states that LPA's should " protect the best and most versatile agricultural land and soils in England from significant, inappropriate or unsustainable development



proposals."

In the NPPF of 27/3/12 updated 24/7/18 and again 19/2/19, Section 11, paras 117-122, stress is laid on the effective use of agricultural land. IBID. Section 14, Meeting the Challenges of Climate Change, Flooding and Coastal Change, paras 148-169, especially paras 149-150 and 155, stress the need for caution in planning when it may effect flooding risk. IBID. para 157 stresses the need for Sequential Testing.

Natural England, East Midlands Map, 24/08/10, indicates your proposed site as " Good Agricultural Land."

Natural England, Agricultural Land Classification 19/12/12. Appendix 2 of the NPPF on Agricultural Land Use, defines Best and Most Versatile Land as Grades 1,2 and 3a. It is described by the NPPF as " the land most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass..."

Meurig Raymond, NFU President in his address " Delivering a Bold and Ambitious Future for Farming, Domestic Agricultural Policy, 2019, stated that British Farming produces 60% of the nations food. He identified the need to develop this and to secure a sustainable food system to feed the nation, mitigating greenhouse gases and reducing carbon footprint by growing more food locally. This concurs with current Government and International Policies, eg The Paris Agreement.

Can Lincoln City Council explain the need to use good agricultural land for development of housing on the scale proposed?

3). The first stage of the development has been identified as 300 properties off Skellingthorpe Road and the building of a roundabout at the junction of Skellingthorpe Road and Birchwood Avenue. There will be one entrance/exit to those 300 properties.

Can this be safe practice? How will Emergency Services attend if this access is blocked?

When will plans be released for the proposed improvements to the A46/ Skellingthorpe roundabout and how will it be funded? In an earlier Public Consultation document on the Western Growth Corridor, Appendix 1, undated, page 3 states that work to improve the A46 is " outside of the remit of the development proposal." This contradicts what was said earlier, viz remodelling is included in the Local Plan. Please comment.

IBID. page 4, states that there will be only one access for the first phase for 3-5 years. This will seriously compromise traffic flow and safety for the entire area. Will the Council consider this again?

IBID. page 7, states " That the cost of constructing both bridges will be funded by the developers and RE-COUPED from the proceeds of house sales." If this is true then there are no barriers to their construction BEFORE houses are built as the develop seeks to re-coup rather than finance their construction from house sales. Please comment.

What commitment has the developer and the City Council made to their Community Infrastructure Liability?

What is the proposed budget for the required infrastructure of this development?

It appears that the cost per property in a development on a known Flood Plain will be greater than other development sites, in which case there is less profit per house for a

developer to invest in the infrastructure. How will the developer assure the Public that he will provide the infrastructure as per plan?

There appears to be insufficient planning for coping with the closure or partial closure of Skellingthorpe Road, Triton Road and Birchwood Avenue. How will this site be managed for local residents access? The proposed development will take years not weeks and months. Skellingthorpe roundabout is already not fit for purpose. Any increase in traffic, especially at peak commuter times, can not be accommodated without major incidents and increased congestion.

There is a good case for building at least one of the proposed bridges over Triton Road as well as the proposed new roundabout at the junction of Skellingthorpe Road and Birchwood Avenue to relieve congestion. Will the Council comment please and reconsider this.

4). There are 3 Schools potentially affected by the Air Pollution caused by traffic congestion in the Skellingthorpe Road Area.

The Department for Environment Food and Rural Affairs Clean Air Strategy 2019, 1.2 Air Pollution states " Young children are at risk of life-long health effects like asthma as a result of air pollution." " Road transport is the biggest source of NOx ( nitrogen oxides) in the UK and is the main source of exposure at the road side. It produces PMs ( primary particulate matter) VOCs ( volatile organic compounds) and SO2 ( sulphur dioxide).

Part IV of the Environment Act 1995, requests all Local Authorities in the UK to review and assess air quality in their area. Has this been carried out recently? What does the Council envisage to be the effects of increased traffic on the air quality in the area of Skellingthorpe Road? What effect will this have on young children?

4). Finally, what evidence can the Council provide for the adequate infrastructure of GP services relevant to 3,200 new homes? Historically Lincoln appears unable to recruit and retain GPs and GDPs.

The possibility of a Medical School at Lincoln University may produce some GPs but not for many years. Please comment.

Thank you for your attention in these matters,

Yours sincerely,

Mrs Gillian Newton,  
12, Grosvenor Avenue,  
Lincoln, LN6 0XT

**From:** Elizabeth Doughty [REDACTED]  
**Sent:** 01 May 2019 10:41  
**To:** Technical Team (City of Lincoln Council)  
**Subject:** 2019/0294/RG3 Western Growth Corridor site.

It is outrageous that you should still be trying to go ahead with this project.

Traffic is already a major problem and this will only exacerbate it.

The plans for road 'improvements' will not in any way mitigate the additional traffic.

You are going to make travelling at any time of day even more miserable for not only the local residents but also people who travel in this area for other reasons.

Please do a sense check on this - rather than just trying to railroad it through.

**Mr Jim Wood 22 Rochester Drive Lincoln Lincolnshire LN6 0XQ (Objects)**

Comment submitted date: Wed 01 May 2019

PLANNING APPLICATION - Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor.

The 3 major reasons I feel this development should not be granted permission are because of the impact on the local Wildlife & Environment, the high flood risk in this area and the unacceptable traffic congestion that this proposed development will bring.

1 The impact on local wildlife & Environment. A development of this size will have devastating effect on the wildlife in the area and surrounding areas.

The State of Nature Report, a yearly scientific report compiled by more than 50 conservation organisations, analyses how wildlife is faring in the UK. This year's report demonstrated that the abundance of wildlife has further fallen, leading to the UK being named as "among the most depleted countries in the world," according to the Biodiversity Intactness Index. It has highlighted that one in 10 wildlife species face extinction including the Hedgehog, Dormouse and Water Vole, all of which are found in this area.

In addition to the above there are many other species that would also be at risk locally including Deer, Buzzards, Green Woodpecker, spotted woodpecker, King fisher and numerous waterfowl, insects and aquatic species all of which would have their habitat destroyed needlessly, furthering the depletion of our beautiful countryside.

We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will bring noise and pollution and all the other undesirable aspects of large scale building over a period of up to 20 years. Life around this quiet part of Lincoln would never be the same.

2. Flood Risk. The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Living in this area I see that during the winter many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area will only get worse.

Based on the potential flood risk alone, building on this land is unacceptable and must be prevented to protect the present and future residents of Lincoln. There is much more suitable land within Lincoln and Lincolnshire that is not at high risk of flooding that could be used instead.

3. Traffic Congestion. Skellingthorpe Road and Triton Road are already completely overloaded with vehicles on a daily basis. The linking these roads to the proposed new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an unmanageable one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked with inconsiderate drivers, just like they already do on the nearby A46 Skellingthorpe Roundabout. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence.

I understand the need for new housing and developing our lovely city of Lincoln but I feel that there are much more suitable sites, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and reject this application.

**Customer Details**

Name: Mr Jim Wood

Address: 22 Rochester Drive Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: PLANNING APPLICATION - Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor.

The 3 major reasons I feel this development should not be granted permission are because of the impact on the local Wildlife & Environment, the high flood risk in this area and the unacceptable traffic congestion that this proposed development will bring.

1 The impact on local wildlife & Environment. A development of this size will have devastating effect on the wildlife in the area and surrounding areas.

The State of Nature Report, a yearly scientific report compiled by more than 50 conservation organisations, analyses how wildlife is faring in the UK. This year's report demonstrated that the

abundance of wildlife has further fallen, leading to the UK being named as "among the most depleted countries in the world," according to the Biodiversity Intactness Index. It has highlighted that one in 10 wildlife species face extinction including the Hedgehog, Dormouse and Water Vole, all of which are found in this area.

In addition to the above there are many other species that would also be at risk locally including Deer, Buzzards, Green Woodpecker, spotted woodpecker, King fisher and numerous waterfowl, insects and aquatic species all of which would have their habitat destroyed needlessly, furthering the depletion of our beautiful countryside.

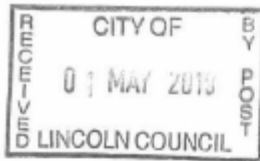
We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will bring noise and pollution and all the other undesirable aspects of large scale building over a period of up to 20 years. Life around this quiet part of Lincoln would never be the same.

2. Flood Risk. The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Living in this area I see that during the winter many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area will only get worse.

Based on the potential flood risk alone, building on this land is unacceptable and must be prevented to protect the present and future residents of Lincoln. There is much more suitable land within Lincoln and Lincolnshire that is not at high risk of flooding that could be used instead.

3. Traffic Congestion. Skellingthorpe Road and Triton Road are already completely overloaded with vehicles on a daily basis. The linking these roads to the proposed new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an unmanageable one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked with inconsiderate drivers, just like they already do on the nearby A46 Skellingthorpe Roundabout. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence.

I understand the need for new housing and developing our lovely city of Lincoln but I feel that there are much more suitable sites, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and reject this application.



Mr. L.G.W. Smith.  
3, Woodfield Avenue.  
Birchwood.  
Lincoln.  
LN6 0LJ.  
28/04/2019

City of Lincoln Council Planning Dept.

City Hall, Beaumont Fee.

Lincoln.

LN1 1DD.

Dear Sir.

With respect to the proposed new roundabout at the junction of Birchwood Avenue and Skellingthorpe Road, I am writing to voice my objection.

This junction is currently satisfactorily controlled by traffic lights and in the event of converting it into a crossroad junction to take a further outlet, traffic lights would still manage the traffic more efficiently (and safely) than a roundabout.

Just those two very important points should weigh in favour of a light controlled crossing over an uncontrolled roundabout. I also suspect that the cost of a roundabout in this instance would far outweigh the cost of converting the existing lights and cause much less disruption to traffic and for a much shorter time.

An alternative arrangement for access to the Western Growth Corridor could also be considered. Converting the farm road outlet to Decoy Farm, already on the Skellingthorpe roundabout, would cause much less disruption to traffic and would not impinge on existing arrangements, or a slip road off the A46 in between the Carholme roundabout and the Skellingthorpe road roundabout.

The latter (slip road) alternative would certainly have less effect on existing systems during works and afterwards for the foreseeable future.

Costing those two alternatives may well be worthwhile.

Thank you for your time.

Leslie Smith. 



City of Lincoln Council

City Hall.

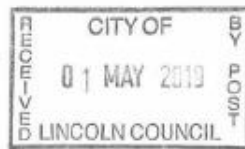
Beaumont Fee

Lincoln

LN1 1DF

F.A.O MR K Manning  
Planning Manager

Monday 29<sup>th</sup> April 2019.



Dear Mr. Manning.

As a local resident, I am writing to express my serious concerns with the proposed development of the Western Growth Corridor, Skellingthorpe Road, Lincoln.

While I have numerous concerns, the main ones relate to - Highway safety and congestion and air pollution, I feel very strongly that should this development go ahead the road infrastructure should be fully completed by the developers and at their expense before any property construction commences.

This needs to be completed from Birchwood to Tritton Road in order to prevent total grid-lock on an already severely congested highway i.e. Skellingthorpe Road. The proposal of Three Thousand Two Hundred dwellings together with the commercial development will equate to thousands of additional vehicles on our local roads, and this will lead to increasing air pollution to local residents particularly outside of the Priory City of Lincoln Academy School. When climate change and pollution are very major issues in our city's today.

Lincoln City Council should be focused on reducing pollution levels not seeking to add to the problem.



2.

An additional effect of increased traffic chaos is the difficulties raised for our essential emergency services who already have enough problems with the existing traffic congestion in Lincoln.

I have many other concerns regarding the environment. Flooding, Wildlife etc. but I have specifically highlighted my major ones in this letter.

Yours Sincerely.

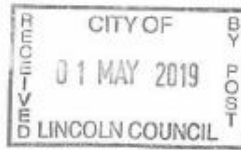


C. L. JEFFERIES  
7, WESTWOOD DRIVE  
SWAPOOL  
LINCOLN  
LN6 0HL.



Ken Cross  
24 Grosvenor Avenue  
Lincoln  
LN6 0XT

28/04/2019



Mr. K. Manning  
Planning Manager  
Lincoln City Council  
Beaumont Fee  
Lincoln  
LN1 1DF

**PLANNING APPLICATION – Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)**

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor.

The fundamental reasons I feel this development should not be granted permission are:

**High Flood Risk** in this area,

**Unacceptable Traffic Congestion,**

**The Large Number of Heavy Construction Vehicles,** over many years, that will be required to complete this development if allowed to go ahead.

**The Change of Character to the Local Area** this proposed development will bring.

**Increase in Noise Levels** – Both in the many years of construction and afterwards.

**High Flood Risk**

The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Being local to this area, I witness, every winter, many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area (and everywhere) will only get worse. Based on the potential flood risk alone, building on this land is unacceptable.

**Unacceptable Traffic Congestion**

Skellingthorpe Road and Triton Road are often, completely overloaded with vehicles. The thought of linking these roads to the new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an impossible one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked quicker and more often. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence. If any of the planned new home occupiers (approx. 7,000 people) want to travel North, South or West of Lincoln the obvious route they would take would be to exit the Western Growth Corridor area via the New roundabout at Birchwood Avenue / Skellingthorpe Road Junction, turn right and head for the A46. This section of Skellingthorpe Road is chaos every morning and evening already. Adding another two or three thousand vehicles will make this section of Skellingthorpe Road impossible. That's before they divert traffic off the A46 because of regular road closures!

**The Large Number of Heavy Construction Vehicles**


The Development of the Western Growth Corridor will entail vast amounts of earth movement, which in turn will require large numbers of Heavy Vehicles moving in and out of the site. This will be for many years not weeks. What access will the heavy construction vehicles use for the 10 – 20 years the development will take?

**Increase in Noise Levels - Spoiling the character of our part of Lincoln**

The objection because of the increase in noise is self-explanatory. But also consider the negative impact of the local wildlife and loss of open countryside and picturesque views. We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large-scale building over a period of up to 20 years.

I understand the need for new housing and the developing our lovely city, but I feel there are much more suitable sites, that are NOT Floodplains, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and reject this application.

Yours faithfully,

  
Ken Cross



**Mr Leonard Beaumont 1 Chelsea Close Lincoln Lincolnshire LN6 0XF (Objects)**

Comment submitted date: Thu 02 May 2019

Mr L W Beaumont and Mrs M A Beaumont

1 Chelsea Close  
Forest Park  
Lincoln  
LN6 0XF  
Tel: 01522 689219

Reference A. Proposed development Western Corridor, Skellingthorpe Road Lincoln

Sir

Ref A - We have no objections to the general development of this site, but we have some major concerns regarding:

1. Traffic congestion is already a big problem for those of us living in this area. The only exit from our estate is via Chalgrove Way onto Skellingthorpe Road. From about 0715 - 0845 hrs and 1600 - 1800 hrs. on week days, it is not unusual for the traffic to be backed up from the ring road as far back as the traffic lights at the junction of Skellingthorpe Road / Birchwood Avenue. This problem is partly caused by the large volume of south bound traffic on the ring road at Skellingthorpe roundabout. There are two lanes entering the roundabout which converge into one lane a short distance after exiting the roundabout. Traffic attempting to merge lanes frequently block the complete roundabout and its approaches. There have already been several accidents on this roundabout.

It can take up to 10 minutes to exit our estate onto Skellingthorpe Road heading towards the ring road. The ring road is about 600 yards away and it can then take anywhere between 15 - 25 minutes to reach the roundabout. You achieve nothing by trying to circumvent this problem by going via Birchwood Avenue on to Doddington Road to get to the ring road, the traffic congestion there is just as bad. We are sure that traffic trying to enter Skellingthorpe Road from the Hampton Park estate and Birchwood have similar problems.

When heading into town during the above hours, during the week, and for most of Saturday, the traffic along Skellingthorpe road is frequently backed up from Ashby Avenue to Tritton Road, due to the general volume of traffic and the delays caused by the frequent closures of the level crossing near the junction with Tritton Way. Traffic flow is further slowed during peak times during the week by school children using the crossing opposite the school almost continuously.

We would also like to point out that the Tritton Road/Skellingthorpe Road junction has had many accidents, including fatalities, often involving cyclists hit by vehicles, or near misses. Though there are major initiatives to encourage residents to use bicycles in general, and a bike path has been created along one side of Skellingthorpe Road, this is also congested at peak times, especially by students going to and from school; and would become more congested with the proposed development. Public transport will also be affected by the increased domestic traffic, as was proved when recent road improvements towards the town centre had a knock-on effect on the traffic on Skellingthorpe Road.

The above is what is already happening. We are concerned that current plans only allow for two roads going into and out of this development. One exiting onto Tritton Road - which would serve people going into town or North/East bound and one onto Skellingthorpe Road for those travelling South / West bound out of town. The proposed 3200 dwellings could mean there would be 3200 - 6400 cars using these access roads and joining the traffic on the Skellingthorpe road, as most households nowadays own 2 cars or more. On top of this you would have an increased number of retail vehicles, service vehicles, Royal Mail vehicles, dustcarts, delivery vehicles, etc. which will serve the new development. If half the vehicles use the Tritton Road entrance and the other half the Skellingthorpe Road entrance, this could mean conservatively, an extra 1600 - 3200 vehicles using Skellingthorpe Road and we don't think this is sustainable. We believe there is going to be such a traffic blockage that nothing is going to move. Have any traffic analysis/surveys been undertaken to consider this?

At the meetings we have attended, there have been no practical solutions put forward on how to deal with the existing problem, let alone the increased disruption the building of the development and the residents of the extra dwelling will inevitably cause. We have wondered whether at peak times a traffic light system could be installed on the Skellingthorpe Roundabout to allow vehicle to get onto the roundabout; but are not convinced that it would solve the problem.

2. Lincoln City Football Stadium. With Lincoln being promoted to Division 1, we would imagine this could only mean an increase in the number of local / travelling fans coming to see matches. Thus, again increasing traffic on the surrounding roads. What arrangements have been made in the way of car parks to accommodate all these fans? If the car parks are too expensive, people will not use them, causing congestion on the roads of the new development similar to the difficulties experienced by residents of the city centre on match days. We would suggest that the situation on the Manor Farm development, where the roads, especially the bus route, are frequently congested with cars parked on the roadside is a state to be avoided if possible.

3/ We don't see any real mention of the amenities needed for a development which is basically the size of a substantial village. These would include a Post Office, Medical Centre, Dental Centre, support services, charging points for electric vehicles and local shops. There is a plan for a primary school, but what about a secondary school or nursery? Do the existing services have sufficient additional capacity? If not, the new residents will be obliged to travel out of the development for their basic needs, adding to the existing and envisaged congestion.

4/ We understand that the proposed access to Skellingthorpe Road will be at the junction of Skellingthorpe Road/Birchwood Avenue. Opposite Birchwood Avenue end there is a beautiful big old oak tree, which we are sure either is, or should be, subject to a conservation order. We hope this is going to be taken into consideration in accessing the development and that every possible means is taken to protect the tree. Please understand that we are not opposed to the development itself, people need homes and the site is a potentially pleasant place to live. However much more thought needs to be given to the road system serving the access and transport needs of the contractors who will build the development, and both the existing residents of the area and their potential new neighbours.

Regards

L W Beaumont

M A Beaumont

**Mr Paul Frodsham 2 Roxborough Close Lincoln Lincolnshire LN6 0QL (Objects)**

Comment submitted date: Fri 03 May 2019

Dear Mr Manning

Thank you for your letter dated 29 April 2019, it was delivered this morning.

A few points to make before I take a 10 day break to relax and recover.

I drove round the Forest Park Estate this evening and have to report that there are NO SITE NOTICES displayed. 13? none here!

The WGC is very a large development site backing onto 3 major estates, so is 13 such a large number?

The Stone Manor Park Estate will be checked tomorrow morning.

Regarding the inaccuracies in the Application for Planning Permission, let me remind you that the WGC is a multi million pound Development, probably the biggest in Lincoln's history. To me, no matter which Team was in charge of this Application, it is totally unprofessional.

As you said it was my intervention that corrected the CofLC's output.

The CofLC Teams have had many months to get your case together and the Associated Documents in order.

The Residents have time to Comment until? .... a date still to be specified by the CofLC.

Your only letter dated 14th April 2019 setting out the Application for Planning Permission it clearly stated that "The date by which representations are to be received by the Local Planning Authority: 7th May 2019".

So to the Residents reading this letter, going to the Planning Website and notice that there are 177 Associated Documents and I would suggest that many would understandably be psychologically put off commenting on the Application. And who could blame them, after noting the 7th May 2019 dead line?

That is, give up on making any Comments altogether.

What are you doing about making the new extended dead line clearly marked?

The letter introducing this Application for Planning Permission dated 14 April 2019 did NOT mention the fact that comments would be accepted after this date OR that the 21 days was the minimum amount of days allowed.

When you include the words "... to determine a planning application ...." on page 2 and to the 4th paragraph down, is that the same as word as "Determination" as used in Planning Protocol. Please explain what it means and what at what stage in the planning process it takes place.

Finally, your offer of a meeting at some future date would be appreciated, thank you.

Yours sincerely

Paul Frodsham

Comment submitted date: Mon 29 Apr 2019

Please see associated documents for further comments dated 29.04.2019

Comment submitted date: Wed 24 Apr 2019

Please see associated documents.

Comment submitted date: Tue 23 Apr 2019

Please see associated documents

Comment submitted date: Tue 16 Apr 2019

This are my initial remarks to you concerning your communication dated 15 April 2019 at 16.27hr. before I go to bed.

I quote : "... engineering works to inform development platform and drainage system, new transport bridge link over and Beevor Street, and a new public footpath bridge over Tritton Road."

Specifically ....

"inform development platform" what does this mean?

"... new transport bridge link over and Beevor Street, ...": please fully explain this phrase and finally

"... and a new public footpath bridge over Tritton Road." Is this something new not included in the recent Technical Transport Workshops held by the C of L in February 2019 and recent Plans show to members of the public?

You have failed to mention the construction of the all important Link Road from the new roundabout on Skellingthorpe Road and Tritton Road. Which in the Council's words : will reduce the traffic congestion on Skellingthorpe Road.

Is there a reason for this omission?

Simon Biggs  
9 Chalgrove Way  
Lincoln  
LN6 0QH

Your Ref : Western Growth Corridor  
My Ref : 2019/0294/RG3

Dear Sir / Madam

02/05/19

I write to you to highlight my concerns re the proposed development of the Western growth corridor in Lincoln . Please find my objections outlined below .

### **1.Traffic Flow / Management**

I am a resident living in the immediate area of the proposed development. As everyone in the neighbourhood appreciates there are problems within the area re the age old problem of traffic queues at the railway crossing on Skellingthorpe Road and the inconvenience that can be caused at peak travel times .

There are equally similar problems with traffic travelling in the opposite direction towards the Lincoln A46 Bypass with vehicles often queued back to the Chalgrove Way junction , approximately a third of mile away . These queues form from approximately 0730 each morning until approx 0930 and from approximately 1600 each day until 1800 hrs . I believe a traffic count was conducted in the area by the council but I have been informed this was carried out in the school holidays when traffic flow throughout the city is substantially reduced .

Once clear of Skellingthorpe Rd comes the notorious Skellingthorpe roundabout on the A46 Lincoln Bypass , The bypass roundabout North towards the A57 is as you are aware duelled but still queues for approximately half a mile at the Carholme roundabout during the outlined times and weekends .

Upon turning left onto the A46 south the bypass is single carriage way and is congested permanently from the Skellingthorpe roundabout along its full length to Damons roundabout during the highlighted times and often outside these times during the day . During peak times the road is queued nose to tail from the Skellingthorpe road roundabout along its entire length to the Pennels roundabout on the A46 Newark Rd ( approximately 4 miles )

I referred to the roundabout as notorious , both of the above stretches of the Lincoln Bypass have been subject to many road traffic collisions in recent years ranging from minor unreported knocks to several fatalities the road is notorious for serious accidents because of its single carriageway status in the main .

My concern is this stretch of road infrastructure is already saturated with traffic . 3200 new homes would eventually generate numerous extra vehicle movements . An average of two vehicles per house with say 3 movements per vehicle a day would add 19200 more vehicle movement a day to the already over stretched road network in the area . The traffic in the area of Skellingthorpe Rd is already gridlocked .

An argument could be made that the new Western growth link road \* proposed in the plans would make traffic flow easier could be negated as traffic only be pushed into an already congested City via Tritton Road . This will not in any way alleviate the problem of the traffic flow on the Bypass making an already dangerous road more dangerous as more people from the new development travel south on the A46.

In conclusion I consider that the road network in the area already over populated especially on the A46 and to filter more traffic to and from this road would be nothing short of negligent by the applicants towards the general public's safety .

## **2. Environment**

The extra vehicular movements generated by the new development obviously brings its own environmental challenges . At present the green fields on where the proposed site is to sit generates no pollution at all. It has been proposed that the advent of electric vehicles will elevate this but that is very much I feel in the future taking into account the number of cars still being built a vast majority with fossil fuelled engines already having lower emissions , The change over period to electric vehicles will take years if not decades to filter through to the general population being able to have affordable access to them .

Cycle routes and footpaths have been proposed . These are very well in theory on a warm sunny day , with people who have a lot of time on their hands living in an ideal world but in reality people will still get into their car for school runs and on those frequent wet and cold days throughout the winter months . Unfortunately the reality is that we live in a country with changeable weather conditions , not Spain . The second part of this is the sheer time aspect . To walk into Lincoln from my house on the edge of the development takes an hour and to cycle 25 mins . A majority of employers do not offer changing or shower facilities for bike riders another big problem .

It is proposed that there be more buses and more bus routes supplied feeding the new development . How can this be controlled by Lincoln City council . The buses are in private ownership . The company sets the routes and fares and will stop routes when not profitable . Fares on the buses in Lincoln are ridiculously expensive it being approximately £7 return for me to travel into Lincoln and back on a daily basis . People will again revert to travelling by car .

## **Infrastructure**

It is well known to all that Lincoln County Hospital is working to capacity at the moment and things will only get worse . The building of the new site will only add more pressure to this over stretched resource .

How is it proposed to serve the new residents with Drs and Dentists . At present it is not just a case of cost as we all know there are not enough trained Dentists and Drs in the area to meet the demand of Lincoln in fact across the whole country as it is and the prospect of employing new personnel on the NHS is virtually nil as there is no personnel to employ due to the national shortage .

### **New Relief Rd \***

It is my understanding that the new relief road outlined within this proposal is not yet funded . Building the new site without this would be absolutely disastrous , both as regards to the traffic load within the city and environmentally . Surely the infrastructure has to be in place before building work of any sort can take place .

### **Disturbance to residents**

Construction traffic to and from the site will add to the congestion on the roads around the new site. There is a proposal of closing the junction of Birchwood Ave thus closing access to Skellingthorpe Rd to enable works traffic onto the site this would be beyond comprehension. The construction traffic vehicular movement is set to last for years not months , what effect will this have on local residents in relation to traffic problems dust noise and the danger of the added construction traffic on the road .

### **Alternative sites .**

It appears that areas of this proposed development land has been purchased in haste by the Lincoln City council and their partners and they are now in a situation where they cannot back out because of the high cost of reaching this stage of planning . The proposed number of houses Lincoln has committed to does not have to be in Lincoln itself but in Lincolnshire . I feel that the reason that the council are pushing forward with this area is to take advantage of potential future revenue , why not look at and consider alternative areas that can be regenerated such as RAF Scampton where all services are in place with masses of uncontested space to build on.

### **In Conclusion .**

My main objection with this development is the road infrastructure in the general vicinity . If the area were to be built without an upgrade to the A46 Lincoln Bypass and the application were to be passed then I feel that the council being the applicants and the city council planning committee are failing in their duty of care towards the safety of motorists and road users in the area .

I also have grave concerns that the authority that is applying for the permission to build on the land is Lincoln City Council . The decision will be made by Lincoln City Council planning committee. This does not in any way seem morally right . The thing that I find really disturbing is that if the County council Highways committee object to the road infrastructure , the planning committee do not have to abide by their advice but can pass it regardless of their recommendations . I ask the planning committee to take on board my comments and observations and not pass the application in its present form .

Yours Faithfully

Simon Biggs



*Marian & Peter Hull*  
*'The Loft'*  
*1, Belgravia Close,*  
*Forest Park,*  
*Lincoln, LN6 0QJ*

*23<sup>rd</sup> April 2019*

*City of Lincoln Council*  
*Lincoln LN1 1DF*

*Dear Sir/Madam,*

*Ref: Planning Application - Western Growth Corridor.*

*I wish to register my total objection to the above planning application in its current form.*

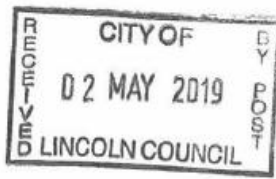
*In order to ensure traffic is not affected more than absolutely necessary, NO houses should be built until access is created and available at both Skellingthorpe Road end, AND the Transport Bridge over the Railway, and access to Beever Street are both completed.*

*Please register our comments for consideration, which I understand are also part of Lincolnshire County Councils objections.*

*Yours sincerely*

A large black rectangular redaction box covering the signature area.

*Mr WP and Mrs M Hull*



MRL. + MRS. C. CARTER  
11 FERGUSON HOUSE  
STONES LANE  
SKELLINGTHORPE ROAD  
LINCOLN LN6 0TH

Dear Sirs

We are putting in an objection into the new development planned for 3,000 plus houses, we live on Skellingthorpe Road and life is hell with the traffic now, the traffic can be  $\frac{1}{2}$  a mile to a mile at anytime of the day. Some days especially in the summer it never clears, putting a roundabout up will make no difference, if there is no crossing how do people cross the road on Birchwood Avenue? As to the development itself, unless all the roads pertaining to the



development that include the connection to Tretton Road and over the railway line is put in place, the scheme cannot possibly be done, the county council have got no money they say for their part in this and do not want to know basically. Also the pollution levels down Skellingthorpe Road must be way above the recommended limits, and the road also passes schools

A friend of mine who works at the hospital told me of a Surgeon who came to Lincoln from London, has resigned his position and gone back to London because the traffic is so bad in Lincoln. When we start losing talented people, then there is

definitely something wrong with the infrastructure of Lincoln's roads and adding at least another 6,000 cars would be madness.

It doesn't matter who you speak to in town, conservative, Labour or any party, all say the same, the town is being slowly destroyed.

Thanking You  
Yours Sincerely



Richard J. Rushby  
26 Grosvenor Avenue  
Lincoln  
LN6 0XT  
03.05.2019

Development Management Team  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DE

**Planning Application 2019/0294/RG3 Western Growth Corridor.**

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor on the following grounds

**Omissions from the Hybrid Planning Applications for the Western Growth Corridor Development**

**Errors in the Hybrid Planning Applications for the Western Growth Corridor Development**

**Flooding**

**Transport Infrastructure**

**Air Cleanliness**

**Omissions from the Hybrid Planning Application for the Western Growth Corridor Development**

I note that there is not mention of the new link road through the Western Growth Corridor Development from the proposed new roundabout on Skellingthorpe Road to the new junction on Triton Road via a bridge over the Lincoln – Newark railway line included in the title description.

This is an extremely large piece of infrastructure to have been omitted and brings into question the completeness and accuracy of the application.

### **Errors in the Hybrid Planning Application for the Western Growth Corridor Development.**

There are numerous descriptive, spelling and grammatical errors within the application which again brings into question its completeness and accuracy.

I therefore expect the City of Lincoln Council/Lindum to immediately withdraw the application for checking and rectification prior to relaunching it at a later date.

#### **Un-availability of the Council Planning Website**

I note that the City of Lincoln Council Planning Website has been unavailable for long periods of time, definitely over the weekend of 27-28 April 2019 and on 30<sup>th</sup> April 2019, the cynical would suggest that this was a deliberate act to prevent the lodging of objections.

I therefore expect the City of Lincoln Council to immediately extend the deadline for the submission comments to at least 10<sup>th</sup> May 2019.

### **General comments on the Western Growth Corridor Development**

Whilst I appreciate that additional housing will be required in the City of Lincoln if the city's growth follows current prediction, I cannot understand why the City of Lincoln Council/Lindum would consider that building on a flood plain is anything but foolhardy.

#### **Flooding**

The proposed site has previously been classified by DEFRA as being at risk of flooding, indeed many of the fields in the immediate vicinity are covered by standing water for extended periods during an average winter which questions the suitability of the site for development. I was under the impression that the latest guidance from government urged extreme caution in considering applications for development on flood plains given the effects of climate change. According to the briefings given at the public consultations the initial development of housing on the actual flood plain will be on the lowest lying land and therefore at greatest risk of flooding, perversely the final phase of house building would be on the highest ground and therefore at the least danger of flooding.

#### **Transport Infrastructure**

Please see comments above on Omissions from the Hybrid Planning Application for the Western Growth Corridor Development

The proposal will by the City of Lincoln Councils own admission results in worse congestion on the stretch of Skellingthorpe Road between the A46 Lincoln Bypass and Birchwood Avenue which is totally unacceptable to all the residents of the area. At the public consultations it was suggested that the road through the new development should also connect to Skellingthorpe Road at the roundabout with the A46 Lincoln Bypass possibly using the existing Decoy Farm access or by remodelling Skellingthorpe Road adjacent to the roundabout with the A46 such that the road through the new development would become the primary route into the city whilst Skellingthorpe Road itself would become effectively for local access only. The response given was "we don't control the road, highways does" which just isn't good enough given the scale of the proposed development and that this is a onetime opportunity to solve the congestion on Skellingthorpe Road to the benefit of all the residents of Skellingthorpe Road, Birchwood Hartsholme Fields, Swanpool and Hartsholme.

## **Air Cleanliness**

Air pollution within the City of Lincoln already exceeds HMG targets mainly due to the extremely poor road infrastructure and poor traffic management. In order to minimise the increase in pollution levels during construction of housing stock and business premises it is essential that all the new road infrastructure is completed first.

The provision of 'green' public transport into and around the city should be a priority consideration for the approval of this application, this green public transport should be in the form of a tram or trolley bus system not conventional buses (conventional buses are overall only marginally better for the environment than a modern private petrol or diesel car), the City of Lincoln Council/Lindum should grasp this opportunity to create a truly 21<sup>st</sup> Century public transport system for the south west of the city.

Yours Sincerely



Richard J. Rushby

## **Mr Lee Wiles 7 Burghley Close Lincoln Lincolnshire LN6 7YH (Objects)**

Comment submitted date: Fri 03 May 2019

I am writing to express my objections to this application, though I'm wary that any objections made won't be considered like the public concerns raised throughout the 'consultation' period of the proposed development. It feels like the planners are determined to go ahead with the development ignoring concerns blinkered by the money due to be gained. It is also this lack of acknowledgement of said concerns that may lead to other residents not raising an objection.

There are various reasons for my objection and I have no doubt that these reasons have been extensively raised by other residents through the 'consultation' period and have been ignored.

### Highway Safety and Congestion:

Skellingthorpe Road is at capacity now at both on peak and off peak travel times then any traffic issues, such as accidents or road works, in other parts of the city have a knock on effect on the road, sometimes blocking the road from Tritton Road to Birchwood Avenue and beyond. Add in an additional 3200 dwellings and this will make travel unbearable. I don't think the traffic concerns have been suitably dealt with in the application and Lincolnshire County Council have raised their own concerns with Councillor Richard Davies stating "We would like the city council to make a commitment to residents that they will put the right highways infrastructure in place before people move in." and "It's far easier to include these measures from the start than try to shoe-horn them in later...Of course, all these things cost money, and that may mean their development isn't as profitable as it might otherwise have been". It seems that the costs for such an infrastructure are being put to one side to get planning approval and to start the development so it can't be reversed. <https://thelincolnite.co.uk/2019/03/councils-tussle-over-western-growth-corridor-traffic-impact/>

### Noise and Disturbance:

Throughout the development there will be considerable noise and disturbance for residents and wildlife alike. The amount of site traffic via trucks and large vehicles will be constant and from what I've read the site access will be via one road from the new Skellingthorpe roundabout. This will cause constant noise and disturbance.

### Air Pollution:

This amount of extra traffic from new residents and site workers will cause extra air pollution for the existing residents around the development, wildlife and nature. Climate change is a major topic at the moment and the size of this development will have a negative impact on our cherished open space.

### Effects on trees:

This should also include the effect on wildlife as the area is a hotspot for various animals, birds and insects. We are constantly losing green spaces within the city and at some point it needs to stop. Foxes, deer and wild birds are constantly spotted in the areas marked for development, we should be leaving these habitats alone to flourish. In terms of trees, I'm sure the development will lead to a substantial amount of trees being felled, it has just been highlighted that we need to plant billions of trees in Britain, not building on areas where trees will be felled and more trees could be planted. <https://www.thetimes.co.uk/article/britain-must-plant-billions-of-trees-says-committee-on-climate-change-786mpclfr>

Overall this site has been denied planning permission before, due to good reasons, and I urge the committee to do the same on this occasion for the reasons described above for existing residents, wildlife, nature and the climate. Listen to your constituents instead of ignoring them in the pursuit of money.

**Mrs Carol Robb 469 Skellingthorpe Road Lincoln Lincolnshire LN6 0QW (Objects)**

Comment submitted date: Fri 03 May 2019

We wish to submit our objections to this proposed Western Growth Corridor development. It is intended to build on this site without new, proper road infra-structure and only planning access for construction/on-site building traffic and subsequent new residents' traffic onto an already congested Skellingthorpe Road.

It is a well known fact that Skellingthorpe Road cannot cope with the volume of traffic that already uses it. Traffic including articulated lorries and transporters is constantly at a stand still, spewing out fumes, dirt, pollution and when moving, terrible noise from both the vehicles and the road surface. Living between Skellingthorpe roundabout and Birchwood Avenue traffic lights, we are in the thick of this congestion, pollution and noise seven days a week, often for hours on end.

We have attended all the public meetings regarding this proposed development also meetings held regarding future highway developments and it is obvious that the City of Lincoln Council chooses to ignore the concerns of the home owners and council tax payers who live in the vicinity of this proposed development.

Suggestions that the building of slip roads onto the A46 will alleviate traffic hold up are nonsense; Skellingthorpe Road and roundabout are gridlocked because all traffic is being funnelled onto a single stretch of the A46 by-pass and until this part of the A46 is duelled, the problem will only get worse. Onto this already chaotic situation it is proposed to add the domestic traffic from 3,200 new homes and any other building development within this proposal.

There are other sites within the Lincoln area where these houses can be constructed, hand-in-hand with the proper road infra structure to cope with such a large development. All local councillors are vehemently opposed to this development as are all residents who live within the affected vicinity and this has been voiced loud and clear on several occasions to no effect. The City of Lincoln Council should direct their energies to sorting out the current traffic situation not add to it with more man-made chaos.

Carol Robb (Mrs.)  
William I. Robb  
469, Skellingthorpe Road

**Mr Neil Harrison 8 Grosvenor Avenue Lincoln Lincolnshire LN6 0XT (Objects)**

Comment submitted date: Fri 03 May 2019

The Western Growth Corridor (WGC) development should not proceed without without changes being made to the existing road network.

Major road improvements are necessary to mitigate the current traffic problems before any work commences on the WGC development. These road improvements must be designed to accommodate the additional traffic that the construction activity and the requirements of residents and employees of the developed site will generate.

Promises that changes will take place in the future such as roads connecting the WGC site to Tritton Road and Beevor Street should not be sufficient to allow the development to commence. Genuine commitment and actual improvements must be completed before any work starts on that WGC development.

**Mr Andrew & Leah Yell 11 Westwood Drive Lincoln LN6 0HL (Objects)**

Comment submitted date: Sat 04 May 2019

11 Westwood Drive  
Lincoln LN6 0HL

2nd May 2019

By email to: developmentteam@lincoln.gov.uk

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

Dear Sir/Madam

RE: 2019/0294/R03 Western Growth Corridor - Objection

We object to the planning proposals for the Western Growth Corridor, Skellingthorpe Road, Lincoln. Our objections are as follows:

- Development boundaries and existing Covenants from 1949/1951. We draw your attention to the boundary line of the proposed development behind Westwood Drive LN6 0HL. Our title deeds contain covenants giving us rights of access to the land/estate behind Westwood Drive from our back garden. We object that the developer has drawn a boundary to the proposed development without any due consideration for our rights of access as per our Title Deeds, settled in 1949 and 1951. We have not received any pre-consultation from the developer regarding these rights of access found in our Covenant and how they might propose to preserve those rights. We object to the proposed development based on the fact that the land immediately behind our property (and neighbouring properties on Westwood Drive (north side)) should remain accessible to us, as per our title deed covenants. Additionally, a bat run and roost exist along the rear of Westwood Drive.
- Flooding. When factoring the flood risk, the developer has failed to consider the position of our property in relation to the fields behind it. Our property stands approx. 1 metre below the field behind the property. We 'step up' into the garden (retained wall) from our rear doors. Therefore, the flood risk is greater to us than that which the developers have suggested. Simply, our property lies well below the field that the developers wish to raise to reduce flooding for the new properties. Again, we have not had any pre-consultation or been asked for access to our property by water/drainage/civil engineers employed by the developer, when they have calculated their findings for the proposed development.
- Wildlife. Deer are seen daily in the fields behind Westwood Drive. What does the developer propose for these beautiful wild creatures?
- Oak trees. There are several majestic oak trees in the proposed development. Can the developer confirm the status on oak tree preservation on the proposed development?
- Bats. We were pleased to see the Aecom Bat constraints survey. This survey outlines the local known existence of roosting bats on the proposed development site. Included are significant bat runs around the entire proposed site and bat existence in the wooded areas to the east and west of the proposed site. We object to the development due to the devastating impact upon these endangered species.
- Overlooking. The developer wishes to build on land behind Westwood Drive (LN6 0HL). As previously noted, our property lies below the field level by approx. 1 metre. We are therefore objecting because any property will overlook our property on first and ground floor level.
- Loss of light. The rear of our property is north/east facing and already the darkest side of the property. Any development will significantly reduce our access to natural daylight. As previously noted, our property lies below the field level, thereby any other buildings will further reduce our light levels.
- Site - Highway Safety & Congestion, Noise & Disturbance and Air Pollution. The developer has stated they intend to start construction at the

Birchwood/Skellingthorpe junction and this includes the first round of housing construction. This will be commenced without the proposed railway bridges onto Tritton Road being constructed first. Hence, the site/construction traffic will be utilising the existing road networks for access.

Furthermore, once constructed, the first round of completed housing will be immediately using the existing road network. This is due to the fact that the proposed multi-million pound rail bridge to be constructed over Tritton Road has not received any funding. We anticipate that the developer will build and build and build without the rail bridge ever transpiring, producing a scenario whereby the developer has added housing and other amenities without suitable road networks in place first. At one of the public meetings, the developer admitted that the over rail bridge onto Tritton Road has NO FUNDING at present and they are still only trying to raise those funds. The reality of the developer gaining sufficient (multi million pound) funding for the Tritton Road rail bridge must be thoroughly investigated by the planning committee, including third party liaison - namely Network Rail. We object to the development because we foresee that the developer will never receive sufficient funding for the rail bridge and any constructed housing will cause extra misery for all road users in the area.

- Skellingthorpe Road - Highway Safety & Congestion, Noise & Disturbance and Air Pollution. Traffic Signal Timings. The developer has communicated much about the current inadequacies of the existing highway that is Skellingthorpe/Tritton Roads and how the new development will significantly improve traffic flows. However, the developer has failed to confirm whether they have analysed the junction layout or the traffic signal timings / detection / hurry calls / method of control / mode of operation or special conditioning. All of the above could result in a green wave for Skellingthorpe Road after a train has passed, which could ease the congestion on this busy junction of Skellingthorpe and Tritton Roads. There are many times when Tritton Road appears almost free of traffic and Skellingthorpe Road is backed up to Hartsholme Park. The same approach could also be applied to the Doddington and Tritton Roads, which would further decrease any congestion in the area. We object to the development because the existing traffic signal timings do not appear to have been analysed by suitably qualified highway engineers in real time, yet the developer uses this in their justification of the development. Can we ask the developer whether they have intentionally omitted assessing or changing the current traffic signal timings in order to promote the absolute need for the new Western Corridor development?

- A46 - Highway Safety & Congestion, Noise & Disturbance and Air Pollution. A pinch-point that currently exists on the A46 between Skellingthorpe Road and Doddington Road will NEVER be eased until the A46 between Skellingthorpe Road and Doddington Road is made into a dual carriageway road. Currently the roundabout itself becomes congested as a result of the pinch-point, so no traffic can actually enter the roundabout from Skellingthorpe Road in the first place. A yellow keep clear box on the roundabout would also improve the traffic flow along Skellingthorpe Road especially for vehicles intending to turn right onto the A46 towards Lincoln. The A46 is owned and operated by Highways England. The developer's proposal involves inserting 'filter left' lane from Skellingthorpe Road onto the A46 travelling towards Doddington road. This will amount to nothing because no cars can actually enter the roundabout in the first place because of the pinch-pointed A46. The developer will be well aware that Highways England is unlikely to expand the A46 in a hurry. We object because the 'filter left' lanes are only sticking plaster solutions that sound good but, in reality, offer nothing.

- School children. We are concerned about the current size of the public path/cycleway along Skellingthorpe Road, which is accessed by many children and young people each day. It is the narrowest of margins for safety and any construction development can only become a serious health and safety of all pedestrians, especially children. How can a 21st Century developer propose such wonderful ideologies for a new, safe development and leave the existing path/cycle ways woefully inadequate?

- Site of archaeological interest. Can the developer please confirm whether archaeologists have been employed to survey and analyse the proposed development site? Given Lincoln's rich history and the proximity of the proposed development site to the water courses/river and the city, it is likely that significant archaeological remnants will be contained within the proposed development.

- Housing. The developer is selling new built homes with the promise to maintain the 'view of the 1000 year old Lincoln Cathedral' at the expense of existing homes! The developer will undoubtedly build trendy 3 storey homes, further blocking light and causing bad overlooking scenarios for existing homes. We object to 3 storey homes being built on this proposed development due to the potential for overlooking, appearance, loss of light and noise and disturbance.

Yours faithfully

Leah & Andrew Yell  
11 Westwood Drive, Lincoln, LN6 0HL

**Mr Richard Marrant 18 Grosvenor Avenue Forest Park Lincoln LN6 0XT (Objects)**

Comment submitted date: Sat 04 May 2019

Two points:

1 - Having to use the already overcrowded, and frequently stationary, Skellingthorpe Road to get in and out of Lincoln the first tranche of new residents will clearly make this road almost unusable - as there will be no other way in or out for them. I have heard many 'we're going to look at this problem' statements from you, but have not seen a single proposed solution, or an expected timeline.

2 - As we walk our dogs daily next to the farm land where you wish to build over 3,000 houses we know that for months on end the fields are flooded. It doesn't look like it, if you just view from the edge, but as soon as anyone steps onto the field you realise that you are actually in standing water. I know that this was the main reason that all other planning applications have been refused over the last few decades and would like to know, truthfully - not some pretty pictures, how you are actually going to be able to build, and then provide flood insurance for all of those houses?

**Mr Tom Hodgetts 5 Burghley Close Lincoln Lincolnshire LN6 7YH (Objects)**

Comment submitted date: Sun 05 May 2019

Dear Sir,

RE: Planning Application for the Western Growth Corridor 2019/0294/RG3

I wish to make you aware of a number of strong objections that I have with regard to the proposed development of the Western Growth Corridor. As a local resident I am of the view that the proposed development will have a serious impact on the local and surrounding areas.

I would also like to ask how there is no conflict of interest with this planning application. If I have read this correctly the client is the City of Lincoln Council and the decision to allow development is with the City of Lincoln Council? Further to this, as the development will be undertaken by Lindums construction, I am also led to believe that one of the directors of Lindums is also the ex-principle planner for the City of Lincoln Council.

Please find below my comments;

1. Traffic Congestion - In the planning statement, point 2.14 states that the access to the proposed site would be via Skellingthorpe Road, Tritton Road and Beevor Street. As stated, the latter two roads would require link bridges over the existing railway line which would require funding so these must be discounted until funding is available. The new proposed roundabout located at the junction of Birchwood Avenue and Skellingthorpe Road would be the main site access and the main route into and out of the site for construction traffic and the residents of the proposed 600 dwellings as shown in HG1264-45 Phasing Plan - Phase 1. I feel that this road is already at maximum capacity and causes traffic delays every morning and afternoon, on top of this due to the high number of accidents on the A46, traffic is diverted almost daily down Skellingthorpe Road and the roads leading onto it causing significant delays in the area.

Traffic has already been significantly increased in this area due to developments which have been previously granted for dwellings on Sampson Close, Primrose Place, the large LN6 development which is still growing on Tritton Road and developments in Skellingthorpe, all of which lead traffic to Skellingthorpe Road.

This proposed roundabout would not be suitable or sufficient for construction traffic accessing and exiting the site, regular commuters and the addition of residents from the proposed development. As previously mentioned, phase one would add 600 dwellings which could potentially add a further 798 cars using this junction (based on an average of 1.33 vehicles per household based on a 3-year survey by Statista) and I feel that this is not acceptable.

2. Proposed Skellingthorpe Rd/Birchwood Ave Roundabout - In addition to my comments above I do not see the benefits from the addition of the proposed roundabout, although a roundabout generally speeds up traffic flow this would have no benefits here Any decrease in time taken to pass the junction of Birchwood Avenue and Skellingthorpe Road means that cars then access Skellingthorpe Road at a higher volume. This then causes the current large queues down to Skellingthorpe Road onto Tritton Road and from Skellingthorpe Road onto the A46 will get even bigger. In addition to this, any time saved at this junction will also be negated due to there now been four access roads onto the proposed roundabout instead of the three roads currently at the junction.

I also assume that public monies will be spent to pay for the roundabout to simply allow the developer access to their site as I believe that they currently do not have any site access.

3. Pedestrian and Cycle Facilities - In the planning policy, point 2.25 highlights the aim is to minimise the use of cars. In point 2.26 it states that there is 'potential' to separate cycle and pedestrian routes from the main carriageway. The use of the word 'potential' generally means that this will not happen, cars will be using this road as a 'rat run' to Tritton Road (subject to the bridges actually being built) and will be very busy. In addition to this, will the proposed 3200 dwelling actually have enough car parking so they will not be parked along the road side as per a lot of other large developments?

4. Local Area - In the planning policy, point 2.29 states that the area will be enhanced by the retention of access/open corridors that will maintain views to city centre and Cathedral. Whilst I am fully aware that views are not protected, I feel that if the planning policy is highlighting the views from the potential development as a positive, it must also be mentioned that the current homes in Forest Park, Stone Manor Park and Swanpool area that currently already have these views that will now be blocked by this development.

5. Affordable Housing - Point 2.32 in the planning policy states that less than the 20% requirement for affordable housing would be provided in the early years and this will be achieved in the later years of the scheme, as this is a 20 plus year development. I do not think that this is acceptable as there is a large demand for affordable housing. If as I predict, the developer walks away after construction of phase 1 or 2 due to the cost of trying to develop such a difficult area, this area will not meet the 20% requirements.

6. Leisure Village - Point 2.41 in the planning policy states the proposals for a leisure village even though a sports planning statement has already stated that there is limited need for further built facilities in the city. Why would you go against a sports planning statement that has already said that there is no requirement for this? Point 2.50 states that it could include a gym and spa (of which the city already has), a hotel (of which the city already has including numerous new build hotels further adding to the traffic problems), a sports hall and swimming pool (of which the city already has) and a 10-pin bowling centre (of which the city had two but one has been knocked down and the site redeveloped due to lack of use).

7. Park and Ride - Point 2.51 states that whilst a dedicated park and ride facility is not proposed there is scope to provide such facility. If there are no plans to incorporate this then why is this even mentioned in the planning policy? Why is this site not getting utilised as a park and ride site? Earlier comments states that this site is planned to encourage people not to use cars.

8. New Bridges - These bridges are a key part of the development; I feel that NO construction should be STARTED until these bridges are in place due to the significant traffic problems in the area. The phases listed in the planning policy state when these bridges are planned for construction however, these are subject to funding.

Criteria A, point 3.22 also states that if external funding is delayed then the bridge links will be funded through the generation of development returns which may take somewhat longer to deliver the infrastructure. This means that even though the bridges are included in the planning policy at the various stages, if someone else does not fund these then the development will continue until they can self-fund. This is a 20 plus year development and that is unacceptable.

9. Environmental Impact - There will be a large environmental impact on the proposed development site and surrounding areas. The area is already at risk of flooding and any developer would normally walk away from this, as has happened on this site previously. Increasing the land level by an estimated one metre will involve heavy plant machinery working on site digging and transporting this material. The increase in level also provides instability around the proposed development due to settlement.

As this development is estimated to be in excess of 20 years this will have a large impact on the local residents, living next to a construction site for this period of time I feel is unacceptable, with the noise levels and vehicle emissions given off from the site and the increase in traffic noise on a greenfield site.

The EIA that has been submitted with the planning application is also 3 years old. The proposed development area is populated with deer, fox, rabbits, snakes, herons and other bird life from Hartsholme nature reserve and the surrounding areas. Further to this there appears to be no wildlife corridors provided along the catchwater drain for the wildlife as this area will be cut off by the proposed access road. A wildlife corridor could also be used as screening for the neighbouring properties on Forest Park, Stone Manor Park and Swanpool.

The proposed construction site is a greenfield site, why have no other sites been looked at? There are old RAF bases around the city and with the upcoming closure of RAF Scampton these provide great opportunities for construction without the need to build on greenfield sites. The flood risks are low and access would be greatly improved compared to this proposed site.

The question must be asked whether the City of Lincoln Council/Lindums would ever consider building on this land if they did not already own it?

10. Low Carbon and Sustainable Design - Point 3.31 in the planning policy states that under policy LP30, the proposals for the WGC are to be 'a development that maximises the opportunities for low carbon and sustainable design'. If this statement is adhered to, we should expect the development to contain rain water harvesting systems, heat recovery systems, solar and wind energy technology to name but a few low carbon and sustainable systems. As the policy states it should be maximised and not just utilise one or two systems.

I look forward to hearing from you and hope that you consider the points listed above.

Yours faithfully

Tom Hodgetts.



**Mr Christian Engelbert 22 Shaftesbury Avenue Lincoln LN6 0QN (Objects)**

Comment submitted date: Sun 05 May 2019

Dear Sir,

whilst overall being neutral on the WGC planning application I would like to raise the following points for your consideration:

A) I agree with objections raised by my neighbour Philipp Tutty on the environmental impact of the to be expected increase in traffic. Clearly there must be a solution to connect the new WGC site directly to the A46, e.g. via Fen Farm rather than Skellingthorpe Road. Outbound traffic towards the A46 Skellingthorpe roundabout is already very heavy after 7.30am, contributing significant airborne pollution hazards in the area.

B) I very much support the proposal of including a cycle path in the scheme. My expectation though is, that the cycle paths will be established early in the construction phase to allow local residence a safe bicycle journey into town rather sooner than later. At present cycling into town is rather dangerous down Skellingthorpe Road and therefore the single reason as to why I keep using my car.

C) Access to the catchwater from Grosvenor Avenue: There is currently a small footpath which enables local residents to walk their dogs from the Forrest Park estate along the catchwater or to carry on towards Hartsholme Park. From the planning application presented, it remains unclear to me as to whether footpath access from Grosvenor Avenue will remain - ideally in a way that there is going to be a direct connection to the proposed cycle path. Would you please clarify?

D) Ecological consideration with regards to rare birds and animal habitats but also trees and shrubs: Reality is that the construction work along the catchwater will negatively impact many species - the area is home to rare species such as the Kingfisher. I am concerned that the wildlife diversity as highlighted in the breeding birds report will be very negatively disturbed. Which measures are being taken during the construction phase and thereafter to minimize the impact?

Yours sincerely  
Christian Engelbert

**Mr Karl Nelson 3 Rochester Drive Hampton Park Lincoln LN6 0XQ (Objects)**

Comment submitted date: Sun 05 May 2019

Skellingthorpe Road cannot take any more traffic so this traffic issue MUST be solved FIRST before any development which could increase traffic volume is allowed to proceed. Has any work been carried out on the impact of increased air pollution upon those living on or near Skellingthorpe Road? Some of the traffic issues are caused by the railway crossing which needs to be replaced by a bridge or tunnel. Network Rail is holding this area of Lincoln to ransom. Another issue is the poor design of the Skellingthorpe roundabout. Traffic entering the roundabout from the Birchwood direction has to queue in single file for much of the way and a longer double lane entry is needed. Traffic leaving the bypass for Birchwood is often speeding. For me, coming out of Farrington Crescent is a nightmare as there is a bend between there and the roundabout which hides the fast traffic until it is almost upon you.

Any suggestion of relocating the football ground in this development is stupid. The only sensible place is on the Gainsborough side of the Carholme roundabout where there is also ample room to build a large car park and a satellite railway station.

Much of the land proposed for development is low lying and often water logged. Previous Environmental Agency reports have said it is unsuitable for this kind of development so why has it got this far?

What guarantees are there that this development will not increase the flood risk to Forest Park and Hampton Park? Will noisy pumps have to run continuously to prevent flooding?

Karl Nelson

**Miss Jamilah Nicholl 421 Skellingthorpe Road Lincoln LN6 0PA (Objects)**

Comment submitted date: Mon 06 May 2019

Since we moved to here in the mid 1960's I have been aware of the plans for a roundabout and direct road into Lincoln and always considered it to be a good move however with traffic being so bad nowadays my MAIN concern is TRANSPORTATION. The Full Planning Permission for which you are applying (alongside the Outline Planning Permission) is for the access routes for the Development but I understand you do not plan to construct the links to Tritton Road until after 600 houses are built. I find I have to OBJECT to the WHOLE SCHEME if the area is developed on this basis. All the Infrastructure must be built and tested before any more houses are built which have sole access onto Skellingthorpe Road. The road is badly congested now causing problems and delays for Ambulances and Police vehicles never mind the sanity of car drivers - Buses often cannot run to schedule. I am NOT certain a roundabout will work at busy times when lights would be needed to control an even flow ... the consultation mentioned pedestrian crossings would be used to do to this but they would also delay traffic coming off the roundabout so I am not convinced that would work. At the A46 roundabout the extra lane filters may help a bit but would not solve the main jams on the roundabout which is due to traffic coming down the A46 in two lanes trying to filter over the roundabout into a single lane...everything stops as they cannot exit the roundabout and there are often delays along the single stretch of the A46 towards the Doddington Road Roundabout...it should be a dual road. Construction traffic will be a NIGHTMARE I just cannot contemplate.

The POLLUTION aspect of the TRAFFIC FLOW also concerns me greatly ... Queuing vehicles pump out exhaust and if there is no wind with low clouds all the fumes hang around. If the development is all completed and there are long queues in the lower areas waiting to access Tritton Road the levels could be high endangering the health of residents in the new homes. A lot of heavy lorries and vehicles will undoubtedly use this new road to avoid delays at the railway crossings. It probably should be a dual road anyway as it will attract a lot of traffic.

The Development area is a FLOOD PLAIN and although you have made provisions which were detailed in the Consultation I attended and which seemed reasonable for now I wonder how they really will stand up to future Climate Changes? It is peoples homes and possessions that will be lost if forecasting is wrong.

There is a Duty of Care that the Council should consider very seriously when dealing with this planning request. This is a big development and must be done with the future growth and demands of Lincoln City in mind. A dual carriageway from a new roundabout off the A46 would probably be a more long-term solution for direct access to the City.

**Mr R Andrew Walshaw 2 Redwing Close Skellingthorpe Lincoln LN6 5SH (Objects)**

Comment submitted date: Mon 06 May 2019

Please be advised that this development will have an impact on my village "Skellingthorpe" and I would strongly recommend that during the planning process the applicant's agents engage fully with Skellingthorpe's Parish Council.

**Mr B Porter 4 Chalgrove Way Lincoln LN6 0QH (Objects)**

Comment submitted date: Mon 06 May 2019

Latest housing design and construction techniques are essential to future-proof buildings. Eg Buildings to incorporate jacks to raise them in a flood emergency. Modular systems are often cheaper and easier to construct = affordable reliable homes.

Must provide the best insulation, water management and electricity generation at house and community level. Eg solar tiles, rain capture tanks, wind turbine, waste management processing.

Transport problems will not be solved by modifying the A46 r'bout junction with Skellingthorpe road... traffic heading west from dual to single carriageway causes frequent long queues regardless of traffic volume on Skellingthorpe Road. Full dualling would be better.

Transport routes in the development need to give priority to bus and cycleways.

Create several 'village' areas with own character, social facilities etc.

Comment submitted date: Mon 06 May 2019

While appreciating the need for housing, the types, structure and affordability are important.

The area is primarily agricultural and a useful flood plain with significant natural biodiverse areas.

Proposals to create raised areas, with buildings and roads, may not be sufficient to deal with flooding. The latest house construction techniques should be used including 'liftable' houses, ie using pillars on which houses can be ramped up in flooding emergencies.

Latest eco tech must be in all homes, with insulation, water gathering and energy-generation done both at house and district level (self-sustaining across the development). Eg solar roof tiles, wind turbines, waste conversion, via district heating / electricity production and provision.

Providing bus and cycle-priority roads would be essential.

Traffic backlog is already poor especially on Skellingthorpe Road and the roundabout junction with A46. Adding an extra lane at the r'bout will have no impact on the frequent occasions the A46 bypass is at its busiest. The dualled section heading west onto a single carriageway is a frequent bottleneck regardless of traffic volumes on Skellingthorpe Road.

The overall design may benefit from creating several 'village-style' areas with their own distinct character and social focal points and facilities.

Finally all efforts should be made to utilise ALL brownfield sites before greenfield sites are built on.



**Lana Meddings**

**Kieron Manning**

Planning Office  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

1<sup>st</sup> May 2019

Dear Lana and Kieron

[2019/0294/RG3: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor](#)

Lincoln Science and Innovation Park Limited (LSIP) operates the 7 acre site (Phase I) immediately opposite the proposed Western Growth Corridor road connection on to Beevor Street in addition to several discrete other parcels of property within the Boutham railway loop area (e.g. Hestia House, Edge West Road). It also has an option to purchase 6 acres of land to the west of the Phase I site, beyond Poplar Avenue, on which it plans to develop Phase II of LSIP and for which City of Lincoln Council granted outline planning consent in 2017.

As such, LSIP is probably the party most directly affected by the proposed Western Growth Corridor connection into Beevor Street. It should be noted that the development of the LSIP site, due both to the economic development impact and its mission to regenerate brownfield land, features in public policy.

LSIP has been identified as a Strategic Employment Site (E2) in the Central Lincolnshire Local Plan. This policy document also records LSIP's strategic importance in supporting the employment land, growth and inwards investment of the Western Growth Corridor Sustainable Urban Extension (LP30). Further to this, it is identified as a key infrastructure element in driving the innovation agenda in the Greater Lincolnshire LEP Strategic Economic Plan and its Masterplan was adopted as City of Lincoln Council policy. As such, the impact of the current planning application on the viability of delivering the LSIP scheme should be considered as part of the planning process.

LSIP is supportive of the Western Growth Corridor project as a whole and is also broadly supportive of the proposed bridge link into Beevor Street. However, we would like to express our concerns regarding elements of the current planning application.

**Lincoln Science and Innovation Park Limited**, Boole Technology Centre, Beevor Street, Lincoln, LN6 7DJ  
++44(0)1522 437100 | enquiry@lincolnsiencepark.co.uk | www.lincolnsiencepark.co.uk

---



## 1. Phasing of the Beevor Street Bridge

The Central Lincolnshire Local Plan describes the scheme as providing 'A direct route incorporating priority for public transport linking Skellingthorpe Road through to the city centre via the Beevor Street area.' Furthermore, the local plan also notes that the scheme will release 'commercial land that is serving the wider Lincoln area for significant local growth and inward investment of strategic importance complimentary to that on the adjacent Lincoln Science and Innovation Park.'

The current application only provides the Beevor Street connection as part of Phase 3, some 14-20 years after the commencement of the scheme, in favour of a Tritton Road link not referred to in the Central Lincolnshire Local Plan. The Beevor Street link is, in fact, dependent on the successful implementation of earlier phases, some of which are not necessarily under the control of the applicants.

This raises several concerns regarding phasing;

- In the view of LSIP, one of the principal benefits of the scheme is the provision of road infrastructure to improve access to new employment land, including LSIP. LSIP has, in the past, been rejected as a site for major inward investments due to the perception of the poor connectivity from the A46 via Tritton Road. It is likely that this concern will persist for at least 14 years, and perhaps indefinitely, in the absence of a clear timetable and certainty regarding the delivery of the bridge scheme. It should be noted that the link via Beevor Street was the only one noted in the Central Lincolnshire Local Plan.
- For the period in which the Beevor Street link remains undeveloped, the lack of certainty regarding the connection is going to depress the levels of inward investment that LSIP is able to attract. This is in particular contrast to the 15,000m<sup>2</sup> of new commercial space that the Western Growth Corridor scheme proposes to release in advance of this connection being completed and these themselves are 7-10 years away. This raises two concerns;
  - (a) Given that one of the principle objectives of the scheme is the provision of employment land to support growth in the local economy, the opportunity to do this is being delayed significantly in favour of residential development, thereby increasing the resident population in excess of the capacity for employment growth.
  - (b) The phasing of the scheme provides a significant commercial advantage to development land on the southern side of the proposed bridge until such a time as the bridge is completed. As the applicant is acting as both the



Local Authority infrastructure provider and the commercial developer, this does create a risk of conflict of interest, particularly as a significant feature of the scheme as described in the Greater Lincolnshire Local Plan is the strategic complementarity of the Western Growth Corridor and LSIP developments.

## **2. Beevor Street Bridge Design**

The lack of design detail regarding the Beevor Street bridge creates a further level of uncertainty regarding the visual and auditory impact on the adjoining land. This uncertainty will almost certainly have a bearing on land values and inward investment on the LSIP site until such a time as the risk is crystallised. Given that the bridge scheme, according to the current phasing strategy, may never occur, this is an open ended impact.

LSIP is particularly concerned about this because of the already challenging economic viability of developing the Beevor Street site. The brownfield site, formerly the Ruston Bucyrus manufacturing site, already requires significant remediation and utilities upgrades for any new development. Combined with the very high cost of building innovation infrastructure and the relatively low rent levels available in the Lincoln market (approximately 40% of the UK average and falling according to the Co-Star Office Report, November 2018), this makes development of high-end facilities economically unviable on a commercial basis and only possible with public grant. Even small variations in return on capital (such as a dip in land prices or a forced reduction in rents) could make the site unviable.

Clarity over a design would significantly mitigate this issue even if phasing of the project remained nebulous.

## **3. Impact of traffic on Beevor Street and Beyond**

The red line boundary of the current design for the scheme ends at the bridge input on to Beevor Street and gives no further design considerations to the transport network beyond this. The Mouchel modelling data, however, when considering the impact of traffic flows with both Beevor Street and Tritton Road bridges in situ, shows very significant increases in traffic volumes, particularly along the Poplar Avenue route into the City. This raises several concerns;

- Poplar Avenue currently bisects LSIP Phases I and II. Phase I is near completion (12,000m<sup>2</sup> of active space) and Phase II has outline planning consent (12,000m<sup>2</sup> of new space). One of the spatial benefits of Science Parks is the physical proximity of academics, researchers, students, entrepreneurs and



business of all sizes. The easy and often accidental interactions of these parties (the 'clustering' effect) is recognised as one of the principal drivers of innovation and economic growth emanating from the site (See Regional Research Intensive Clusters and Science Parks, Saublen, European Commission-EURADA, 2007). Disrupting this by creating a major road barrier running through the centre of the site is likely to reduce the economic impact of LSIP.

- Whilst there are obvious benefits to the Western Growth Corridor link via Beevor Street, the potential for traffic disruption (noise, fumes, congestion etc) is almost certainly going to be of concern to potential inward investors into the site, in addition to the phasing risks identified above. Without a clear strategy for how these risks are going to be managed between the new bridge and the Tritton Road roundabout and any holistic planning to mitigate risks for LSIP, this is likely to reduce the attractiveness of the site until such a time as a plan is in place.
- LSIP has received representations from a number of tenants regarding the impact on their operations of the Beevor Street link. Major employers such as the University of Lincoln (150+ employees on the site plus visitors and students) and Barbon Insurance Group (200+ employees on the site) have raised concerns regarding the health and safety of their employees given an increased traffic volume and consequent pollution levels and the amenity of the site becoming poorer (longer travel times due to congestion, longer waiting times at onward junctions that do not appear to be designed for the increase in volume such as the Ruston Way-Tritton Road Roundabout junction). Given the absence of any detail beyond the input to Beevor Street and the prima facie evidence of the Mouchel data, LSIP is unable to give any reassurance on this matter. Both of the tenants listed above have break clauses beyond the determination of the current planning application but before the project phasing is likely to give any clarity on this matter.
- Developments already on the site have been undertaken without expectation of a significant uplift in traffic noise, therefore, may require substantial refurbishment and retrofitting to retain their Grade-A status such as mechanical ventilation, air filtering and triple glazing. This is likely to equate to several hundred thousand pounds of unexpected capital expenditure for LSIP.

LSIP requests that significant further consideration to the management of traffic beyond the Beevor Street bridge to allow effective operation of both the Western Growth Corridor and LSIP and that this be considered as a matter of urgency.



As noted earlier, LSIP remains a supporter of the Western Growth Corridor scheme in principal. In addition to the obvious benefits of a sustainable urban extension, there are significant benefits to the Science Park of adjoining commercial growth space and a direct link to the south of the City. However, the scheme as currently presented in the planning application does not deliver these benefits with any certainty and introduces significant risk to the LSIP development without providing much consideration regarding this impact or providing any mitigation measures.

Since 2013, LSIP has invested £19.5m+ in order to regenerate this brownfield site, including the redevelopment of the Joseph Banks Laboratories and the construction of the Boole Technology Centre. Our tenants have invested at least a further £7m and we believe this will continue with our own plans indicating some £30m of direct investment over the next decade. This is one of the most significant expansions of employment land in the City in recent years. The impact is demonstrated by tenants of the Boole Technology Centre raising more than £8m of external investment in the last 12-months and demonstrating 129% employment growth, largely at NVQ4+ level, during the same period.

Therefore, we would ask that the Planning Officers and Committee consider the impact of the planning application on the current and future LSIP development as designed and challenge the applicant to mitigate some of the concerns outlined above.

Yours sincerely



**Thomas Blount**  
Director, Lincoln Science and Innovation Park  
On behalf of Lincoln Science and Innovation Park Limited

29 Grosvenor Avenue  
Forest Park  
Lincoln  
LN6 0XT

6 May 2019

Mr K. Manning  
Planning Manager  
Directorate of Communities and Environment  
City of Lincoln Council  
City Hall  
Lincoln.

Dear Sir,

WESTERN GROWTH CORRIDOR  
Proposed Development – 2019/0294/RG3

This is our consultation submission regarding the application for planning permission for the proposed development as specified.

My wife and I, both in our 80s and from what is now North Lincolnshire, have lived in Lincoln since 1983. During the past 36 years we have seen many changes in Lincoln (and in Lincolnshire as a whole) and we have learnt to accept most if not all of them. One matter which has persisted throughout this period has been the proposal to build a major development on land bordered by (approximately) Skellingthorpe Road, the A46 Bypass, Tritton Road and Carholme Road.

The current proposal is the third such plan on which we local residents have been consulted and apart from some changes (e.g. number of houses, football stadium) appears to be very similar to the two previous plans. During these consultations three major concerns (and many others) have been forcibly expressed: (1) the expected rise in vehicle traffic during and after construction and inadequate road infrastructure on and around the site to cope with this traffic (2) the fact that the site is an acknowledged flood plain and needs special work on it to enable building to take place (3) a fear that the apparent funding arrangements for the development are uncertain and may cause problems leading to an incomplete development with serious repercussions for any new residents, businesses etc., and others nearby, and indeed the City Council itself.

The position of the City Council is unenviable as it is under intense pressure to build more houses but has twice failed to develop this site. It has now embarked on a third plan in which it seems more involved than before and is therefore taking risks which could prove 'a plan too far' for its reputation and general political and financial stability. We believe that the plan should be scrapped once and for all.

Yours faithfully,

[Redacted Signature]





Hand delivered on 07-05-19

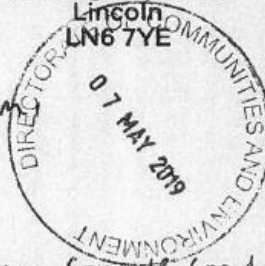
The Planning Department

Directorate of Communities &  
Environment

Simon Walter MBA, ACIS, MCMA  
City Hall, Beaumont Fee  
Lincoln, LN1 1DA

Mr & Mrs R. Bradshaw  
35 Burghley Road

Lincoln  
LN6 7YE



Ref. 2019/0294/RG3 Western Growth Corridor  
Re planning application for proposed  
development.

Dear Sir,

Following receipt of your letter of  
14/04/19 re the above planning application  
& having visited City Hall to view the plans  
I wish to make the following comments:-

My chief concern is regarding the  
proposed access to the development  
site via a roundabout at Skellingthorpe  
Road/Birchwood Avenue and the very  
close proximity of this to the entrance  
to Burghley Rd (where I live).

2  
I believe this will have a profound negative impact on accessing & especially exiting our estate.

Prior to the installation of the traffic lights at Birchwood Ave / Skellinghe Road I used to have great difficulty turning right out of Burghley Rd to go to work. However since the traffic lights I find many drivers approaching a red light are inclined to give way to enable this manoeuvre.

With a roundabout however I believe traffic exiting it is likely to be accelerating as soon as possible & therefore much less likely to give way. It will be much more difficult and dangerous to exit our road without the enforced gaps in traffic flow that the lights enable.

The proposed development of 3,200 homes will undoubtedly exacerbate current traffic congestion on Skellingthorpe Road which at peak times can result in tail-to-tail traffic from Tiltor Road/Skellingthorpe Road junction to Birchwood Avenue junction. This is aggravated by the frequency of rail barriers going down on Skellingthorpe Road — which I understand is expected to increase due to additional trains.

Currently the traffic lights at Birchwood Avenue/Skellingthorpe Road also enable pedestrian crossing of both these very busy roads. With the increased traffic this will be even more vital for pedestrians — for accessing the local shops. What provision is planned for this?

When walking along Skellingthorpe Rd during heavy traffic times the traffic fumes are really unpleasant - so much so that I usually use the foot path along canal water drain, behind our estate. However the school children have no alternative but to be exposed to the air pollution from the traffic - usually queuing outside their school (the Priory).

For all of the above reasons I am not at all happy about the proposed development.

Yours sincerely

[Redacted Signature]

Mr & Mrs K Rogers  
36 Rochester Drive  
Hampton Park  
LN6 0XJ

6 May 2019

Mr K Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln LN1 1DF

Your Ref: 2019/0294/RG3

Dear Mr Manning,

Re: Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019.

I along with all other residents have received a letter from Lincoln City Council relating to Hybrid Planning Application for Planning Permission for the sustainable urban extension on the site of the Western Growth Corridor, dated 14 April 2019.

We would comment as follows:

1. There are a huge amount of documents on your website, plus the website has been down for several days. It is quite difficult to find or make sense of the documents, has this been done deliberately?
2. The process of apparent consultation appears to be majorly flawed, there appears to be others documents which have been slipped in during the consultation period. I have not seen any yellow planning notices on any of the streets in residential areas affected by this application – the only one we found was on Pig Lane, off Skellingthorpe Road. There appears to be some misleading representations made, in particular with regard to the road infrastructure, which in part is due to our comments made in item 1 above. The Planning department have not made this easy for residents to understand or determine exactly what is being proposed.
3. Some of the residents' concerns about several critical issues seems to have been ignored or passed over, such as:
  - Highway Safety and Congestion
  - Air Pollution
  - The Council's published planning policies
  - Noise & Disturbance

Fundamentally, the primary issue is the lack of road infrastructure that is proposed, or even a timeline of the road infrastructure build. The application only confirms that there will be a short road built to gain access to the site from Skellingthorpe Road/Birchwood Avenue junction at the start of the development process.

The application does not appear to commit to when or if any further infrastructure will be built. It seems that this is similar to the Long Leys Road development which at planning stage the residents at this location were promised appropriate infrastructure but to date in 2019 it has never appeared.

At the public meetings, it was suggested that a link road will be put across the entire WGC site to Tritton Road, to be later followed by a further link road to Beever Street. It was also suggested that a road from the link road to the A46 Lincoln Bypass was also intended; indeed drawings were presented and exhibited at the public events showing these proposed road links. Where are they mentioned now? This is misleading to say the least, as the application as it stands, to the building of these roads for years, or even at all. In all probability, we shall probably never see these roads built. We have lived here for 28 years, when we first moved to Lincoln it was very pleasant to drive around the City. Now, every time you drive anywhere, to the supermarket, to town etc we are constantly held up in queuing traffic, or waiting for trains to pass on Skellingthorpe Road, or Doddington Road. The bypass is extremely dangerous at all the roundabouts and due to the high volumes of queuing traffic, trying to get onto the bypass requires nerves of steel. I myself have been hit from behind at the head of a roundabout on the bypass, sustaining significant damage to our vehicle and personal injury to myself in 2016. There are reports in the local press of major accidents nearly every week on the Lincoln A46 Bypass. Also it should be remembered that if the development proposed is for up to 3,200 houses, that is potentially at least another 3,200 extra cars using the existing roads, or even worse, 6,400 cars because nowadays most families have at least more than one car!!

In addition, I understand Highways England, the responsible party for the A46 trunk road have made it clear that they do not consider a further junction between Skellingthorpe and Carholme roads to be either viable or safe. Therefore it appears that the suggested link road from the site to the bypass is not even an option.

Furthermore, the Highways Authority (Lincs County Council) is opposed to the WGC scheme due to the lack of appropriate roads infrastructure, and to take this application forward you are ignoring the expert advice of that agency. We believe that is not an appropriate, professional or ethical action for either Local Planning Officers or any of those elected representatives of the residents of Lincoln.

The only way that we can see that this development could make any sense for the people of Lincoln is if there is a condition applied, that the link road between Skellingthorpe Road and Tritton Road/Beever Street, along with its railway bridge is built and opened to traffic before the rest of the construction takes place.

In addition to the above comments, we are concerned about the increase in rail freight coming across Skellingthorpe Road and Doddington Road, which already cause significant delays at all times of the day, with the addition of construction traffic how will emergency services access be maintained at current levels to Skellingthorpe Road and all the estates, schools and homes accessed from it?

-3-

As a consequence, of all the increased traffic, pollution levels are obviously going to be affected, and be significantly higher. There has recently been a case highlighted in the national news, of a young girl who died from an asthma attack which the medical reports now state was caused by the high levels of pollution this young girl was exposed to whilst walking to school every day. Parts of Lincoln City already have extremely high levels of pollution, i.e Broadgate.

Lincoln City Council' published planning policies include Sustainability, Air Pollution reduction and safety of the public. This development as proposed is not in line with your policies!

Thank you, and we await your response.

Yours sincerely,

*Keith A Rogers*

*S.Rogers*

Mr K Rogers

Mrs S Rogers|

George Fletcher  
264 Skellingthorpe Road,  
Lincoln,  
LN6 0ER

My Ref : Western Growth Corridor  
Your Ref : 2019/0294/RG3

Date: 06/05/2019

Dear Sir/Madam

I am writing to express my objection to the 2019/0294/RG3 planning application for the proposed western growth corridor development.

I personally feel the proposed development will have a severe impact on highway congestion. Lincoln City Council document the 2017/18 Lincoln City Profile states on page 52 that there are approximately 44,600 houses in Lincoln City boundary. The proposed development of 3,200 residential dwellings equates to an increase in houses of 7.2%.

I understand that more houses are required to meet the demand with the current population growth predictions but with such a significant development the effect on the existing infrastructure needs appropriate consideration.

Currently the proposal does not appropriately mitigate the effect of increased traffic connecting the western growth corridor to the A46. In the Transport Assessment - 5566032 it concludes the work completed by Mouchel at analysing the A46/Skellingthorpe road roundabout. Section 5.12.3 states.

"This exercise demonstrates that not only does Option A provide suitable mitigation for the WGC Development, but also that Option B results in longer journey times along the A46."

Option A is without a new A46 link but with improvements to the A46 /Skellingthorpe Road roundabout. In the proposed application I have seen no drawings or plans to implement this traffic mitigation plan. This junction already suffers severe congestion and the western growth corridor will significantly increase congestion at this location.

One issue that hinders traffic flow in the city is the limited crossings over the Foss Dyke and River Witham. The route selection that has been modelled doesn't include the route from Yarbrough crescent to Brayford way. This route regularly suffers tailbacks over 1km long from Brayford way traffic lights up the hill along the B1273. As this is a key route around the city the impact of the western growth corridor should be appropriately modelled to confirm if there is a severe impact on the highway infrastructure.

In the transport assessment I did find the peak travel times from the model outputs surprising. For Route 5 from Skellingthorpe village to the transport hub I have regularly spent longer queuing just on Skellingthorpe road in the AM and PM peak times than what the modelled times states in the Do Minimum 2036 Scenario. This does raise the question of the accuracy of the transport model.

For this development to proceed I would expect to see Highway Infrastructure improvements to mitigate the increased traffic from the development.

Yours Faithfully,  
George Fletcher



Mrs Diane Richardson|  
15 Birchwood Avenue  
Lincoln  
LN6 0HX

06 May 2019

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

Ref: 2019/0294/RG3

Ref: Western Growth Corridor

Address of the proposed development :

Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire.

I am writing this letter to officially register our complaint on the above planning application for the proposed development, to be located at the end of Birchwood Avenue, Skellingthorpe Road and the Western Corridor. As residents living on Birchwood Avenue for the past 30 plus years, we have been a long term protester of the housing and commercial development of the Western Corridor located opposite Skellingthorpe Road and adjacent to Birchwood Avenue.

The main points of our objection are as follows:

#### 1: Traffic and infrastructure

The traffic on Skellingthorpe road and Birchwood Avenue is already one of the busiest in the Lincoln area, especially at peak times caused by cars, motorbikes, busses and lorries. We have personally seen the Emergency services struggle to negotiate the area, especially the fire service when buses are present and are held up on a regular basis.

There have been traffic accidents on a regular basis and several fatalities on Birchwood Avenue and Skellingthorpe Road over the years because of the amount of traffic, with people constantly speeding and ignoring basic road traffic laws.

The junction used for the entrance to petrol station on Birchwood Avenue is a dangerous place as drivers use it as a short cut to avoid the traffic lights and customers constantly ignore the one way system in place and exit onto Birchwood Avenue. Example - Customers drive into the petrol station via Birchwood Avenue, inlet only. However they then use it as an exit to avoid the traffic lights, driving into potentially oncoming cars wishing to turn into the station.

The proposed addition of a major round about, next to the petrol station, joining Birchwood Avenue to Skellingthorpe road and the new area, we can only imagine these issues already faced would be greatly exacerbated with a far higher risk of accidents.

Birchwood Avenue is residential area, however we are also part of the main roads in the city and the residents face day to day issues with traffic, not allowing them to drive into their drives or struggle with parking their cars in a safe position to not hold up traffic presently. The road is also on the main city bus route, which has buses every 10 minutes throughout the day and every 30 mins out of the main peak times, eg weekends etc. The busses currently struggle to negotiate around the sharp corner of Birchwood Avenue and have in the past hit the main barriers, which are there to protect pedestrians. Hence we have grave concerns for public safety with the proposed roundabout, being extremely close to main public foot paths, used by pedestrians including school children to get to and from school daily. As the roundabout will increase the amounts of traffic in this area and could potentially cause fatalities.

The current infrastructure of Birchwood Avenue to Skellingthorpe road can simple NOT cope with the extra volume of traffic that 3,200 dwellings, a Football stadium, shopping and food and drinks outlets would ultimately cause.

## 2: Air Quality And Flooding Risks

The air quality of the area is at risk of significant increase in fumes and CO2 admissions with the added traffic, from extra cars, busses and heavy goods vehicles sitting in traffic waiting at the proposed round about. Currently the traffic already waits significant amounts of time at the traffic lights to change and I fear this will only increase.

The flooding risks to the site according to the 'Health Impact Assessment' carried out for the proposed site.

### **" 5.3.2 Flood Risk**

*According to the Environment Agency's (EA) flood zone maps, the vast majority of the Site lies in within an area at risk of fluvial flooding from a number of nearby watercourses in the event of extreme rainfall, or as a result of the failure of existing flood defences and other managed infrastructure. The majority of the red line planning application plan area is contained within Flood Zone 2 and 3. Flood Zone 3 is land assessed as having a 1 in 100 or greater annual probability of fluvial flooding. Flood Zone 2 is land assessed as having between a 1 in 100 and 1 in 1000 annual probability of fluvial flooding."*

This statement proves that the surround area cannot be used as residential or commercial development, as the risks of flooding are very high and in the event of significant rainfall without the proper drainage in place the whole area is at significant risk of flooding. Potentially millions of pounds of damage could be caused and the residents of the proposed area/housing could face un-insurable houses, flooding, water damage and a high risk of unsuitable living conditions.

Birchwood Avenue has also experienced flooding over the years, as the drain cannot cope with the amount of water from the road currently. The proposed roundabout would stop any existing drainage point into the fields opposite the traffic lights, thus exposing the whole of the avenue to future higher risks of flash flooding to the current residential properties on both Birchwood Avenue, Skellingthorpe Road and the surrounding housing estates.

## 3: House Prices, Medical Care and Well Being

The proposed roundabout will increase the traffic and the junction of Birchwood Avenue into a major through road to the proposed new Western Corridor Development with a significant increase in traffic, fumes, noise and associated problems. This could significantly decrease the value of the immediate surrounding houses on of both Skellingthorpe road and Birchwood Avenue, as this will limit the potential buyers to the area, as many will not want to live near a main road or roundabout.

The current medical care at the local GP surgeries and Lincoln County hospital are already over stretched and some of the busiest in the area. The local GP have acceded the amounts of patients allowed per GP, without the proposed new western corridor development, this is according to the 'Health Impact Assessment' carried out for the proposed site.

### **"5.2.1 Primary Healthcare**

*There are five GP practices located within a 1km radius of the Site boundary for the Proposed Development, considered a typical walking distance within the National Travel Survey. There are a total of 11 GPs (headcount) at the five practices with a total of 26,399 registered patients<sup>20</sup>.*

*As the FTE GPs information is not available at all of the GPs in the local area, the level of service will be assessed against the average number of patients per GP (headcount) for the CCG and the country. The average number of patients per GP in the catchment area is 2,400. This ratio is greater than (i.e. a worse level of service) both the average number of patients per GP in the CCG (1,697)*

*and across England (1,364) signalling a poor provision of primary healthcare surrounding the Proposed Development. "*

This would put serious and potentially dangerous extra pressure on the current infrastructure to the medical services in the area. As the GPs do not have enough places now to support and maintain the level of health care needed. The proposed residents will not be able to get basic appointments to see GPs, breaking government guidelines in health care standards and then have no choice but to use the Lincoln County Hospital or walk in centres.

As residents, we have used the Lincoln County Hospital for healthcare, when appropriate and so have my family and we have witnessed the county Hospital receive patients Not only from Lincoln but from Lincolnshire area, including Boston, Grantham, Newark, Skegness and many others. I can say from my observations alone that the services are vastly overstretched, once waiting for a bed for my daughter in A&E for over 20 hrs. The Service is at breaking point in my opinion and the extra residents to the proposed Western Growth Corridor Development will only make matters vastly worse.

Please consider the points we have raised in this letter and what other appropriate development sites are available around Lincolnshire without potentially harming the current residents of Lincoln. As a citizen of this historical city of Lincoln we want what is best for the area, so that our children and grand children can live in a safe, secure and peaceful environment.

Yours Sincerely,

Mrs D Richardson, 15 Birchwood Avenue,  
Miss J Richardson, 15 Birchwood Avenue,  
Mr B Lazenby, 13 Birchwood Avenue,  
Mrs M Lazenby, 13 Birchwood Avenue.

**Customer Details**

Name: Mr Richard Davidson

Address: 8 Maxwell Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

I think the additional traffic associated with this proposed development will completely swamp the surrounding road network. Something that the developers completely gloss over. Where's it all going to go?! They talk in glowing terms about the benefits of the scheme for cycling and buses and walking. But realistically the vast majority of the over three thousand houses on the scheme will have at least one vehicle associated with them and quite a proportion will have more than one. Then there's also all the traffic visiting the schools and businesses within it and the new football stadium and sports facilities to be considered. And just 3 access points onto Tritton Road, Skellingthorpe Road and Belvoir Street. Tritton Road is already heavily congested at times. Belvoir Street also in turn connects on Tritton Road at one of it's most busy sections. A better formula to create total traffic gridlock on the west side of Lincoln I couldn't imagine!

There's also no mention in the plan of parking facilities for the new football stadium. There's nowhere for cars visiting it to park in the Tritton Road area so what I think will happen is that people will park in the residential streets of the new development. Which won't be popular with the

residents. I think Lincoln City FC would be best to stay where they are at Sincil Bank or look for an alternative site for a new stadium outside the city. Such as the soon to be defunct Scampton airfield.

There's also no mention in the plan of the impact of the development on the nearby nature reserve at Boutham Mere. It's described in the plan on the map as 'The Ballast Pit' which sounds like an industrial area or a brownfield site but it is in fact a valuable nature reserve particularly for birds and plants. The development so close by will put a considerable amount of people pressure on it.

The development is on a flood plain and recent advice by the Environment Agency is to avoid building in such places because with increasingly volatile weather due to climate change they are more prone to flooding.

Lincoln is a small city and I think this development as currently proposed will in various ways reduce the quality of life for it's population. A large increase in the residential population is proposed and also in the traffic within the city both of which Lincoln will struggle to cope with. We're going to end up an overcrowded city without adequate transport and other facilities that tried to get too big too quick.

I question the underlying assumption behind this development that we need continued growth and to strive to be a bigger city. As a species we need to learn to live within our means. Bigger is not necessarily better.

**Mr S Bullock 41 Westwood Drive Lincoln Lincolnshire LN6 0HL (Objects)**

Comment submitted date: Tue 07 May 2019

Dear Mr Manning,

I have received a letter from City of Lincoln Council relating to Hybrid Planning Application for Planning Permission for the sustainable urban extension of Lincoln on the site of the Lincoln Western Growth Corridor, dated 14 April 2019.

The following are my views on this.

Disruption

The Plan to use the Birchwood Avenue/ Skellingthorpe Road as the primary entrance point adding construction traffic, further traffic restrictions / controls (such as a roundabout and or additional traffic lights) and associated delays to Skellingthorpe Road, especially when you are aware that the railway crossing closed time is almost sure to increase?

This development can only make sense for the people of Lincoln if there is a condition applied that the link road between Skellingthorpe Road and Tritton Road / Beevor Street, along with its railway bridge is built and opened to traffic BEFORE the rest of the construction begins.

Indeed if the Beevor Street crossing was built and the project kick started from there it would minimise disruption to the travelling public and workers of Lincoln.

Air Pollution, Noise & Disturbance

What consultancy work carried out with respect to Environmental Impact seems poor as I do not believe that the studies / approaches taken are sufficient / sound enough for you to proceed;

In the documents there is no plan to road build beyond the single Point of entry to the site at Skellingthorpe Road. Apart from the 'desire' to include a link road through the site, (expressed many times by the City of Lincoln Council's representatives at public meetings), there is no positive plan in the documents to actually commit to building these roads. The implication it is entirely possible that for the WHOLE period of the Development, possibly 20 years, and even beyond, there is only one road in & out of the site for construction traffic and new residents.

So we can assume the local roads will become much more congested due to this increased traffic and will create higher emissions. As the construction traffic is likely to be primarily Diesel, emitting very significant additional NOx and CO2.

As a retired Health and Safety Adviser and Noise Control Officer with the MOD, the Noise assessments appear to be out of date and not in line with the specifics of the Plan, because the Application does not appear to have taken into account the very high number of lorry movements necessary to transport the vast amounts (still to quantify!) of landfill material needed to raise the site datum above the predicted flood level, not only to transport it to site but also to spread it out and level this bank of material prior to the construction of dwellings.

So, a significant noise pollution to residents all along Skellingthorpe Road and the estates to its north side

To summarise, if you take this plan forward, you are sanctioning;

Possibly 20 years (or even open-ended) significantly increased traffic delays across a large part of Lincoln

Entirely likely increased air pollution from passenger vehicles (disproportionate as idling traffic produces increased pollution per vehicle than moving traffic). A large increase in NOx and CO2 from construction vehicles, with likely short term effects on children, The Priory School on Skellingthorpe Road), elderly residents and asthma sufferers and long term effects on all.

The roads for pedestrians and cyclists will become more dangerous with a possible increase in the Killed & Seriously Injured statistics.

Increased response times for emergency service vehicles to an area that has over 8000 households is almost assured.

Construction disruption (noise, dust, inconvenience) to residents of all the estates on the north side of Skellingthorpe Road and travel disruption to all residents of the area including public transport.

In short, it appears poorly planned with the only thought being for Lindum Construction to get in and start making money as soon as possible. As for the local planners I would not like to comment.

Thank you,

Yours sincerely,

Stan Bullock

**Helen Lloyd Hestia House 2 Edgewest Road Lincoln Lincolnshire LN6 7EL (Neutral)**

Comment submitted date: Tue 07 May 2019

Dear Mr Manning

Thank you for your letter of 14/4 regarding the consultation on application of planning permission for the Western Growth Corridor (WGC).

Our organisation is based on Edgewest Road, Lincoln, just alongside Beevor Street. We currently employ 323 personnel. The location we operate from is leased from Lincoln Science and Innovation Park (LSIP). The current lease extends to September 2027. We are aware that LSIP has written to you with their detailed comments about the development of the WGC and have raised concerns we have discussed with them previously.

Barbon's concerns lay with the lack of detail surrounding the development of the Beevor Street Bridge (3\*) and the through flow of traffic created by the development of the new link between the bridge and the new roundabout at Skellingthorpe (1a & 1c). Our organisation is primarily concerned with the safety of its employees, increased pollution created by the traffic and the congestions/travel times to work.

Notwithstanding the above, our organisation very much supports the development of the WGC and the benefits it will bring to the City.

We await your comments regarding our concerns.

Many thanks

Helen Lloyd

**Ron Hills 15 Hartsholme Drive Lincoln Lincolnshire LN6 0HF (Neutral)**

Comment submitted date: Tue 07 May 2019

I wish to comment on the "Western Growth Corridor planning application "as follows

The proposal is for a Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor

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

In fact what we have is several different but connected applications

My main objection is on the FULL application for the roundabout, spur Road and initial build from Skellingthorpe Road and Tritton Road.

Skellingthorpe Road is widely recognised as an extremely busy and often congested Road. This is often exacerbated by accidents on the by-pass and throughout the city where gridlock occurs. The road is regularly if not daily at a stand still easterly between Birchwood Avenue the railway crossing and westbound between Hartsholme Park and Birchwood Avenue.

Previous applications have stated that this road is at capacity.

This application claims that the installation of the roundabout will improve matters over the current lights however this effect is relative and the end result will be little if any improvement, only really apparent when the full scheme is completed. In the meantime Skellingthorpe Road will become gridlocked for residents and the emergency services alike.

There is little or no account of the increases DURING construction and before the connection to Tritton Road exists for which no time span is given but may be more than a decade away. The attached annexes state that they will need to import 6,333 m<sup>3</sup> of material ( how many lorry loads ) along with nearly 3,000m<sup>3</sup> of material to be exported and this is only in the land sculpting not taking account of building materials etc .What arrangements will be put in place to mitigate traffic congestion during the construction phase ?

The highways agencies themselves say that the predicted delays on Skellingthorpe Road are mainly due to queueing back from the A46/Skellingthorpe Road junction after completion of the scheme .Too true, this already occurs and will not improve matters. It also claims that works on that junction will help however this will not help the existing traffic flow that currently exists putting pressure on the junction.

As for the Tritton Road junction the figures are even larger with 33,552m<sup>3</sup> imported with thankfully no export.

Again the construction of the junction and the import of necessary material will add to the traffic on one of the main arteries into the city.

In summation my objection to both of these FULL applications is that the impact upon the existing infrastructure is so immense on existing busy roads that they should not be countenanced

Ron Hills 15, Hartsholme Drive , Swanpool ,Lincoln , LN<sup>6</sup> 0HF

**Mary And Brian Daulton Not Available (Objects)**

Comment submitted date: Tue 07 May 2019

Dear Mr Manning

Ref: Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019

Your Ref: 2019/0294/RG3

Having carefully studied and considered the Planning Application above, my husband and I are firmly opposed on the following grounds:-

(1) Primarily the road infrastructure that is proposed and the lack of defined timelines for this, since neither the Council nor the developer are willing to commit the funds to build the necessary road infrastructure.

We had been led to believe that a link road would be built across the site to Tritton Road, then later, linked to Beevor Street. Also that a link road to the A46 bypass would follow. It now seems that this is just wishful thinking!

(2) How can the safety of citizens be maintained during the construction of the Skellingthorpe Road/ Birchwood Avenue roundabout for example  
(3) We believe that rail operators wish to significantly increase the freight traffic across Skellingthorpe Road. Already the present volume of rail traffic causes considerable delays, for example, we pensioners have to allow an hour to get to the hospital in time for appointments.

(4) AS the local roads become more congested there will be increased emissions of NO<sub>x</sub> and CO<sub>2</sub>. The authorities are at last becoming aware of the dangers of these gases to the atmosphere and to the population, especially children. How can we commit ourselves to a scheme that can only exacerbate these problems?

We are pensioners concerned on our own behalf, that of our friends and neighbors and the generations to come who would suffer the consequences of these misguided, ill-considered plans and urge the planners to reconsider until these serious concerns can be addressed.

Thankyou

Yours sincerely

Mary Daulton (Mrs)

Brian Daulton

**Gillian Martin 30 Burghley Road Lincoln Lincolnshire LN6 7YE (Objects)**

Comment submitted date: Tue 07 May 2019

The grounds for my objection to the proposed plan above:

1. I live at 30 Burghley Road and the traffic congestion is already intolerable. Traffic measures need to be taken to alleviate this growing problem before even considering the very inadequate road plan for this new development and resulting huge increase in traffic during the building not to mention the increase in traffic after completion.

2. Due to the present traffic congestion the air pollution and resulting health implications on Skellingthorpe Road is a problem and a full and independent study on the health and environmental impact must be done before this scheme goes any further.

I expect this objection to be recorded and acknowledged and to be kept informed of all future meetings on this subject.

Yours sincerely

Gillian Martin

**Paul Wragg 15 Westwood Drive Lincoln Lincolnshire LN6 OHL (Objects)**

Comment submitted date: Tue 07 May 2019

I write to object to the proposed development :Western Growth Corridor, Skellingthorpe Road Lincoln. at the rear of my property, my concerns are as follows:

My property enjoys an open rear aspect with views of the Cathedral and wild deer entering my garden daily, I purchased it in 2018 mostly due to its rear outlook which I paid over the market price for. I object to building at the rear of my property which is a bungalow at ground level any building would significantly de-value and disrupt my custom and practice standard of living my further concerns are :

- Scale & height of any building
- Overlooking my property
- Highway safety & congestion
- Noise and disturbance
- Air pollution
- Design
- Appearance
- Layout
- Conservation of building
- Effect on trees and wildlife
- Loss of light.

I look forward to your comments and request that you continue to advise me of any further development.

**Gordon Reedman 5 Farrington Crescent Lincoln Lincolnshire LN6 OYG (Objects)**

Comment submitted date: Tue 07 May 2019

We have lived at the above address since 1983 and have witnessed a great increase in traffic on Skellingthorpe Road, which has now reached virtual saturation point, specially at the junction with the A46 at Skellingthorpe roundabout.

The proposed development will no doubt add further traffic to this already congested junction. The building of some 3200 houses together with other amenities will put in the region of a further 10,000 vehicles on the surrounding roads. There does not appear that enough consideration to improve the infrastructure has been made to take care of this increase.

We have already witnessed a big increase in traffic problems throughout Lincoln city because of the lack of planning regarding road improvements to support the increased building of housing.

Skellingthorpe roundabout is a major concern: tinkering with it is a complete waste of time as the obvious problem is the high volume of traffic moving from a dual carriageway to a single one. I appreciate that finance is at the root of the problem but we are getting accidents almost daily on this stretch of road which will no doubt increase with more vehicles using it.

There is also a proposal to use a lane off this roundabout leading to Decoy Farm for construction traffic which will further aggravate an already overloaded roundabout. Heavy vehicles turning off the roundabout onto a narrow lane is simply a recipe for disaster.

Our overall concern is there is insufficient consideration given to traffic management in and around Skellingthorpe Road, especially at its junction with the A46. Without any vast improvement the existing proposals do not receive our backing and we invite you to reject the application for this development.

Yours Truly

Gordon and Veronica Reedman.

**Ron And Mandy Morris Not Available (Objects)**

Comment submitted date: Tue 07 May 2019

I have been unable to trawl through all the documents but I will comment on the legend on document HG126664-07C-Street Hierarchy Plan making it very difficult to interpret the routing of buses and other vehicles.

I fully concur with the letter sent by Mrs Diane Richardson .

Regards,

Ron & Mandy Morris

**Debbie Grant Roe Deer House Skellingthorpe Road Lincoln Lincolnshire LN6 0SB (Objects)**

Comment submitted date: Tue 07 May 2019

Hello Lana

Hope you've had a super bank holiday  
I've attached letter I've sent  
Director Lindum Group Paul Mcorley

I've also sent text message stating I'm considering going to papers ,allowing public to decide on Lindum group as a fair reputable company being the ones to respect and build this development with consideration for others .

If they can not hold a olive branch out with access they partly own I do not see this as fair .  
My concerns over the passed year have been proven by outcome with pig lane .

Id hoped Lindums would do a gesture of good will & showed fairness with lane  
It would have gone a long way in trusting them for future development  
What is is sadly.  
I truly feel this company's attitude could have a impact on my business

I wish to now object against planning of development

I will continue to maintain lane as I have in the passed and update you with any events

We also have water voles living in dyke  
They are a protected species  
Water board are aware

Warm Regards  
Debbie Grant

---

**Mr Richard Davidson 8 Maxwell Avenue Lincoln Lincolnshire LN6 7UX (Objects)**

Comment submitted date: Tue 07 May 2019

I think the additional traffic associated with this proposed development will completely swamp the surrounding road network. Something that the developers completely gloss over. Where's it all going to go?! They talk in glowing terms about the benefits of the scheme for cycling and buses and walking. But realistically the vast majority of the over three thousand houses on the scheme will have at least one vehicle associated with them and quite a proportion will have more than one. Then there's also all the traffic visiting the schools and businesses within it and the new football stadium and sports facilities to be considered. And just 3 access points onto Tritton Road, Skellingthorpe Road and Belvoir Street. Tritton Road is already heavily congested at times. Belvoir Street also in turn connects on Tritton Road at one of it's most busy sections. A better formula to create total traffic gridlock on the west side of Lincoln I couldn't imagine!

There's also no mention in the plan of parking facilities for the new football stadium. There's nowhere for cars visiting it to park in the Tritton Road area so what I think will happen is that people will park in the residential streets of the new development. Which won't be popular with the residents. I think Lincoln City FC would be best to stay where they are at Sincil Bank or look for an alternative site for a new stadium outside the city. Such as the soon to be defunct Scampton airfield.

There's also no mention in the plan of the impact of the development on the nearby nature reserve at Boultham Mere. It's described in the plan on the map as 'The Ballast Pit' which sounds like an industrial area or a brownfield site but it is in fact a valuable nature reserve particularly for birds and plants. The development so close by will put a considerable amount of people pressure on it.

The development is on a flood plain and recent advice by the Environment Agency is to avoid building in such places because with increasingly volatile weather due to climate change they are more prone to flooding.

Lincoln is a small city and I think this development as currently proposed will in various ways reduce the quality of life for it's population. A large increase in the residential population is proposed and also in the traffic within the city both of which Lincoln will struggle to cope with. We're going to end up an overcrowded city without adequate transport and other facilities that tried to get too big too quick.

I question the underlying assumption behind this development that we need continued growth and to strive to be a bigger city. As a species we need to learn to live within our means. Bigger is not necessarily better.



Mrs Sue Shooter  
23 Woodfield Avenue  
Lincoln LN6 0LJ

7 May 2019  
Mr K Manning  
Planning Manager  
Lincoln City Council  
City Hall  
Beaumont Fee  
Lincoln LN1 1DD

Dear Mr Manning

**RESPONSE TO THE PROPOSED DEVELOPMENT AT THE POTENTIAL  
WESTERN GROWTH CORRIDOR, SKELLINGTHORPE ROAD, LINCOLN**

Your ref : 2019/0294/RG3

**Number of Proposed Dwellings : 3,200**

This is far too many within the space, and there are inadequate traffic systems at both ends of what is the known as the proposed Western Growth Corridor.

**Notice of Application for Planning Permission: date of publication 18 April 2019**

Paragraph 1 is inaccurate: "new transport bridge link over and Beevor Street" makes no sense at all and this Notice of Application for Planning Permission should be withdrawn and re-presented to the public accurately.

**The Notice of Application** states that 'this property is located within a Conservation Area'. It is a violation to damage a Conservation Area, and therefore the Western Growth Corridor should not be contemplated.

**The Proposed Construction of a new transport bridge link from the proposed development site to Tritton Road** - At this time British Rail has not granted formal permission for the building of a bridge across the railway. This is a vital bridge to this proposed development. Thus it is imperative that no construction of any part of this proposed development should be embarked upon UNTIL British Rail has given formal permission, and that bridge has been constructed.

**Traffic congestion on Skellingthorpe Road** - At peak times daily there is considerable traffic congestion from Tritton Road to the A46, and along Birchwood Avenue also. If this Proposed Development is given permission to proceed, the construction of the proposed roundabout at the Skellingthorpe Road/Birchwood Avenue junction will be an impassable nightmare for all travellers, in whatever direction they are aiming to travel. The thought of the construction of a

roundabout (and its use once in place) will make the delays intolerable for morning, mid and late afternoon traffic (school and work leavers) ie from 2.30 pm onwards. The traffic builds up at least from the A46 and at least through to the junction of Skellingthorpe Road/Tritton Road now. It is definitely NOT a sensible or practical proposal to INCREASE that problem.

If the Western Growth Corridor is to be considered at all, it must be a condition of the Planning approval that the bridge over the railway is completed and ready for use before any houses are constructed.

**Roundabout/Traffic Lights?** - There are a lot of pedestrians in the area of Skellingthorpe Road/Birchwood Avenue junction. Surely Traffic Lights are SAFER than a Roundabout here?

**Air Pollution** - In addition to the above paragraph Air Pollution is becoming a recognised problem for pedestrians - and in particular for our children. If the Western Growth Corridor project proceeds the increased traffic and huge amounts of static vehicles with their engines running due to the delays already referred to, will produce massively increased Air Pollution. Construction traffic is likely to use diesel fuel, thus producing even higher emissions. Think of all the children now and in the future going to school along Skellingthorpe Road and the increased damage that will be inflicted on their lungs. Is this a way to IMPROVE our City?

**Flood Plain** - Everyone seems to have forgotten the fact that this area of proposed development has always been a potential problem due to the likelihood of flooding caused by this low lying land.m

**Emergency Services** - When the increased volume of traffic is sitting static along Skellingthorpe Road, how can the Emergency Services do THEIR job which is in many instances a matter of life and death?

Yours sincerely

Sue Shooter

30 Westwood Drive  
Lincoln  
LN6 0HL

For the Attention of Mr K Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF



3<sup>rd</sup> May, 2019

Dear Mr Manning,

**Reference the Planning Application for the Western Growth Corridor  
Dated 14<sup>th</sup> April, 2019  
Your Reference: 2019/0294/RG3**

From my address you can see that I live in a road just off Skellingthorpe Road accessed from Almond Avenue and I would like to state my objections to this Planning Application.

Firstly, I do not object to houses being built, we need them. However, it is where they are being built and the impact they will have on this area of Lincoln that concerns me. We already suffer from long and tedious traffic congestion on Skellingthorpe Road and it can take up to 30 minutes, and sometimes much longer, to travel from the end of Almond Avenue to the junction of Skellingthorpe Road and Tritton Road a distance of less than half a mile. There are many causes for this congestion but mostly it is just the volume of vehicles using Skellingthorpe Road along with the rail crossing which is a very 'busy' crossing with continual hold-ups.

The air pollution in this area is already very high and within the vicinity of Skellingthorpe Road there are several schools, The City School, Priory Training, The Pilgrim School, Hartsholme Academy, Hartsholme Pre-School and The St Peter and St Pauls Catholic School, all of which are accessed from Skellingthorpe Road, as well as Sir Frances Community Primary School on Tritton Road. A few parents drive their children to these schools, but mostly the children walk or cycle to their schools; Senior, Junior and Infants all can be seen walking with or without their parents during School Terms walking or cycling the length of Skellingthorpe Road.

The public is also being encouraged not to use their cars and to walk (or cycle) into Town which can be done quite easily if you live in this area however, this would become a very serious health hazard to adults and children alike if the emissions and pollution were to increase from the extra traffic that would be added to Skellingthorpe Road from this build of 3,200 homes, as without doubt you can expect that almost every household will have one or possibly two cars per home!

The air pollution and health hazard to both children and adults through the increase of traffic in this area must be taken seriously and not 'pushed' to the back and forgotten.

If the proposed road infrastructure, i.e. the link road across the entire site to Beevor Street were to be put in to place **first** or at least **started** from the Tritton Road/Beevor Street along with the first stage of house building within the area of open fields at that end I could understand it, but starting at the Skellingthorpe/Birchwood proposed entrance really does not make any sense at all.

Starting the build at the Beevor Street proposed exit/entrance working its way across the open fields **ending up** at the proposed Birchwood/Skellingthorpe makes the build quicker and easier surely? There would be ease of access for the Construction Companies at that end of the build and less inconvenience to the residents and road users that would be affected at the Skellingthorpe Road end?

This build is going to take a good many years to complete which would mean that to start at the proposed Birchwood 'Roundabout' the traffic that will accumulate from the completion of the first phases of house building will make travelling on Skellingthorpe road yet another M25 Car Park!

This of course also means that construction traffic with all that it entails will also be clogging up the Skellingthorpe Road, for **several years** until the whole of the proposed scheme is complete. Large and heavy construction traffic will bring a safety hazard to those living within and travelling around the proposed entrance at the Birchwood and Skellingthorpe vicinity.

Who is going to guarantee that the link road between Skellingthorpe Road and Tritton Road/Beevor Street as well as the proposed railway bridge would ever be built?

I do not believe for one minute that once this project is off the ground a link road and railway bridge will ever come into fruition. The expense alone will not want to be covered by the Construction Companies, nor the City of Lincoln Council. How many times before have we heard of building firms going 'bankrupt' at the end of their 'profit making build' just to avoid keeping their promises?

There is no 'profit' to be gained by a Construction Company to finish their house build by building a railway bridge and link roads if they don't actually have to!

I propose that this Western Growth Corridor be started with the construction of the link road between Skellingthorpe Road and Tritton Road/Beevor Street including the railway bridge be constructed and put into place at the beginning of the construction of the new homes.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Sheila Buck (Mrs)



S W Holland

6, Chalgrove Way  
Forest Park  
Lincoln  
LN6 0QH

Tel: [REDACTED]

email: [REDACTED]

3<sup>rd</sup> may 2019

Dear Sirs

**Proposed Development Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire**

I wish to make the following comments regarding the above proposal, I will order my comments the same as the issues you state are relevant:-

**Issue** The Councils published planning policies.

**My Comment:** Do these include putting the safety of residents and their property at risk by building on a flood plain?

**Issue** Central Government planning Guidance

**My Comment:** Does this include building on Flood Plains and destroying farmland used to grow crops and graze livestock?

**Issue** Scale and Height

**Comment** Although I will not see the proposed development from where I live the scale envisaged will have a serious effect on the quiet enjoyment I currently have of my surroundings.

**Issue** Overlooking

**Comment** As far as I know I will not be overlooked by any part of the proposed development however, It will spoil a lovely outlook and destroy a habitat currently a haven for Deer, Muntjacs, Foxes, waterfowl (especially when it floods) Kingfishers, Kestrels, sparrowhawks an assortment of wild birds plus adders and grass snakes.

**Issue** Highway safety and congestion

**Comment:** How can building a road intended to relieve congestion be successful if 3200 homes plus a possible Sports stadium are built serve to improve the disaster that is currently Skellingthorpe Road? Most homes now have cars often more than one, so it will potentially add 3 to 7 thousand cars, plus delivery vehicles, to an already badly congested area adding new bottle necks at the end of Birchwood Avenue and at Tritton Road/Beevoir Street. Access to the proposed sports stadium could increase this by several thousand on match days. The traffic lights at the end of Birchwood Avenue are never policed and are very dangerous as many choose to jump the red lights. I have personally been threatened with physical violence when one irate motorist mounted the pavement I was walking on to get through the lights on my way to the bus stop.

**Issue** Noise and Pollution

**Comment** A project of this size will take several years to complete and the construction traffic is likely to cause a great deal of dirt, dust and noise pollution, greatly effecting the quality of life of the local residents.

**Issue** Air Pollution

**Comment:** The use of heavy plant and lorries during the construction phase will have a detrimental effect on the local air quality

**Issue** Design

**Comment** None

**Issue** Appearance

**Comment** None

**Issue** Layout

**Comment** None

**Issue** Conservation of Buildings

**Comment** none

**Issue** Effects on Trees

**Comments** I expect in the interests of squeezing in more and more properties trees will be felled,if so this will be detrimental to the environment

**Issue** Loss of Light

**Comment** None

In conclusion I am totally against this proposal due to the risk of building on a flood plain and the adverse effect of the extra traffic it will generate to an already heavily congested area.

Yours sincerely

[Redacted Signature]

**Max Buck 30 Westwood Drive Lincoln Lincolnshire LN6 0HL (Objects)**

Comment submitted date: Wed 08 May 2019

Not Available

Comment submitted date: Tue 07 May 2019

For the Attention of Mr K MANNING, PLANNING MANAGER

There are two major issues with this proposed development:

**No1. Traffic.**

The developers are suggesting that the extra traffic flow along Skellingthorpe road will not get much worse than it is now, at one consultation I was at it was suggested it may improve, this will obviously not be the case.

The developers are proposing to put either a roundabout or traffic lights at the site entrance at Birchwood road junction this being the only entrance to the site for all the vehicles, plant equipment and materials as well as works vehicles. Ground levels may have to be raised this will require a large number of trucks entering the site.

All this will happen at the earlier stages and for people living near-by it will have severe effect on their wellbeing. Also people that have to drive or use public transport along Skellingthorpe will suffer severe delays for what could be years. I put this question at one of the consultations and the short answer was put up with it or find a new route.

The developers are pushing the point that they are going to build a road across the site with two exits one on Tritton Road and the other on Beevor Street, the Developers are guaranteeing a road into the site but it is only their expectation that there will be one or two exits out of the site not a guarantee.

The question then arises when the first two or three phases of 350 to 400 houses are built with all the associated traffic coming out on to Skellingthorpe road and all the building traffic still using the Birchwood/Skellingthorpe road entrance. If the development then becomes less viable and slows down or stops through lack of funds there is no plan B. We end up with another poorly planned development feeding even more traffic on to Skellingthorpe Road.

I believe that there have been no fully independent 24 hour 7 day automated traffic flow survey carried out on Skellingthorpe Road, if there were to be one it would show how congested the road already is let alone more traffic from a new development.

**No.2 Environmental**

There have been no formal independent air quality surveys carried out along Skellingthorpe Road, other than the Council saying that it's bad. There are stationary and slow moving queues of traffic on this road for large parts of the day, particularly children are walking or cycling to and from school. It seems very likely that air quality levels along parts of this road are already illegally high and if this development or part of it goes ahead for people who live on the Skellingthorpe Road their long term health would be at serious risk, it would pose an even higher risk for children.

I would like to finish by saying if the development started from Tritton road or Beevor Street there would have been fewer objections to this scheme.

Max Buck

30 Westwood Drive, LN6 0HL

---

**Mr Nick Marshall 6 Beswick Close Lincoln Lincolnshire LN6 3NB (Neutral)**

Comment submitted date: Wed 08 May 2019

I have some deep concerns over the plans with regard to the traffic situation which will be detrimental to the existing residents quality of life.

The traffic modelling and planners have already admitted that there will be a worsening of the existing traffic situation as the development takes place but will quote "be short term and will improve in the long run" however, this is a 20 year plus scheme so the potential is there for the existing residents to have to live with a far worse situation of road congestion and poorer air quality that goes with this for over 20 years.

This could be even longer or permanent if the proposed rail bridges never get built. There is no clear cost of the bridges or how the construction will be funded. There is also no firm evidence presented that network rail have approved the bridges.

The planners, as discussed in a public consultation, predict car ownership would be one car per household at 75% ownership, with a long term view that car ownership would decline and that the site would have all the facilities the residents need. The reality of this is more like car ownership would be one to two cars per household at 99% ownership. The government plan is not to reduce car ownership but to change to zero emission 'at source' vehicles (they still pollute, just not where they are being used). This will reduce local pollution in the area but the congestion would remain as an alternative fuelled vehicle is still just another vehicle on the road. Regardless people will always want to travel further than Lincoln and cars are the only viable option and will be for quite a number of years to come.

Therefore, unless there is a clear plan with evidence and guarantees demonstrating the full funding costs for the road including bridges. The development should not be allowed to take place. This link road has to be fully completed first and not built in stages.

Also the proposed left turn extra lane from Skellingthorpe road onto the A46 bypass will not help at all as it will only feed into a line of stationary traffic at peak times. However again is there evidence that Highways England have agreed to this? That section on the A46 is their responsibility and if it was to be done how is it to be funded?



10 Haddon Close  
Lincoln  
LN6 7YF

1 May 2019.

Dear Sirs,

**Application for Planning Permission – Western Growth Corridor, Skellingthorpe Road, Lincoln. Your ref: 2019/0294/RG3**

We wish to object to the above application for the following reasons:-

**Highway safety and congestion**

Skellingthorpe Road (from the A46 by-pass to Tritton Road junction) is already badly congested and not only at peak times – the railway crossing can cause huge delays at any time. This development will only make the situation worse. Our understanding is that the only entrance to the site will be from the new roundabout at Birchwood Avenue/Skellingthorpe Road and that housing will be built before the new road and development is linked to Tritton Road (something that could take many years according to comments made at the consultation meeting we attended). This means that there will be potentially be many more vehicles using an already badly congested road for a long period of time.

All the construction traffic will have only the one entrance to the site, causing more problems for residents in the Skellingthorpe Road area.

This also raises safety issues – emergency vehicles would only be able to access the site from Skellingthorpe Road.

At the consultation meetings we were told that congestion at the Skellingthorpe Road/A46 junction would be improved by adding another approach lane to the roundabout, but I fail to see how this would help. A better alternative would be to include a further access road to the site, either from the Skellingthorpe Road/A46 roundabout, or a new roundabout between Skellingthorpe roundabout and Carholme roundabout. One new road, which will not be completed for several years, will not be enough to cope with existing traffic never mind the potential 3,000 to 5,000 vehicles a development of 3,200 houses and businesses will attract.

**Air pollution/environment**

Pollution is already high in this area. More cars will only add to the problem, which is made worse by the fact that the traffic congestion which already exists means that vehicles are either standing still or crawling a lot of the time. More houses and businesses and therefore more vehicles will only make the situation worse.



## **Flooding**

We are told that the area is a flood plain and that the Environment Agency has in the past expressed concern at the proposed development of the area due to the flood risk. Has this changed?

Finally, does Lincoln really need another 3,200 houses? If so, would it not be better to build them away from an area which already has severe traffic problems and air pollution? Surely there is plenty of land which could be developed, around the new Eastern by-pass for example, instead of spoiling this area, and its beautiful old trees and wildlife. The proposal says that walking routes and cycle routes will be included and that these will give us alternative access routes to the city, but this will not replace the existing walks which are already used by many, and will not benefit those elderly residents who are unable to walk or cycle.

Yours faithfully



Patrick & Suzanne Sanders

David Clarkson  
20 Woodfield Avenue  
Lincoln  
LN6 0LH

Mr. K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF



1 May 2019

Dear Mr Manning,

Planning Application 2019/0294/RG3 – Western Growth Corridor

I wish to register my objection to the plans for the development of the “Western Growth Corridor” in their current format. Specifically, the intention construction of 600 “units” (I assume that this means houses) before any provision is made for the essential improvements to the local road infrastructure.

As a resident of the Birchwood area for well over 30 years, I have seen many new housing developments completed in the vicinity of Birchwood Avenue and Skellingthorpe Road without any improvements to local road infrastructure. The only concession to traffic management was the installation of traffic lights at the junction of Skellingthorpe Road and Birchwood Avenue, which does at least allow traffic to move out of Birchwood Avenue at busy times.

I am sure that you are aware of the horrendous traffic congestion that residents of the Birchwood area already suffer on a daily basis. There is stationary traffic queuing from the Triton Road junction all the way back to Hartsholme Park and often as far back as Stone’s Place and beyond; this is not just during rush hours nor is it limited to weekdays, it can happen at any time of the day and any day of the week. Schoolchildren are encouraged to walk or cycle to school to combat obesity and promote healthy living yet we also frequently see news reports of the adverse effects on health caused by walking or cycling near congested roads; there can be no better example of this congestion related pollution than Skellingthorpe Road with its current level of traffic. It is well know that the main cause of this congestion is the Skellingthorpe Road level crossing.

To inflict the vehicles from 600 new houses and long-term heavy construction traffic, and the resultant additional pollution, on this major, but inadequate, route into the city without first putting in the proposed road link through to Triton Road shows a complete disregard for the health, wellbeing and quality of life of all local residents in communities from Birchwood all the way through to Triton Road. These are the people that the City Council are supposed to serve.

Furthermore, I can see no benefit in converting the Skellingthorpe Road / Birchwood Avenue traffic light controlled T-junction to a roundabout in the first phase of this plan. The claimed improvement in traffic flow is spurious, as it will do nothing to reduce the congestion caused predominantly by the level crossing. At times of congestion, it is also likely to become

blocked by traffic travelling along Skellingthorpe Road in the same way as the A46 Skellingthorpe Road roundabout becomes blocked by traffic on the A46.

In summary, I object to the plans in their current form because the intention to build a total of 600 new "units" in phases 1a and 1b, whose only road access will be via Skellingthorpe Road, before putting in the link road from Skellingthorpe Road to Triton Road, will:

1. Increase the already horrendous traffic congestion on Skellingthorpe Road, which can occur at any time of the day on any day of the week.
2. Increase traffic related pollution to the detriment of the health of local residents and especially children and the elderly. A problem already widely reported on in the national media.
3. Make it even more difficult for emergency vehicles to navigate Skellingthorpe Road.

The solution is simple: put in the essential road infrastructure first. The proposed road link will be a tremendous improvement to traffic flow and reduce pollution to the benefit of the health and quality of life of local communities, which should be the primary concern of the City Council. It will also be of advantage to visitors, both business and tourist, to the city and would become a main route to the university area.

This road is desperately needed now not after building another 600 houses.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

David Clarkson

7 Farrington Crescent  
Lincoln  
LN6 0YG

REF .Western Growth 2019/0294/RG3

Dear Sir /Madam

We are writing regarding our concerns on the Western Growth Corridor.  
We have been residents on Farrington Crescent for 30 years and have noticed a significant increase in traffic over these years. Our family of 4 use Skellingthorpe Rd and the A46 roundabout daily and are used to being stuck in traffic and struggle to exit our estate to join the traffic on the said roads . We never access the junction or the roundabout without delays. Trying to negotiate the endless streams of cars and lorries blocking the access to the roundabout is a constant headache .

Obviously by allowing 3,200 more homes with the potential of 10,000 cars of which most will want to access the A46 is going to cause more traffic problems as the traffic is regularly backed up to Birchwood Ave now .We understand there is proposal to put a slip road onto the bypass which will not alleviate the problem what so ever .

We have grave concerns regarding the extra traffic as the 2 stretches of the bypass between Carholme Rd and Damons has seen many major accidents including fatal accidents . The Skellingthorpe roundabout is already a bottle neck as the dual carriage way from Carholme roundabout reduces to a single carriageway , this part of the A46 needs dualling regardless of anymore traffic .

We understand there is talk of a temporary construction access on the A46 roundabout at Decoy farm , this would cause more traffic jams on the roundabout .Also this is a single narrow lane with restricted access which runs through the woodland that has a tree preservation imposed on it .

We also have concerns regarding extra amenities , at present we already struggle to get Dr appointments and with talk of the Skellingthorpe village Dr surgery closing next year there will be 3,500 approx more people wanting to register with our local Drs . Also the same problem arises with schooling and Dentists.

We understand more houses need to be built in Lincolnshire and are not against growth , but surely there are more favourable sites , obviously a lot of the other areas aren't in Lincoln City and Lincoln council would lose out on a lot of revenue from council tax .

We ask you to take on our concerns when making a decision on this application

Yours Faithfully

Mark and Helen Pacey

Planning Dept.  
Re - Western Growth Corridor

M. E. SHARPE  
445 SKELLINGTHORPE ROAD  
LINCOLN  
LN6 0QW

Dear Mr Manning

Road infrastructure must be in place before building of any kind in this area should be allowed.

My primary concern is that traffic congestion already exists on Skellingthorpe Rd. Every single day there are long tail-backs in both directions at peak times.

The frequent closure of the A46 by Puss (which is not fit for purpose) adds to the problem.

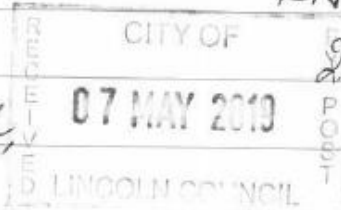
"Houses means cars" - often two or three per household.

We object to any building until roads are adequate to take extra traffic.

CITY OF  
07 MAY 2013  
LINCOLN COUNCIL



47 Hartsholme Drive  
Svenpool, Lincoln.  
LN6 0HF



29th April 2019.

City of Lincoln Council,  
City Hall,  
Beamanit Ln,  
Lincoln LN1 1DE.

FAS Mr K Manning, (Ref: 2019/0294/RG3)  
Planning Manager.

Dear Sir,

re. Skellingthorpe Road/Western Growth Corridor.

Introducing myself, [REDACTED], a Lincoln "born and bred" lady. I have lived at my present address for approx. 30 years, just after the bottom half of our gardens were rented out by the City Council as allotments.

As depicted in your letter, "several acres will be required to accommodate the amount of building/s

proposed". I have no computer and (lessons are expensive) so no plans seen. However, I have two proposals to put forward. Firstly Hartsholme Park is so busy at holiday times & all through the year, a good attendance, that I feel that a restaurant should be built. Therefore I'm sure visitors would stay in a hotel & eat at the restaurant. also a visit to the Cathedral & Castle. What a lovely week-end!

Secondly, what about a cinema?

I am very proud of Lincoln and feel we should aim high. i.e. Lincoln City Football Team have done so well last season, that what I have suggested should be considered please.

Before I came to live here I had a shop on Redwood Drive called "Redwood Cards Gifts & Wools". I was successful & was also on the Waddington Parish Council and on the Planning Committee.

Yours faithfully



**Mr Michael Tuson 12 Malham Drive Lincoln Lincolnshire LN6 0XD (Objects)**

Comment submitted date: Thu 09 May 2019

I have attended a number of presentations by the Council on this subject and have a positive attitude towards this project.

HOWEVER, I now have substantial reservations about the project in the light of recent information principally concerning its implementation.

For success any project needs proper sequencing of events (like a house needs good foundations to build upon).

The essential foundations for this project are the building of the link road from Skellingthorpe Rd. to Tritton Rd. Despite being advised at the February presentation that this was very important and was to happen, I now see that the application does not commit to the building of this road.

Instead there are vague intentions which leads one to believe that this may be 20 years away (or maybe never - if the revenue is not forthcoming).

Without this road in place the local residents and the people of Lincoln will be faced with many years of disruption, particularly along Skellingthorpe Rd.

This disruption will be exacerbated by the implied need to import significant tonnage of material onto the site to raise its level above the flood plain.

Skellingthorpe Rd. is a significant arterial road from the A46 Bypass into the City but it is barely fit for purpose as it is during traffic surge timescales.

Emergency services need regular unimpaired use of this road.

Commuter traffic and frequent blockages to the A46 cause regular traffic surges which significantly increase pollution to myself and other residents who live close to this road.

This project will see a significant increase in large diesel powered trucks using this road for years to come. A significant increase in airborne particulates and NOX would be inevitable from these polluting vehicles.

For the above reasons I urge the relevant authorities to reject this Application until the above concerns can be resolved.

**Susan Gayler Not Available (Objects)**

Comment submitted date: Fri 10 May 2019

I am writing to express my concerns about the above proposed development.

My main concern is regarding the lack of road infrastructure and the absence of a defined timeline in which to build any roads that may or may not appear in the future.

Its been suggested that a link road will be built but there is no guarantee of this and certainly it seems that there is no money set aside for this either. I believe that the Highways Authority is opposed to the WGC scheme due to the lack of appropriate roads, surely there expert opinion should not be ignored?

Other matters which are causing me concern are as follows:

Significantly increased traffic in an already very busy area, pollution, safety of pedestrians and cyclist and children going to school.

I am also concerned about the wildlife living in that area, I have seen red deer, water voles, barn owls, badgers, foxes, adders, weasels, herons, and a large variety of birds and other small mammals.

Also the fact that this area is a flood plain which in view of our changing weather conditions, I feel it is very foolish to lose.

Thank you

Susan Gayler



**Mr Peter Arbourne 3 Chelsea Close Lincoln Lincolnshire LN6 0XF (Objects)**

Comment submitted date: Fri 10 May 2019

PLANNING APPLICATION - Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor.

The fundamental reasons I feel this development should not be granted permission are:

High Flood Risk in this area,

Unacceptable Traffic Congestion,

The Large Number of Heavy Construction Vehicles, over many years, that will be required to complete this development if allowed to go ahead.

The Change of Character to the Local Area this proposed development will bring.

Increase in Noise Levels - Both in the many years of construction and afterwards.

**High Flood Risk**

The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Being local to this area, I witness, every winter, many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area (and everywhere) will only get worse. Based on the potential flood risk alone, building on this land is unacceptable.

**Unacceptable Traffic Congestion**

Skellingthorpe Road and Triton Road are often, completely overloaded with vehicles. The thought of linking these roads to the new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an impossible one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked quicker and more often. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence.

If any of the planned new home occupiers (approx. 7,000 people) want to travel North, South or West of Lincoln the obvious route they would take would be to exit the Western Growth Corridor area via the New roundabout at Birchwood Avenue / Skellingthorpe Road Junction, turn right and head for the A46. This section of Skellingthorpe Road is chaos every morning and evening already. Adding another two or three thousand vehicles will make this section of Skellingthorpe Road impossible. That's before they divert traffic off the A46 because of regular road closures!

**The Large Number of Heavy Construction Vehicles**

The Development of the Western Growth Corridor will entail vast amounts of earth movement, which in turn will require large numbers of Heavy Vehicles moving in and out of the site. This will be for many years not weeks. What access will the heavy construction vehicles use for the 10 - 20 years the development will take?

**Increase in Noise Levels - Spoliling the character of our part of Lincoln**

The objection because of the increase in noise is self-explanatory. But also consider the negative impact of the local wildlife and loss of open countryside and picturesque views. We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large-scale building over a period of up to 20 years.

I understand the need for new housing and the developing our lovely city, but I feel there are much more suitable sites, that are NOT Floodplains, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and reject this application.

Yours faithfully,

Peter Arbourne

7, Fladdon Close,  
LINCOLN,  
LN6 7 4F.

11-5-2019.



Mr. K. Manning,  
Planning Manager,  
Lincoln City Council,  
Beaumont Fee,  
LINCOLN.

Your ref: 2019/0294/RG3

Dear Sir,

Re: Hybrid Planning Application for  
The Western Growth Corridor Development.

Further to your letter of the 14<sup>th</sup> April 2019 re above-mentioned,  
our comments on said Planning Application as follows.

Firstly, thank you so much Lincoln City Council and Lindum  
Construction Group for proposing to commit this area to further  
severe nightmare congestion and air pollution.

Here we go again!! The meetings we have attended over the  
years - the strength of opposition and anger to the proposal, and  
all the letters we have written and still you battle on after  
nearly 40 years.

Listed are our objections:

- 1) This land is a FLOOD PLAIN and should be left as such  
NO MATTER what steps are taken to mitigate building on it.
- 2) At the last meeting with Lincoln City Council and Lindum Construction  
Group, it was very vague as to whether funding would be granted for a  
road right through the development, i.e. from Skellingthorpe Road  
to Gritton Road + Beevor Street Link. There is no mention in  
your letter as to this funding. The application is for the small  
length of road at the Skellingthorpe Road/Birchwood Avenue junction  
where the roundabout is proposed, funded by a time-restricted  
Government Grant. Hence desperation on your and Lindum Group's  
part to crack on regardless.  
NO BUILDING WHATSOEVER should be commenced until full  
funding for a road RIGHT THROUGH the development is granted.
- 3) Road congestion on Skellingthorpe Road is already at  
saturation point at peak times, greatly exacerbated by the  
constant closing of the railway crossing. Air quality from  
diesel fumes is shocking.  
Construction of the roundabout at Skellingthorpe Road/Birchwood  
Avenue and the site road will cause unbelievable chaos. Again,  
at the last City Council/Lindum Group meeting, it was all very  
vague as to how this was going to be managed. Congestion  
during this construction will filter back to all side roads and  
to the A46 By-Pass and towards Gritton Road.

Not only that, but it will further deteriorate the air quality as construction traffic will be diesel and more vehicles will be crawling and emitting more fumes.

If the Plan is passed and no further funding forthcoming for the complete length of the site road, all traffic from the development will enter/exit from this one point onto Skellingthorpe Road. This must not happen as Skellingthorpe Road will not be able to take the amount of traffic such a large development will produce. It will also generate more cyclists using Skellingthorpe Road and Birchwood Avenue pavements, further endangering pedestrians who presently "do battle" with cyclists some of whom race along and give no warning of their approach.

From your Plan it also appears you will be taking some of the verges in front of the Shell Petrol Garage. The roundabout road will encroach very near to the Pumps and customers. This is a dangerous move.

- 2) The quota Government sets the City Council for housing development covers a large area of Lincolnshire and more manageable pockets of development have already been undertaken. Lincoln City Council should be looking to develop more smaller and less intrusive sites whose impact is far less than the huge one here proposed
- 3) Lincoln City Council and Kindum Construction Group (who seem to be the only builders in Lincoln; they appear everywhere!!!) stand to gain greatly financially from the site. NOT SO the residents of the area and those who have to travel through. Their health and ability to move around will be greatly diminished if this development goes ahead
- 4) We hope very much the Lincolnshire County Council (who will be responsible for the chaos left by this development to the roads) will strongly oppose this Plan. We are sending a copy of this letter to them.
- 5) Finally, there is only ONE Notice of Planning regarding this development, and it is on the lamp post at the top of Pig Lane. The same lamp post that had the Retreat Planning Notice on that was replaced with this Notice. We think many people will not have read it, thinking it was still the Retreat Notice. Unfair?

Yours sincerely

[Redacted Signature]

# BARWOOD LAND

Your ref: 2019/0294/RG3

Our ref: BDSL/SD/02393

10<sup>th</sup> May 2019

Ms Lana Meddings  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DD

Dear Ms Meddings

## **2019/0294/RG3 – Lincoln Western Growth Corridor**

I write to raise objection to the above planning application.

Barwood Land is the promoter of land at Decoy Farm which is located between the application site and A46 bypass.


Having instructed Peter Brett Associates to undertake a forensic review of the applicants Transport Assessment and associated Environmental Statement chapters it has been determined that:

- the TA and ES do not adequately demonstrate the proposed development can come forward without **severe** residual cumulative impacts on the network; and
- further work is required to determine an appropriate mitigation strategy - including the need for the A46 Link.

You will be aware that policy LP30 of the adopted Central Lincolnshire Local Plan requires that the Western Growth Corridor should provide a connection on to the A46 'if required'. We consider that until proved to the contrary, that the A46 connection needs to be provided to make the Western Growth Corridor acceptable in highways terms. This is particularly relevant given the severe residual cumulative impacts on the network occasioned by the application in its current form.

Our consultant engineer, Peter Brett Associates, is in the process of finalising its report, which given the size of the Western Growth Corridor scheme, is a significant piece of work, and this will be submitted during w/c 20<sup>th</sup> May.

Yours sincerely

  
Sam Dorrian  
Land & Operations Director

E: s

T: 



4 Euston Close  
Forest Park  
Lincoln  
LN60XG

7th May 2019

Mr K Manning  
Planning Manager  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln LN1 1DF

**Consultation on application for Planning Permission Your Ref: 2019/0294/RG3**

**Proposed development  
( Developer Partnership: City of Lincoln Council and Lindum Group.)  
Western Growth Corridor, Skellingthorpe Road, Lincoln**

Thank you for your letter dated 14<sup>th</sup> April 2019 inviting comments on the proposed development referred to above. I now write to express my objections to the Planning Application and formally advise you as follows.

**1) Flood Risk:** From my attendance at the recent Public Consultation meetings in Lincoln and Skellingthorpe, representations were made to your Officer regarding potential flooding of the land designated for development. I understand that a flood mitigation scheme with site drainage away from the Boultham Catchwater drain is proposed.

However, as a resident of Euston Close for some 35 years I have experienced flooding in my rear garden from this drain. Also surface water in the field is evident during periods of heavy rain.

The Area is designated by the Environment Agency as a High Flood Risk Zone!

**2) Proposed roundabout at the junction of Skellingthorpe Road  
/Birchwood Avenue.**

The proposed roundabout with access to the Western Growth Corridor is likely to have a fundamental impact on the existing traffic problems in the Area. Skellingthorpe Road is already congested at peak traffic times with tail-backs between the junction of Birchwood Avenue/Skellingthorpe Road and the A46 Lincoln Bypass. The A46 single carriageway south of the Skellingthorpe roundabout is unable to cope with the high volume of vehicles at peak times. Consideration must therefore be given to a suitable Road Management Scheme at this busy junction to improve traffic flow as well as a future upgrade to dual carriageway.

In summary, increased traffic flow, congestion and noise in the Area.

**3) Access for Site Infrastructure Works:** Also at a Public Consultation meeting it was indicated of proposals to provide vehicular access for Heavy Machinery and Plant from the A46 into the existing Decoy Farm private road. This is not shown in the Application documents!

If access is provided from Skellingthorpe Road in conjunction with the roundabout construction the existing traffic problems and environmental issues will be notable! Residents in the Area will be greatly effected by noise from the Site Plant with a corresponding increase in vehicular movement.

Air Pollution, noise, and general disturbance to the Area will have a detrimental impact particularly on the residents of Forest Park and elsewhere!

**4) Local Access Road link to Grosvenor Avenue off New Carriageway.**

It is observed from the published drawing Ref: 2019 HG1264 that a future local road linking Forest Park with the Development is proposed. If this goes ahead it will adversely effect the residents in the vicinity due to a potential increase in traffic in an established and quiet residential area.

Thank you in anticipation that my comments relating to this development will be taken positively into account by the members of The City of Lincoln Council Planning Committee.

Yours faithfully,

A black rectangular redaction box covering the signature of Mr D J Stock.

Mr D J Stock

**Mr Scott Olivant 3 Burghley Close Lincoln Lincolnshire LN6 7YH (Objects)**

Comment submitted date: Mon 13 May 2019

Please see associated documents.

Comment submitted date: Sat 04 May 2019

I am writing to confirm my objection to the Planning Application 2019/0294/RG3.

I will be issuing a formal detailed letter in due course to Mr Keiron Manning and the Development team beyond the 7th May as agreed with K. Manning via email on 30th April and 2nd May 2019. This is due to technicalities with the website and access that I believe many others have had. I am yet to receive an email or letter confirming the actual dates for reply so without hesitation I wish to acknowledge my objection for record purposes.

It is evident that this application should be rejected for a number of reasons expressly discussed at recent consultations and through the view of many responders. 21 days is also insufficient time to review adequately, all documents submitted bearing in mind your Developer and Consultants have had several years to produce and deliver this Application.

I shall be issuing a detailed "Objection Paper" but I would like to bring to your attention that a number of assessments and reports have been omitted from the PA. These were requested in Sept 2018 and as a result I had to raise a FOI Act which the CoLC has acknowledged being at fault. These have been either omitted or the Developer has failed to produce these as I believe they would contain damning information that would support a rejection.

The above Objection Paper will reference key Planning Policies that have not been adhered to as detailed in the " Central Lincolnshire Local Plan 2017" outlining a number of fundamental contraventions of the local policies that the consultants have dismissed.

In addition these works are solely reliant on two link bridges over NR tracks. NR are a major stakeholder should that happen and any developer should have an "Approval in Principle" to support such a planning decision. This has not been submitted as this is merely a wish on the part of the Developer.

Sustainability is a key word expressed in many documents produced by WYG and Aecom yet there is no evidence that a CEEQUAL assessment has been carried out. This is because any such assessment would not pass the criteria for acceptance.

This is a major Civil Engineering Project, that is thwart with major issues. We already have one of the poorest infrastructure networks in the Country. High levels of traffic congestion yet they wish to add an additional 17600 , 20 ton vehicles to deliver 250,000m3 of imported fill to raise the land on an existing floodplain. The application also fails to include mitigation measures to prevent flooding in the local vicinity as well as downstream. no surface water or foul water drainage details.no consideration for existing wildlife. no Traffic impact Assessment. No traffic modelling details. Light Pollution Assessments, Noise Assessments, Air Pollution, TPO's , out of date ecology surveys, Water Management Plans, Utilitie requirements, I have barley scratched the surface of undermining issues as to why this should be rejected and for that I will be issuing a full and concise Objection Paper as referenced above.

We are existing residents. Yet currently our views, concerns and worries have not been considered. There are a number of other sites in and around Lincoln that could and should be considered for development, however until infrastructure is improved we simply cannot cope with any additional traffic fuelled by additional developments in and around Lincoln. No one would build a roof on a house without walls and foundations, yet this is what this is and should this proceed Lincoln will sooner or later collapse in on itself. Its not viable nor sustainable.

Yours regretfully

Scott Olivant

Mr Scott Olivant  
3 Burghley Close  
Stone Manor Park  
Lincoln LN6 7YH  
8<sup>th</sup> May 2019

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

Dear Sir,

**RE: Planning Application for the Western Growth Corridor 2019/0294/RG3**

I wish to make you aware of a number of strong objections that I have with regard to the proposed development of the Western Growth Corridor, application number referenced above. As a life time local resident I am of the view that the proposed development will have a serious impact on the local surroundings, environment, social and economic interest of the City as well as the health and wellbeing of many of residents within a five mile radius of the development.

I will try and keep my objections concise and factual however due to the complexity and enormity of this development it will be difficult not to cover many of the key aspects that should possess, due and careful consideration.

I would also like to question how there is no conflict of interest with this planning application, if I have read this correctly the client is the City of Lincoln Council and the decision to allow development is with the City of Lincoln Council?

Please find below my comments;

1. A number of key documents that should be included with this application appear to be missing therefore I am unsure how this Planning application can be submitted with so many omissions. Having reviewed the application I can see no reference to any of the items listed below, many would be fundamental to the any such consideration for means of approval.
  - Ground investigation reports/ borehole / window sample logs
  - Archaeological Surveys
  - Land Contamination reports
  - Design and access Statements
  - Transport Impact Assessment
  - Air Quality impact assessment.
  - Light pollution assessment



- Noise impact assessment
  - Regeneration statement
  - Sustainability Assessment
  - Arbocultural Surveys
  - Utilities statements
  - Stakeholder Management Plan( this is after all a large scale project)
  - Heritage Assessment
  - Landscape assessment and Landscape Management Plan
2. City of Lincoln Council is a public body and has a duty of care to ensure that any proposed development has been assessed as being sustainable. I see the word "Sustainable" tabled many, many times in reports however no BREEAM or CEEQUAL assessment has been submitted with the Planning Application. It is difficult to assess how this development is Sustainable without evidence to support this. Any project over £1m within the Public domain should have undertaken this assessment to check viability and sustainability. In order to reduce Flood risk it is proposed to carry out ground reclamation works forming Borrow pits and moving 182,000m<sup>3</sup> of fill to raise the land. In addition to this a further 264,000m<sup>3</sup> of imported fill is to be used to raise the land as flood mitigation. This equates to 17,600 number 20ton vehicles that will be used to bring fill to site. This level of Civil Engineering works is not "Sustainable" to enable building of homes in this area. This brings me on to my next point. Traffic.
3. **Traffic Congestion:** It is well known that current traffic levels in the Skellingthorpe Road, A46 access, Birchwood Ave and Tritton Road is already at unacceptable levels causing congestion. Coupled with the issue of the railway crossings further increase in traffic will just compound an ever growing problem that cannot be solved until additional infrastructure is in place. The proposed roundabout will exacerbate the situation. Construction of this new roundabout will further increase congestion and slow traffic to unattainable levels. Recent developments around the area has solidified this issue and it has been stated that a further 7500 cars could use this route. The reliance is solely being placed on the two link bridges over Network Rail tracks however this scheme has not obtained "Approval in Principle" from NR. Without this, this scheme cannot go ahead due to reasons stated above. These roads are frequently grid locked during peak hours and often at Weekends adding to noise and Air Pollution.
4. **Noise and Air Pollution:** All earthworks will result in large dust emissions with large particulates being circulated to local receptors and those in the surrounding areas. Dust will travel for many miles and suppression techniques will never be affective over such a large development area. Residents on Stone Manor Park, Forest Park and Swanpool will all be affected and anyone with respiratory issues will be affected. Tragically a case has been raised through the high court where a child had suffered breathing problems due to the Air pollution. This topic is currently out for reform by the Government as they have announced this is now a critical item in England. Air pollution will significantly worsen here as a result of this development. Due to the nature of the works noise levels will be above acceptable levels during the works and loss of habitat to absorb the impact will have been removed to enable works to progress causing further increased noise levels. The fact that it is proposed

these works are undertaken over a 20 year period is highly unacceptable and will affect the health and wellbeing of those adjacent to such works.

5. **Environmental Impact.** In addition to the point above these works will have an enormous detrimental impact on the flora and fauna of the area with wide loss of natural habitat. In the Environmental Statement April 2019 it is clearly stated water vole and bats will be affected. Two endangered species that are protected under European Law. As a whole this development will offer little retreat to our native wildlife and once dispersed will be lost. Deer also frequent this area and the site layout will affect current wildlife corridors. In addition many of the ecology reports are outdated. Ecology surveys should be undertaken within 12 -24 months and many of these surveys are life expired. These should not be included and should be omitted and re surveyed to ensure no migratory wildlife is affected.
  
6. **Proposed Skellingthorpe Rd/Birchwood Ave.** The proposed location of this new roundabout as stated above will have serious implications on traffic during construction. Managed access or total diversionary access will cause widespread problems in many surrounding areas and access links. There are also several large oaks that will require removal. All of these trees should have Tree Preservation Orders in place I believe yet there is no reference to these in any of the Planning Application documents. Should any trees not be affected by these works the potential damage that heavy excavation equipment and other plant may have on the root system could well damage these trees to critical levels that could kill these.. One of the key objectives of the Local Planning Policy LP 23 is to protect and enhance the local environment yet this is a clear contravention of this policy. These works will neither enhance nor protect. In addition removal of such trees is a breach of Planning Law and would suggest these have not been factored into the application or considered. As above there appears to be no Traffic Impact Assessment with the PA either.
  
7. **Flood Risk:** It has been widely discussed that this development is being carried out on a Flood Plain. Whilst CoLC commissioned a report by RAB Consultants on 10<sup>th</sup> Sept 2015 and prior reports I see no evidence of these being issued in the Planning Application. Aecom have provided an updated report however failed to mention some key points contained with the RAB Flood Risk Report 2015 page 32. They state *"There are a number of physical works that both the Environment Agency and Upper Witham internal Drainage Board would wish to see put in place to provide greater flood resilience to the site and wider area. This is needed to meet the Exception Test as required by the National Planning Policy Framework"*. In addition to this it goes on to state *"It should be noted that the Upper Witham Internal Drainage Board cannot recommend any development in the floodplain, in principle, and its objection to the development as a whole will be sustained on that principle alone. It will be up to the developer and the planning authority to determine if development is required on floodplain"*  
This was discussed at recent public consultations namely 4<sup>th</sup> February 2019 where it was agreed with those presenting, preventative measures would be instigated prior to any construction works taking place. I see no reference to those preventative measures submitted to support the application. The Developer i.e. CoLC appear to have omitted this. I did issue minutes to the applicant via email which I am willing to submit to support this claim. It also fails to mention that even though mitigation measures i.e. land raising may prevent wide spread flooding of this new development , downstream in the Coulson Road

area will experience an increased risk of flooding and would require additional pumps to cope with increased flow rates.

8. **Sewage:** Where is all the extra Sewage going? Whilst this, is only an outline Planning Application this is a vital utility that needs to be considered. Having reviewed the EIA Scoping document the Water board have stated *“Any Planning Application needs to be supported by a detailed assessment of how the construction of the foul sewer system will not leach into nearby surface water courses”*. I cannot see any reference to any of this in the PA and would at the very least expect to see details of the main surface water and foul water systems. I don't believe this has been factored.
9. **Pedestrian and Cycle Facilities** – In the planning policy, point 2.25 highlights the aim is to minimise the use of cars. In point 2.26 it states that there is 'potential' to separate cycle and pedestrian routes from the main carriageway. The use of the word 'potential' generally means that this will not happen, cars will be using this road as a 'rat run' to Tritton Road (subject to the bridges actually being built) and will be very busy, in addition to this, will the proposed 3200 dwelling actually have enough car parking so they will not be parked along the road side as per a lot of other large developments?
10. **Local Area** – In the planning policy, point 2.29 states that the area will be enhanced by the retention of access/open corridors that will maintain views to city centre and Cathedral. Whilst I am fully aware that views are not protected, I feel that if the planning policy is highlighting the views from the potential development as a positive, it must also be mentioned that the current homes in Forest Park, Stone Manor Park and Swanpool area that currently already have of these views will be removed as a direct result of this development.
11. **Affordable Housing** – Point 2.32 in the planning policy states that less than the 20% requirement for affordable housing would be provided in the early years and this will be achieved in the later years of the scheme, as this is a 20 plus year development, I do not think that this is acceptable as there is a large demand for affordable housing. If as I predict, the developer walks away after construction of phase 1 or 2 due to the cost of trying to develop such a difficult area, this area will not meet the 20% requirements.
12. **Leisure Village** – Point 2.41 in the planning policy states the proposals for a leisure village even though a sports planning statement has already stated that there is limited need for further built facilities in the city, why would you go against a sports planning statement that has already said that there is no requirement for this? Point 2.50 states that it could include a gym and spa (of which the city already has), a hotel (of which the city already has including numerous new build hotels further adding to the traffic problems), a sports hall and swimming pool (of which the city already has) and a 10-pin bowling centre (of which the city had two but one has been knocked down and the site redeveloped due to lack of use).
13. **Park and Ride** – Point 2.51 states that whilst a dedicated park and ride facility is not proposed there is scope to provide such facility. If there are no plans to incorporate this then why is this even mentioned in the planning policy? Why is this site not getting utilised as a park and ride site? Earlier comments states that this site is planned to encourage people not to use cars.

Criteria A, point 3.22 also states that if external funding is delayed then the bridge links will be funded through the generation of development returns which may take somewhat longer to deliver the infrastructure. This means that even though the bridges are included in the planning policy at the various stages, if someone else does not fund these then the development will continue until they can self-fund. This is a 20 plus year development and that is unacceptable.

14. **Low Carbon and Sustainable Design** - Point 3.31 in the planning policy states that under policy LP30, the proposals for the WGC are to be 'a development that maximises the opportunities for low carbon and sustainable design' If this statement is adhered too, we should expect the development to contain rain water harvesting systems, solar and wind energy systems to name but a few low carbon and sustainable systems. As the policy states it should be maximised and not just utilise one or two systems.

15. Central Lincolnshire Local Plan April 2017

I would like to draw your attention to the above document. Having reviewed the PA submission there appears to be many items to do not comply with the above document. And I feel it is important to list these as the developer CoLC have failed to meet these. These are listed below.

Page 3 Section 2.2.11

It states "Central Lincolnshire has a rich built and cultural heritage. Lincoln itself has historic and archaeological interest. More generally the areas towns and villages offer attractive environments where the protection and enhancement of character is an important issue".

This planned proposal in its very nature is a contradiction to the above statement. It neither protects nor enhances the area.

Page 4 Sections 2 "Our Vision"

It states "New developments will be safe and of High Quality design, with higher environmental standards than homes built in previous decades".

This development will consist of low cost housing. Affordable is low cost. Let's not dress it up for something it isn't which means the word "High and Quality" become redundant. A higher environmental standard means sustainability again which this development is anything but.

Page 5 Section 2.5 "Our Objectives"

Part d "Transport and Accessibility" to make efficient use of the existing transport system". This development as above will only add further misery to motorists. There is no alternative transport in Lincoln because there is no room for cycle tracks, no room for bus or taxi lanes, no room full stop. Skellingthorpe road is land locked so this issue CAN only worsen.

Policy LP1. I will not write this out verbatim, however it is a "Presumption in Favour of Sustainable Development".

For reasons stated above this is not Sustainable.

- It is noted that Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the NPPF taken as a whole or
- Specific policies in that Framework indicate that the development should be restricted.

This development complies with neither of these statements. The works will not outweigh the benefits. Existing residents will see no benefit and over time will have a detrimental effect with people leaving Lincoln. We are already "Town Cramming"

#### **Policy LP9 Health and Wellbeing**

The potential for achieving positive mental and physical health outcome will be taken into account when considering all development proposals. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

The Central Lincolnshire authorities will expect development proposals to promote, support and enhance physical and mental health and wellbeing, and thus contribute to reducing health inequalities.

I believe this development is a direct contravention of the above statement in LP9. The health and wellbeing of those will directly be affected by the works in both mental and psychologically. Should it go ahead many of the residents will be directly impacted. Noise, Air and light pollution have previously been mentioned but what about the stress impact from this. The frustration of being trapped on congested roads, hemmed in by works, windows not being opened in summer because of dust and noise. All mental and psychologic issues that none of this application has taken into account. It's unquantifiable but measureable. And when measured could be too late for those affected.

#### **Policy LP13 Accessibility and Transport.**

*This policy states that "Development Proposal will contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods" All developments should demonstrate where appropriate, that they have had regard to the following criteria". There are a number of sub points mentioned but I would like to draw your attention to all the points in "For Strategic Transport Infrastructure"*

This development is a complete contravention of this Sub heading, much of LP 13 and I believe that it neither offers any improvements to existing infrastructure. In fact it will have a detrimental effect on that since for reasons mentioned about traffic issues.

#### **Policy LP17 Landscape and Town Views**

This section is about character setting and creating protected views. It notes that we should be protecting the intrinsic value of our landscape and townscape which positively contribute to the character of the area.

This area is a well-used area by members of the public and a valued amenity to the area. This is regularly used by dog walkers, horse riders, walkers and people generally using this as an extension to Hartsholme Park. I believe this should be protected as it stands and again believe it to be a contravention of the Local Planning Policies in place.

### Policy LP20 Green Infrastructure Network

Paragraph three of this Policy States" Development proposals should ensure that existing and new green infrastructure is considered and integrated in the scheme from outset.

Development proposals must protect the linear features of the green infrastructure network that provides connectivity between green infrastructure assets, Inc public rights of way, bridleways, cycle ways and waterways and take opportunities to improve such features

This development is a contravention of this policy as those areas currently used as bridleways cycle ways and waterways will be at risk if this development goes head.

### Policy LP22 Green Wedges.

Again this policy states numerous reasons I believe this planning application is in contravention of.

This policy states

- Prevention of the physical merging of settlements, preserving the separate identities of the settlements.
- Creation of a multifunctional green lung to offer communities a direct and continuous link to open countryside.
- Conservation and enhancement of local wildlife and protection of links between wildlife sites to support wildlife corridors.

This proposed development offers none of this and is a direct opposition of the above statements It will remove vital wildlife corridors frequented by deer, badgers, foxes and other smaller mammals.

It goes on to say" Within green wedges planning permission will NOT be granted for any form of development including changes of use, unless

- a) It can be demonstrated that the development is not contrary or detrimental to the above functions and aims.

This planning application quite clearly does not adhere to this policy.

**Land raising issues.** This is not sustainable for such a large scale development. In addition houses will not be allowed to be built on the land that has been raised for some years due to settlement no matter how much compaction or consolidation takes place this will settle unless deep foundations are installed or piled. I cannot see how this is viable and conscious the developer will eventually find this out and quickly "shut up shop" CoLC I imagine do not have infinite funds and yet appear to dismiss the viability of this whole development. The level of infrastructure required to deliver this alone will far exceed any returns.

I have been a Civil Engineer for over 25 years. I have worked on some major projects in the country and on large bridges, motorways, runways etc. I am aware of what is involved and required to make this Project viable. As a Civil Engineer we have a Code of Ethics to construct sustainably and more so, sensibly in the hope of making people's lives better. This Project will not offer anyone any benefits. Except the developer who I believe will hastily find out the profits envisaged is not forthcoming. And existing residents will be left to live in misery for years, not being able to move freely and removing a number of the amenities they currently use.

**16. Human Rights:** Lastly I would like to object to this proposal under the Human Rights Act 1998. This act states that a person has the right to a peaceful enjoyment of all their possessions, which includes the home and land. Article 8 of this act also states that a person has the substantive right to respect for their private and family life and in case law, precedence has already been set where this act encompasses not only the home but also the surroundings. Should this development be approved it is likely that this will affect all residents in the local area and their right to enjoy what has been in existence for decades will be adversely affected contravening their Human Rights.

I feel that I have outlined, and only outlined the issues contained herein, as I believe there are a number of other material considerations as to why this Planning Application should be rejected. I respectfully request that each and every one of these items are taken into consideration for any decision that may be taken but would urge that it is rejected for reasons above.

I would welcome the opportunity to meet with a representative of the planning department to illustrate my objections at first hand and discuss in more detail.

I look forward to hearing from you and hope that you consider the points listed above.

Kind Regards

Scott Olivant

Mr. K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF



Mrs J Drinkall  
21 Woodfield Avenue  
Lincoln  
LN6 0LJ

9 May 2019

Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019

Your Ref : 2019/0294/RG3

Mr Manning,

I recognise the need for additional housing in the Lincoln area and appreciate that a lot of thought has gone into this proposed development to satisfy many of the concerns raised. However, the issue of access to the site and links to existing roads networks to the centre and south of the city does not appear to have been addressed.

The flow of traffic into Lincoln centre is effectively regulated by the level crossings on both Skellingthorpe and Doddington Road, leaving residents and emergency services no alternative routes. Already this causes major delays. The number of times the barriers close the road is becoming more frequent and they are often down for five minutes. At busy times of the day this produces a tailback of traffic that can extend all the way to Forest Park and Lakeside. This can take between twenty and thirty minutes to clear, depending on the traffic lights at the Tritton Road junction and the frequency of the trains. If we add to this construction traffic and the additional commuters that the new development will bring, the situation is only going to get worse and could even cause tailbacks that extend to the bypass, with the inevitable risk to safety this would cause.

The timetable, and even firm commitments, for providing additional access roads to Beever Street and Tritton Road does not appear to have been established. This begs the question as to whether they will actually be built. If this were a supermarket opening a new shopping centre the road infrastructure would have to be in place *before* the centre could open for business. The Western Growth Corridor development has been in the planning for at least fifty years and will take many years to complete. In the meantime, the rail company has removed the branch line that took freight over the road network and now transports it through Lincoln causing additional delays and financial costs to city business and population with no compensating benefits. It is therefore essential that planning permission is only granted when there is a legal commitment for the developer *and the rail company*, to have this infrastructure in place in the early phase of the development. If work starts without this, experience shows, that sometime in the future objections could be raised that could result in the link roads being delayed or not being built at all.

Yours sincerely



Mrs J Drinkall



Miss Tasha Hopkin 64 Picton Street Lincoln Lincolnshire LN6 7FJ (Neutral)

Comment submitted date: Mon 13 May 2019

Planning proposal sounds good, 2 questions though.

1. With the addition of housing is there going to be another doctors to cope with more residents in the area.
2. With the sport, recreation and leisure are is there going to be a park? As we are lacking such facilities near by for our children to play.

**From:** [REDACTED]

**Sent:** 14 May 2019 11:24

**To:** Meddings, Lana (City of Lincoln Council) <Lana.Meddings@lincoln.gov.uk>

**Subject:** Lincoln Western Growth Corridor -please consider:

Flood risk with climate change assessment in the Swanpool area.

Swanpool is already assessed as a moderate flood risk.(see Gov.UK)

3200 houses will impede natural ground drainage.

There has been relatively recent flooding in LN6 0HL Drainage work on that occasion was ineffective.

6000 extra vehicles will add to air pollution when this low lying area will become a pollution "sump"

Traffic congestion will become worse on Skellingthorpe road, and surrounding roads.

Regards,

J P McConnell-Wood

34 Westwood Drive Lincoln LN6 0HL

Jane Fry  
8 Haddon Close  
Lincoln LN6 7YF

10<sup>th</sup> May 2019

Mr K Manning  
Planning Manager  
City Council  
Beaumont Fee  
Lincoln LN1 1DF



Dear Mr Manning      Your ref:2019/0294/RG3

Ref: Comments about the Hybrid Planning Application for the Western Growth Corridor  
Development dated 14<sup>th</sup> April 2019

I am strongly opposed to the building of 3,200 houses off a short road coming onto Skellingthorpe Road, plus roundabout, onto this highly congested road in the name of sustainable urban development which is totally untrue. This would be a single entry onto the site joined up to go up to Birchwood Avenue to Doddington Road. These congested roads would be expected to cope with a huge amount of extra cars, lorries vans, maybe buses and all very big construction traffic with no other escape route for years and years, even 20 plus years. Against what the City council and Lindum construction initially tried to put over there has been no commitment whatsoever to road build beyond a single entry and exit. The City council and developer have argued and produced attractive leaflets etc of a wonderful new development with shops, surgeries and most importantly roads on the development to take traffic away from serious problems of massive gridlock here and all round us, closed railway gates and severe pollution and direct traffic to Tritton road and further to Beever street. As drawings have previously shown roads built into the new development to make it viable and with an intention of helping alleviate the stress of Skellingthorpe road. All these roads have now been left out of the final dreadful and altered application which is trying to be pushed through as quickly as possible. I wonder why. It is essential that a developer commits to the promises of building roads first instead of conveniently and hurriedly <sup>LEAVING THEM</sup> left out. Drawings had been shown by City of Lincoln council and co-developer reps of all the link roads at various public meetings. We were also told that there may be a link road from the new development to the A46 bypass. However Highways England have made it clear that they do not consider a further junction of any description between Skellingthorpe Road and Carholme Road to be a safe or viable so it seems that a link to the bypass is not even an option.

The Highways Authority which is part of Lincolnshire County council is opposed to the Western Growth Corridor scheme due to this Application's lack of appropriate road infrastructure and if this application is still put through it is against expert advice and is an unethical action by local planning officers and elected representatives of the people.

It was noticeable talking around that lots of people didn't get letters. Your website is down a lot and when it does work is hard to go through as things don't bear written titles, just numbers thus making it difficult to look at things, that of course when the web is up and working. There was ONLY one yellow label that most of us saw and it was clear the public had been very short changed on getting letters back initially.

What the City council and developers have tried to push through is not sustainable and it should be stopped. Skellingthorpe road should never be allowed to be further contaminated by alteration of applications. To raise the land to Birchwood Avenue level leaving low gullies at the side will be very dangerous from flood or collapse to the nearby church and estates, it is at the end of the day bog land which the Environment Agency has condemned in the past. I wonder what has changed

their mind. The point of the Local Authority – Development agreement based on a section of The Town and Country Planning Act (1990) is to stop bad and incorrect developments and that development has correct conditions applied and this has been ignored. This needs to be put right and checked again that it is properly committed and that commitment must be proper link road/s and bridge be put in by the developer before any further building takes place, and badly run workshops by council officers and builders stop trying to pull the wool. Skellingthorpe village is to have 650 more houses, massive building between Riseholme road and Nettleham road has caused mass holdups which control the whole bypass structure, all the roundabouts on it, Skellingthorpe road, Doddington road Newark Road Tritton road all under extreme pressure, huge gridlock, hours of wasted time for small business stuck in miles of traffic. This area has a foul pollution rate that is way over the limit, people and children are ill with it and every one on this estate seems to have asthma. This dereliction of care to people needs to stop. I don't believe for a moment that correct assessments of environment concern has been done properly.

Cyclists and pedestrians have a terrible time on this road; cycling is not safe roadwise or breathing wise with boot to boot congestion, pavements are so narrow a young child going to the academy is not safe on the road, no wonder extra cars. For the entirety of Skellingthorpe road people cannot get out of their estates and wait ages in queues and belching exhaust fumes, just to join another queue. You say all this is to encourage growth. What non sense; you have already smothered & stifled hundreds of the city and surrounding parts.

Yours sincerely



**Customer Details**

Name: Mr Jack Chapman

Address: 40 Hartsholme Drive Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to this scheme as I can't see where the demand for these houses are. There are 6-700 houses on rightmove currently and there isn't a demand for jobs. Why do we need these houses?

I have concerns about the flood planning and I feel based on my experience that alleviating the flood risk will cost an incredible amount of money. I live on Hartsholme Drive and believe there could be a flood risk now to my house based houses being built up which in turn will mean flooding will move on to our street.

It's being built on a green site I believe there are two conservation issues with this. Firstly, there is an abundance of wildlife - where is this going to. By dividing the green spaces and woodland up you'll be destroying the biodiversity which is concerning. Also I know both Conservatives and Labour Parties have a commitment to Climate change. One of the solutions to this is planting trees to absorb CO2. Why can we not plant trees instead? Unless we believe building houses is more important than saving our planet and protecting our habitats.

Finally, like many others I have concerns over the traffic issues! An increase in pollution and traffic will cause chaos in an already busy section of town.

**Mr Ian Whiting 5 Burghley Road Lincoln Lincolnshire LN6 7YE (Objects)**

Comment submitted date: Thu 16 May 2019

Ref : Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019

Your Ref : 2019/0294/RG3

I have submitted a more detailed response, but here is a summary;

1. It has been impossible to review all of the documents on your website.
2. The consultation process appears seriously flawed;
3. There are several critical issues that appear to have been 'glossed over' or deliberately ignored. Those which must be considered relevant to the Planning Decision are in the following categories;
  - The Council's published planning policies
  - Highway Safety and Congestion
  - Air Pollution
  - Noise & Disturbance

**Fundamental Issue;**

The primary issue is the lack of road infrastructure that is proposed and the lack of defined timelines of road infrastructure build:- The Application ONLY confirms the build of a short road gaining entry to the site from the Skellingthorpe Road / Birchwood Avenue junction at the start of the process.

The application does not appear to commit to if or when any further road infrastructure will be built. It is also apparent that the Council and or developer do not want to commit the funds to build the roads infrastructure, other than the short single entrance strip, which itself appears to be funded by a one-off, time restricted government grant (which would perhaps explain the apparent desperation to get this very poorly considered application approved in a rush).

I am aware of the Planning Application 'Departure' approach taken by Developers where once started, very significant changes are made and infrastructure is very often then not delivered.

It is very much in the interests of Lincoln Residents (which should be your primary concern) that this is not allowed to occur and as such the delivery of the infrastructure (and absolutely critically, the through roads and bridges) must be completed prior to construction of dwellings. This must be a condition of any approval.

If you take this plan forward without the above conditions, you are sanctioning;

- o Up to 20 years (or even open-ended) significantly increased traffic delays across a large part of Lincoln
  - o Significantly increased & disproportionate air pollution from passenger vehicles (disproportionate as idling traffic produces increased pollution per vehicle than moving traffic)
  - o A massive increase in NOx and CO2 from construction vehicles, with likely short term effects on children, elderly residents and asthma sufferers and long term effects on all.
  - o More dangerous roads for pedestrians and cyclists with likely increase in the Killed & Seriously Injured statistics.
  - o Increase in response times for emergency service vehicles to an area that has over 8000 households
  - o Significant noise pollution to residents all along Skellingthorpe Road and the estates to its north side
- Construction disruption (noise, dust, inconvenience) to residents of all the estates on the north side of Skellingthorpe Road and travel disruption to all residents of the area including public transport.

My more detailed response document lists more specific issues directly related to the Safety, Congestion, Noise & Air Pollution topics.

Mr. K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

Dear Mr Manning

Ref : Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019

Your Ref : 2019/0294/RG3

Hybrid Planning Application for Planning Permission for the sustainable urban extension of Lincoln on the site of the Lincoln Western Growth Corridor.

Summary of concerns;

1. It has been impossible to review all of the documents on your website.
  - There are now over 177 documents
  - We have been given just a few weeks to respond
  - The website has on several days during consultation been 'down', so that the public could not get access to the documents
  - Many of the documents do not have a text description but just numbers. This makes finding and making sense or context of the documents very difficult.
  - The response deadline should be extended by at least a month and all people issued with the letter should be alerted to this.
  
2. The consultation process appears seriously flawed;
  - Documents appear to have been added DURING the consultation
  - Not all local residents received the consultation letter(s)
  - Although informed that the council had posted 13 yellow planning notices, after an extensive search I have found just one yellow Planning notice (at Pig Lane). The response dates on that notice do not agree with the dates on the letters issued to residents or the yet different date on the press article.
  - There have been some very misleading representations made, specifically regarding road infrastructure. This means that other

than those local residents who have been able to dedicate enough time to research the actual documents, the general public is misinformed about the reality of this scheme. The comments in 1 (above) are intended to clarify just how hard that task has proven.

3. There are several critical issues that appear to have been 'glossed over' or deliberately ignored. Those which must be considered relevant to the Planning Decision are in the following categories;
  - The Council's published planning policies
  - Highway Safety and Congestion
  - Air Pollution
  - Noise & Disturbance

Fundamental Issues:

Fundamentally the primary issue is the lack of road infrastructure that is proposed and the lack of defined timelines of road infrastructure build:- The Application ONLY confirms the build of a short road gaining entry to the site from the Skellingthorpe Road / Birchwood Avenue junction at the start of the process.

The application does not appear to commit to if or when any further road infrastructure will be built. It is also apparent that the Council and or developer do not want to commit the funds to build the roads infrastructure, other than the short single entrance strip, which itself appears to be funded by a one-off, time restricted government grant (which would perhaps explain the apparent desperation to get this very poorly considered application approved in a rush).

- o At several public meetings it has been suggested that a link road will be put across the entire WGC site to Tritton Road, followed later by a further link to Beevor Street. It was also suggested that a road from the link road to the A46 Lincoln Bypass was also intended. Drawings have been exhibited by City of Lincoln Council and or co-developer representatives, at public events, showing the link roads.

This is very misleading. The application does not commit to the building of these roads for years (or even at all) – they may take 20 years to complete, or we may never see them completed.

Further, I believe that Highways England, the trunk road authority responsible for the A46 Lincoln bypass have made it clear that they do not consider a further junction of any description between

Skellingthorpe Road and Carholme Road to be safe or viable and so it appears that a link to the bypass is not even an option.

- o I believe that the Highways Authority (part of Lincolnshire County Council) is actually opposed to the WGC scheme due to this Application's lack of appropriate roads infrastructure and that should you take this application forward, you would be ignoring the expert advice of that Agency. This is not the appropriate, professional or ethical action for either Local Planning Authority Officers or any of the elected representatives of the people.

Be honest with yourself – we all know that this development can only make sense for the people of Lincoln if there is a condition applied that the link road between Skellingthorpe Road and Tritton Road / Beevor Street, along with its railway bridge is built and opened to traffic BEFORE the rest of the construction begins. And there is a way to achieve that;

The whole point of Local Authority - Developer Agreements (Section 106 Agreements, based on that section of The 1990 Town & Country Planning Act) is to ensure that just such 'inappropriate' developments do not go ahead, but that the developer has conditions applied. In the case of this application, it should be a condition that the full link road and bridge are constructed first by the Developer before any other site construction begins. This way, the people of Lincoln would get some infrastructure that helps solve existing problems and goes some way to mitigating the adverse effects of the development. This condition must be applied if the application is to be approved.

Some specific details regarding topics within the categories in (3) above;

The Councils' published planning policies include key topics of Sustainability, Air pollution reduction & safety of the public. I do not believe that the development is in line with the Council's own policies. Specifically on these topics and primarily related to Highway Safety and Congestion, Air Pollution, Noise and Disturbance;

- Safety of citizens will be negatively affected during construction.
  - o How can emergency services access to the site be viable for both construction workers and residents? You have a single access point which will be carrying all of the construction traffic and resident's vehicles.



- How can emergency services access be maintained at current levels to Skellingthorpe Road and all of the estates, schools and residential homes accessed from it?
  - Significantly increased traffic in the area will lead to increased danger for pedestrians and cyclists.
- Sustainability. The Development cannot be regarded as Sustainable. Again, lack of infrastructure is the primary problem:-
- The whole development appears to be based upon a single point of entry at the Skellingthorpe Road / Birchwood Avenue junction. (See previous comments – there is no commitment to the Tritton Road / Beevor Street link road builds). How can the addition of all site construction traffic and access for all new residents via one single entry / exit point onto an already overloaded road infrastructure be regarded as sustainable?
  - Significant construction traffic will have to enter the single access point via Skellingthorpe Road, only accessible from either the A46 or via Lincoln along Skellingthorpe Road, not only congesting the local roads, but also the wider area including the A46 Lincoln bypass.
  - Further construction traffic will likely be added to the A46 and Skellingthorpe Road due to the new and completely unrelated 650 house planned development for Skellingthorpe village.
  - It appears that Network Rail / the Rail Operators wish to significantly further increase the rail traffic (especially freight) on the Lincoln line which has crossings on Skellingthorpe Road and Doddington Road. Already these crossings cause very significant delays on these roads, especially Skellingthorpe Road.

How can you even consider adding construction traffic, further traffic restrictions / controls (such as a roundabout and or additional traffic lights) and associated delays to Skellingthorpe Road, especially when you are aware that the railway crossing closed time is likely to increase?

Once again - this development can only make sense for the people of Lincoln if there is a condition applied that the link road between Skellingthorpe Road and Tritton Road / Beevor Street, along with its railway bridge is built and opened to traffic BEFORE the rest of the construction begins.

---

- Air Pollution, Noise & Disturbance

- It appears that you have had some consultancy work carried out with respect to Environmental Impact. Fundamentally, I do not believe that the studies / approaches taken are sufficient / sound enough for you to proceed;
  - In the Application documents there is no Commitment to road build beyond the single Point of entry to the site at Skellingthorpe Road. Apart from the 'desire' to include a link road through the site, expressed many times by the City of Lincoln Council's representatives at public meetings, there is no firm plan in the documents to actually commit to building these roads, meaning that possibly for the **WHOLE** period of development, possibly 20 years, and even beyond, there is only one road in & out of the site for construction traffic and new residents.
  - The local roads will become much more congested due to this increased traffic and will create higher emissions.
  - The construction traffic is likely to be primarily Diesel, emitting very significant additional NOx and CO<sub>2</sub>.
  - The Noise assessments appear to be out of date and not in line with the specifics of the specific application.
  - The Application does not appear to have taken into account the very high number of lorry movements necessary to transport the vast amounts (still to quantify!) of in-form material needed to raise the site datum above the predicted flood level, not only to transport it to site but also to spread it out and level this bank of material prior to the construction of dwellings.
- So, in Summary, if you take this plan forward, you are sanctioning;
- Up to 20 years (or even open-ended) significantly increased traffic delays across a large part of Lincoln
  - Significantly increased & disproportionate air pollution from passenger vehicles (disproportionate as idling traffic produces increased pollution per vehicle than moving traffic)
  - A massive increase in NOx and CO<sub>2</sub> from construction vehicles, with likely short term effects on children, elderly residents and asthma sufferers and long term effects on all.
  - More dangerous roads for pedestrians and cyclists with likely increase in the Killed & Seriously Injured statistics.
  - Increased response times for emergency service vehicles to an area that has over 8000 households

- o Significant noise pollution to residents all along Skellingthorpe Road and the estates to its north side
- o Construction disruption (noise, dust, inconvenience) to residents of all the estates on the north side of Skellingthorpe Road and travel disruption to all residents of the area including public transport.

Thankyou,

Yours sincerely,

Ian Whiting

**David Condon 41 Burghley Road Lincoln Lincolnshire LN6 7YE (Objects)**

Comment submitted date: Mon 20 May 2019

Dear sir

After attending several public meetings I am very concerned that the already congested skellingthorpe road would be deeply affected by the western growth corridor development. At the moment it can often take me more than 25 minutes To drive from the junction of Burghley Road to Tritton Road due to the amount of traffic. How emergency vehicles are expected to get through all the stationary traffic is beyond me.

I have tried cycling and walking along this road but the amount of pollution given off from the traffic Makes this a very unhealthy occupation, I cannot imagine what it would be like to live along this road . The noise alone would put me off purchasing any property in this area.

I cannot imagine any council in it's right mind adding to this problem.The same can be said, Driving from Burghley Road to the A46 it is exactly the same problem !

My property deeds shows part of the western growth corridor development as a floodplain, build on this at your peril. Don't tell me that you can manage the floods ,the dancefloor under the stands at Sencil bank football ground have had to be replaced twice over the last few years due to flooding at a cost of many thousands of pounds.

I would be inclined to tell the government that there will be no more newbuilds in Lincolnshire until the medieval and Roman roads are replaced by motorways and dual carriageways fit for Purpose. This would improve safety, investment and prosperity.

**Customer Details**

Name: Mr Ronald Price

Address: 2 Meadowlake Crescent Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I understand that the planning permission sought includes a roundabout at the junction of Birchwood Avenue and the Skellingthorpe Road. The map in the documents does not make clear its alignment but is very close to existing housing (including mine).

Apart from when there is a traffic problem on the A46, the present flow through Birchwood Avenue is satisfactory. The increase in housing is unlikely to cause 'gridlock.' I would question whether the planned roundabout is necessary.

I do not have enough knowledge to formally suggest other options but road traffic regulations and implementation of the aims of LN6 may be sufficient and probably less cost than what is proposed.

As you are probably aware restricted private vehicular access to new development has increased in recent years and which in my view should provide a reasonable alternative.

Linda Godley

Lincoln  
LN6 0XF

15/05/2019

Mr. K. Manning  
Planning Manager  
Lincoln City Council  
Beaumont Fee  
Lincoln  
LN1 1DF



**PLANNING APPLICATION – Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)**

*I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor. The fundamental reasons I feel this development should not be granted permission are:*

*The 3 major reasons I feel this development should not be granted permission are because of the impact on the local Wildlife & Environment, the High Flood risk in this area and the unacceptable traffic congestion that this proposed development will bring*

*1 The impact on local wildlife & Environment. A development of this size will have devastating effect on the wildlife in the area and surroundings*

*The State of Nature Report, a yearly scientific report compiled by more than 50 conservation organisations, analyses how wildlife is faring in the UK. This year's report demonstrated that the abundance of wildlife has further fallen, leading to the UK being named as "among the most depleted countries in the world," according to the Biodiversity Intactness Index. It has highlighted that one in 10 wildlife species face extinction including the Hedgehog, Dormouse and Water Vole, all of which are found in this area.*

*In addition to the above there are many other species that would also be at risk locally including Deer, Buzzards, Green Woodpecker, spotted woodpecker, King fisher and numerous waterfowl, insects and aquatic species all of which would have their habitat destroyed needlessly, furthering the depletion of our beautiful countryside.*

*We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will bring noise and pollution and all the other undesirable aspects of large-scale building over a period of up to 20 years. Life around this quiet part of Lincoln would never be the same.*

*2. Flood Risk. The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Living in this area I see that during the winter many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area will only get worse. Based on the potential flood risk alone, building on this land is unacceptable and must be prevented to protect the present and future residents of Lincoln. There is much more suitable land within Lincoln and Lincolnshire that is not at high risk of flooding that could be used instead.*

*3. Traffic Congestion. Skellingthorpe Road and Triton Road are already completely overloaded with vehicles on a daily basis. The linking these roads to the proposed new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an unmanageable one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked with inconsiderate drivers, just like they already do on the nearby A46 Skellingthorpe Roundabout. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence.*

*I understand the need for new housing and developing our lovely city of Lincoln but I feel that there are much more suitable sites, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and reject this application.*

*Yours faithfully,*

Linda Godley

For the attention of Kleron Manning

Ref western growth corridor 2019/0294/Rg3

In reply to your letter dated 14/04/2019 relating to planning permission for the urban extension of Lincoln on the site of the western growth corridor My concerns are as follows:

The lack of road infrastructure, the existing roads are in no way addiqtut to fit the needs for this development, IT is apparent that the council or the developers will not commit funds to build the required road infrastructure. I believe that the Highways AUthority is actually opposed tho the WGC scheme due to the lack of appropriate road infrastructure. The development will significantly increase traffic in an already congested area. The safety of citizens must also be addressed, how can the emergency services access be maintained. Increased traffic will lead to an increased danger to pedestrians.

At public meeting it has been suggested that a link road will be across the WGC site to Tritton Road with a following link road to Beevor Street. Drawings have been exhibited by Lincoln City Council and or the developers showing the link roads. The application does not commit to building these roads.

The development cannot be regarded as sustainable

Your sincerely  
Jayne Thorpe  
37 almond crescent  
Lincoln  
In6 0hn

Having just read a flier which refers to the above Housing Development, I feel I must put on record my feelings to this proposal.

1. The area is not fit for the development of 3,200 dwellings, plus other the other suggested proposals. Building on a flood plain is a bad idea as it is. You must be aware of what the people of Lincoln think about this proposal. Why deprive us of the very valuable green area. You have already grabbed every little bit of land you can around here. Can you not look elsewhere?

Also, Skellingthorpe village is also planning to build a further 650 homes. This is not feasible. This will only add to the problem.

2. A huge infrastructure would need to be developed. A suggestion put forward is to have a roundabout at the junction of Birchwood Avenue and Skellingthorpe Road. What sort of thinking is this. Talk about accidents waiting to happen! With the volume of traffic using these roads at the moment, plus the railway crossing constantly holding things up, it is a nightmare at the best of times. And the rail company is planning to increase the number of trains in and out of the city. Also, whenever the By-Pass is slow moving due to heavy traffic or, as has recently been the case, several accidents causing it to be closed down, motorists use Birchwood Avenue as an alternative route. Trying to either get out of our drive, or as recently happened trying to cross the road to catch a bus (which went off without us as we could not get across the roads quick enough) is a problem.

2. Building the Birchwood Estate way back, which I appreciate was needed due to a shortage in housing, also led to a massive increase in traffic but nothing was done to provide the infrastructure to support this. There is a constant stream of traffic throughout the day (and at night). Just think of the nightmare that will happen if this planned development goes ahead.

I hope you will consider this letter in the faith it was written. There is only so much you can suck up before someone sees sense.

Yours sincerely

Barbara Kennard (Mrs)

### **Comments for Planning Application 2019/0294/RG3**

#### **Customer Details**

Name: Mr Martyn Housley-Smith

Address: 7 Parkside Nettleham Lincoln

#### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I would like to strongly object to this development based on the impact it will have on the wildlife and environment. Recent research is highlighting the fast degradation of our eco systems and a potential total loss of vertebrates in the next generations life time. Therefore, in an area well known for the quality of its biodiversity, this move must be reconsidered and declined. Also, there are plenty of areas in Lincoln in dire need of upgrading and making more sustainable, and were this development not about profit this would be more likely a consideration. Regeneration would be more impactful for the inner city than would new building. The work involved in preparing this site would be negatively impactful on fragile eco systems, not least in the removal of several very mature trees. In a time where this is a highly contentious issue that would not be acceptable. I urge you again to recognise that this development may offer short term financial gain to a few but does not have merit when weighed against the impact on the environment

### **Comments for Planning Application 2019/0294/RG3**

#### **Customer Details**

Name: Miss Shannon Yellowley

Address: 20 St Chads Way Barton upon Humber

#### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:This land should not be built on. The local nature and wildlife thrives on this area. Alternative building land should be sought.

#### **Customer Details**

Name: Mr Peter Radcliffe

Address: 1 Barley Way Horncastle

#### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:


Comment:I fail to understand, knowing what we do regarding the climate emergency, why we are continuing to build housing on areas of land that are vulnerable to flooding. Even if this area was to be protected from flooding, I would like to know where the planners think that the water that often sits on this area of land will go? Will the risk of flooding in neighbouring areas be increased as a result of this ridiculous and desperate piece of planning nonsense?

I'm also concerned over the plight of the resident and semi-resident wildlife. There are so few areas of wilderness in Lincolnshire and this is the best that we have on Lincoln's doorstep and one that should be preserved and treasured not covered in tarmac and concrete.

I therefore urge you to reject this planning application and that you should suggest to the developers that they should find a less destructive and more suitable site.



11 Birchwood Avenue  
Lincoln  
LN6 0HX



Director of Communication & Environment  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DF

### **Western Growth Corridor, Skellingthorpe Road, Lincoln**

Your Reference: 2019/0249/RG3

Essential as the development might be, I have one major concern that I believe must be addressed before it can proceed any further.

Having such a short time to study the 221 documents makes it very difficult to put together a well-constructed objection particularly as the most important document seems to be missing, namely the Traffic Impact Survey.

### **Traffic Infrastructure**

I must make several assumptions, namely

- i. Researching the internet for developments of a similar size I am led to assume that this development will have 6,000 vehicles, cars and delivery vehicles.
- ii. There is no housing waiting list for 3,200 properties so it can be assumed that the Council believe there will be an influx of families.
- iii. As there is no major industrial or commercial expansion planned within Lincoln it must be assumed that many of these families will commute to their employment.
- iv. Therefore, it can be assumed that the Lincoln Bypass will, at peak periods, have a major increase of traffic.
- v. It can therefore be assumed that the Skellingthorpe Road access to the bypass will, at peak periods, have a major increase of traffic.
- vi. I have assumed that there is a new bus only route [Bus Gate] down Beevor Street to Tritton Street. Therefore, I assume that the traffic light sequence will have to be adjusted and the short cut to avoid the traffic lights removed causing further congestion.
- vii. I have assumed that Lincoln City FC agree to move to the new facility.

1. When will the Traffic Impact Survey [TIS] be available please?
2. Lincoln traffic infrastructure is a nightmare and this development, with only entry/exit onto Tritton Road and Skellingthorpe Road, will only make the problems worse.
  - i. The railway line causes most of the problems and the recent closure of Brayford Wharf and the lower High Street has just moved the traffic problems to another area of the city.
  - ii. The entry/exit from the Western Growth Corridor onto Tritton Road will route the traffic, thereby avoiding the level crossings, from the Birchwood and Doddington Park areas directly into an already congested area
  - iii. Studying HG1264-07C-Street Hierarchy Plan there is to be another set of traffic lights within 100 metres of the Tritton Road/Dixon Street traffic lights – SERIOUSLY!
  - iv. The Skellingthorpe roundabout on the bypass is already congested and it will have a major increase in traffic with vehicles from the Western Growth Corridor using the bypass to commute to their employment or to the far side of the town.
  - v. The single carriageway parts of the bypass are continually congested and with the vehicles from the Western Growth Corridor it will only get worse.
  - vi. Moving Lincoln City FC to the new facility means even more congestion on all the surrounding roads. The only vehicle access for visiting supporters is either by Skellingthorpe Road or Tritton Road – more congestion
  - vii. Where is the vehicle parking for the new Lincoln City FC facility?
3. Surely there must be a better solution to the planned entry/exit points from the Western Growth Corridor. Why not consider adding an extra entry/exit directly onto the bypass at the Carholme Road bypass roundabout and this will;
  - i. Give direct access to the bypass for commuters and vehicle travelling to other parts of the city thereby reducing the congestion on both Skellingthorpe Road and Tritton Road.
  - ii. Give a direct route to Lincoln City FC for football supporters.

### **Problems Directly Affecting my Property**

1. Under a Freedom of Information Act I have established that the only one TIS has been undertaken on Skellingthorpe Road in the past 10 years. Anybody who lives in this area will know that the TIS that was undertaken, TCL/744/June 2014, was a work of fiction.

Anybody in the area knows that the statement;

*The level crossing close to the site entrance has an average closure time of 2 minutes and 15 seconds and operates around 3 times per hour.*

Is simply not true.

2. Also, the report did not take into consideration the effects of the level crossing on the Birchwood Avenue/Skellingthorpe Road junction. The traffic regularly backs up to the traffic lights and causes serious congestion.

3. The positioning of the bus stops, both on Skellingthorpe Road and Birchwood Avenue, cause problems at the traffic lights and with a roundabout and the increased traffic it will only get worse.
4. Under TA 79/99 which deals with new urban roads and shows that a UAP4 road as narrow as 6.75m width would be expected to carry 900 vehicles per hour in the busiest direction of flow, rising to 1,140 vehicles for a road 7.3m wide. It can be expected that the Western Growth Development will place at least another 6,000 vehicles in the area.
5. Skellingthorpe Road had, in 2014, a maximum busiest direction flow in the peak hour of 724 vehicles on a 7m single carriageway width.
  - i. The limits for Skellingthorpe Road will be exceeded by this development, particularly at peak periods and in the bypass direction.
  - ii. The limit for Birchwood Avenue will be exceeded as the traffic from the Doddington Park area going into town will not use Doddington Road when they can avoid the railway line by going through the Western Growth Corridor.
6. The garage is also a problem;
  - i. The one-way system is totally ignored with cars exiting onto Birchwood Avenue.
  - ii. The garage is also used as a short cut to avoid the traffic lights.

These will continue with a roundabout and cause serious problems.

7. The houses closest to the Birchwood Avenue/Skellingthorpe Road junction already have difficulty entering/exiting their drives but currently they do have the traffic lights to assist them. With a roundabout the situation will become almost impossible and the chance of exiting to the right will be impossible.
8. If the planning application is accepted there must be an alteration to the planned roundabout at the junction of Skellingthorpe Road/ Birchwood Road.

Studying the plans there does not seem any reason why the roundabout cannot be moved further away from the current junction and the garage provided with a single entrance/exit directly onto the roundabout



This would then solve the following;

- i. The problems with entry/exit from the houses on Birchwood Avenue at the Birchwood Avenue/Skellingthorpe Road junction would be removed.
- ii. The problems with the garage being used as a shortcut would be removed.
- iii. The problems of vehicles ignoring the garage one-way system would be removed.
- iv. It would also reduce the speed of vehicles approaching the roundabout.

Regards,

Ron & Mandy Morris

---

Directorate of Communities & Environment

Simon Walters MBA, ACIS, MCMI

City Hall, Beaumont Fee

Lincoln LN1 1DF

Date: 26th May 2019

Dear Sir,

I wish to make you aware of a number of strong objections that I have with regard to the proposed development of the Western Growth Corridor. As a local resident I am of the view that the proposed development will have a serious impact on the local and surrounding areas.

It should be noted that there has been some difficulty with accessing all of the planning documents associated with this application due to technical errors with the City of Lincoln Council's website planning portal and I understand my objections will still be considered.

Firstly, I would like to ask how there is no conflict of interest with this planning application, if I have read this correctly the client is the City of Lincoln Council and the decision to allow development is with the City of Lincoln Council?

I have heard that the council consider this new build sustainable, when clearly it is not. This is flood plains which is home to important wildlife habitats.

Please find below my comments;

1. Traffic Congestion - In the planning statement, point 2.14 states that the access to the proposed site would be via Skellingthorpe Road, Tritton Road and Beavor Street. As stated, the latter two roads would require link bridges over the existing railway line which would require funding so these must be discounted until funding is available. The new proposed

roundabout located at the junction of Birchwood avenue and Skellingthorpe Road would be the main site access and the main route into and out of the site for construction traffic and the residents of the proposed 600 dwellings as shown in HG1264-45 Phasing Plan – Phase 1. I feel that this road is already at maximum capacity and causes traffic delays every morning and afternoon, on top of this due to the high number of accidents on the A46, traffic is almost daily diverted down Skellingthorpe Road and the roads leading onto it causing gridlock in the area.

Traffic has already been significantly increased in this area due to developments been previously granted for dwellings on Sampson Close, Primrose Place, the large LN6 development which is still growing on Tritton Road and developments in Skellingthorpe, all of which lead traffic to Skellingthorpe Road.

This proposed roundabout would not be suitable or sufficient for construction traffic accessing and exiting the site, regular commuters and the addition of residents from the proposed development. As previously mentioned, phase one would add 600 dwellings which could potentially add a further 798 cars using this junction (based on an average of 1.33 vehicles per household based on a 3-year survey by Statista) and I feel that this is not acceptable.

2. Proposed Skellingthorpe Rd/Birchwood Ave Roundabout – In addition to my comments above I do not see the benefits from the addition of the proposed roundabout, although a roundabout generally speeds up traffic flow this would have no benefits here, any decrease in time taken to pass the junction of Birchwood Avenue and Skellingthorpe Road just means that cars then access Skellingthorpe Road at a higher volume, this then means that the current large queues down to Skellingthorpe Road onto Tritton Road and from Skellingthorpe Road onto the A46 will get even bigger. In addition to this, any time saved at this junction will also be negated due to there now been four access roads onto the proposed roundabout instead of the three roads currently at the junction.

I also assume that public monies will be spent to pay for the roundabout to simply allow the developer access to their site as I believe that they currently do not have any site access.

3. Pedestrian and Cycle Facilities – In the planning policy, point 2.25 highlights the aim is to minimise the use of cars. In point 2.26 it states that there is 'potential' to separate cycle and pedestrian routes from the main carriageway. The use of the word 'potential' generally means that this will not happen, cars will be using this road as a 'rat run' to Tritton Road (subject to the bridges actually being built) and will be very busy, in addition to this, will the proposed 3200 dwelling actually have enough car parking so they will not be parked along the road side as per a lot of other large developments?

4. Local Area – In the planning policy, point 2.29 states that the area will be enhanced by the retention of access/open corridors that will maintain views to city centre and Cathedral. Whilst I am fully aware that views are not protected, I feel that if the planning policy is highlighting the views from the potential development as a positive, it must also be mentioned that the current homes in Forest Park, Stone Manor Park and Swanpool area that currently already have these views that will now be blocked by this development.

5. Affordable Housing – Point 2.32 in the planning policy states that less than the 20% requirement for affordable housing would be provided in the early years and this will be achieved in the later years of the scheme, as this is a 20 plus year development, I do not think that this is acceptable as there is a large demand for affordable housing. If as I predict, the developer walks away after construction of phase 1 or 2 due to the cost of trying to

develop such a difficult area, this area will not meet the 20% requirements. Existing homes must be improved with sustainable additions such as solar powered electricity, for example.

6. Leisure Village – Point 2.41 in the planning policy states the proposals for a leisure village even though a sports planning statement has already stated that there is limited need for further built facilities in the city, why would you go against a sports planning statement that has already said that there is no requirement for this? Point 2.50 states that it could include a gym and spa (of which the city already has), a hotel (of which the city already has including numerous new build hotels further adding to the traffic problems), a sports hall and swimming pool (of which the city already has) and a 10-pin bowling centre (of which the city had two but one has been knocked down and the site redeveloped due to lack of use).

7. Park and Ride – Point 2.51 states that whilst a dedicated park and ride facility is not proposed there is scope to provide such facility. If there are no plans to incorporate this then why is this even mentioned in the planning policy? Why is this site not getting utilised as a park and ride site? Earlier comments states that this site is planned to encourage people not to use cars.

8. New Bridges – These bridges are a key part of the development; I feel that NO construction should be STARTED until these bridges are in place due to the significant traffic problems in the area. The phases listed in the planning policy state when these bridges are planned for construction however, these are subject to funding.

Criteria A, point 3.22 also states that if external funding is delayed then the bridge links will be funded through the generation of development returns which may take somewhat longer to deliver the infrastructure. This means that even though the bridges are included in the planning policy at the various stages, if someone else does not fund these then the development will continue until they can self-fund. This is a 20 plus year development and that is unacceptable.

9. Environmental Impact – There will be a large environmental impact on the proposed development site and surrounding areas, the area is already at risk of flooding and any developer would normally walk away from this, as has happened on this site previously. Increasing the land level by an estimated one metre will involve heavy plant machinery working on site digging and transporting this material. The increase in level also provides instability around the proposed development due to settlement.

As this development is estimated to be in excess of 20 years this will have a large impact on the local residents, living next to a construction site for this period of time I feel is unacceptable, with the noise levels and vehicle emissions given off from the site and the increase in traffic noise on a greenfield site.

The EIA that has been submitted with the planning application is also 3 years old. The proposed development area is populated with deer, fox, rabbits, snakes, herons and other bird life from Hartsholme nature reserve and the surrounding areas. Further to this there appears to be no wildlife corridors provided along the catchwater drain for the wildlife as this area will be cut off by the proposed access road. A wildlife corridor could also be used as screening for the neighbouring properties on Forest Park, Stone Manor Park and Swanpool.

The proposed construction site is a greenfield site, why have no other sites been looked at, there are old RAF bases around the city and with the upcoming closure of RAF Scampton these provide great opportunities for construction without the need to build on greenfield sites, the flood risks are low and access would be greatly improved compared to this proposed site.

The question must be asked whether the City of Lincoln Council/Lindums would ever consider building on this land if they did not already own it?

10. Low Carbon and Sustainable Design - Point 3.31 in the planning policy states that under policy LP30, the proposals for the WGC are to be 'a development that maximises the opportunities for low carbon and sustainable design' If this statement is adhered too, we should expect the development to contain rain water harvesting systems, solar and wind energy systems to name but a few low carbon and sustainable systems. As the policy states it should be maximised and not just utilise one or two systems.

I look forward to hearing from you and hope that you consider the points listed above.

Kind Regards

Lulu Woolner

Dear Sir,

We strongly object to the proposed development.

We live at No. 7 Burghley Road, LN6 7YE and our back garden borders on to woodland, which has been kept untouched and relatively wild. It is a haven for wildlife: deer, foxes, rabbits, and a huge variety of birds, bees and butterflies.

We are extremely concerned that part of the proposed development is to make Pig Lane into a service road to reach the Lindum owned farmland beyond the drainage-canal.

But worse, you are planning to deforest the Woodland adjoining the gardens of No.3, 5, 7 and 11 Burghley Road, which is council owned land, to make room for some dwellings.

This is outrageous!! It not only destroys the living space for a large number of wildlife and trees, but it is also contrary to the assurance the Planning Office gave us, when we bought our house at no. 7 Burghley Road on 16.06.2000. We were then told that this bit of wildlife-haven would be left untouched and un-serviced by Lincoln Council. Also it still contains concrete ruins from a sewage works which was built in the 1940s, to service the military barracks which stood in the area of what is now called Burghley Road or Stone Manor Park.

Apart from this totally unwarranted land-grab, we also object strongly to the whole Development of up to 3200 dwellings on farmland, which is known to get flooded during heavy and prolonged rain periods, as it is the lowest lying land in the Lincoln area.

If the rainwater has nowhere else to go, it will only come up, and cause flooded streets and houses, as has happened in 2007/8 in parts of South Yorkshire.

It looks like that you do not care about the poor people who will have bought houses in this area.

Finally, as your only access roads for this huge area of 3200 dwellings with a potential of 6000-7000 cars, are the already congested Skellingthorpe Road and Tritton Road, this whole proposed development is thoughtless, careless, and greedy!

If this is all that Lincoln Planning Office can come up with, than I feel sorry for the people of Lincoln, who are governed by such an incompetent and uncaring council!

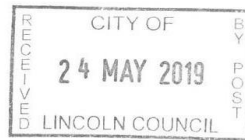
Yours sincerely,

Christine and Franz Funk

7 Burghley Road, LN6 7YE

Ralph Godley  
9 Chelsea Close  
Lincoln  
LN6 0XF

20/05/2019



Mr. K. Manning  
Planning Manager  
Lincoln City Council  
Beaumont Fee  
Lincoln  
LN1 1DF

**PLANNING APPLICATION – Your Ref: 2019/0294/RG3 (Western Growth Corridor, Lincoln)**

I am writing to officially register my objection to the plans to develop the Lincoln Western Growth Corridor. The fundamental reasons I feel this development should not be granted permission are:

**Unacceptable Traffic Congestion**

**High Flood Risk** in this area,

**The Large Number of Heavy Construction Vehicles**, over many years, that will be required to complete this development.

**The Change of Character to the Local Area** this proposed development will bring.

**Increase in Noise Levels** – Both in the many years of construction and afterwards.

**Unacceptable Traffic Congestion**

Skellingthorpe Road and Triton Road are often, completely overloaded with vehicles. The thought of linking these roads to the new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an impossible one. It is obvious to anyone who has had to sit in traffic queues on either Skellingthorpe Road or Triton Road that we need to reduce the amount of traffic in these areas, not add to it. The developers' plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. If anything, it will only get gridlocked quicker and more often. If this development does go ahead, the developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence. If any of the planned new home occupiers (approx. 7,000 people) want to travel North, South or West of Lincoln the obvious route they would take would be to exit the Western Growth Corridor area via the New roundabout at Birchwood Avenue / Skellingthorpe Road Junction, turn right and head for the A46. This section of Skellingthorpe Road is chaos every morning and evening already. Adding another two or three thousand vehicles will make this section of Skellingthorpe Road impossible. That's before they divert traffic off the A46 because of regular road closures!

**High Flood Risk**

The proposed site is classified by the Environment Agency as HIGH RISK in terms of flooding. Being local to this area, I witness, every winter, many of the fields in this area are completely waterlogged and have standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area (and everywhere) will only get worse. Based on the potential flood risk alone, building on this land is unacceptable.

**The Large Number of Heavy Construction Vehicles**

The Development of the Western Growth Corridor will entail vast amounts of earth movement, which in turn will require large numbers of Heavy Vehicles moving in and out of the site. This will be for many years not weeks. What access will the heavy construction vehicles use for the 10 – 20 years the development will take?

**Increase in Noise Levels - Spoiling the character of our part of Lincoln**

The objection because of the increase in noise is self-explanatory. But also consider the negative impact of the local wildlife and loss of open countryside and picturesque views. We moved to this part of Lincoln for the proximity to the countryside and peace that comes with it. The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large-scale building over a period of up to 20 years.

I understand the need for new housing and the developing our lovely city, but I feel there are much more suitable sites, that are NOT Floodplains, most notably around the new Eastern Bypass. So, in conclusion, I would like you to take on board my comments and reject this application.

Yours faithfully,

  
Ralph Godley



Moira Davenport  
5 Chalgrove Way  
Forest Park  
Lincoln  
LN6 0QH  
Mr K Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

29 May 2018

Dear Mr Manning,

**Ref: Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019**

**Your Ref: 2019/0294/RG3**

I have received a letter from City of Lincoln Council relating to Hybrid Planning Application for the sustainable urban extension of Lincoln on the site of the Lincoln Western Growth Corridor, dated 14 April 2019. I would like to give you my main reasons why I am opposed to such a development.

**Traffic**

If the aim of this project is to develop a housing scheme and improve the Lincoln traffic infrastructure then it can only be considered if the internal link road from Skellingthorpe Road to Tritton Road or Beevor Street is constructed first. Failure to do this will create far too many years of further misery for drivers and residents having to use the already busy and often bottlenecked Skellingthorpe Road. As the application makes no commitment to any additional access point other than the Skellingthorpe Road, the traffic flows can only get worse as more vehicles on this road will automatically lead to increased traffic congestion.

**Pollution**

Given the volumes of stationary and very slow moving traffic at present along Skellingthorpe Road, levels of pollution will only increase under the current development proposal, having adverse effects on the health of local residents. Wildlife and vegetation will also suffer.

**Noise and disturbance**

The residents along Skellingthorpe Road and the estates to the north end are already suffering from increased noise and disturbance from excessive traffic movements and ticking stationary vehicles. These same residents will suffer continual and increased noise and disruption during the project and then increased traffic noise and disruption for a lifetime thereafter. Increased traffic will also bring with it a greater number of accidents among pedestrians, cyclists and drivers and this will put further strain on the emergency services having to access an already busy and often bottle-necked road.

In light of the above, your plans needed to be amended to deal with the issues raised in this letter.

Yours sincerely,

Mrs M Davenport

**ATTACHED TO AN EMAIL TO : [developmentteam@lincoln.gov.uk](mailto:developmentteam@lincoln.gov.uk)**

**And : DELIVERED BY HAND ON TUESDAY 28 MAY 2019**

Paul Frodsham

2 Roxborough Close

Lincoln

LN6 0QL

27 May 2019

Ms Lana Meddings

Principal Planning Officer

City of Lincoln Council

Beaumont Fee

Lincoln

LN1 1DF

Dear Ms. Meddings

Ref : Further Comments about and Objections **2** to the Hybrid Planning Application for the Western Growth Corridor Development

dated 14 April 2019 : Your Ref : 2019/0294/RG3

I have split this Comments and Objections 2 Letter into 5 sections

1. Construction Traffic
2. Green Buffer Zones and Path Ways
3. Tree Replacement and New Tree Planting Policies
4. Planning Document : 10D HAWRAT Assessment
5. Discussions with the Association of British Insurers

#### 1. Construction Traffic

1.1 Access and exit routes onto and off the proposed Western Growth Corridor Development. Following the City of Lincoln Council's late abandonment of the Hartsholme Drive access fiasco to this proposed Development, one wonders with some trepidation what your next proposals will include.

Whatever the proposed access points, the use of Skellingthorpe Road and the A46 Western Bypass are a given. It would appear from the CofLC Site Construction Phasing schedule that construction traffic access from the Tritton Road end has been dismissed until later in the development. This option would of course require the costly construction of a road bridge over the railway.

Will Birchwood Avenue or Tritton Road be used for construction traffic?

As the residents and users of Skellingthorpe Road and Birchwood Avenue are well aware these roads are very congested during daylight hours and have been for years and years. So adding construction traffic to these roads would make a bad situation so much worse giving rise to even more lengthy queues and delays.

Please announce your Development site's construction access and exit routes, without delay.

#### 1.2 Volume of Construction Traffic

So apart from the normal construction traffic that would be expected for a typical housing Development, this one has the added requirement to move vast quantities of material around this proposed WGC Development and also transport material onto this site from distant locations. I quote from the Planning Application "engineering works to inform development platform". In plain English this means, constructing a bank of material to allow houses to be constructed so that they sit above the highest flood level expected on the site.

In your Planning Statement, under Proposal section, the reader is advised that these engineering works comprise the excavation of 182,000 cubic metres in the northern part of the site to form developments platforms in the southern part of the site.

The reader is later advised in section 2.11, that the construction of the raised development platforms will require additional material being sourced off site, but surprisingly does not specify the cubic metres that would be required. Why is that and please advise the amount of cubic metres? After all, the joint applicant for the WGC Development is Lindums, a construction company.

The proposed height of this new bank is possibly 1.6 to 2.0 metres above the existing ground level for a considerable length and width along the land facing the Boultham Catchwater Drain. How many HGV vehicle movements including levelling equipment vehicles will this involve on-site and off-site?

So the on-site movement of 182,00 cubic metres this would require an estimated number of full HGV movements 6,600 to 10,000 dependant on the capacity of the HGVs used, then the same number returning empty to the excavation site, making an estimated total of up to 20,000 HGV movements. For one year, this equates to about 64 HGV movements per day. This activity will be in close proximity to the residential estates backing onto the Boultham Catchwater Drain. Please confirm or amend this figure for HGV vehicle movements.

In the absence of the number of cubic metres needed to be transported from off-site, the number of HGV vehicle movements is unknown. But remember these will have a greater impact on the traffic congestion on Skellingthorpe Road and the surrounding roads. Please supply these details.

### 1.3 Environmental impact of pollution from HGV Diesel Construction Vehicles Exhausts

These would include Noise, Dust and Diesel engine exhaust emissions oxides of nitrogen (NOx), fine particulates and hundreds of chemical elements created during incomplete combustion of diesel fuel.

These would be generated from the high volumes of HGV movements outlined in 1.2 above and would impact greatly on the residents of the adjacent residential estates.

The Noise impact would I suspect be continuous during daylight hours causing much disturbance to the surrounding residents.

Dust by its very nature gets blown up into the air and gets distributed over a wide area and into the adjacent homes.

The diesel engine exhaust NOx and the fine particulate emissions have the potential to cause problems to the lungs of many residents, both young and old but particularly to those individuals who have pre-existing respiratory related conditions.

Also affected by this pollution would be the many school children using Skellingthorpe Road from around the Birchwood Avenue junction who walk or cycle to their primary and secondary schools along Skellingthorpe Road and perhaps beyond.

Summarising this pollution, the product of the large number of HGV movements in the construction of the proposed WGC Development is unacceptable and has in the past been a reason for Planning Applications to be rejected in the United Kingdom.

## 2. Green Buffer Zones and Walk Ways

2.1 A Green Buffer Zone should be incorporated along the whole length of the north side of the Boultham Catchwater Drain.

2.2 The footpath along the north side Boultham Catchwater Drain to Skellingthorpe should be improved. In particular, the head room under the A46 Bypass road bridge is very restricted and should be increased. In my view it is no longer safe for pedestrians to cross the A46 Bypass at

the Skellingthorpe – Birchwood roundabout due to the increase in the amount of traffic. This footpath route upgrade would go a long way to increase and add variety to the network of public footpaths in and around this Development.

2.3 An inclusion of a Green Buffer Zone and Walk Way along the west side of the Stone Manor Park Estate onto the WGC Development would be a good idea. This would allow pedestrians to access the WGC Development without using part of the new roundabout and the Development Link Road to Tritton Road, a much safer option. This pathway could also be used by cyclists and mobility scooters etc.

In fact it may be possible to incorporate a similar set up as indicated above, for the west side of the new access link road, with a walk way onto the estate that avoids part of the roundabout and the new link road.

### 3.0 Tree Replacement and New Tree Planting Policies

I could not find a planning Document covering this topic.

It would appear inevitable that mature trees will be felled to make way for this WGC Development. What are the City of Lincoln Council's plans for tree replacement and the planting of new trees in excess of those felled to provide a greener environment?

### 4.0 Supporting Planning Document : 10D HAWRAT Assessment

Curiously this Document : "10D HAWRAT Assessment Document : Methods A and D Results" ; does not have a full explanatory title nor in fact who prepared it and when nor the responsible Organisation for this Supporting Document. Its origin lies with the Highways Authority method of assessing water run-off from roads. Which organisation compiled this Document and when? Please provide the full details.

[And similarly, the following Supporting Documents do not have who compiled them and when ..... : 10E CONSTRUCTION GUIDANCE ..... etc. ; 12A NOISE PERCEPTION .....etc. ; 12B ACCOUSTIC MODELLING .... etc. ; 13A TRAFFIC DATA ; 13B TRAFFIC DATA ; 15A CUMULATIVE DEVELOPMENT .... etc. and so on and so on, I suspect.]

Furthermore, there is no indication to which primary document these "appendices" belong to. The list of Supporting Documents looks like a random list that makes it difficult for the reader to appreciate the whole picture of what information is being presented. In my view the Supporting Document list should have been assembled in groups, listing the primary documents first with the list of appendices following on.

### 5.0 Discussions with the Association of British Insurers

Has the City of Lincoln Council had any contact with the Association of British Insurers to discuss whether they would be willing for their members to guarantee affordable home and contents insurance, including flood damage cover, for all the proposed houses on the proposed WGC Development?

Thank you for reading this letter and I should be grateful if you would incorporate it in the on-line Document responses as an Objection to this Planning Application, thank you.

Yours faithfully

Paul Frodsham

Head of Planning  
Lincoln City Council  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DF



6 Chelsea Close  
Lincoln  
LN6 0XF

Dear Sir/Madam

**PLANNING APPLICATION – YOUR REF: 2019/0294/RG3 (WESTERN GROWTH CORRIDOR)**

With reference to the above we are writing to officially register our objections to develop the Western Growth Corridor.

There are three main fundamental reasons why we feel this development should not be granted permission which we have detailed below.

**Flood Risk**

The proposed site is classified by the Environment Agency as 'high risk' in terms of flooding. Having lived here for numerous years, I have frequently witnessed many of the fields in this area being completely waterlogged and having standing water on them for months at a time. With increasing evidence of climate change making weather events more extreme and more common, flood risks in this area will only get worse. Based on this alone, there must be much more suitable land in Lincoln that is not at high risk that could be used.

**Traffic Congestion**

Skellingthorpe Road is already very often gridlocked with traffic at a standstill both ways between Tritton Road and the A46. The thought of linking these two roads to the new development and with additional vehicles from 3,200 houses and businesses is just going to intensify this already difficult situation. We need to be reducing the amount of traffic using this route not adding to it and the developers plan of simply adding a roundabout on Skellingthorpe Road, at the junction of Birchwood Avenue, will certainly not go anyway to improving this situation. If this development were to go ahead, the developers must completely improve the road network in all of the surrounding area beforehand, including duelling the whole of the A46 before any building work were to commence, to at least help ease the initial problem before adding to it.

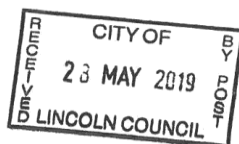
**Negative Impact on Flora and Fauna**

The negative impact which will be made on the local wildlife and loss of open countryside must also be taken in to consideration. We chose to live in this area of Lincoln based on numerous factors but a large deciding one being the proximity to the countryside and the peace that comes with it. The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large-scale building.

We fully understand that that there is a need, and a demand, for new housing in Lincoln but wholeheartedly believe that there are much more suitable sites than this one. Therefore, we ask that Lincoln City Council refuse this application.

Yours faithfully,

Mr & Mrs D Calvert



6 Burghley Road  
Lincoln  
LN6 7YE

24 May 2019

Your ref: 2019/0294/RG3

Mr K Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

Dear Sir

**Proposed Development Western Growth Corridor, Skellingthorpe Road, Lincoln  
Comments relating to the application for Planning Permission**

I have several concerns regarding the above proposed development, the main one being the building/development of road infrastructure to facilitate access. I cannot see from the application any firm commitment to building such infrastructure, other than that relating to a short road facilitating entry to the site from the junction of Skellingthorpe Road/Birchwood Avenue. This, frankly, would be completely insufficient, taking into account the amount of construction vehicles involved.

It appears to have been suggested that a link road be built from the A46 Lincoln bypass but I believe that this is no longer an option due to the objection by Highways England to the addition of a junction between Skellingthorpe Road and Carholme Road.

You are proposing a new transport bridge link over to Beevor Street but it is not clear when this will be completed.


I understand that the Highways Authority are also concerned by the lack of roads infrastructure and have advised against the development for this reason.

There is already a substantial amount of congestion on Skellingthorpe Road and surrounding areas at varying times during the day and unless the link road between Skellingthorpe and Tritton Road, which has been suggested at several public meetings, is completed before the other construction begins, the traffic delays will become insurmountable.

As a result, the noise and air pollution will increase significantly, particularly for residents along the whole of Skellingthorpe Road.

Consequently, I believe that this proposed development in its current form is not viable.

Yours sincerely

  
J P Warner

## **The Western Growth Corridor**

The latest proposals (3000+ houses) have done nothing to alleviate my concerns about this proposal, indeed the very opposite is true. However, can I first say that despite the widely held view that I have always been opposed to any development at this location that this simply is not true. I do agree that new homes are required but the infrastructure required to support any proposals must not simply be an afterthought as it has been so many times in the past, hence the problems we all encounter already particularly on Skellingthorpe Road and at the A46 roundabout.

Unsurprisingly according to a recent survey Lincoln is in the top echelon of the most congested City's in the Country. Surely then any new proposals must not simply be "traffic neutral" but must include measures not just to satisfy that particular planning application but to improve substantially the overall picture.

Government Rules make it clear that legally enforceable agreements should be put in place requiring developers to provide, and pay for, any infrastructure improvements including schools, health centres, or road schemes required before planning permission is given so that you and I as Council Tax payers do not have to pick up the bill at a later stage.

I was involved in the proposals that were forwarded back in 1996. I Chaired a public meeting on the 16<sup>th</sup> May of that year at the Stone Arms here in the village and also attended a public meeting the night before at the Wild Life on Birchwood where the City Of Lincoln Council explained the plans regarding the building of 1790 homes on this area between Tritton Road and the A46 Western bypass.

These proposals were not simply just about housing growth but recognised also the traffic issues. They included a park and ride site with a dedicated bus only "greenway" directly from the park and ride into the City with a commitment to extend this dedicated "greenway" into Skellingthorpe. They also included an additional road access to link the bypass with Tritton Road.

Unfortunately, these "proposal benefits" have inexplicably disappeared as part of the new proposals which seems to fly in the face of the "green" credentials which are often championed locally by the decision makers. Have previous concerns regarding air pollution in and around the City been seriously considered given the massive increase in domestic and business traffic as a consequence of these proposals?

Skellingthorpe Parish Council obtained a previous commitment regarding the dualling of the bypass between the Skellingthorpe and Doddington Road (responsibility of Highways England) roundabout but these do not appear as part of the new proposals.

Also, how can it be that the section between Doddington and Whisby road had to be dualled as part of the planning application for Teal Park and yet this one with potentially far more traffic does not?

When I questioned this, I was told there would be a slip road put in place at the Skellingthorpe roundabout to allow traffic travelling from Lincoln on Skellingthorpe Road to filter onto the single carriageway. Frankly this is an absolute nonsense, how can a filter have any impact at all when you simply are unable to find any carriageway space on the existing single carriageway road?

I have also questioned the number of lorries and tonnage that will be required to bring the "spoil" on to the site to raise the ground levels. All of this will need to use the A46 bypass, Skellingthorpe Roundabout, Skellingthorpe Road, and proposed Birchwood roundabout. This

will create massive problems and I wonder if residents understand the chaos that is to ensue before even a brick is laid. I have still not received an answer to this question.

However, I understand the County Council as the Highways Authority are undertaking an updating exercise of the Lincoln Transport Strategy which was last reviewed in 2013. This is a critical and timely review. The document states "In early 2017 the new Local Plan was adopted by the Central Lincolnshire Joint Strategic Planning Committee.... the plan includes very significant ambitions for growth in and around Lincoln and a new strategy is required to identify access and transport focussed proposals to help support that growth".

The report goes on to say, "The involvement of stakeholders, Council Members, and the public is vital to the development and delivery of a strong strategy...it is NOT intended to be a process which simply tells, stakeholders, Members and the public what will happen".

The development and production of the survey is expected to be completed in the Autumn and I will be writing to the County Council for confirmation that they, as the Highways Authority, will strongly object to any large-scale planning applications including the Western Growth Corridor being considered by the relevant Planning Authority until the results and implications of the new Transport Strategy are known.

After all, not to do so would simply allow Planning Authorities to inexplicably "put the cart before the horse" and once again make the current intolerable situation even worse.

As I stated earlier I have been involved in previous proposals on this site and I am aware of the financial difficulties of a return for investors given the infrastructure costs associated with it.

However, I do believe in the principle that the "developer pays" and none of the burden of infrastructure costs should be met by Council Taxpayers. Neither do I agree that infrastructure needs should be ignored or reduced simply to make a proposal viable.

I do expect the City of Lincoln Council as the Planning Authority to act in a responsible way with regard to this matter. It should wait until the outcome of the County Council traffic survey in order that we can be sure that this proposal (along with any other large planning applications) have been properly assessed in terms of improving the current and future traffic and air pollution issues in and around the City and the that burden of this falls rightly on the developer and does not fall upon the Council Taxpayer.

Cllr. Chris Goldson

North Kesteven District Councillor, Skellingthorpe Ward.

### **Comments for Planning Application 2019/0294/RG3**

#### **Customer Details**

Name: Mr Philip Jackson

Address: 58 Princess Street Lincoln

#### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Philip John Jackson

58 Princess Street

Lincoln

LN5 7QL

Directorate of Communities & Environment

Simon Walters MBA, ACIS, MCMI

City Hall, Beaumont Fee

Lincoln LN1 1DF

30/05/2019

Dear Sir,

RE: Planning Application for the Western Growth Corridor 2019/0294/RG3



I wish to make you aware of a number of strong objections that I have with regard to the proposed development of the Western Growth Corridor. As a local resident I am of the view that the proposed development will have a serious impact on the local and surrounding areas.

It should be noted that there has been some difficulty with accessing all of the planning documents associated with this application due to technical errors with the City of Lincoln Council's website planning portal and I understand my objections will still be considered.

Firstly, I would like to ask how there is no conflict of interest with this planning application, if I have read this correctly the client is the City of Lincoln Council and the decision to allow development is with the City of Lincoln Council?

Please find below my comments;

**Traffic Congestion** - In the planning statement, point 2.14 states that the access to the proposed site would be via Skellingthorpe Road, Tritton Road and Beevor Street. As stated, the latter two roads would require link bridges over the existing railway line which would require funding so these must be discounted until funding is available. The new proposed roundabout located at the junction of Birchwood avenue and Skellingthorpe Road would be the main site access and the main route into and out of the site for construction traffic and the residents of the proposed 600

dwelling as shown in HG1264-45 Phasing Plan - Phase 1. I feel that this road is already at maximum capacity and causes traffic delays every morning and afternoon, on top of this due to the high number of accidents on the A46, traffic is almost daily diverted down Skellingthorpe Road and the roads leading onto it causing gridlock in the area.

Traffic has already been significantly increased in this area due to developments been previously granted for dwellings on Sampson Close, Primrose Place, the large LN6 development which is still growing on Tritton Road and developments in Skellingthorpe, all of which lead traffic to Skellingthorpe Road.

This proposed roundabout would not be suitable or sufficient for construction traffic accessing and exiting the site, regular commuters and the addition of residents from the proposed development.

As previously mentioned, phase one would add 600 dwellings which could potentially add a further 798 cars using this junction (based on an average of 1.33 vehicles per household based on a 3- year survey by Statista) and I feel that this is not acceptable.

**Proposed Skellingthorpe Rd/Birchwood Ave Roundabout** - In addition to my comments above I do not see the benefits from the addition of the proposed roundabout, although a roundabout generally speeds up traffic flow this would have no benefits here, any decrease in time taken to pass the junction of Birchwood Avenue and Skellingthorpe Road just means that cars then access Skellingthorpe Road at a higher volume, this then means that the current large queues down to

Skellingthorpe Road onto Tritton Road and from Skellingthorpe Road onto the A46 will get even bigger. In addition to this, any time saved at this junction will also be negated due to there now been four access roads onto the proposed roundabout instead of the three roads currently at the junction.

I also assume that public monies will be spent to pay for the roundabout to simply allow the developer access to their site as I believe that they currently do not have any site access.

**Pedestrian and Cycle Facilities** - In the planning policy, point 2.25 highlights the aim is to minimise the use of cars. In point 2.26 it states that there is 'potential' to separate cycle and pedestrian routes from the main carriageway. The use of the word 'potential' generally means that this will not happen, cars will be using this road as a 'rat run' to Tritton Road (subject to the bridges actually being built) and will be very busy, in addition to this, will the proposed 3200 dwelling actually have enough car parking so they will not be parked along the road side as per a lot of other large developments?

**Local Area** - In the planning policy, point 2.29 states that the area will be enhanced by the retention of access/open corridors that will maintain views to city centre and Cathedral. Whilst I am fully aware that views are not protected, I feel that if the planning policy is highlighting the views from the potential development as a positive, it must also be mentioned that the current homes in Forest Park, Stone Manor Park and Swanpool area that currently already have these views that will now be blocked by this development.

**Affordable Housing** - Point 2.32 in the planning policy states that less than the 20% requirement for affordable housing would be provided in the early years and this will be achieved in the later years of the scheme, as this is a 20 plus year development, I do not think that this is acceptable as there is a large demand for affordable housing. If as I predict, the developer walks away after construction of phase 1 or 2 due to the cost of trying to develop such a difficult area, this area will not meet the 20% requirements.

**Leisure Village** - Point 2.41 in the planning policy states the proposals for a leisure village even though a sports planning statement has already stated that there is limited need for further built facilities in the

city, why would you go against a sports planning statement that has already said that there is no requirement for this? Point 2.50 states that it could include a gym and spa (of which the city already has), a hotel (of which the city already has including numerous new build hotels further adding to the traffic problems), a sports hall and swimming pool (of which the city already has) and a 10-pin bowling centre (of which the city had two but one has been knocked down and the site redeveloped due to lack of use).

Park and Ride - Point 2.51 states that whilst a dedicated park and ride facility is not proposed there is scope to provide such facility. If there are no plans to incorporate this then why is this even mentioned in the planning policy? Why is this site not getting utilised as a park and ride site?

Earlier comments states that this site is planned to encourage people not to use cars.

New Bridges - These bridges are a key part of the development; I feel that NO construction should be STARTED until these bridges are in place due to the significant traffic problems in the area.

The phases listed in the planning policy state when these bridges are planned for construction however, these are subject to funding.

Criteria A, point 3.22 also states that if external funding is delayed then the bridge links will be funded through the generation of development returns which may take somewhat longer to deliver the infrastructure. This means that even though the bridges are included in the planning policy at the various stages, if someone else does not fund these then the development will continue until they can self-fund. This is a 20 plus year development and that is unacceptable.

Environmental Impact - There will be a large environmental impact on the proposed development site and surrounding areas, the area is already at risk of flooding and any developer would normally walk away from this, as has happened on this site previously. Increasing the land level by an estimated one metre will involve heavy plant machinery working on site digging and transporting this material. The increase in level also provides instability around the proposed development due to settlement.

As this development is estimated to be in excess of 20 years this will have a large impact on the local residents, living next to a construction site for this period of time I feel is unacceptable, with the noise levels and vehicle emissions given off from the site and the increase in traffic noise on a greenfield site.

The EIA that has been submitted with the planning application is also 3 years old. The proposed development area is populated with deer, fox, rabbits, snakes, herons and other bird life from Hartsholme nature reserve and the surrounding areas. Further to this there appears to be no wildlife corridors provided along the catchwater drain for the wildlife as this area will be cut off by the proposed access road. A wildlife corridor could also be used as screening for the neighbouring properties on Forest Park, Stone Manor Park and Swanpool.

The proposed construction site is a greenfield site, why have no other sites been looked at, there are old RAF bases around the city and with the upcoming closure of RAF Scampton these provide great opportunities for construction without the need to build on greenfield sites, the flood risks are low and access would be greatly improved compared to this proposed site.

The question must be asked whether the City of Lincoln Council/Lindums would ever consider building on this land if they did not already own it?

Low Carbon and Sustainable Design - Point 3.31 in the planning policy states that under policy LP30, the proposals for the WGC are to be 'a development that maximises the opportunities for low carbon and sustainable design' If this statement is adhered too, we should expect the development to contain rain water harvesting systems, solar and wind energy systems to name but a few low carbon and sustainable systems. As the policy states it should be maximised and not just utilise one or two systems.

I look forward to hearing from you and hope that you consider the points listed above.

Kind Regards

Philip John Jackson

I would like to make a personal representation at the planning committee when it considers the application please.

Thank you!

### **Comments for Planning Application 2019/0294/RG3**

#### **Customer Details**

Name: Mr Paul Banfield

Address: 24 Rochester Drive Lincoln

#### **Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object strongly to the WGC planning application, specifically the proposed road infrastructure changes on Skellingthorpe Road.

The traffic modelling estimates presented at the planning roadshows were greeted with complete mistrust by all attendees at the meetings that I attended. Despite Council representatives' reassurances that these figures have been provided by qualified traffic assessors, they seem highly dubious in accuracy. At MOST times of the day, Skellingthorpe Road is already at maximum capacity and at peak times currently resembles a car park up to the A46. Whilst a through road that circumnavigates the Skellingthorpe Road level crossing would certainly have an effect on the Tritton Road junction, the simultaneous addition of hundreds of new homes & businesses will completely swamp the capacity of Skellingthorpe Road's outer reaches. The proposed roundabout at Birchwood Road will be gridlocked by the volume of traffic trying to enter the A46 and anyone with a pair of eyes can see this. Proposed alterations to the Skellingthorpe Road / A46 roundabout will have only slight efficiency gains, particularly whilst the A46 is single lane heading South and is

also gridlocked at peak times. The stretch of Skellingthorpe Road between the WGC Birchwood Road and A46 roundabouts is destined to be a traffic disaster if the current plans go ahead.

Previous planning suggestions that included a direct new link road between WGC & the A46 have been dropped, clearly on profitability grounds. The City Of Lincoln Council seems to be determined to push the current plan through, despite the vociferous objections at every consultation meeting by the residents that will have to live with the final result. Any property that is in the vicinity of Skellingthorpe Road outer reaches will have a permanent problem accessing their homes and I do not wish to be in the position to say 'I told you so' in the years to come.

Whilst the building is in progress, Skellingthorpe Road will be under even greater strain; this will then impinge on Lindum's access to the site and therefore, its efficiency. This will doubtlessly cause problems for the site's building vehicles and will then affect Lindum's profit margins, as well as bringing the area to a frequent standstill for all other traffic.

In summary, my objection is that the planned road infrastructure at the outer region of Skellingthorpe Road will be TOTALLY inadequate for the volume of traffic that will result from the WGC development plan in its current form.

### **Comments for Planning Application 2019/0294/RG3**

#### **Customer Details**

Name: Mr Ian Whiting

Address: 5 Burghley Road Lincoln

#### **Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:My previous comments concern the bigger picture aspects of the proposed development. I've now had chance to look at some the maps and plans in more detail and am amazed that boundaries appear to have been moved since previous discussions / consultations.

Having tried to keep informed over 20 years on the status of plans for this proposed development, I'm amazed that basics like development boundaries have continued to change. How is this allowed?

I've had previous assurances from council representatives and agents at public meetings that specific boundaries of the development would be maintained. This related to wildlife corridors, existing tree lines, existing wooded areas, existing lanes and rights of way. separate attachment includes more detail

### **Mr Philip Jackson 58 Princess Street Lincoln LN5 7QL (Objects)**

**Comment submitted date: Thu 30 May 2019**

Philip John Jackson

58 Princess Street

Lincoln

LN5 7QL

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

30/05/2019

Dear Sir,

RE: Planning Application for the Western Growth Corridor 2019/0294/RG3

I wish to make you aware of a number of strong objections that I have with regard to the proposed development of the Western Growth Corridor. As a local resident I am of the view that the proposed development will have a serious impact on the local and surrounding areas.

It should be noted that there has been some difficulty with accessing all of the planning documents associated with this application due to technical errors with the City of Lincoln Council's website planning portal and I understand my objections will still be considered.

Firstly, I would like to ask how there is no conflict of interest with this planning application, if I have read this correctly the client is the City of Lincoln Council and the decision to allow development is with the City of Lincoln Council?

Please find below my comments;

Traffic Congestion - In the planning statement, point 2.14 states that the access to the proposed site would be via Skellingthorpe Road, Tritton Road and Beevor Street. As stated, the latter two roads would require link bridges over the existing railway line which would require funding so these must be discounted until funding is available. The new proposed roundabout located at the junction of Birchwood avenue and Skellingthorpe Road would be the main site access and the main route into and out of the site for construction traffic and the residents of the proposed 600 dwellings as shown in HG1264-45 Phasing Plan - Phase 1. I feel that this road is already at maximum capacity and causes traffic delays every morning and afternoon, on top of this due to the high number of accidents on the A46, traffic is almost daily diverted down Skellingthorpe Road and the roads leading onto it causing gridlock in the area.

Traffic has already been significantly increased in this area due to developments been previously granted for dwellings on Sampson Close, Primrose Place, the large LN6 development which is still growing on Tritton Road and developments in Skellingthorpe, all of which lead traffic to Skellingthorpe Road.

This proposed roundabout would not be suitable or sufficient for construction traffic accessing and exiting the site, regular commuters and the addition of residents from the proposed development. As previously mentioned, phase one would add 600 dwellings which could potentially add a further 798 cars using this junction (based on an average of 1.33 vehicles per household based on a 3-year survey by Statista) and I feel that this is not acceptable.

Proposed Skellingthorpe Rd/Birchwood Ave Roundabout - In addition to my comments above I do not see the benefits from the addition of the proposed roundabout, although a roundabout generally speeds up traffic flow this would have no benefits here, any decrease in time taken to pass the junction of Birchwood Avenue and Skellingthorpe Road just means that cars then access Skellingthorpe Road at a higher volume, this

then means that the current large queues down to Skellingthorpe Road onto Tritton Road and from Skellingthorpe Road onto the A46 will get even bigger. In addition to this, any time saved at this junction will also be negated due to there now been four access roads onto the proposed roundabout instead of the three roads currently at the junction.

I also assume that public monies will be spent to pay for the roundabout to simply allow the developer access to their site as I believe that they currently do not have any site access.

**Pedestrian and Cycle Facilities** - In the planning policy, point 2.25 highlights the aim is to minimise the use of cars. In point 2.26 it states that there is 'potential' to separate cycle and pedestrian routes from the main carriageway. The use of the word 'potential' generally means that this will not happen, cars will be using this road as a 'rat run' to Tritton Road (subject to the bridges actually being built) and will be very busy, in addition to this, will the proposed 3200 dwelling actually have enough car parking so they will not be parked along the road side as per a lot of other large developments?

**Local Area** - In the planning policy, point 2.29 states that the area will be enhanced by the retention of access/open corridors that will maintain views to city centre and Cathedral. Whilst I am fully aware that views are not protected, I feel that if the planning policy is highlighting the views from the potential development as a positive, it must also be mentioned that the current homes in Forest Park, Stone Manor Park and Swanpool area that currently already have these views that will now be blocked by this development.

**Affordable Housing** - Point 2.32 in the planning policy states that less than the 20% requirement for affordable housing would be provided in the early years and this will be achieved in the later years of the scheme, as this is a 20 plus year development, I do not think that this is acceptable as there is a large demand for affordable housing. If as I predict, the developer walks away after construction of phase 1 or 2 due to the cost of trying to develop such a difficult area, this area will not meet the 20% requirements.

**Leisure Village** - Point 2.41 in the planning policy states the proposals for a leisure village even though a sports planning statement has already stated that there is limited need for further built facilities in the city, why would you go against a sports planning statement that has already said that there is no requirement for this? Point 2.50 states that it could include a gym and spa (of which the city already has), a hotel (of which the city already has including numerous new build hotels further adding to the traffic problems), a sports hall and swimming pool (of which the city already has) and a 10-pin bowling centre (of which the city had two but one has been knocked down and the site redeveloped due to lack of use).

**Park and Ride** - Point 2.51 states that whilst a dedicated park and ride facility is not proposed there is scope to provide such facility. If there are no plans to incorporate this then why is this even mentioned in the planning policy? Why is this site not getting utilised as a park and ride site? Earlier comments states that this site is planned to encourage people not to use cars.

**New Bridges** - These bridges are a key part of the development; I feel that NO construction should be STARTED until these bridges are in place due to the significant traffic problems in the area. The phases listed in the planning policy state when these bridges are planned for construction however, these are subject to funding.

Criteria A, point 3.22 also states that if external funding is delayed then the bridge links will be funded through the generation of development returns which may take somewhat longer to deliver the infrastructure. This means that even though the bridges are included in the planning policy at the various stages, if someone else does not fund these then the development will continue until they can self-fund. This is a 20 plus year development and that is unacceptable.

Environmental Impact - There will be a large environmental impact on the proposed development site and surrounding areas, the area is already at risk of flooding and any developer would normally walk away from this, as has happened on this site previously. Increasing the land level by an estimated one metre will involve heavy plant machinery working on site digging and transporting this material. The increase in level also provides instability around the proposed development due to settlement.

As this development is estimated to be in excess of 20 years this will have a large impact on the local residents, living next to a construction site for this period of time I feel is unacceptable, with the noise levels and vehicle emissions given off from the site and the increase in traffic noise on a greenfield site.

The EIA that has been submitted with the planning application is also 3 years old. The proposed development area is populated with deer, fox, rabbits, snakes, herons and other bird life from Hartsholme nature reserve and the surrounding areas. Further to this there appears to be no wildlife corridors provided along the catchwater drain for the wildlife as this area will be cut off by the proposed access road. A wildlife corridor could also be used as screening for the neighbouring properties on Forest Park, Stone Manor Park and Swanpool.

The proposed construction site is a greenfield site, why have no other sites been looked at, there are old RAF bases around the city and with the upcoming closure of RAF Scampton these provide great opportunities for construction without the need to build on greenfield sites, the flood risks are low and access would be greatly improved compared to this proposed site.

The question must be asked whether the City of Lincoln Council/Lindums would ever consider building on this land if they did not already own it?

Low Carbon and Sustainable Design - Point 3.31 in the planning policy states that under policy LP30, the proposals for the WGC are to be 'a development that maximises the opportunities for low carbon and sustainable design' If this statement is adhered too, we should expect the development to contain rain water harvesting systems, solar and wind energy systems to name but a few low carbon and sustainable systems. As the policy states it should be maximised and not just utilise one or two systems.

I look forward to hearing from you and hope that you consider the points listed above.

Kind Regards

Philip John Jackson

I would like to make a personal representation at the planning committee when it considers the application please.

Thank you!

**Mr Lee Wiles 7 Burghley Close Lincoln Lincolnshire LN6 7YH  
(Objects)**

**Comment submitted date: Fri 31 May 2019**

Further to my previous comments I would like to object further after reading comments following my objection.

A main trend from the comments is that not all information has been supplied as part of the application, various agencies asked to comment have noted parts of the application aren't available. The Highways Agency have noted that the roundabout drawing is incorrect, The Woodlands Trust have noted there is no notification which trees will be felled, the Transport Assessment does not contain sufficient evidence adequately to demonstrate the development can come forward without severe residual cumulative impacts on the network, the Environmental Statement Transport Chapter has not adequately assessed and reported the potential environmental impact of this development on the area and I have been advised directly from the planning team that "With regards your comments on traffic and air pollution, these matters are currently being considered by our statutory consultees and we are awaiting their advice. Once we have these comments we will be in a better position to make comment on whether the level of traffic and air pollution attributed to the development would be acceptable."

Surely all this information should be available to the public and agencies before we make our comments and why isn't it available in the application.

In regards to my previous objection in terms of air pollution, Hartsholme Academy have recently started a 'park and stride' scheme where children and parents are encouraged to walk from the Hartsholme Park relief car park to the school. This journey, undertaken by children as young as 4, involves walking down Skellingthorpe Road to the pedestrian crossing at Hartsholme Park and then walking further down Skellingthorpe Road. The road is always busy with traffic constantly moving or stationary, the paths are narrow so the walk is directly next to cars and the associated pollution. Air pollution is a major topic at the moment, especially affecting young children, and even phase 1 of this development will have a major impact on the already high levels of air pollution down this saturated road. A survey should have been completed BEFORE this application was submitted and the findings presented to the public.

In addition to my previous objections I request that the Planning Committee, which I have been advised is a 'public meeting', strongly objects to this poorly situated and poorly researched development.

**Comment submitted date: Fri 03 May 2019**

I am writing to express my objections to this application, though I'm wary that any objections made won't be considered like the public concerns raised throughout the 'consultation' period of the proposed development. It feels like the planners are

determined to go ahead with the development ignoring concerns blinkered by the money due to be gained. It is also this lack of acknowledgement of said concerns that may lead to other residents not raising an objection.

There are various reasons for my objection and I have no doubt that these reasons have been extensively raised by other residents through the 'consultation' period and have been ignored.

#### Highway Safety and Congestion:

Skellingthorpe Road is at capacity now at both on peak and off peak travel times then any traffic issues, such as accidents or road works, in other parts of the city have a knock on effect on the road, sometimes blocking the road from Tritton Road to Birchwood Avenue and beyond. Add in an additional 3200 dwellings and this will make travel unbearable. I don't think the traffic concerns have been suitably dealt with in the application and Lincolnshire County Council have raised their own concerns with Councillor Richard Davies stating "We would like the city council to make a commitment to residents that they will put the right highways infrastructure in place before people move in." and "It's far easier to include these measures from the start than try to shoe-horn them in later...Of course, all these things cost money, and that may mean their development isn't as profitable as it might otherwise have been". It seems that the costs for such an infrastructure are being put to one side to get planning approval and to start the development so it can't be reversed. <https://thelincolnite.co.uk/2019/03/councils-tussle-over-western-growth-corridor-traffic-impact/>

#### Noise and Disturbance:

Throughout the development there will be considerable noise and disturbance for residents and wildlife alike. The amount of site traffic via trucks and large vehicles will be constant and from what I've read the site access will be via one road from the new Skellingthorpe roundabout. This will cause constant noise and disturbance.

#### Air Pollution:

This amount of extra traffic from new residents and site workers will cause extra air pollution for the existing residents around the development, wildlife and nature. Climate change is a major topic at the moment and the size of this development will have a negative impact on our cherished open space.

#### Effects on trees:

This should also include the effect on wildlife as the area is a hotspot for various animals, birds and insects. We are constantly losing green spaces within the city and at some point it needs to stop. Foxes, deer and wild birds are constantly spotted in the areas marked for development, we should be leaving these habitats alone to flourish. In terms of trees, I'm sure the development will lead to a substantial amount of trees being felled, it has just been highlighted that we need to be planting billions of trees in Britain, not building on areas where trees will be felled and more trees could be planted. <https://www.thetimes.co.uk/article/britain-must-plant-billions-of-trees-says-committee-on-climate-change-786mpclfr>

Overall this site has been denied planning permission before, due to good reasons, and I urge the committee to do the same on this occasion for the reasons described above for existing residents, wildlife, nature and the climate. Listen to your constituents instead of ignoring them in the pursuit of money.



**Mr Robert Clarke 12 Shaftesbury Avenue Lincoln Lincolnshire LN6 0QN (Objects)**

**Comment submitted date: Fri 31 May 2019**

FAO Lana Meddings, Directorate of Communities & Environment, Lincoln City Council, City Hall, Lincoln LN1 1DF

Re: Western Growth Corridor

I wish to express my objection to the Planning Application for the Lincoln Western Growth Corridor on the following grounds:

1) Highways Infrastructure: channelling all construction traffic and at a later date all residential traffic via the proposed Skellingthorpe Road/Birchwood Road roundabout and then along Skellingthorpe Road is unacceptable. At peak hours: 07.30 - 09.00 and 16.00 - 18.00 current traffic congestion is bad enough in both east and west directions. Some years ago, in a previous application, there was provision for a road link between the A46 bypass (between the Skellingthorpe and Carholme roundabouts) and Tritton Road. This seems to have been forgotten this time around. It is unacceptable to start this development without having this latter road link in place.

2) Environment: apart from decimating the natural habitat of wildlife in this corridor of Green Belt, there must be a concern that emission levels from increased road traffic on Skellingthorpe Road will breach national guidelines at the peak hours referred to in 1) above. Have these been modelled in this latest application?

3) Strategic: There are other more suitable areas for development around Lincoln and identified in the Central Lincolnshire Local Plan which would avoid the issues raised in points 1) and 2) and could link into the Lincoln Eastern Bypass.

Yours sincerely

Robert Clarke

**Mrs Loraine Humphreys 1 Burghley Road Lincoln Lincolnshire LN6 7YE (Objects)**

**Comment submitted date: Sat 01 Jun 2019**

Mr & Mrs K Humphreys  
1 Burghley Road  
Lincoln  
LN6 7YE

Dear Ms Meddings  
2019/0294/RG3  
Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

The proposed development will damage the natural environment and result in a significant loss of biodiversity. The whole area is full of wildlife; many varieties of birds enter the

gardens encouraged by the hedgerows and trees along Pig Lane which is home to deer, hedgehogs, squirrels and foxes. We are regularly visited by bats in the warmer evenings and listen to the fledglings this time of the year as they move along the Lane. For many years Pig Lane has been a permissive footpath used by the general public for walking, cycling and dog walking. The council even put a dog bin at the top of the Lane so was clearly recognised as a popular dog walking route (although this was strategically moved in the last couple of years). This joins the public footpaths along the Cathchwater Drain giving access to the town centre to the east and the Fossedyke Canal to the west via unspoiled countryside. Your proposal does not appear to support an enhanced environment for people to enjoy green, safe areas away from traffic, houses and noise; it does not appear to have taken account of the wildlife that will be driven away from the area and looks to remove trees and hedges that are currently used in abundance by the wildlife in this area. I am also at a loss to discover that your bat roost potential only shows evidence of bats on the periphery of the site - this area is a feeding ground for bats and we regularly watch them flying around in the warm evenings. Many of your surveys are out of date and have not been carried out in the last two or three years as best practice guidelines suggest.

At one of the public consultations we were assured that Pig Lane would remain untouched. Should this plan go ahead Pig Lane will offer the only protection from noise and dust for those backing onto the proposed site on Burghley Road. We already have Skellingthorpe Road to the immediate south of our home (1 Burghley Road) and Pig Lane with its trees and hedges, offers a barrier to the traffic and provides us with a pleasant view to the west. For these reasons Pig Lane should remain as is and not be used as an access route for construction traffic either.

I would also like to know how you propose to get walkers and cyclists safely across the roads at the proposed roundabout at the junction of Birchwood Avenue and Skellingthorpe Road? There are also elderly and disabled people in the area so thought needs to be given to safe crossings especially as the traffic will increase in this area dramatically.

My other concern, as with many other people, is the potential for flooding; I can just about get my head round how the SuDs system works for the new development but again what about the surrounding area and existing homes? From what I read you will build the new houses on 'platforms', you intend to raise the levels of the ground and the new roads, you will install retention systems but what if the current flood plains do actually flood and the retention ponds over spill - where does the water go then? I can understand this system working in normal environments but is it fit for purpose in an area that is already a flood plain and will it have a detrimental impact to the surrounding properties?

Lastly I note that the site boundary red line has moved since your public consultation and now includes the woodland at the rear of Burghley Road! This should equally remain untouched as any construction in this area will just have a greater negative impact on our wildlife.

For the above reasons I object to the planning application.

Yours sincerely

Mr & Mrs Humphreys

**Mr Richard Johnston 8 Waterloo Lane Skellingthorpe Lincoln LN6 5SL (Objects)**

**Comment submitted date: Sat 22 Jun 2019**

Following further information, post my April submission. I make further comment reflecting my Ward members concerns.

These concerns are those gathered and expressed by my residents in Skellingthorpe:  
Traffic Congestion

Skellingthorpe Road and the A46 by pass is currently overloaded with vehicles. The thought of linking these roads to the new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an impossible one. It is obvious to anyone who has had to sit in traffic queues on Skellingthorpe Road both ends; that we need to reduce the amount of traffic in these areas, not add to it. The 3000+ housing coupled with a further 600+ in Skellingthorpe itself MUST add to an unacceptable traffic explosion. Currently virtually NO mitigation of the situation is apparent (other than a slight 'filter' on to the A46! ( into what is already a bottleneck)! See Highways England Comments HEPR 16-01 also comments with regard to A46/B1378 mitigation.

The plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. The developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence.

If the planned new occupiers (approx. 7,000 people and possibly 60% new cars = £4200 cars per day!! ) will want to travel North, South or West of Lincoln the obvious route they would take would be to exit the Western Growth Corridor area via the New roundabout at Birchwood Avenue / Skellingthorpe Road Junction, turn right and head for the A46. This section of Skellingthorpe Road is chaos every morning and evening already. Adding another 3- four thousand vehicles will make this section of Skellingthorpe Road impossible. That's before they divert traffic off the A46 because of regular road closures!

#### The Large Number of Heavy Construction Vehicles

The Development of the Western Growth Corridor will entail vast amounts of earth movement, which in turn will require large numbers of Heavy Vehicles moving in and out of the site. This will be for many years not weeks. What access will the heavy construction vehicles use for the 10 - 20 years the development will take? The projected HGV movements per day is enormous conservative estimates indicate 64 HGV movements per day. A large increase in NOx and CO2 from construction vehicles, with likely short term effects on children, The Priory School on Skellingthorpe Road), elderly residents and asthma sufferers and long term effects on all

#### Increase in Noise Levels -

The objection due to the increase in noise is obvious The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large-scale building over a period of up to 20 years. This is a long term critical impact upon the area. I see minimal consideration for mitigating the impact over such a long period.

Councillor Richard Johnston Cllr\_Richard\_Johnston@n-kesteven.gov.uk

Independent Councillor for Skellingthorpe on North Kesteven District Council

Mr. K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

Karen Gostick  
3 Burghley Road  
Lincoln  
LN6 7YE  
Direct Neighbour of Dev  
31st May 2019

Dear Mr Manning

Your Ref : 2019/0294/RG3

Hybrid Planning Application for Planning Permission for the sustainable urban extension of Lincoln on the site of the Lincoln Western Growth Corridor.

Objection.

We are very concerned about the proposed development & especially the fact that the boundary appears to ajoin our property. No one from the council or developer has attempted to talk to us or our neighbours about this.

We were aware of a potential development, but had seen drawings some time ago that showed that Pig Lane, the trees and bushes on both sides and the woodland to the east side of Pig Lane would be preserved.

The whole point of this bungalow for us, is a quiet way of life, with natural surroundings and a lack of overlooking properties, especially for my mother.

Surely Pig Lane should be maintained? It's used all the time by walkers and cyclists. And the trees and bushes along its sides are part of the character of this estate. The thought of loosing Pig Lane and especially the foliage that surrounds it worries me.

The properties bordering this lane are quiet. If it's used for construction, I can't image living with the noise, smoke, dust and mess.

Thankyou,

Yours sincerely,

Karen Gostick



Mr. K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

Ian Whiting  
5 Burghley Road  
Lincoln  
LN6 7YE  
Direct Neighbour of Dev  
30<sup>th</sup> May 2019

Dear Mr Manning

Ref : Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019

Your Ref : 2019/0294/RG3

Hybrid Planning Application for Planning Permission for the sustainable urban extension of Lincoln on the site of the Lincoln Western Growth Corridor.

Objection.

I've previously submitted an Objection listing a broad range of concerns. This is an additional Objection, since I've now had chance to look at more of the drawings/ maps / data.

I've been following the proposed development since we bought our house. We came to the council offices and reviewed the outlines at that time. We also attended a session of every 'consultation' meeting that we got to hear about. That's an awful lot of meetings over a 17 year timeline.

Specifically, the Boundaries of the development appear to have moved. Previously we were shown official drawings where the small area of woodland behind Burghley Road was very specifically outside of the development line. That line ran along the north side of the Drain all the way to Pig Lane. Further, the entirety of Pig Lane between Skellingthorpe Road and the Sincil Drain was to be maintained along with it's tree lines.

The Burghley Road properties affected were designed to be very private and to enjoy the natural setting. They are quite and they are not overlooked.

I was impressed by the Lincoln Planning Dept two years ago, when requesting planning permission for an extension to the rear of our property. They were very helpful and I wrote to you at the time to say so.

Permission was granted on the basis that the extension did not overlook our neighbours walkways or windows at the rear of their house. The Planning Officer was very specific that planning decisions around houses in this type of development have to be considered to ensure that the original intent /neighbourhood character is maintained. So that also applies, even when it's the Council that is the applicant doesn't it?

It appears in the Application documents that part of the woodland to the rear of Burghley Road properties is now included in the development, further that the Skellingthorpe Road end of Pig Lane will disappear and be built over. The development should not be done at the expense of losing the existing character of properties and local surroundings.

We've also heard that the developer intends to 'broaden' the Skellingthorpe Road end of Pig Lane at the start of the development, utilise this broadened Pig Lane for Lorry access whilst building the Roundabout and access roads. By 'Broaden Pig Lane' we assume this means 'cutting trees and bushes back or down'.

The properties bordering this lane are quiet and residential. The noise, dust and disruption to be caused by use of this lane as an access point are totally out of character with the area, or indeed any residential area. The edge of the Lane directly borders 3 properties.

This top section of Pig Lane, as far as the drain has been used by pedestrians and dog walkers for at least 40 years. It has become a right of way. It should be maintained as a footpath and the tree line to both sides should be preserved in order to maintain the local character, maintain the wildlife corridor and help to reduce the noise, dust and pollution for the existing properties both during construction and beyond when the roundabout and road become active.

I also find it hard to believe that the Noise Assessment figures published have been based on a reduced tree / bush count in this specific area.

Notwithstanding the much broader issues addressed by myself any many others in this consultation, if by some means this development is to be taken forward, then let us at least address and resolve this specific issue directly with you.

Thankyou,

Yours sincerely,

Ian Whiting

2 Burghley Rd  
Lincoln  
LN6 7YE

Mr K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

30 May 2019

Dear Mr Manning

Re: Planning application for the Western Growth Corridor, 2109/0294/RG3

I wish to object to the above application.

I am very concerned about the lack of road infrastructure and the lack of defined timelines for the building of the roads needed to cope with the planned development.

The development area is bordered by the A46, Carholme rd, Tritton rd and Skellingthorpe rd. All 4 of these roads are frequently congested especially at peak hours. The railway crossing on Skellingthorpe rd contributes significantly to this congestion with traffic frequently backing up a distance of 1 mile along that road west of the crossing and similarly along Tritton rd. This occurs throughout the day and is not confined to peak hours. It is not uncommon to have to wait for 2 or 3 trains to pass, many of which are freight trains, before the barriers are lifted.

Travelling in the opposite direction along Skellingthorpe rd towards the A46, again traffic is frequently very slow backing up half a mile and more and it can take 20 minutes to travel this short distance. This is due to the volume of traffic on the A46 which has to slow down when it changes from a dual to a single carriageway at Skellingthorpe road roundabout. Your planned solution to add a slip road at the roundabout will not make any difference because the problem of the backup of traffic on the A46 will still be there.

If there is an incident on any of the other major roads in the city, as is not infrequently the case, these and all adjacent roads become even more congested.

At several public meetings it has been suggested that a link road will be put across the entire WGC site to Tritton Road, followed later by a further link to Beevor Street. It was also suggested that a road from the link road to the A46 Lincoln Bypass was also intended. Drawings have been exhibited by City of Lincoln Council and / or co-developer representatives, at public events, showing the link roads. This is very misleading. The application does NOT commit to the building of these roads – they may take 20 years to complete, or we may never see them completed.

The disruption caused by construction traffic at the planned new roundabout will impact significantly. Large numbers of construction vehicles will have to enter the single access point via Skellingthorpe Road, only accessible from either the A46 or via Lincoln along Skellingthorpe Road, further congesting not only the local roads, but also the wider area including the A46 Lincoln bypass.

We have been informed by you at consultation meetings that traffic on Skellingthorpe road will increase. This will add significantly to the issues outlined above with increased air and noise pollution, impacting on the health of local people, in addition to delayed travel times for all vehicles including public transport. The pollution will be compounded by the construction vehicles, most of which are likely to be diesel, emitting large amounts of NOx and CO<sub>2</sub>.

A report in 2018 led by King's College London and published by the government's Committee on the Medical Effects of Air Pollutants (COMEAP) estimates that between 28,000 and 36,000 people die as a result of air pollution every year in the UK. This is a significant increase on their 2015 figure of about 29,000. They looked primarily at nitrogen dioxide and fine particulate pollution which are produced when petrol or other fuels are burnt. Prolonged exposure to these chemicals can exacerbate respiratory conditions and has been associated with a range of other health problems. Young children and older adults are particularly vulnerable.

By planning to add to already congested roads without making any changes to the transport infrastructure you are, in effect, planning to impact negatively on the health of local residents and are likely to add to this number of deaths. Given the number of children who travel along Skellingthorpe and adjacent roads each day to and from school, in addition to local elderly residents including a care home close to the planned roundabout, you will also be contributing to their increased morbidity. Surely your aim should be reduce traffic and not to plan to increase it.

The development will cause many years of disruption, pollution and misery to residents of this part of the city. It is imperative that transport infrastructure is sorted before any building takes place.

I am also deeply saddened by the effect that the development will have on wildlife in that area. It is an area of natural beauty and it will be lost to the city forever to be replaced by an urban sprawl.

The development is poorly planned and I urge you to reconsider it as the most appropriate site.

Yours sincerely

R Cunningham



Mr C G Beat  
3 Landmere Grove  
Lincoln  
LN6 0PD

Mr. K. Manning  
Planning Manager  
City of Lincoln Council                      Beaumont Fee  
Lincoln  
LN1 1DF

Date: 31st May 2019

Dear Mr Manning

Ref: Comments about the Hybrid Planning Application for the Western Growth Corridor Development dated 14 April 2019

Your Ref: 2019/0294/RG3

I have received a letter from City of Lincoln Council relating to Hybrid Planning Application for Planning Permission for the sustainable urban extension of Lincoln on the site of the Lincoln Western Growth Corridor, dated 14 April 2019.


My concerns are primarily based around the fact that I live just around the corner from the proposed roundabout on skellingthorpe round/birchwood avenue and with the increased traffic this cause huge amount of congestion on top of what is already there. Thus attempting to get out of my road to travel to work each morning will be horrendous especially as it's not that great at the moment anyway. Also during the construction this will have a great impact on noise and air pollution as Ill be very close to it. Overall unfortunately this plan will have a big impact on my life through making it more inconvenient and affecting my health.

Thank you,

Yours sincerely,

Chris Beat

5 Belgravia Close  
Forest Park  
Lincoln  
LN6 0QJ



23 May 2019

Kelly Bray  
Directorate of Communities & Environment  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DF

Dear Ms Bray

Re: Town and Country Planning Act 1990; Western Growth Corridor, Skellingthorpe Road, Lincoln.

I am writing to object to the above planned development as I am very concerned about the environmental impact and do not believe the proposal adequately considers the issues that existing resident experience, particularly about the road infrastructure.

Commuting to Horncastle I experience first hand the chaos that is the Lincoln bypass in the area both morning and evening and the only way to avoid is to be on the bypass for 7am. Regrettably there is no way to avoid it in the evening. The thought of the addition of around 5000 cars attempting to get round the city frankly fills me with horror.

The plans make no concrete commitment to prioritise the road building in the new development and is vague about when this will be done. The risk of the roads being delayed seems high and the consequences dire.

I also think a roundabout at the junction of Birchwood Avenue will only make the traffic situation worse. Traffic is often backed up both down to Tritton Road and along Birchwood Avenue and all that will happen is that that roundabout will be blocked by cars as is precisely what happens on the ring road as cars try to join it.

As a member of both the RSPB and Wildlife Trust I have taken great pleasure in the area and I am very concerned about the risk to the Boultham Mere reserve. I have spent many a happy day watching the birds and other wildlife in the area and know many people do too. This area of beauty and peace will be lost should this development go ahead which would be a tragedy for future generations in Lincoln.

Yours sincerely,

John Watts

15 Bawthorpe Road  
Lincoln  
LN6 7YK

Mr K Manning  
Planning Manager  
Your Ref 2019/0294/RG3

Dear Mr Manning,

I am replying to the generic letter sent on 9<sup>th</sup> May 2019 regarding the Western Growth Corridor Skellupthorpe Road Lincoln.

I wish to make three comments.

1. Skellupthorpe Road gets busier by the day with congestion + from Spar garage to the A46 Skellupthorpe roundabout choked with traffic especially at commuter times.

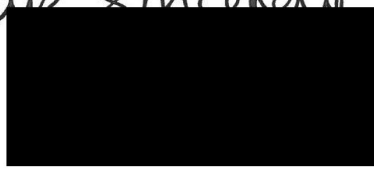
With the proposed building work, the volume of plant/construction traffic involved surely it's foolhardy to have one exit/entrance from this site onto an already overbusy Skellupthorpe Road.

A road needs to be constructed across the site with separate entrance/exit surely. COMMON SENSE!

2 When I moved to Lincoln I understood that the proposed building site was a flood plain and was not suitable for building work.  
What plans are in place to ensure that there will be no risk of ~~flood~~ flooding for the future residents of that site?  
The consequences of flooding for any homeowner are just too horrible to contemplate and last a long time.

3 Finally the railway crossing on Skellupthorpe Road is set to see an increase in freight traffic.  
Lovely longer delays for all those using the road, cars, <sup>buses</sup> cyclists, and pedestrians. Jolly days ahead.

Yours sincerely



PS Noise & air pollution hot topic currently and no wonder all set to get worse eh?

\* 34, Birchwood Ave.,  
Lincoln.

LN 6 0 JB.

20.5.19.



F.T.A.O. Kana Meddine

Dear Madam, I write in reply to your letter, dated May 9th 2019, Re Western Growth Corridor, Lincoln

As I do not have any computer or anything vaguely 'up to date' in the world, I write, (long hand)!

[Redacted], an worried mainly on two areas listed on your letter.

(1) Highway safety and congestion, and (2) Noise + disturbance.

I have lived in my Bungalow \* forty-four years, this coming December, and sometimes the Road B'wood Ave, and access to Woodfield Ave. (Turning Right) is where my home is.

This in the earlier years, was a small 'Feed Road' to our properties and ended, where the few shops are located on Woodfield Ave. All the Development after this i.e. from Staveston Cres. to ~~Doddens~~ Doddens Road, have All be added to

since my moving to NO34.

As you can imagine, this created massive disruption for a number of years, and can (and does) NOT have any alternative solution.

This is only made worse, when Accidents happen on the Bypass, and vehicles are Re-Routed via these areas.

My little home is now showing signs of this, NOT to mention the road wear.

I would never stand in the way of progress, But cannot see any way to develop this massive planning access will not (in some way) and lengthy time, affect my home.

I look forward to your comments.

I Remain  
Yours Sincerely

[REDACTED]



Decoy Farming Company  
Decoy Farm  
Skellingthorpe Rd  
Lincoln  
Lincs  
LN6 5SA

Date: 12.06.2019

Mr K Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF



Dear Mr Manning

**Re: Western Growth Corridor Planning Application – 2019/0294/RG3**

I am a partner of Decoy Farming Company and write on behalf of the company

We do not object to the principle of development as we understand the need for more houses. However, we strongly object to the transport/road infrastructure proposals, particularly the proposal for the main access in and out of the development to be a new roundabout at the Skellingthorpe Road / Birchwood Avenue junction.


Having read through the comments/objections submitted by people regarding this application, I can see there are many others who share our concern, particularly people living on Skellingthorpe Road or Birchwood Avenue who have grave concerns about congestion, noise pollution, air pollution, etc. It seems to me that these very real concerns could easily be mitigated by providing a direct link from the proposed development onto the A46 ( which has always featured in previous proposals to develop the WGC ). As a result a large proportion of the huge volume of construction traffic and future traffic to the site could be directed into the development straight off the bypass, instead of through the existing residential areas, along Skellingthorpe Road, and Birchwood Avenue. I understand that the proposal for a new junction onto the A46 was agreed in principle by the Highways Agency (Highways England) back in 2016.

A direct link from the development to the A46 seems such an obvious solution to the concerns of a great number of people, surrounding the proposed development site. Of course, a new junction will cost money however, I think it is essential. I note that the developers have secured some significant funding for the proposed Skellingthorpe Rd/Birchwood Rd roundabout. Perhaps it would be better if this money was re-assigned to support the construction of a new access onto the bypass.

The proposed development of 3,200 houses, plus 50 acres of commercial development, plus a possible 12,000 seat stadium and all the infrastructure associated with this is type of development is going to generate a huge amount of construction traffic, which would have to come either from the Skellingthorpe Rd/Birchwood Ave direction or from the Tritton Road / Beever Rd. The suggestion in the developer's transport assessment that this will only result in a modest increase in traffic on Skellingthorpe Road / Birchwood Avenue is beyond comprehension and common-sense.

The other part of this application which causes us concern is the Skellingthorpe Rd/A46 roundabout. The only access to our farm is directly off this roundabout and we rely on this for access for our farming business, horse livery business and small caravan site. I would respectfully suggest that this roundabout is already sub-standard as it was not designed to provide the existing five access points. I can see from the developer's traffic assessment that they are proposing only token/minor modifications to this roundabout and that there are no proposals to improve the section of the roundabout which provides access to our farm. Our concern therefore is that, if this development goes ahead as proposed, without a new direct link to the A46 it will have significant detrimental impact on our business.

Yours Sincerely,

  
T Wilkinson MRICS

## **Customer Details**

Name: Mr RICHARD JOHNSTON

Address: 8 WATERLOO LANE SKELLINGTHORPE LINCOLN

## **Comment Details**

Commenter Type: Councillor

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Following further information, post my April submission. I make further comment reflecting my Ward members concerns.

These concerns are those gathered and expressed by my residents in Skellingthorpe:

**Traffic Congestion**

Skellingthorpe Road and the A46 by pass is currently overloaded with vehicles. The thought of linking these roads to the new development and adding the vehicles from 3,200 houses and business will just make a difficult situation into an impossible one. It is obvious to anyone who has had to sit in traffic queues on Skellingthorpe Road both ends; that we need to reduce the amount of traffic in these areas, not add to it. The 3000+ housing coupled with a further 600+ in Skellingthorpe itself MUST add to an unacceptable traffic explosion. Currently virtually NO mitigation of the situation is apparent (other than a slight 'filter' on to the A46! ( into what is already a bottleneck)! See Highways England Comments HEPR 16-01 also comments with regard to A46/B1378 mitigation. The plan to simply add a roundabout on Skellingthorpe Road, at the junction with Birchwood Avenue, will not make any positive impact on traffic at all. The developers MUST completely improve the suitability of all the roads in this area, including making all of the A46 into dual carriageway BEFORE any building work is to commence.

If the planned new occupiers (approx. 7,000 people and possibly 60% new cars = £4200 cars per day!! ) will want to travel North, South or West of Lincoln the obvious route they would take would be to exit the Western Growth Corridor area via the New roundabout at Birchwood Avenue / Skellingthorpe Road Junction, turn right and head for the A46. This section of Skellingthorpe Road is chaos every morning and evening already. Adding another 3- four thousand vehicles will make this section of Skellingthorpe Road impossible. That's before they divert traffic off the A46 because of regular road closures!

**The Large Number of Heavy Construction Vehicles**

The Development of the Western Growth Corridor will entail vast amounts of earth movement, which in turn will require large numbers of Heavy Vehicles moving in and out of the site. This will be for many years not weeks. What access will the heavy construction vehicles use for the 10 – 20 years the development will take? The projected HGV movements per day is enormous conservative estimates indicate 64 HGV movements per day. A large increase in NOx and CO2 from construction vehicles, with likely short term effects on children, The Priory School on Skellingthorpe Road), elderly residents and asthma sufferers and long term effects on all

**Increase in Noise Levels -**

The objection due to the increase in noise is obvious The construction of this massive development will only bring noise and pollution and all the other undesirable aspects of large-scale building over a period of up to 20 years. This is a long term



critical impact upon the area. I see minimal consideration for mitigating the impact over such a long period.

Councillor Richard Johnston Cllr\_Richard\_Johnston@n-kesteven.gov.uk

Independent Councillor for Skellingthorpe on North Kesteven District Council

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 (A1 to A5), employment (B1) uses and parking; a primary school; up to 8HA of land (including key infrastructure) for up to 40,000sq.m of B1 and B2 development; up to 12ha of land (including key infrastructure) for sport, recreation and leisure (D2), a hotel (C3) food and drink outlets (A3 and A4) 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 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.

Case Officer: Lana Meddings

### **Customer Details**

Name: Mr Peter Arbourne

Address: 3 Chelsea Close Forest Park Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is my second objection to the Western Growth Corridor. This objection is based on a situation I was involved in last night. The A46 Between Doddington Road Roundabout and the Skellingthorpe Roundabout was closed for well over four hours. I had to make a journey of 3.5 Miles into North Hykeham. THIS TOOK ME OVER 85 min. To do just over three miles. All roads including Skellingthorpe Road, Birchwood Ave and Doddington Road were Gridlocked. All traffic going South were sent down Skellingthorpe Road. All Traffic travelling North up the A46 were directed Down Doddington Road. No diversion signs in evidence, people who only wanted to bypass Lincoln had no idea where to go!! Situation was horrendous. As the closer of the A46 passpass SINGLE Lane is common occurrence. I feel to add another 6,000 vehicles wanting to use Skellingthorpe Road to access the A46 via the Planned Roundabout at the End of Birchwood Ave / Skellingthorpe will be a CREAT A MAJOR PROBLEM. Not only on everyday traffic but will turn into an horrendous situation on the increasing occasions the A46 Single Carriageway is being closed. I feel that the road infrastructure must be built and in place BEFORE Any Planning Consent is approved for the Roundabout on Skellingthorpe Road / Birchwood Ave. junction. Travel Time on Skellingthorpe Road is already ridiculously slow on a normal traffic day, upto 6,000 more

---

vehicles per day will make it impossible.

Your ref: 2019 / 0294 / RG3  
Our ref: 39570 / NTN / MBP / JPH

December 11<sup>th</sup>, 2019

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

Attn: Development Management Team

Dear Sir,

**RE: WESTERN GROWTH CORRIDOR, LINCOLN  
REQUEST FOR FURTHER INFORMATION**

Peter Brett Associates LLP (now part of Stantec) was appointed by Barwood Development Securities Ltd to provide Transport and Engineering advice on their interests within the Western Growth Corridor area.

This letter has been prepared to respond to the Western Growth Corridor outline planning application submitted by the City of Lincoln Council and Lindum Western Growth Community Ltd (planning application reference 2019 / 0294 / RG3). It follows a review by Peter Brett Associates of the results of a Greater Lincoln Transport Model (GLTM) option test commissioned by Barwood Development Securities Ltd to independently consider impacts on their interests.

We are aware that following discussions with the Highway Authority and Lincolnshire County Council, that the applicants have recently commissioned a series of further Greater Lincoln Transport Model (GLTM) option tests, which are currently ongoing and due to report this month in December 2019. It is acknowledged that, until this work is published, Barwood would not have access to these deliberations or understand what changes are being made to the GLTM.

The Central Lincolnshire Local Plan – Adopted April 2017 – Policy LP30 Sustainable Urban Extensions states “... *Proposals for the WGC area should provide ... a connection onto the A46 if required*” (my emphasis). We understand that this recent GLTM Modelling work also includes testing of the A46 Link to respond to this requirement.

Following a review of a GLTM option test commissioned by Barwood Development Securities Ltd – and of other available information – Peter Brett Associates has the following concerns with the GLTM modelling work used to inform the CoLC / Lindum application. All of these matters affect the ability of the GLTM to provide reliable guidance for Development Control purposes, and particularly because the model increases unrepresentatively the attractiveness of the Skellingthorpe Road Corridor, a parallel route link to the A46 Link for flows assigning towards the A46:

- i) representative journey times need to be modelled along the Skellingthorpe Road Corridor between the A46 and Tritton Road. Whilst the Local Model Validation Report shows the GLTM achieves the Department for Transport’s Transport Analysis Guidance for journey time validation across the modelled Greater Lincoln area, Route 16: Skellingthorpe Road EB fails this journey time calibration test in both the AM and the PM peaks by “more than 25%” (the specific value is not reported – Table 8-8 on page 124 refers). This would make future journey times quicker, hence reducing the journey time costs for trips assigning along Skellingthorpe Road. Further calibration of this local link is sought;

J:\39570 Deoxy Farm, Western Growth Corridor Lincoln\Word\Lincoln City Council\191211 - Letter of Concern.docx

Registered Office: Peter Brett Associates LLP, Buckingham Court, Kingsmead Business Park, London Road, High Wycombe, Bucks HP11 1JU  
Peter Brett Associates LLP is a limited liability partnership and is registered in England and Wales with registered number OC334398.  
A list of members' names is open to inspection at our registered office.



now part of



Peter Brett Associates LLP  
11 Prospect Court  
Courteenhall Road, Blisworth  
Northampton NN7 3DG  
T: +44 (0)1604 878 305  
E: jhopkins@peterbrett.com

[stantec.com/uk](http://stantec.com/uk)

- ii) the junction capacity of the proposed Skellingthorpe Road / Birchwood Avenue Roundabout modelled in the GLTM needs to reflect that the entry capacity correctly corresponds to the available downstream exit capacity – this may decrease the modelled junction capacity; and
- iii) the level of junction capacity modelled of the proposed A46 / Birchwood Avenue Roundabout. In the Highways England Planning Response to the Lindum Application, HE expresses concerns that the proposed A46 / Skellingthorpe Road Roundabout Enhancement proposals “do not appear to be deliverable within the existing highway boundary”. Further, that HE requires the enhancement to be designed “in full compliance with the DMRB”. The proposal shown in Connect Consultants’ Transport Assessment Figure 5-4, submitted in support of the Outline Planning Application, does neither. Any future junction capacity modelled within the GLTM at this location has to respond to these issues.

All of these directly affect beneficially the modelled capacity of Skellingthorpe Road, and adversely impact on any conclusion drawn to the necessity of the A46 Link mitigation.

So, we seek:

- i) a GLTM option test assessing network conditions and proposed mitigation immediately prior to the opening of the Beevor Street Link, as this would represent the worst point in the development / infrastructure delivery cycle; and
- ii) that a direct With A46 Link / Without A46 Link comparison be provided, to demonstrate the transport network has sufficient capacity to accommodate the development impact in accordance with national and local policy. This is to respond to the following policy requirements:
  - the Central Lincolnshire Local Plan – Adopted April 2017 – Policy LP30 Sustainable Urban Extensions - “...Proposals for the WGC area should provide ...[a] connection onto the A46 if required”; and
  - acknowledging the NPPF Paragraph 109 states 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”, we seek clarity that this has been undertaken.
- iii) assurances that the proposed A46 / Skellingthorpe Road Roundabout Enhancement complies with DMRB guidance and is deliverable within the limits of land either controlled by the applicants or by the Highway Authorities - OR otherwise that this Outline Planning Application attracts a recommendation for refusal as these would comprise unacceptable access proposals that are not designed in full compliance with the DMRB, as Highways England demand in accordance with their guidance (para 43 and 47 of The Strategic Road Network Planning for the Future – A guide to working with the Highways England on planning matters); and
- iv) that Highways England’s formal responses to Local Planning Authorities be accepted - or should Lincoln City Council not wish to accept those recommendations, then that the case be referred to the Secretary of State as soon as practicable (para 119, The Strategic Road Network Planning for the Future – A guide to working with the Highways England on planning matters).

Whilst Barwood Development Securities supports the development aspirations of the applicants, Barwood will be reviewing any GLTM work that supports a future Outline Planning Application Re-Submission to ensure that the above matters have been responded to.

Should you wish to discuss this, or need any further information, please do not hesitate to contact my colleague John Hopkins ([john.hopkins@stantec.com](mailto:john.hopkins@stantec.com) – or 01604 878305), or myself.

Regards,

Yours sincerely,



**Michael Parkinson**  
Director North and Scotland  
For and on behalf of  
**PETER BRETT ASSOCIATES LLP**

cc: I Field - LCC  
K Gibson - LCC  
C Brookes - Highways England  
S Griffiths - Highways England  
S Dorian - Barwood Development Securities Ltd  
J Morgan - Barwood Development Securities Ltd  
J Hopkins - Peter Brett Associates

**From:** Peter Arbourne  
**Sent:** 07 February 2020 13:28  
**To:** Meddings, Lana (City of Lincoln Council)  
**Subject:** Western Growth Corridor - Floodplane

Dear Sir / Madam

Attached are a couple of photos I took on December 30th 2019 at the back of Almond Avenue Lincoln. This area is Part of the Proposed Western Growth Corridor development. As you can see from the photos the area is flooded, this is NOT and isolated event. This area is often covered with "Standing Water" and the water stays there for weeks rather than days

To build anything on this Floodplain will cause major problems in the future.

The other major concern I have is the possibility of up to 6,000 vehicles trying to access Skellingthorpe Road, via one Roundabout at the end of Birchwood Avenue at peak times of the day.

This traffic would then, I assume, go on to Skellingthorpe and head towards the A46 to travel North or South. This section of Skellingthorpe Road is already a nightmare at peak times without an extra 6,000 vehicles

**Please forward a copy of this email and photos to Mr K Manning as I don't have an email address for him.**

Regards

Peter Arbourne  
3 Chelsea Close  
Forest Park  
Lincoln

LN6 OXF  
01522 859410





Paul Frodsham  
2 Roxborough Close  
Lincoln  
LN6 0QL

09 June 2020

Mr Warren Peppard  
Flood Risk Development Manager  
Environment & Economy Directorate  
Lincolnshire County Council  
Lancaster House  
Orchard Street  
Lincoln  
LN1 1XX

Ref : The Proposed Western Growth Corridor Development – Flood Risk Issues

I am still very concerned about the Flood Risk both on the Proposed Western Growth Corridor (WGC) Development and equally about surrounding estates, the effects downstream to the parts of Lincoln on the Swanpool Estate, Boutham Park, New Boutham, St. Catherine's, along the River Witham downstream of the Sincil Drain junction, the Brayford Pool and through Lincoln and beyond.

This concern has been magnified of late by the very high rainfall amounts experienced in the Greater Lincoln catchment area from October 2019 to February 2020. This large catchment area would include the area from Saxilby in the west, draining towards Lincoln and this proposed Development and includes areas off Doddington Road. The latter draining via the Prial Drain into the Hartsholme Lake and then outflowing to the Boutham Catchwater Drain and hence into the River Witham alongside Altham Terrace, at the junction with the Sincil Drain.

Whilst Lincolnshire has enjoyed one of the record breaking sunniest months of May but most importantly not forgetting this huge amount of rainfall that fell. The outcome of all this rainfall caused the Environmental Agency in Lincoln to announce that the main rivers, the Witham and Fosdyke, the Main Drain, the Boutham Catchwater Drain, plus the minor drains, were at record water levels that had never previously been attained.

It was plain to see the water lying on the land proposed for the WGC Development and moreover the spectacular sight of the vast volume of water cascading into the Sincil Drain adjacent to Jacksons Laundry. One of the locals had ducks swimming passed her window! And all this without a brick being laid on the proposed WGC Development!

To my Questions :-

1. How many tonnes of rain fell on the Greater Lincoln Catchwater area between October 2019 and February 2020?



2. Turning to the City of Lincoln and their Developer Lindums current flooding mitigation proposals for the WGC, are their measures sufficient to eliminate any possibility of flooding on the Proposed Western Growth Corridor (WGC), the adjacent housing estates and equally downstream of the WGC to areas of Lincoln such as the Swanpool Estate, Boultham Park, the Boultham Catchwater and Main Drain, New Boultham, St. Catherine's, the Sincil Drain and along the River Witham downstream of the Sincil Drain junction, the Brayford Pool and through Lincoln and beyond.
3. What Factor of Safety against flooding the above areas has been designed into their flood mitigation proposals? This question is against the background of Climate Change, the consequent increase in sea water levels and temperatures and the seemingly escalation in unstable weather patterns this country is experiencing of late.
4. Has the City of Lincoln and their Developer Lindums, Lincolnshire County Council (LCC), the Environment Agency (EA), the Upper Witham Internal Drainage Board (UWIDB) and Anglian Water (AW) reassessed and/or amended their current flood mitigation proposals for the WGC Development in the light of this large amount of rainfall? Crucially, will the drainage and sewerage systems be able to withstand the exceptional (not just average) flows.
5. It is my understanding that the Environment Agency has classed this area as "Flood Risk Zone 3a". It advises against the construction of vulnerable buildings, like houses in these areas if there are alternative locales, which there certainly are. So should this WGC Development proposal / planning application proceed through the Local Planning Authority Planning route anyway, without any objections from the LCC ; the EA ; the UWIDB and AW being put forward?
6. And finally, has the City of Lincoln Council provided you with a detailed and comprehensive WGC Development Flood Risk Assessment including the impact on the ground water table? Has it passed your Audit and been Approved by Lincolnshire County Council, the Lead Local Flood Authority.

Thank you in appreciation of your time reading this letter and I look forward to receiving your responses in due course.

Yours sincerely

Paul Frodsham

Copies to :-

- i) The Environment Agency : Mr Richard Kisby, Principal Planning Advisor
- ii) The Upper Witham Internal Drainage Board : Ms Jane Froggatt, Chief Executive
- iii) Anglian Water : Planning & Equivalence Team, Peterborough
- iv) The City of Lincoln Council : Ms Kate Ellis, Director of Major Development

Lincolnshire County Council

Mr Warren Peppard  
Flood Risk Development Manager  
Environment & Economy Directorate  
Lincolnshire County Council  
Lancaster House  
Orchard Street  
Lincoln  
LN1 1XX

[warren.peppard@lincolnshire.gov.uk](mailto:warren.peppard@lincolnshire.gov.uk) (Is a guess)

The Environment Agency in Lincoln

Mr Richard Kisby  
Principal Planning Advisor  
The Environment Agency  
Searby Road  
Ceres House  
Lincoln  
LN2 4DW

[richard.kisby@environment-agency.gov.uk](mailto:richard.kisby@environment-agency.gov.uk)

The Upper Witham Internal Drainage Board

Ms Jane Froggatt  
Chief Executive  
Upper Witham Internal Drainage Board  
Witham House  
J1 The Point  
Weaver Road  
Lincoln  
LN6 3QN

[enquiries@witham3idb.gov.uk](mailto:enquiries@witham3idb.gov.uk)

ANGLIAN WATER

Anglian Water  
Planning & Equivalence Team  
Thorpe Wood House  
Thorpe Wood  
Peterborough  
PE3 6WT

[planningliaison@anglianwater.co.uk](mailto:planningliaison@anglianwater.co.uk)

The City of Lincoln Council

Ms Kate Ellis,  
Director of Major Developments  
The City of Lincoln Council  
City Hall,  
Beaumont Fee  
Lincoln  
LN1 1DD

[kate.ellis@lincoln.gov.uk](mailto:kate.ellis@lincoln.gov.uk) (is a guess) OR  
[developmentteam@lincoln.gov.uk](mailto:developmentteam@lincoln.gov.uk)

**Customer Details**

Name: Mr PAUL FRODSHAM

Address: 2 Roxborough Close Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Ref : The Proposed Western Growth Corridor Development - Flood Risk Issues

I am still very concerned about the Flood Risk both on the Proposed Western Growth Corridor (WGC) Development and equally about surrounding estates, the effects downstream to the parts of Lincoln on the Swanpool Estate, Boutham Park, New Boutham, St. Catherine's, along the River Witham downstream of the Sincil Drain junction, the Brayford Pool and through Lincoln and beyond.

This concern has been magnified of late by the very high rainfall amounts experienced in the Greater Lincoln catchment area from October 2019 to February 2020. This large catchment area would include the area from Saxilby in the west, draining towards Lincoln and this proposed Development and includes areas off Doddington Road. The latter draining via the Prial Drain into the Hartsholme Lake and then outflowing to the Boutham Catchwater Drain and hence into the River Witham alongside Altham Terrace, at the junction with the Sincil Drain.

Whilst Lincolnshire has enjoyed one of the record breaking sunniest months of May but most importantly not forgetting this huge amount of rainfall that fell. The outcome of all this rainfall caused the Environmental Agency in Lincoln to announce that the main rivers, the Witham and Fosdyke, the Main Drain, the Boultham Catchwater Drain, plus the minor drains, were at record water levels that had never previously been attained.

It was plain to see the water lying on the land proposed for the WGC Development and moreover the spectacular sight of the vast volume of water cascading into the Sincil Drain adjacent to Jacksons Laundry. One of the locals had ducks swimming passed her window! And all this without a brick being laid on the proposed WGC Development!

To my Questions :-

1. How many tonnes of rain fell on the Greater Lincoln Catchwater area between October 2019 and February 2020?
2. Turning to the City of Lincoln and their Developer Lindums current flooding mitigation proposals for the WGC, are their measures sufficient to eliminate any possibility of flooding on the Proposed Western Growth Corridor (WGC), the adjacent housing estates and equally downstream of the WGC to areas of Lincoln such as the Swanpool Estate, Boultham Park, the Boultham Catchwater and Main Drain, New Boultham, St. Catherine's, the Sincil Drain and along the River Witham downstream of the Sincil Drain junction, the Brayford Pool and through Lincoln and beyond.
3. What Factor of Safety against flooding the above areas has been designed into their flood mitigation proposals? This question is against the background of Climate Change, the consequent increase in sea water levels and temperatures and the seemingly escalation in unstable weather patterns this country is experiencing of late.
4. Has the City of Lincoln and their Developer Lindums, Lincolnshire County Council (LCC), the Environment Agency (EA), the Upper Witham Internal Drainage Board (UWIDB) and Anglian Water (AW) reassessed and/or amended their current flood mitigation proposals for the WGC Development in the light of this large amount of rainfall? Crucially, will the drainage and sewerage systems be able to withstand the exceptional (not just average) flows.
5. It is my understanding that the Environment Agency has classed this area as "Flood Risk Zone 3a". It advises against the construction of vulnerable buildings, like houses in these areas if there are alternative locales, which there certainly are. So should this WGC Development proposal / planning application proceed through the Local Planning Authority Planning route anyway, without any objections from the LCC ; the EA ; the UWIDB and AW being put forward?
6. And finally, has the City of Lincoln Council provided a detailed and comprehensive WGC Development Flood Risk Assessment including the impact on the ground water table? Has it

passed your Audit and been Approved by Lincolnshire County Council, the Lead Local Flood Authority.

Thank you in appreciation of your time reading this letter and I look forward to receiving your responses in due course.

Yours sincerely

Paul Frodsham

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

---

**From:** [REDACTED]  
**Sent:** 18 June 2020 08:35  
**To:** Technical Team (City of Lincoln Council)  
**Cc:** Martin.Seldon@highwaysengland.co.uk; Ian.Field@lincolnshire.gov.uk  
**Subject:** Re: Planning Application for Western Growth Corridor, Lincoln – Planning Reference 2019/0294/RG3 Submitted by Lincoln Council and Lindum Western Growth Community Limited.  
**Attachments:** HIGHWAYS\_ENGLAND\_21ST\_MAY\_2020-594460.pdf; Decoy Farm - land and access.pdf

Dear Sir/Madam,

I write as joint owner and representative for Decoy Farm, Skellingthorpe Road, Lincoln regarding the Western Growth Corridor planning application. I originally sent this email to Lana Meddings but received an email back indicating she is currently on maternity leave. Could you please ensure this email is forwarded to the appropriate person in the planning department.

I write regarding the Highways England planning response (HEPR16-01) I recently read on the planning portal, copy attached for ease of reference. Specifically in annex A it makes reference to "improvements being needed to the Skellingthorpe roundabout" and that "these issues have now been resolved".

I assume this is referring to the A46/Skellingthorpe roundabout. Assuming it is please note, that neither the applicant nor the highways authority has contacted myself or any of the other owners of Decoy Farm to discuss or consult upon any alterations to this roundabout. This is despite the roundabout being the sole access to our farming enterprise, caravan site and horse livery business which all operate from Decoy Farm. To clarify this point, please find attached OS based map on which the land edged red is Decoy Farm and the route marked with the dashed pink line is the only access to the farm. This is directly off the A46/Skellingthorpe roundabout. Could you please confirm what these "improvements" are ( with plan please ) as I have looked at the various documents on the planning portal but still do not understand exactly what is proposed. Decoy Farm has the benefit of a legal easement along the access road that adjoins the roundabout and should any variation to the access be required the express consent of the owners of Decoy Farm will be required. In the event that consent is not given it may curtail the applicant's ability to deliver the improvements to the roundabout which may make the scheme undeliverable.

Even if the "improvements" do not physically affect the access to Decoy Farm it seems reasonable to assume they will change the way traffic operates on the roundabout which could impact on the safety of our access. In my view this roundabout was never designed to accommodate five adjoining roads ( four major plus the farm access ) and should never have been accepted in this format when the bypass was built. It has struggled to cope with the increased traffic movements over the years and it seems ludicrous that the developers are proposing it will cope with the further traffic increases resulting from the proposed development, with just minor tweaks to the design – please can you confirm how the applicants have addressed this?

I realise the applicants may like to ignore us and our access because that saves them time and money but that surely cannot be the right approach.

Good access from this roundabout to Decoy Farm is critical to our businesses. I am not sure if it is Highways England or LCC Highways who have responsibility for making sure this roundabout functions safely. Could you please confirm.

It appears to me that this roundabout needs a comprehensive re-design not just a little bit of tinkering around the edges.

I would be interested to hear your views.

Please note. I have copied Ian Field from LCC Highways and Martin Seldon from Highways England in on this email.

1

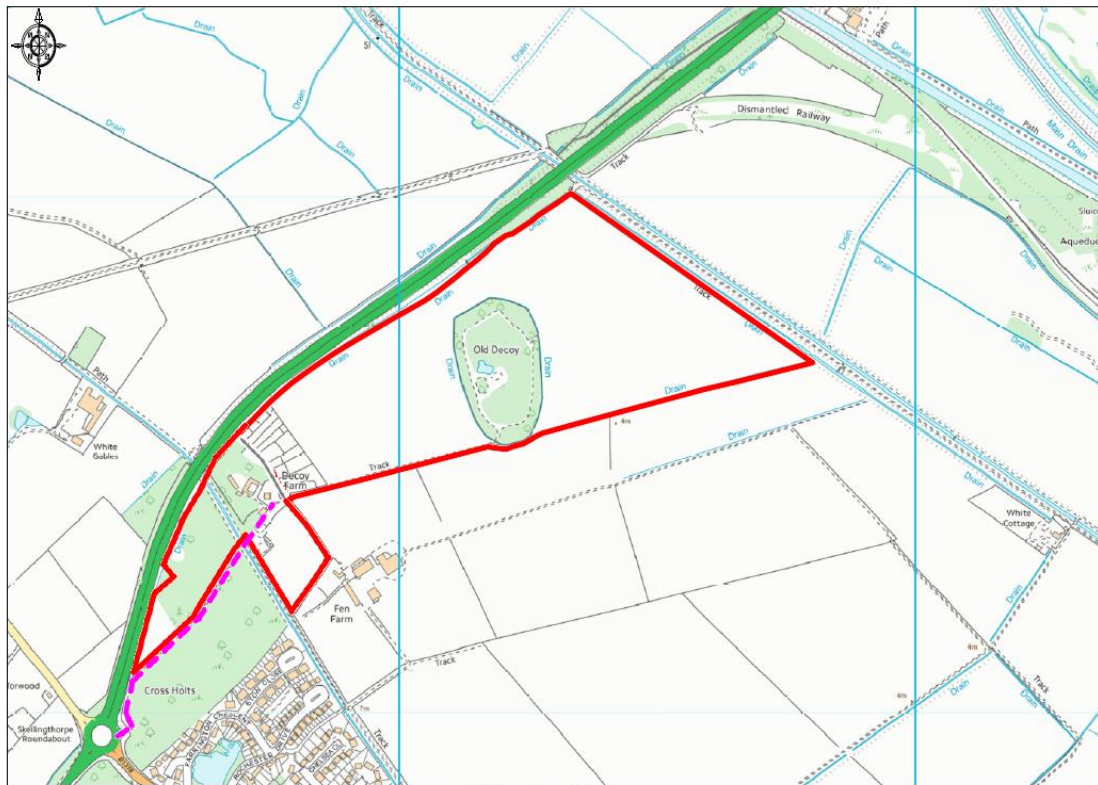
---

Regards

Tom

Tom Wilkinson & Co  
5 Southfield Place  
Horncastle  
Lincolnshire

# Decoy Farm, Lincoln Western Growth Corridor



Ordnance Survey © Crown Copyright 2016. All rights reserved. Licence number 100022432. Plotted Scale - E 10000





**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road  
Case Officer: Simon Cousins

**Customer Details**

Name: Mr Samuel Winton

Address: 171 Riverside Drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Dear Sir or Madam,

It is clear from the recently uploaded access and carriageway details that the scheme does not follow the Department of Transport's "Cycle Infrastructure Design - Local Transport Note 1/20 (July 2020)". Ignoring this guidance will likely result in road cyclists continuing to use the carriageway despite the provision of a cycle path. Local examples of this issue would include the Newark & Doddington road cycleway where a similar undulating stop-start cycle path has been implemented and is disregarded by road cyclists due to its poor design and comfort to ride. The reasons why these cycle paths are often ignored and unsuccessful can be found in the Department of Transport's guidance. These existing examples and the proposed cycleways within the WGC development are in line with Lincolnshire County Highways Design details yet this does not mean they create good cycling infrastructure.

The claim that the scheme puts green/sustainable methods of transport first should be reflected in

---

the quality of their design.

Kind Regards,

S. Winton

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Peter Arbourne

Address: 3 Chelsea Close Forest Park Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I have been reading some of the information in the Lincolnite about the latest revisions for the Western Growth Corridor.

#### **1st Point**

"Skellingthorpe Road being accessed via a signal controlled junction rather than a roundabout as originally proposed"

Roundabout still showing on the plans the published???

#### **2nd Point**

"Large parts of the development's proposed spine route being for buses, pedestrians and cyclists only"

How do people access their home in their vehicles??

The other "latest Revisions" do nothing to alleviate the traffic congestion at the EXIT of the Development. Skellingthorpe Road will have to cope with possibly 4k to 6k thousand cars trying to leave at peak times in the morning.

3rd Point

"Restrictions on cars accessing the development from Beaver Street to give buses and cyclists priority"

This will mean that the only real entrance and exit is on to Skellingthorpe Road.  
I feel the Amended Plans do NOTHING to change the congestion for Skellingthorpe Residence.

Also would you please send me an Accurate Plan of the of the Development indicating the Amendments

Good Morning,

Having spent the weekend reading the documents associated with the planning application I now request that the comments from MR & MRS MORRIS are withdrawn.

Now the roundabout at the junction of Birchwood Avenue/Skellingthorpe has been removed I have no objections.

Regards,

Ron & Mandy Morris

Regarding planning ref 2019/0294/RG3 I object to any development on the Western Growth Corridor being carried out until the traffic has been addressed. The link road should be built before any development this should be a direct link from Birchwood Avenue to Tritton Road with the bridge over the railway I doubt that this has ever been costed or discussed with Network Rail. I can see you starting at Birchwood Avenue end then finding out that the cost of the bridge is too high to consider and that all the traffic is going to be on Skellingthorpe Road. I cannot see how traffic lights on Doddington Road will help Skellingthorpe Road it is also backed up from Tritton Road lights, a bus lane on Tritton Road will gridlock it as at peak times the end of the queue is often at the Newark Road lights and the no right turn at the High Street end of Dixon Street will put more pressure on Boultham Park Road and Rookery Lane as people try to get to the 3,000 houses that are planned for Bracebridge Heath as they leave the shops on Tritton Road. Why is it that you are determined to build on a flood plain that last winter was a large lake. Most of the places in the country that suffered from flooding where new houses had been built on flood plains against the recommendations of the relevant agencies and the local residents knowledge.

Ray Marshall

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

**Customer Details**

Name: Miss Sharon Jean Home

Address: 6 BELGRAVIA CLOSE FOREST PARK LINCOLN

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:Lincoln Western Growth Corridor,  
Skellingthorpe Road Access Carriage Way and Footways

The plan for a wider junction on Skellingthorpe Road, turning onto Birchwood Avenue, new access road to development show the area has a number of large oak trees in situ, covered by a Tree Protection Order (TPO), shown on Lincoln City Council Tree Preservation Order website.

Could Planners consider showing the TPO has been taken into consideration?

### Application Summary

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### Customer Details

Name: Mr Danny Coy

Address: 3 Burghley Close Lincoln

### Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:My home overlooks the fields off Skellingthorpe road. The set of fields between The football pitches and Burghley close/road. Where the cows are.

Expansion of Lincoln has to happen if we want to grow. I get that and support growth. However this is clearly not the area. Flood plains are a huge risk here as seen in 2018/2019 floods.

It is also SO important to have grassland in cities.

The mention of a new football stadium was, for me, an eye opening thing as to how much they want to push through this new project. The stadium is aimed at diverting attention.

I purchased my house for the view and unspoilt land behind. We paid for that view and the house price reflected this view. It is silent where we live.

---

1) What is being done to preserve my view/what compensation is offered to residents whose unspoilt view will be ruined?

2) What if my house floods in future as a result of this work?

3) What if my house is down valued as a result of any works?

4) What is being done to preserve the silence?

### Application Summary

Application Number: 2018/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|n Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|n Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### Customer Details

Name: Mr Richard Beecroft

Address: 30 Eton Close Lincoln

### Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: The proposed development is an exciting prospect and should help the city's economy. However, as previously submitted, I have concerns about the way it will affect the local environment, viz.

- 1) I believe that the land identified for the development currently acts as a flood plain - so flooding may be an issue.
- 2) Skellingthorpe Road is already heavily congested with traffic, and this is likely to get much worse unless the new road structure can deal with this.
- 3) The land identified for the development is an important wildlife habitat, something that I feel should be protected.

Thank you for giving me the opportunity to comment and I hope what I say will be taken into consideration.

Many thanks for your response to my query.

As long as the pedestrian/ cyclist route is designed in such a way that it is impossible for motorised (petrol) motorbikes to use it then there should be no problem.

I note that the proposed houses immediately behind Westwood Drive are Outline only at this time. However I am concerned that all the Foul Drainage for Swanpool residents is situated in this field and exits across the Ditch on its way to Tritton Road.

In addition all the Rainwater drainage for the "White Houses" flows into road drainage and finally exits into the Catchwater Drain. All other is to soakaway.

However, street water drainage flows between my Bungalow (41) and my neighbour and exits into the ditch at the rear of our property's.

From there it flows to a non return valve at the Catchwater Drain. Disruption to this flow has caused flooding problems in the past and I have photographs to prove this has happened.

It is to be hoped that the Developers are aware of this and are fully cognisant of the flooding risk we face if they prevent this flow, not to mention the Foul Drainage that could be disrupted if they go digging Willy Nilly into this field.

Yours

Stan Bullock

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|n Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|n Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Peter Arbourne

Address: 3 Chelsea Close, Lincoln, Lincolnshire LN6 0XF

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As the revised Plans are very complicated is it possible to talk to a human being to get some idea what all of the jargon means?

I'm still very concerned about Traffic Congestion on Skellingthorpe Road.

Phrases like "non-car movement" and "The spine road through the development is now more specifically prioritised as a bus, cycle and pedestrian movement corridor"

This infers to me as a layman that cars are not allowed?

If 3,200 houses are to be built surely the development will have at least 4,000 to 6,000 vehicles moving in and out of the WGC.

This proposal I feel will make LOCAL Congestion even worse than the original. Please could I meet someone from planning to explain the latest plan to me. One other of my many questions. Is the link to Tritton Road ONLY for Cycle and Pedestrians?? Await a reply. Thank you Peter Arbourne

**From:** CllrM Thompson <CllrM.Thompson@lincolnshire.gov.uk>  
**Sent:** 30 September 2020 10:43  
**To:** Technical Team (City of Lincoln Council)  
**Cc:** MCCARTNEY, Karl; CllrM Hill; CllrR Davies; Cllr Chris Goldson; Cllr Richard Johnston; Skellingthorpe Parish Council; R. Andrew Walshaw  
**Subject:** Western Growth Corridor - 2019/0294/RG3

City of Lincoln Council Planning

cc

Karl McCartney MP  
LCC Cllr M Hill Cllr R Davies  
NKDC Cllr C Goldson Cllr R Johnston  
Skellingthorpe Parish Council  
Cllr R.A.Walshaw

I am writing as a Lincolnshire County Councillor with a neighbouring and likely to be significantly affected village within my Division, having previously attended public consultations and workshops arranged by the City of Lincoln Council about the application. I have noted recent (September 2020) press publicity about amendments to this. I have not been directly informed of these as LCC Councillor or received any invitation to comment. However since drafting this I have received a personal email notifying me of the new proposals.

I have not been made aware of any intentions for engagement or consultation on these within the wider community.

I have viewed the Supporting Document dated 11/09/20 on the CoLC Planning website as Covering Letter and submitted on behalf of the applicants from Kate Ellis, Strategic Director City of Lincoln Council, and Mark Foster, Director, Land and Planning, Lindum Group, which was sent to Assistant Director of Planning, City of Lincoln Council.

Since the major concerns of residents in my Division are regarding traffic and transport issues, including those impacts arising from the proposed development, I have also reviewed information in the Transport Assessment document produced by Connect Consultants dated 3/09/20.

Specific reference is made in covering letter to :-

#### **Skellingthorpe Road/Tritton Road**

This junction is already acknowledged to be overcapacity. The proposed measure of improving City Centre access from the site (Mitigation Package A) to deal with a modelling suggested increase in phase 1 of 81 vehicles travelling eastbound from the site along Skellingthorpe Road is by routing traffic via Doddington Road; if to Tritton Road, this is round three sides of a square rather than one, initially in the opposite direction of travel. Drivers may prefer to right turn along Doddington Road then join A46 travelling towards Lincoln, this will add to the already congested single carriageway A46 section which is currently highlighted as having a very high RTC risk by LCC Fire and Rescue. Or alternately just turn right out of the WGC development onto Skellingthorpe Road.

The stated intention is to increase capacity by 100 vehicle movements at the morning peak. Even if the initial 300 houses have one vehicle only, how will this limited increased capacity solve an already over capacity situation at the Tritton Road junction since the City Centre traffic will still impact either the Skellingthorpe Road/Tritton Road junction or A46 albeit from another direction?

When the railway over bridge from the site to Tritton Road is completed in the final phase of the development , the now proposed restrictions for cars to access Beevor Street will mean the only private vehicle site access to the city from 3200 dwellings is via Tritton Road or A46.



The new restrictions in the design of the Spine Road to favour pedestrians, cyclists and buses and a 20 mph speed limit are welcome from an environmental and sustainable transport point of view but will do nothing to aid the build up of congestion in the surrounding area, which at times is already critical.

#### Skellingthorpe A46 roundabout/Skellingthorpe Road -

Mitigation Package C proposes retention of the previous measures to ensure mitigation of the impact on the strategic network, but "these have been refined and enhanced in consultation with Highways England (HE)". The Transport Assessment does not detail the refinements or enhancements. The latest communication from HE recorded in the documents list (18/08/20) recommends that permission NOT be granted for a three month period (that is before 18/11/20) pending receipt of a Road Safety Audit (RSA) report with the intention of then engaging with the applicant to progress any matters arising from the RSA. Will this then be subject to public consultation?

Traffic Assessment Plan (page 236) of the A46/Lincoln Road/Skellingthorpe Road/Decoy Farm access appears to show pedestrian/cycle path crossings on both north and south arms of A46. These are subject to National Speed Limits of 70 mph and 60 mph respectively. There is no indication of the nature of these crossings. The only current crossing which is on the south arm does not have any road markings. Any new crossings would need to be Traffic Signal controlled (Toucan), but since there is no foot or cycle path in place on the north side of Lincoln Road, there would also be the need for a pedestrian crossing over Lincoln Road as well. The preferred safe solution to this would be pedestrian/cycle underpass across the south arm A46 or less favourably an overbridge to completely separate pedestrian and vehicle traffic. Sustainable transport and access to the Sustrans national cycle network in Skellingthorpe would significantly favour this. The pedestrian crossing on the north A46 dual carriageway is unlikely to be required or used in the absence of a full path on this side of the road from/to Skellingthorpe village.

Re-routing of traffic via Doddington Road to A46 to Lincoln will still have an adverse effect on Skellingthorpe traffic attempting to leave the village via Lincoln Road, unless access to the roundabout is traffic signal controlled.

Surely any major infrastructure alteration and/or improvement should be agreed and put in place before site development commences?

#### Network Rail -

No mention is made of any mitigating measures to take account of the impact the two level crossings have on both of these routes, other than the bridge access to Tritton Road in Phase 1B on completion of 300 dwellings, and now proposed restricted access over this to Beevor Street in Phase 3 (designed to reduce traffic impact on Ruston Way), when 2800 dwellings are occupied and the stadium and commercial units are brought into use.

Network Rail has an imminent schedule of works to improve speeds and services on the Lincoln to Newark/Nottingham line. A likely increase in freight and passenger rail traffic is noted in the Assessment, but does this allow for a further increase as a result of this line upgrade? Barrier downtime in the 2016 modelling is estimated at 17 minutes during the AM peak and 10 minutes during the PM peak for Skellingthorpe Road which will presumably increase (TA - Appx 3 page 115).

#### Traffic Assessment page 70 Table 6-2

Should the infrastructure planning and/or mitigation measures not be based on the full application for 3200 dwellings and associated premises?

Forecast for 3200 dwellings :-

0800 to 0900 A (arrivals) 317 D (departures) 978. 1700 to 1800 A 828 D 408

Totals including the above and other traffic :-

0800 to 0900 A 643 D 1162. 1700 to 1800 A 1033 D 736

With only two unrestricted vehicle access points to the site and one restricted, what plans are there to deal with this traffic volume if it arises in the future? Future developments and circumstances may take over to prevent additional infrastructure site access.

NHS Consultee Contribution request 20/06/19

The NHS Long Term plan is focussed on improving and maintaining health with more emphasis on local care provision and less reliance on hospital admissions.

The associated documents include a contribution request dated 20/06/19 and Needs Assessment detailing the impact on Primary Care Networks with a request for funding in the sum of £2,000,000. Has this been agreed and progressed? If not what provision is planned to support primary care and associated services for residents within the development and wider locality, to facilitate access and avoid these being further stretched?

#### **Health and Adult Social Care issues**

The plan includes leisure, gym, swimming pool etc., but there is no reference to any provision for health care facilities or for Adult Social Care.

#### **Emergency Services**

I note that Lincolnshire Police have responded with comments, but could find no documents relating to any response from EMAS or LCC Fire and Rescue or any plans for emergency service access provision. With the planned initial single site access limited to Skellingthorpe Road, and proposed Spine Road and Beevor Street bridge access restrictions what is the impact on the risk in the event of emergency and has this been assessed?

#### **Construction Traffic**

There is no indication in the Transport Assessment as to how site construction traffic will be routed although a Construction Site management plan is referred to in Supporting Document - Transportation, this is not detailed as yet. Since the only initial site access is from the Skellingthorpe Road/Birchwood Avenue junction, how will site traffic be routed to arrive at the site? Will this be along Birchwood Avenue, along Skellingthorpe Road either from Tritton Road or A46?

I note that it is expected for completion of the development to take place over at least a 20 year period with construction costs of £600,000,000, clearly a major undertaking. Does this mean that existing residents in local and adjacent communities will be subject to disruption throughout this timescale? Although noted that Highways England are awaiting the RSA report before further engagement with CoLC about the A46/Skellingthorpe roundabout what steps will be taken to mitigate the effect which construction works here will have on A46 traffic and Lincoln Road Skellingthorpe access, if this is carried out before construction of the Hykeham Relief Road (Southern Bypass) and connection of this to the Lincoln Eastern Bypass?

What impact will construction traffic have both on traffic volume, congestion and road surfaces? What measures have been considered to mitigate?

#### **Utilities**

North Hykeham industrial estates (NKDC) have experienced difficulties in expansion due to insufficient power supplies and network infrastructure. Have Western Power been consulted and are they able to provide assurance that adequate power supply will be available to this development without compromising other users?

Skellingthorpe Parish Council have shared with me a draft of their letter of objection. I wish to support this and the comments made.

I do not see how, in the interests of transparency and governance, a planning decision on a development of this magnitude and with the implications posed for adjacent communities can be decided by City of Lincoln Council Planning, when the application is a joint enterprise between the same Council and partners.

An full independent planning review **must** be requested.

I would be pleased if this could be recorded as an objection until these points can be adequately addressed.

Councillor Dr Mike Thompson  
Lincolnshire County Council Councillor Eagle & Hykeham West (Including Skellingthorpe)  
Executive Support Councillor NHS Liaison and Community Engagement

30/09/20

Sent from my LCC iPad

#### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

#### **Customer Details**

Name: Mr Andrew Butlin

Address: 15 Rosewood Close Lincoln

#### **Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Birchwood Ave already often sees very heavy traffic, and sometimes standstill.

Combined with schools (both school run traffic and kids crossing roads), seems very poorly thought out, with no consideration of Birchwood residents.

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mrs Gillian Winter

Address: 23 Elsham Close Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I am against the proposed Western Growth Corridor development. We need to be protecting our green land and open spaces especially for local wildlife and climate change concerns. The area is already built up. The roads and infrastructure are poor and this development will only add to traffic congestion and not solve any issues. What impact will this also have for local health services? Our local hospital and support health services are already struggling to cope with an increase in population. Do we need more retail when businesses are failing on our local high street?

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr David Lyon

Address: 28 Westwood Drive Swanpool, Lincoln LN60HL Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:1. In the letter I received it said that there would only be 1 road bridge and that the Tritton Rd bridge was now a foot bridge yet when I look on line its still there.  
2. How much infill will be required to build the land upto the same level as imposed on the recent development on Boultham Park rd, and how do you envisage getting it to site, it will be in the order of several million tonnes, if the intension is to not build the land up who will pay for the flood relief.  
3. When the Traffic gets to Beevor Street what will happen to it, the exit onto the Rope Walk is usually blocked in rush hour so it will just add to the existing problem.  
4. Without the the road network the building of new houses at the top of Birchwood avenue and the back of Swanpool is a non starter, it will just be adding more traffic to a very heavily congested road network.

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mrs Elizabeth Doughty

Address: 45 Grosvenor Avenue Lincoln

### **Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Dear Sirs

I have many concerns about the proposed development, however the most pressing ones for me are as follows, bearing in mind that the last three reports mentioned below have been commissioned by the City of Lincoln Council and Lindum Western Growth Community Limited, to their brief:

Extracts from Anglian Water in their submission:

"Section 3 - Used Water Network

..... A public sewer is shown on record plans within the land identified for the proposed development.

It appears that development proposals will affect existing public sewers.

It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water....."

... "FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information:

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...."

I am amazed that this plan is being sent out for consultation without the above being in place. We clearly do not want to be in a situation where existing properties are affected adversely by the development.

#### Safety and Crime Prevention

I would also like reassurance that the concerns of Lincolnshire Police in relation to the planning and layout of this development will be listened to and adopted for obvious reasons.

#### Air Quality

According to the report, Prepared for: City of Lincoln Council and Lindum Western Growth Community Limited

Prepared by: AECOM Limited - amongst other matters:

The residual effects from 'construction' will be "Negligible - temporary during the 23 year construction period" - temporary for 23 years (!) in in the case of 'operation' - permanently.

This does not appear to be an independent report but one commissioned by the authority and the construction company.

#### Transport Assessment

The report does little to allay my fears regarding the increase in traffic which will result from all of the properties and commercial businesses proposed.

Other documents in the pack do not reassure me either and I trust that the relevant parties, of the City of Lincoln Council and Lindum Western Growth Community Limited will take these into consideration in determining the details of what will actually be constructed and that we will all be clear of the rationale for proposals and decisions taken.

Arboricultural Report

"CONCLUSION Some areas within the site contain a degree of high and moderate quality trees of significant amenity value to the wider area and their retention should be considered.

Incorporating the existing high and moderate quality tree stock into a development proposal will provide many benefits to new residences as well as existing ones.

Many of these trees are at a veteran, mature or early mature life stage and the eco-system benefits associated with this category of tree stock are well documented and have the advantage of greatly enhancing the amenity value of a new development. Although constraints exist for most of the access proposals, amendments could be made to detailed design proposals that would reduce the level of impact upon moderate and high quality trees.

Those areas that have been identified as containing lesser constraints, mainly within the centre and to the northwest of the site, will still offer considerable space for a development proposal whilst causing minimal impact on valuable trees and the surrounding amenity."

I trust that these conclusions will be adopted.

Peter Arbourne February photos

Please also be mindful of the flooded land which is already an issue, rather than consider this 'flood risk' - the risk has already materialised and would potentially worsen under these proposals.

Yours sincerely

Elizabeth Doughty



### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr RICHARD NEWTON

Address: 12 Grosvenor Avenue FORREST PARK LINCOLN

### **Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Once again, like so many others, I'm disappointed by the revised application for the WGC. There has been no serious attempt to resolve the two major problems, namely transport and flooding.

Everyone living in this area has problems with traffic flow, which is often very disruptive. This development will only make matters much much worse and spoil the lives of those already living here.

It is already a fact that over the next few decades sea levels will rise significantly and Britain is expected to have much wetter and windier winters. This area is a flood plain and would need to be raised by a few feet before construction can even start, what's the sense of that? There are areas of land, that with the right attitude and approach, could be made available that aren't a flood risk and arguably less likely to cause transport chaos. Many other issues remain but transport and flooding are in my opinion the major issues that have no practical solutions

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Max Buck

Address: 30 Westwood Drive Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to this planning application for the following reasons,

1. There is no time scale of when, or if, the connecting road from Skellingthorpe Road to Beevor Street will ever be constructed.
2. The increase in pollution on Skellingthorpe Road which is already heavily overused and suffers from long traffic queues, particularly when the railway crossing is closed, when the queues can reach Hartsholme Park and sometimes Birchwood Avenue. The road has a large school on it and the children using Skellingthorpe Road to access the school already have to suffer the pollution from the traffic already using the road.
3. It seems apparent that a large proportion of the 3000+ houses will be constructed prior to the Beevor Street link road being built. Every household will almost certainly have a vehicle which will have to use Skellingthorpe with the increase congestion and pollution.

4. With a construction project of this size the residents who live along Skellingthorpe Road and Birchwood Avenue will have to suffer large vehicles moving construction equipment and supplies to and from the site through it's only access which in its self is dangerous.
5. Untill the completion of the link road will there be any extra public transport.
6. Will the utilities be able to cope with the large increase in housing, particularly drainage which may suffer a lot of disruption due to all the ground work.
7. There is absolutely no guarentee that the project will ever be finished. If the main contractor decides after the first couple of house building phases that it is not viable to carry on and pulls out or declares bankruptcy the Council would be in no position to carry on with the project.

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
[cr]In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
[cr]In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr John Radford

Address: 1 Sywell Close Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:This project will work in total opposition to action to prevent climate change, in short, it will do nothing but make matters worse, and locally too! Firstly, the area is the lowest point in the landscape and as such could be a valuable defence against future flooding events, which only get worse. By augment it's current capacity, an planting with deep routed indigenous species of plants and trees, this area could be become a very effective carbon sink. Meaning it would have a two-fold benefit to the city, soaking up carbon emissions and absorbing excess water. Add on to that the increase in wildlife habitat, the WGC is superbly located to bring nature right into the city. To build on this is to store up problems and expense for future Lincoln residents. An expense few will be able to afford.

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mrs Jill Reynolds

Address: 9 Haddon Close Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:We have been given very little time to AGAIN comment on this development. WHY? Due to Covid 19 our neighbourhood is unable to meet and discuss this new application as we have on previous occasions.

Also, for the same reasons, there have been no Council-run meetings where the majority of the neighbourhood have previously voiced their strong objections to this development.

There is no provision to include us both but my husband and I still strongly object to this development:

1. No development should EVER be built on a flood plain whatever mitigations are employed. Instances recently have proven disastrous when other developments have been placed on flood plains.

This is such a sensitive area and plans should never been contemplated all those years ago . The cost of consultations over the years could have been so much better spent on finding a site or

sites not on a flood plain

2. There are a great number of big developments all over the City and near surrounding areas. No doubt when the Eastern By Pass is completed there will be developments alongside it. Surely we can't be far off the number charged by the Government to be built without having to use this site.

3. The proposed site is sandwiched into a road system that is straining under the load now with two major roads suffering rail crossings. These crossings cause constant disruption and are an immovable obstruction to traffic flow. Proposed siting of traffic lights will only cause more back ups and gridlock. No amount of tinkering alters the fact the system cannot cope with the resultant increase of traffic this site will generate. All construction traffic will cause major disruption for a very long time.

4. Given the current economic climate, what guarantees are there for the links at Beevor Street and the bridge to Tritton Road to be ever funded or completed? Covid is 'bankrupting' the country. We are facing years of austerity. It is likely - probable - that all traffic will be exiting onto Skellingthorpe Road for several years. Who is going to fill all the shops, commercial premises when there are shops closing and standing empty now?

5. There is no provision for a doctors surgery. We struggle to get appointments now how will such an influx of new patients be accommodated?

6. It is unpleasant enough now walking along Skellingthorpe Road during peak times. Diesel and petrol fumes are very noticeable. Increased traffic will accelerate pollution levels.

We can see no improvement from previous plans and object most strongly to this development ever going ahead.

## Application Summary

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

## Customer Details

Name: Mrs Valerie Wilkinson

Address: 25 Lee Rd Lincoln

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This plan makes a mockery of sustainable future, and the environment targets.

Lincoln is already drowning under the weight of people and traffic - making a journey into the city a nightmare.

There is no adequate public transport, so everyone relies on their car. With every house being built comes at least one, and often two cars- adding to the congestion.

Building on a flood plain is a nonsense- water has to go somewhere, and with every square inch covered in concrete, it will find a way to surface. Which insurance company will cover the claims, or issue a policy?

We shall never outwit nature, and climate change will put us to the test with raging storms and gale force winds., plus temperature increases, making life challenging, to say the least.

The city is awash with student accommodation, with little prospect of being filled, as student numbers are decreasing. We shall have more than enough accommodation for anyone who wishes to live in Lincoln, without more housing being built, in an area where a car is essential.

As guardians of the planet, we are failing miserably, and there is no planet B.

---

People should be put before profit, and developers need to be controlled.

Valerie Wilkinson

Simon Cousins

City Hall,

Beaumont Fee

Lincoln LN1 1DF Ref: 2019/0294/RG3

Dear Sir,

In response to your letter of 17th September I wish to register my concerns about the development of The Western Growth Corridor, Skellingthorpe Road, for the following reasons.

The size of this large development is too close to so many other properties and roads.

The land floods very quickly after even after small downpours huge areas of standing water are present for several days. I understand it is a flood plain.

The enormous extra noise and disturbance to existing residents, the surrounding area in Birchwood is already heavily populated.

The extra traffic will cause huge extra congestion and safety problems to an already serious problem, particularly in Skellingthorpe Road

The houses planned are far closer to Grosvenor Avenue than original planned and will have an enormous impact on all the residents with extra noise, loss of light, air pollution and possibly on the stream/catch water that runs behind the houses in Grosvenor Avenue.

The impact on wildlife will be enormous as the fields are home to Foxes, Deer, Herons and the countless other animals that live on this land

Yours Sincerely,

David Beckers

Margaret Beckers

Mr K Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

47 Eton Close  
Lincoln  
LN6 0YF

12/10/2020

**Response to planning Application: Western Growth Corridor Skellingthorpe  
Road Lincoln Lincolnshire 2019/0294/RG3**

Dear Mr Manning,

I do not object to the principle of the development as I understand the need for housing development and this looks to be a great opportunity for the growth of Lincoln

However I would have to **object** to this application as I don't feel the cycling provision fulfils the criteria set out in Central Lincoln Local Plan adopted in 2017.

The document starts with the statement:

2.5.2 d

**“Transport and Accessibility:** To make efficient use of the existing transport infrastructure, reduce the need to travel by car, improve accessibility to jobs and services for all and to ensure that all journeys are undertaken by the most sustainable travel modes (particularly public transport, walking and cycling)”

and goes on to outline the following policies:

**“Policy LP13: Accessibility and Transport**

- b. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;
- g. Improve and manage the strategic cycling network to allow for a range of users;
- o. Prioritise schemes that complete gaps in the network, especially those that will encourage more local walking and cycling journeys;
- p. Deliver networks and facilities for walking and cycling, which are appropriately linked and integrated into the wider transport network, are well maintained and promoted, and which help facilitate schemes, such as Access Lincoln's 'Hirebike' scheme and 'Bikeability', to encourage people to walk or cycle.”



As the development is very close to Route 64 on the Sustrans National Cycle network it seems to be that the opportunity to connect to this route has been overlooked thus negating the prospect of improving the cycling network within Lincoln.

It is unclear where exactly the cycle lanes will be located within the development as there seems to be conflicting information within the planning documentation, drawing 09 "Modal Shift Plan" refers to cycling along the main spine road only and does not refer to any other access route as a cycle road. However, drawing 35 "Parameter Plan" refers to a pedestrian/cycle route along the southwest border to the site also the north east border of the site, words to this affect are also noted within the Travel Plan. The layout indicated within drawing 35 and the Travel Plan is obviously an improvement on the layout indicated in drawing, however still negates the need to connect to the main cycle network route 64 further west of the site.

It seems to be a wasted opportunity to overlook the connection into the main cycle route 64 as this would add obvious benefits to the development, it would make efficient use of the existing transport Infrastructure thus complying with Policy LP13 within the local plan. It will also help reduce the need to travel by car thus reducing the many concerns and objections over traffic.

Please see the sketch below which indicates the suggested connection route for consideration within the planning application. The red line is the suggestion of the proposed link to cycle route 64.



Sustrans Cycle Network with proposed cycling routes

Orange = Main spine road as indicated within drawing 09 and 35

Yellow = Cycle routes as indicated within drawing 35 and noted within the Travel Plan

Red = Suggested connection to Route 64 of the Sustrans Cycle Network

Yours sincerely,  
Graham Turner

From: Hilary Campbell

Sent: 12 October 2020 12:09

**To:** Cousins, Simon (City of Lincoln Council) <[Simon.Cousins@lincoln.gov.uk](mailto:Simon.Cousins@lincoln.gov.uk)>

**Subject:** Planning permission

Having difficulty accessing your link so sending this e mail to you. I live on westwood drive and am very concerned about skellingthorpe rd development. The risk of flooding, traffic congestion, noise, pollution are my main concerns. The traffic on skellingthorpe road is dreadful , especially in rush hour and being held up by trains. Flooding is a serious threat for the country in general, but the land to be used is a flood plain. I hope you are in receipt of this message, and request my thoughts are noted.

--

Sent from my Android phone with [mail.com](https://mail.com) Mail. Please excuse my brevity.

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr ANTHONY HAYDEN

Address: 9 Woodfield Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:No public consultation this year. Spine road now for buses, pedestrians and cyclists only. Roundabout at junction of Skellingthorpe Road and Birchwood Avenue now traffic lights.

Transport: first phase of 300 homes with 450 cars (RAC 2019 56% of car households have 2 cars)  
- All will be using Skellingthorpe Road. At peak times there is standing traffic in both directions caused by access to the A46 and the traffic lights at Tritton Road and the railway level crossing.

Pollution: the resultant increase in standing traffic will impact on air quality to pedestrians, cyclists and school children using Skellingthorpe Road.

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Colin Smith

Address: 2 Belgravia Close Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My comments cover several key areas

1. Lack of any real public consultation.

The last public consultation exercise took place in 2017 when there were several public meetings where people were able to see maps of the site with posters showing what was going. There was also a chance to question officers and developers directly and make suggestions.

The major considerations then were traffic congestion and flooding. We were told that housing would only be built on higher ground and other buildings would be on stilts.

Lots of cycle lanes, bus lanes and various bridges would be offered.

We expected that the new proposals would be well publicised in a new Consultation phase that would involve as many people as possible, including those with no access to the internet. Clearly, this has not happened.

2. Traffic congestion.

The traffic congestion in 2017 was already very bad but since then the number of cars has increased very much and it looks like there will be traffic chaos, not just congestion

This congestion will spread throughout Lincoln and the surrounding area and could cause traffic gridlock for much of the day.

### 3. Flooding.

Climate change is definitely happening and the chance of flooding in the area is no longer a remote possibility. The fact that the Environment Agency rejected earlier versions of the scheme on flooding grounds should serve as a warning.

### 4. Finance.

If there was no restriction on the amount of money to put in the bridges, roads and cycleways in a reasonable time the scheme would be good. But what's the chance of that?

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr Ray Butterworth

Address: 23 Malham Drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My wife and I would like to add our support to the above comments that object to the size of this development.

There was no public consultation recently to highlight the latest changes which impact the local environment more than ever. As a regular user of Skellingthorpe Road, this development will cause continuous traffic chaos on an already busy road which is at maximum capacity at peak times. There should be a provision for traffic from the development to access the A46 and Tritton Road without using Skellingthorpe Road. The pollution and traffic disruption caused around the junction with Birchwood Avenue will be very high most of the day especially if traffic lights are used instead of a roundabout.

As the area is a floodplain, it remains to be seen if the proposed drainage plans will work as the water table has been shown by previous comments to be very high in that area.

Overall, the plans are too ambitious for the road structures proposed and they require further public consultation.

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire  
Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).  
Case Officer: Simon Cousins

#### Customer Details

Name: Mrs Carol Robb  
Address: 469, Skellingthorpe Road Lincoln.

#### Comment Details

Commenter Type: Member of the Public  
Stance: Customer objects to the Planning Application  
Comment Reasons:

Comment:We continue to object to this planning proposal as these changed plans do absolutely nothing to alleviate the chaos that will ensue on Skellingthorpe Road in particular on the 700 or so yards between the Birchwood Avenue junction and the A46 Skellingthorpe roundabout.

This stretch of road is already grid locked on a daily basis and your proposed addition of traffic from an extra 3000 homes is totally irresponsible. There is nowhere at the moment for the existing traffic backlog to go as it tries to access the A46 that is itself often at a standstill while cars block all exists, trying to filter from a dual carriageway down to a single lane carriageway.

This is a dangerous junction, there are frequently accidents and no amount of (suggested) slip roads or other devices other than dualing the whole A46 from the Nettleham roundabout to the Bentley Hotel roundabout will help the traffic flow problem.  
Three thousand new houses as proposed need a new and proper access onto the A46 as in the original plan.

---

It would seem that further tinkering of traffic flow is envisaged in that the new spine road Birchwood Avenue to Beevor Street is designated to be buses, cyclists and pedestrians only, making a nonsense of the previous assurances that all traffic would flow unhindered down this route to the city. As the construction traffic is also to be routed to the site via Skellingthorpe Road, Birchwood Avenue and Doddington Road, an even worse mess of jammed traffic will bring the whole road network in the vicinity to a standstill.

We do not object to the building of these houses in principle but to the inadequate road provision. You have the perfect opportunity to improve the present traffic chaos with the building of a new access road to the A46 not make an already serious problem even worse.

William I Robb and Mrs. Carol Robb

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
[cr]In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
[cr]In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mrs Leila Watta

Address: 5 Belgravia Close Forest Park Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I do not see any significant chances in this application to address the main issues around the impact on traffic and congestion and therefore pollution and environmental impact that this development will bring.

During lockdown it has been clear this green space has provided a much needed and easily accessible oasis for large numbers of local people and the loss of it would be a travesty.

It is also a concern that after any short sharp rainfall Skellingthorpe road becomes flooded and the impact of so many more houses is a real concern.

How anyone locally would think that adding the volume of cars this would generate primarily onto Skellingthorpe Road would cause anything other than total chaos is ridiculous. Already the road is jammed every morning and evening for most of the way from the bypass to Tritton road and often vice versa, so there is no way it would cope with more traffic.

With the development of the Eastern bypass it would be far more sensible to look at building close to that part of the city and attempt to resolve the major traffic problems Lincoln faces around rush hour rather than overload the part of the city that already struggles.



**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

**Customer Details**

Name: Ms BERYL HAYDEN

Address: 9 Woodfield Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As previously, objecting to loss of green spaces, disruption while this work proceeds, air pollution, traffic congestion, loss of amenities while new ones are developed, risk of flooding.

**From:** Sheila Buck

**Sent:** 11 October 2020 13:00

**To:** Cousins, Simon (City of Lincoln Council) <[Simon.Cousins@lincoln.gov.uk](mailto:Simon.Cousins@lincoln.gov.uk)>

**Subject:** Town and Country Planning Act 1990 Western Growth Corridor

Dear Mr Cousins,

My name is Mrs Sheila Buck and I live in Westwood Drive, my property backs on to the Academy and so the new building proposals are not in my back yard, so to speak as they would do if I lived on the opposite side of Westwood Drive, however I do have my objections and concerns about this proposal and they are as follows:

My biggest concern is not about the building of houses per say but the **pollution and traffic** this will bring to the Skellingthorpe Road. With 3,200 houses and other businesses and facilities there will be

at least well over an extra 3,000 cars daily, either travelling to work, town, shopping, school runs or simply social trips.

Skellingthorpe Road already suffers from long traffic queues caused from being a narrow single lane road which when built was **never intended** to take anywhere near the volume of traffic it does now.

The road has a railway crossing the barriers of which are continually down and this alone causes long tailbacks, as just across from the crossing is the Junction of Skellingthorpe and Tritton Road which has traffic lights.

This road is in a fairly rural part of Lincoln having Hartsholme Park to one side and playing fields to the other.

The pavements are very narrow and it is difficult and dangerous for two people to walk side by side now so with such an enormous increase in traffic this would become increasingly dangerous for pedestrians alone.

Had the link road been constructed **first**, before the housing, which would take a lot of the traffic away from Skellingthorpe Road, I could understand **some** of the reasoning behind the new estate. The serious **increase in pollution** alone is a factor that should be taken into account. The 'green' area between Lincoln City and the suburb of Swanpool on which this Western Growth Corridor is to be built on gives not only '**breathing space**' to those residents living in this area but also helps enormously to dilute the pollution created in Lincoln City itself, which then helps the residents of Lincoln as well.'

The City has now become a University Hub and houses an enormous amount of young people, students with the one intention in life of bettering themselves for the future, our future, your future and the future of Lincoln itself. If this Planning Application is successful it will only go toward choking the life out of the young who are already suffering from our mistakes of our past.

The 'green belt' on which this proposed building is to be carried out can be seen clearly from the top walks on the walls of Lincoln Castle. Should it go ahead the amount of houses and other establishments will only create an outlook of congestion of commercial, retail and residential properties. Not the pleasant rural green countryside that Lincoln is famed for.

**My other concern is where the proposed building is to be.**

The area is used as a flood plain and is very low lying. Huge amounts of soil would be necessary to build up the land to make it suitable for building on and taking into account the amount of rain we have been having over the past two or three years and the climate change which we are having, which is ongoing to such an extent that already the scientists are warning us all could cause severe flooding everywhere, surely even with a 'raising of the land' this will not suffice in the future.

The water table is very high in this area, our back garden was completely underwater in November 2019 and we are on the opposite side of Westwood Drive, this was caused by excessive rain which could not dissipate due to the poor drainage which passes into and through the Western Growth Corridor area. Some of our neighbours also had this problem. This has happened on several occasions over the past few years. This is not caused by a 'once in a hundred years' occurrence! (We have photographs if you should require proof).

It is simply a case of poor drainage in this area, we have several dykes to carry away water and yet we still flood. At the end of our back garden there is the Academy playing fields and when we have heavy rain a river of water appears along the back of the bungalows as it too cannot drain away. This is also supposed to drain away into and through the area intended for the Western Growth.

If you were to walk over the fields and woodland intended to be built on, after periods of rain, you would realise just how boggy and waterlogged the land really is.

Surely there must be higher land around Lincoln which would be more suitable to build on, as water drains 'downhill' there would not be a risk of housing and other buildings sitting in water

for weeks during rainy seasons?

Regards

Sheila Buck

Dr Apostolos Papadopoulos  
11 Burghley Road  
Lincoln  
LN6 7YE

Mr K Manning  
Assistant Director – Planning  
City Hall, Beaumont Fee  
Lincoln, LN1 1DF

12<sup>th</sup> of October 2020

**Written Representation for Western Growth Corridor – Skellingthorpe Road, Lincoln  
(2019/0294/RG3)**

Dear Mr K Manning,

Thanks for your letter dated 17<sup>th</sup> of September in regard to the Western Growth Corridor planning permission. I trust this communication finds you well and healthy in these difficult and strange times. I have assessed the proposed plans historic and new and have provided my comments, suggestions and objections below, separated by aspects affected by the proposed development.

If anything requires further information or clarification, please do not hesitate to contact me.

Yours sincerely

Dr Apostolos Papadopoulos

**Air Quality**

The proposed increase in the residential houses in the area will increase the NO<sub>x</sub> production over the legal limits set out by the government. This has been calculated by the current levels of NO<sub>x</sub> for the area and in particular for Skellingthorpe road.

The inevitable standing traffic will create a NO<sub>x</sub> hotspot at Skellingthorpe road and in particular around the roundabout proposed. The calculated value of NO<sub>x</sub> assuming 70% of the new households (any developmental stage) use a car will produce an excess of NO<sub>x</sub> exceeding the current legal limits. It is calculated that the area of interest will reach the annual legal limit within two months. Between the hours of 7.30am-9.30am and 4.00pm and 6.00 the air pollution will be heavily affected to over 60 µg/m<sup>3</sup> concentration from the current 20-30 µg/m<sup>3</sup>. The council will have to declare this as an area restricted to the public, particularly those vulnerable, to avoid development of health issues and worn asthma sufferers.

This will result in an increase of incidents of the residents developing respiratory diseases and being extremely vulnerable to lung infections and respiratory issues.

The report submitted by AECOM has fault assumptions and the predictive models has not taken into consideration the wind movement in the area and avoided the localised hot spots. These will create a major health issue for the current and future residents of the area.

Government approved diffusion tubes will be used during the development and after the first phase of the development to monitor the air quality. The results will be reported to the council and local community to ensure that they are aware of the changes and worsening of air quality to come. A similar effect is expected with particular matter equally harmful to human and the environmental contributing significantly to climate change.

The proposed plan is categorically objected as it doesn't propose any alleviation for the issue it will be creating as reported and here stated that it will be worse than reported. The proposed plans go against the climate change targets of the government and the council of Lincoln city.

#### **High Grade Agricultural Land**

The land required for the development is a high grade agricultural land. The application has not taken into consideration the conversion of high grade agricultural land that is committed and essential for food production in the UK. Brexit is expected to increase pressure of being able to sustain food security without having to import food. To fulfil the government's aim to reduce dependency on food imports, the area should remain as agricultural land.

Projects to such extend should be built outside the boundaries of the city in agricultural land that is inherently poor in productivity. An example is Whitham St Hughs.

The soil is characterised by the National Soil Resources Institute as a soil of moderate fertility which is inherently good for agricultural use. With standard farming inputs this land is typically achieving a Grade 1 agricultural land.

On the ground of taking good agricultural land out of use the plan is objected.

#### **Flood Risk**

The National Soil Resources Institute describes the land where the project is proposed as "*Slowly permeable seasonally waterlogged fine loamy over clayey, fine silty over clayey and clayey soils*" (code-711f WICKHAM 2).

Furthermore, the soil hydrology is described as "Soils seasonally waterlogged by fluctuating groundwater and with relatively rapid lateral saturated conductivity" by the same authority.

The report clearly indicates the susceptibility of the land to flooding. The estate will reduce significantly the ability of the land to evaporate water by exposed area (bare soil) and vegetation and in addition, concentrate water in areas where flooding is inevitable.

The ground water fluctuations with rapid lateral saturated conductivity confirms that the site will become a high flood risk area after the development. The current measures proposed are not adequate to reduce the flood risks posed with the development. Raising ground water levels cannot be mitigated and the area will be prone to subsidence deeming the area eventually inhabitable. This will result in the opposite achievement than the target of the proposed development.

The area is known for top soil lateral water movement and this soil type and hydrology are a typical case for subsidence. The geological analysis has not been performed adequately to avoid the risks for that, however, this is also a significant cause for flooding which has not been addressed appropriately.

Therefore, the current plan is deemed inappropriately assessed and it is strongly objected.

### **Archaeology**

The recent discovery of a hoard in the proximity of the Ermine estate at Riseholme College confirms that there are still significant unknown historic artefacts and facts about the history of Lincoln that are yet to be discovered.

The proposed development has not performed an appropriate in-depth assessment and search of the potential historic artefacts that could reveal aspects of Lincoln that could be lost for ever. The site should be allowed to be searched by approved metal detectorists and an edaphic assessment with electrical or radar resistivity tomography should be performed to reveal any potential sites that need to be investigated. Given the proximity to the historic A15 and the Cathedral, which is a major landmark for Lincoln, the site should be searched prior to the development avoiding the potential of loss of history.

The results could force the development to alter in order to preserve the history and allow such new landmarks be incorporated into the plan becoming an attraction for the area.

This further contributes to the objection of the current plan.

### **Traffic**

Skellingthorpe road is already a heavily used road by the Birchwood Estate and A46 traffic to enter into the city linking Tritton road. The railway crossing dichotomise the road and the school access in that road creates long vehicle queues reaching the Hartsholme Park entrance in most cases and in many cases up to the entrance of Burghley road. The road is not able to uptake any more traffic to the current one which equates to 20-30min waiting times to access Tritton road.

The first part of the development adding hundreds of houses that will be served by Skellingthorpe road will inevitably result in an increase in traffic. Lincoln in general has been suffering from traffic queues in many city centre entrances including Carholme road and Doddington road other to Skellingthorpe road.

The proposed first part of the development is not offering an alleviation but adds further to the current issue. The proposed development offers to create road linkages to alleviate the extra traffic however the timeframe of this is inappropriate and unbalanced. The resulting extra traffic has the potential to deem Skellingthorpe road unusable, result in loss of business for the current companies who are present in the area and eventually create issues in the A46 with high potential of road accidents. It is anticipated that the issue will reach national news and reports such as this one objecting to the current plans raising concerns will be used as evidence of ignorance by the council.

The proposed roads should be completed first, alleviating the issue of the current traffic and then assess the stages of development with potential to reduce the planned number of houses. A reduction in the number of houses will bring forward alleviation to this and the other issues raised here.

The plans are categorically objected the way they currently represent the development both in the timing of the proposed measures that suppose to take into account the issues that it states will be created and the number of houses the development site can sustain in a sustainable manner.

This is a major issue that has been not addressed sufficiently and a major case to object to the plan proposed.

#### Visual Amenity

The views, the surroundings, character, positive elements of the area, tranquillity to mention a few aspects of the current amenity that the present residents enjoy will be disturbed, changed and damaged to unrecoverable effect. The impact to the current occupiers of the area, in the vicinity of the proposed development, enjoying the amenity will be felt by 1000's of residents. The level of change to the amenity is unacceptable and should be reviewed further by the planning permission authority and only allow grant when the number of houses is altered to a number similar to that of the area such as that of Burghley road, Chalgrove way and Farrington crescent.

The houses at Grosvenor avenue will be the most affected of all directly with all others indirectly. Therefore, on the grounds of the impact to the visual amenity the proposed development is categorically objected.

#### Overall Plan and The Effects to the City of Lincoln

Having lived in the city for over 12 years, settled and established my business, joined and supported the local community and attracted international business in the area, work closely with the University, invested in the city and making my best efforts to contribute to the city, I see this development as it currently stands in the plans as a failing from the council and the proposers.

In recent years the University has become a major employer and attracted an increasing number of students. These students have been served by the areas of Carholme road and Cincil bank as major parts of the city as well as other areas. The University has recently made a move to build student accommodation to host 1000's of students with the number of students not following the availability of accommodation. This has resulted in a mass move from areas such as Cincil bank resulting in significant house price move, empty houses and an overall increase in hot spots and crime as reported by the police, for instance, in Portland street. The Cincil bank is becoming an area of avoidance and developing a reputation similar to that assumed for Monks road and other areas in Lincoln city close to the city centre.

The proposed development overall is likely to draw out more families who are already living in these areas and worsen the situation. This is a phenomenon that has been typically experienced in this and other cities and the police is aware of. Furthermore, Brexit and the current difficulties that we are experiencing is anticipated that will drive a large percentage of the people who are renting (other EU citizens) outside the city or the country. This will result in excess of housing availability creating an unstable market and affect deprived central areas with increasing localised crime.

The plan for the development and the council have not properly considered the negative effects of the proposed development. There are no mitigations in place to avoid making other areas worse and withdraw focus on the high street, contributing to its deterioration. The number of jobs created and

Page 4 of 5

new spaces for the city are not adequate to counterbalance the negative effects that the development will create.

The plan should fully consider the effects and place efforts to investing in the current areas of the city that require improvements. Therefore, the plan proposed is objected as it will divide the city and have more negative than positive effects in the long term.

To

Mr. K. Manning, Assistant Director, Planning. 12th October, 2020.

And Mr. Simon Walters

City Hall, Beaumont Fee.

Re Planning Application 2019/0294/RG3. Western Growth Corridor.  
Amendments (2020).

Dear Messrs Manning and Walters,

Thank you for your email dated 17th September, 2020, Consultation Letter in respect of amendments to the above planning application.

I object to these amended plans for a number of reasons which follow, but I also take this opportunity to reiterate my objections to the overall plans for the reasons given in my correspondence to you of the 29th April, 2019, none of which have been addressed by the amended plans.

#### FLOODING.

The most current of many reports from Anglian Water ( AN 157592/1/0104284) dated 30th September, 2020 indicates that Anglian Water continues to object to the proposed development as there is " No capacity at present for treating foul drainage -" (Sect.2), " Development will lead to an unacceptable risk of flooding downstream. (Sect. 3), " A public sewer exists under some of the designated building sites." (Sect3.) and in section 4 AW raises concerns over the type of proposed surface water management.

In their earlier report of 6th April, 2020, they cited concerns that the plans were insufficient in preventing environmental and amenity problems from flooding foul water.

The photographs submitted to you of the flooding of this area in February, 2020 by Mr. Peter Arbourne bear testimony of the degree of recent flooding.



The proposed development is on a Flood Plain designated Risk 3, the highest category. Climate change will potentiate a higher risk of flooding and building on Flood Plains will exacerbate this. There are other areas which could be considered for development which are not high risk flood plains. When did the last Sequential Test take place to ascertain alternative sites for at least part of this proposed development?

The additional unit costs of building on a Flood Plain may make the proposed houses more expensive to buy than the normal market price. In any event, groundwater flooding is not normally covered by insurance. Flood Assist Insurance " Buying a High Risk Home" 29th June, 2018 stated that they estimated the average cost of a flood claim is between £25,000-£50,000. The Flood Re Government Scheme for recompense from flooding is only applicable to homes built before 1st January, 2009.

What and who bear the costs of resolving the flooding issues of this proposed development?

What are the implications to Home Owners who buy on a known Flood Plain?

## TRANSPORT & HIGHWAYS

Re your Revision of Hybrid Plan (Sept. 2020) Covering Letter (Access.)

This submitted document offers a range of Mitigating Packages which promise to mitigate the overall transport impact of the development. For Phase 1 of the proposed development Package A is most relevant.

Package A states that the Spine Road is to be more specifically prioritised as "a bus, cycling and pedestrian movement corridor" and as such a large portion of this Spine Road will be for buses, cyclists and pedestrians only, establishing " a car free route between Skellingthorpe Road and the City Centre."

There is no time line for this. If it is not completed before the proposed Phase 1 development then congestion on Skellingthorpe will increase unacceptably.

A new bus lane is proposed along Birchwood Avenue and Triton Road. How and when will this be completed before the proposed commencement of the development?

The developers " Additional Modelling" suggests that from a proposed first phase of 300 houses that only 81 additional vehicles each morning will join the congested Skellingthorpe Road. I believe this is contentious. There is only one proposed vehicle access to this phase of the development.

Mitigation Package A also suggests that the increased traffic will be made to flow along Birchwood Avenue and onto Doddington Road. There is no mention of the increased impact onto the A46 at the Doddington and Skellingthorpe Roundabouts, which are already congested at peak times. Have the original plans to alter the Skellingthorpe Roundabout on the A46 been accepted? And if so, when will they been implemented?

This Package cites recognition of the compromised junction of Skellingthorpe Road and Triton Road as " too tightly constrained to be able to deliver any specific mitigation to this location." So why add to this problem?

Why do the developers think that moving the additional traffic along Birchwood Avenue and on to Doddington Road as an access to Lincoln City will work? The proposal will move traffic across a residential estate away to the south to access the City in the north?

The proposed Mitigation Package A states delivery of this PRIOR to the completion of the first phase(1A) of the housing development. Is this a conspicuous promise of road changes BEFORE house building commences?

The Transport Assessment (2020) prepared by AECOM for the developers states that the the proposed bridge over the railway line onto Triton Road would " allow cars and buses to avoid the existing delays on Skellingthorpe Road, particularly at the level crossing, and provides an alternative route in the event of an accident." BUT not in Phase 1 of the proposed development as submitted to date. So, until a bridge is built this assessment CONFIRMS that there WILL BE an increase in the use of Skellingthorpe Road, and there WILL BE increased hold ups.

Planning Practice Guidance (PPG) (2014) states that plans must ensure that "Safe and suitable access to the site can be achieved for all users."

Lincolnshire's Local Transport Policy LTP4 period (2013/4-2022/23 ) states its policy is " -to maintain the transport system to standards which allow safe and efficient movement of people and goods."

This proposed amended planning application does not appear to adhere to these Government and Local Authority Directives and is therefore a reason to object to these plans.

In the document labelled " Transportation" submitted with this amended planning application, Para 11.2.5 suggests that the majority of movement from the new residences will be on foot, bike or bus TOWARDS Lincoln City. What about the residents who neither work nor go to school in Lincoln City?

Para 11.4.5 states " The Skellingthorpe Road Level Crossing therefore presents strategic limitations to the highway network in this area, and is the source of existing congestion." It continues by suggesting that this will only be relieved by the building of the bridge over the railway line onto Triton Road.

In the light of this evidence, building this bridge MUST occur BEFORE this proposed development plan is considered for acceptance. NO evidence of intent to do so before Phase 1 is confirmation of why this amended plan must be rejected.

Highways Technical Note (7) 9th January, 2020 ( Connect Consultants) shows that the proposed improvements to Skellingthorpe Roundabout on the A46 needs to be completed PRIOR to the housing development and identifies safety issues.

NPPF Highways, Para 109 states that planning should be refused " If there would be an unacceptable impact on highways, safety or the residual cumulative impacts on the road network would be severe.-" As a result Highways England ( Jan 2020) continues to identify major problems and suggests withholding planning permission at present.

Figure 11.4 of " Transportation" shows the proportion of people who travel to work by car ( Source, 2011 Census) in this area is 57.5%. If there is an increase in the local population it can be considered that more people will travel by car....adding to road congestion.

Para 11.5.6 proposes that " The road between Skellingthorpe Road and Triton Road would include cycle lanes on both sides of the carriageway." How is this to be achieved, and what time frame is proposed to achieve this? Table 11.5 Traffic Flow Analysis, indicates a 26.8% increase in Northbound traffic on Triton Road if the development goes ahead, a 36.9% increase on Skellingthorpe Road and a 27.3% increase on Birchwood Avenue. Para 11.6.26 states " key benefit of the Western Growth Corridor is TO PROVIDE an alternative route away from the Skellingthorpe Level Crossing, which is a major source of existing delay and journey uncertainty." In addition, the report states that off site highway mitigation includes an improvement to the A46 Skellingthorpe Road junction is needed.

These improvements to the flow of traffic will only happen if the road infrastructure and bridges are constructed BEFORE residential development takes place. As there is no indication of this occurring I object to this amended plan.

In addition to the above I would like to draw your attention to some other negative aspects of this proposed development.

The City of Lincoln Council Development Control Planning Dept. Ref S106/L/0294/19 dated 16th August 2019, stated that the proposed site for a school on the application was NOT acceptable as it would be built over open drains and under overhead power cables, and there had been no establishment of who would be responsible for the retained trees and hedges on site. Have new plans for the school been submitted? It is an aspect of the legal required infrastructure of a large new residential development, as is paying towards the required alterations to other schools in the area to accommodate the estimated 1,400 additional pupils by the Planning Department for the 3,200 homes proposed. Please comment.

The NHS Consultation dated 20th June, 2019 indicates that local GPs CAN NOT absorb patients from the development at present. Expansion of the GP services required will take many years and is estimated to cost in excess of £2 million.

Air Quality is still a contentious area too. The only updated report in this amended planning application is to do with the transient effects during the construction of Phase 1 and does not address the increased long term impact of vehicle pollution.

May I also state that there has been an absence of Community Consultation by the applicant for these amended plans as required under the Planning Act 2008 ( as amended) (PA2008) Paragraph 5.

The Role of the Local Authorities in the Development of Consent Process (Feb 2015) Para 25.1 and 25.3 state that open floor hearings can be requested by interested parties and must be held if requested.

Mindful of the amended process of the Town and Country Planning (Development Management Procedure (England) ( Coronavirus) ( Amendment) Regulations (2020) it remains that the process of inspecting and commenting on these plans has been a less than connected process.

Thank you for your attention in this matter,  
Yours sincerely,

Mrs Gillian Newton,

[12, Grosvenor Avenue,](#)  
[Lincoln LN6 0XT.](#)

Cc Rt Hon Christopher Pincher,MP  
Rt Hon Karl McCartney, MP,  
SCRAP

Dear Sirs

I see that once again you are attempting to develop the Swanpool estate. As you will remember the last attempt was not exactly a resounding success as the concrete pilings kept sinking down all the way.

You have failed to understand the topography of the Swanpool area - the original purpose for which it was designated (as a water sink for flooding problems with the City of Lincoln after the 1948 floods). Secondly, there is a layer of clay substrate, which as any secondary school student will tell you acts as an impervious layer to water - thus leading to extensive flooding situations. The last time this effect was mentioned at a meeting which I attended - it was stated that the area concerned would only flood once every one hundred years. However, the person compiling the statistics failed to mention that the year could be any year - it could be either year one - or year twenty or even if lucky - year 100. Unfortunately, as each year passes the likelihood, statistically, of a flood situation increases.

Further, since that time, climate change, as a result of global warming, has led to increasing number of storm events (worldwide) but also affecting this country. Changes to the flow of the North Atlantic Jet Stream have shown that locking events cause major changes in local weather events. Winters are getting much wetter on average - and the increasing severity of storm events is also increasing. Certainly, as an insurer I would never advise my company to insure properties built on such land.

Indeed, even the Conservative Government (albeit belatedly and rather plum phrased has suggested that properties should not be built on flood plains). I certainly would never contemplate buying a property in such an area.

Thus, for all the above reasons, it is doubtful whether such a project should even be contemplated, let alone undertaken. Despite the assurances of Builders - who seem to have more optimism that knowledge of what will happen - the Swanpool development should not be undertaken.

Finally, the establishment of another 3,200 houses in such an area will significantly add to the traffic problems that are faced on the Skellinthorpe Road, which will add to already complex traffic problems (try cycling on the road during rush hours or Saturday mornings). The road is inherently overloaded as it is, without the imposition of a further traffic to the system (remember the Hartsholme Centre is visited with lots of caravans etc. during a normal non-covid year).

I would suggest that the disaster of the last attempt would have persuaded the local government of the inherent inadvisability of trying once more to construct an unconstructable project in, at the very least, a highly problematically area.

However, it will I suppose go ahead, with all sorts of people saying we can solve this problem - but - it will not succeed.

Yours faithfully

JOHN R ORR

Addresss 2 Webster Close, Lincoln LN6 7JD

Telephone number 01522 692115

Mobile number 07951256937

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Brian Daulton

Address: 27 Woodfield Avenue Birchwood Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We wish to express our concerns over the proposed WGC development.

1. WE would be greatly affected by the 3000+ house development because of the extra vehicles generated. A matter of concern for the would-be residents is that because of these houses being built on a flood plain; will those people be able to get insurance,? Indeed, will anyone wish to buy these houses knowing that they are on a flood plain?
2. There has been no public consultation despite the latest alterations to these plans. It is not easy to get information. How many residents will understand these complicated plans? We have nothing through the door to encourage us to become involved or advising us of meetings. From the time these plans were first mooted, we have been led to believe that this development was a done deal and would go ahead willy nilly which will have discouraged many people from becoming involved.
3. It appears that all the construction will be carried out from the Birchwood Avenue/Skellingthorpe Road junction until the spine road is constructed? Do they have funding to put in a railway bridge to complete it?

The spine road appears to be only for buses, cyclists, and pedestrians, so all construction traffic will come via Skellingthorpe Road, which even now is sometimes backed up to the by-pass roundabout

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:- |cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road. |cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr G Wilson

Address: 236a Boultham park road Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to traffic being channelled to Rockery lane via Boultham park road due to increase in pollution, noise, as well as safety concerns as the road services 2 schools. There has already been an increase in traffic children are at risk . Buses are but at risk and congestion near the coop junction and crossings are not adequate and are accident hot spot



### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Peter Harrod

Address: 14 Landmere Grove Lincoln

### **Comment Details**

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: Although I live in the Skellingthorpe Road area I am not against the western growth corridor proposals per se. However, I am concerned about the inevitable increase in traffic in what is already a highly congested area, and I hope that the Council will ensure that the following safeguards are guaranteed:

1. That the 'spine' road will be sufficiently wide to accommodate the amount of traffic it will generate, including cars, commercial vehicles, buses and cycles;
2. That the number of junctions on the spine road will be reduced to a minimum for safety reasons;
3. That the bridge over the railway onto Tritton Road will be built, whatever the cost.
4. That there will be restrictions on construction traffic entering and leaving the site during rush hours.

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mrs Anne Wilson

Address: 236a Boultham parkroad Lincoln Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to any additional traffic being channelled to Rockery lane via Boultham Park Road. This area that has seen a vast increase in traffic already increasing pollution, both fumes and noise and rubbish. Boultham park road services several schools and the crossings in place are not adequate, one of which is an accident black spot. Any increase in traffic put children at risk. Also damages the residents health and wellbeing. Boultham park road is a main bus rout and already suffers from congestion at the roundabout near the Coop, there have already been a number of accidents and problems caused by the coop and new flats Holme Farm . The access to both cause constant problems on Boultham park road and Rockery lane from parked vehicles, vehicles speeding, not adhering to crossing protocol. This is a residential area who has already had to cope with the development of Ln6 housing and Moorland housing.

Paul Frodsham  
2 Roxborough Close  
Lincoln  
LN6 0QL

12 October 2020

The Development Team  
developmentteam@lincoln.gov.uk  
for the Western Growth Corridor  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DD

Ref : The Hybrid Planning Application for the proposed sustainable urban extension of Lincoln on the site of the Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire.

Planning Reference Number : 2019/0294/RG3

Dear Development Team,

I wish the whole of this document to be entered in the "Public Comments" section as an **OBJECTION**, in answer to the Council's re-consultation process currently being undertaken during October 2020.

1. Advance Notice of this Re-Consultation

There was NONE.

The first notification of this re-submission of the Hybrid Planning Application for the Western Growth Corridor was an email dated Monday 28 September 2020 from Mr Michael Hurtley, the City of Lincoln's Assistant Development Officer.

Neither have there been any offers of proposed Council or Joint Developer, public participation nor more detailed information handover.

It all out of the Blue!

No advance notification from the Joint Developers or the City of Lincoln Council.

And the public only have until 29 October 2020 to respond to this re-consultation.

This is all so reminiscent of previous City of Lincoln Planning Consultations concerning this Western Growth Corridor Development, it's all rush, rush, with very tight timescales for members of the public and others to respond.

I assume the NEW Supporting Documents comprises those listed with the publication date of 28 September 2020?

And I also assume that the pre this re-consultation Supporting Documents have not being amended in any way since their original publication date?

## 2. The Covering Letter

2.1 The first page under the heading "The updated information comprises:-", I would comment that for ease of use this printed list of titles should have been fully aligned with the titles of the additional Supporting Documents entered in the Planning Documents web pages. This would have made life much easier to locate these documents in the very short timeframe available for the responses to the forwarded. Question : do the Joint Developers really want members of the public to get involved with this re-consultation?

2.2 I would comment that under 1c Proposals for Highway Mitigation ; Mitigation Package A.

I draw your attention to the third bullet point.

My A-Z Street Atlas does not show the existence of your "Station Road / Doddington Road junction"? I think this junction should have been described as the "Whisby Road / Doddington Road junction.

This error in detail is somewhat surprising for a Local Planning Authority.

3 I refer to the "Description of the proposed development" both in the "In Outline" and "In full" sections.

I don't understand why again the Joint Developers (The City of Lincoln Council and the Lindum Western Growth Community Limited) are so shy in inserting the phrase "the Lincoln to Nottingham railway" OR just "the railway", in these locations. 1. "new transport bridge link over (insert here) to Beevor Street," and 2. "and a new public footpath bridge over (insert here) to Tritton Road.

Not forgetting that there is a third transport bridge over "the railway" to Beevor Street giving access to this Development.

I will leave the Administration comments and turn to more serious matters.

## 4. Flooding and Drainage

- 4.1 I refer to the Supporting Document "Anglian Water : Planning Applications – Suggested Informative Statements and Conditions Report  
Prepared by : Pre-Development Team  
Date : 30 September 2020"

Under the Section 3 : Used Water Network

I quote "This response has been based on the following submitted documents: - FLOOD RISK ASSESSMENT AND WATER MANAGEMENT STRATEGY

Development will lead to an **unacceptable risk of flooding downstream.** Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. (if we can be more specific e.g. a full assessment cannot be made due to lack of information, the applicant has not identified a discharge rate) We therefore request a condition requiring

PF – WGC – CoLC – Re-consultation in October 2020 – Comments to be submitted – 20201012

---

Page 3 of 3

phasing plan and/or on-site drainage strategy"

These are the same comments previously made by Anglian Water in their Consultee Comments in April 2019.

This, together with Anglian Water's further comments under Section 3, underlines the lack of total communication and agreement between with the Joint Developers and Anglian Water since the previous Development Consultation started in April 2020.

Further, Anglian Water continues with four important **INFORMATIVES**, which would still appear need to be complied with / answered by the Joint Developers. Yet these Developers still pursue this Hybrid Planning Application at this time, it beggars belief!

4.2 The Upper Witham Internal Drainage Board (UWIDB)

I have been in correspondence with and agree with this Board's and I quote "has a long standing resistance to any development within flood plains, including the Western Growth Corridor (WGC) Development. The Board has consistently maintained an objection to the development in this area, including the current Planning Application. They end with this comment "With regard to the current recent weather events, I can confirm that the impact of climate change is included in the assessment of the proposed drainage infrastructure."

Please be aware that, the UWIDB is an independent statutory Land Drainage and Flood Risk Management Authority. It is one of four in this area of Lincolnshire.

To summaries my view : FLOOD PLAINS should not be built on if there are other areas in the near vicinity that have no associated flood risk.

As I understand the current situation with Lincolnshire County Council – the lead Flood Authority for Lincolnshire in the form of the Council Tax Payers, will be responsible for the cost of all the flood damage associated with this Development. Something for them to seriously think about.

Thank you for your time inserting this document in the Public comments section.

Your sincerely

Paul Frodsham

### Customer Details

Name: Mr Christopher Page

Address: 13 Cherry Grove Swanpool 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 am worried that the project is being pushed through without the clear understanding as to how the public will use the road infrastructure proposed to service this area. Some of my points are as follows:

1. It is proposed that a spine road will connect from the Birchwood Avenue junction with Skellingthorpe Road through to Tritton Road, crossing the railway by a bridge. This bridge is to be built during the second phase of the development which means that all traffic from the first 300 homes plus all the contractors vehicles will use this Skellingthorpe Road junction. Skellingthorpe Road has already become over-loaded at peak periods due to high local traffic and rising use by vehicles from outside the city boundary. The addition of cars from over 300 homes plus commercial traffic will take this to an unacceptable level. What level of assurance do we have to ensure that the spine road and the bridge over the railway will be built before further development takes place.
2. The plans show that the planners envisage the spine road to have a bus priority status in parts. The plans also show that the spine road will not be a smooth link through the area but will have a

---

number of light controlled junctions. The plans also show that the width of the road will be reduced after passing over the bridge and onto the estate followed by a right angle junction.

3. The pressure on Doddington Road and Skellingthorpe Road is such that vehicles will use this spine road to access the town and it will be short sighted to overlook this pressure. The combination of the level crossings, school and Tritton Road junction on Skellingthorpe Road will encourage people to use this route. Such plans should take this into account providing a suitable road system that serves the new estate and provides relief to the Doddington and Skellingthorpe Roads.

The worry is that there is no guarantee that the road bridge will be built and that its construction will be to a standard capable of coping with heavy traffic.

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

**Customer Details**

Name: Miss Christine Jefferies

Address: 7 Westwood Drive Swanpool Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My main objection to this application is the big increase in traffic congestion and Air Pollution that will result in the thousands of extra vehicles added to an already congested part of our City plus the traffic disruption caused during the development period and this together with my concerns for the Environment ie flooding, I have been a resident of this area all of my life and every winter this land floods, and protection of the wildlife in the area.



**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|n Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|n Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr Rob Ward

Address: High Trees 94, Shearwater Rd. Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having recently read the details of the proposed Western Growth Development for the Skellingthorpe Road region, I would like to register my firm opposition.

I am sure those responsible for considering such a move could not fail to recognise the extremely detrimental effect a 3000+ housing development would have on the area.

The impact on the locale, on several fronts would be catastrophic.

Firstly, the effect of introducing a huge number of private and commercial vehicles into an already extremely over stretched road system does not bare thinking about. The risk factor to the children attending the Priory secondary school on Skellingthorpe Road would be increased to a totally unacceptable level. In addition, there would be traffic chaos during the high road usage periods. Magnified by the over-long periods when the level crossing gates are closed for rail traffic, the accumulated queues of vehicles, often in excess of 100 in either direction, would be increased

many fold if this proposed development was to be built. As I see it the main spinal road would not relieve this matter as it seems to be for bus and cycles only. I do not accept that many people would use the public transport system as its reliability is not fit for purpose for those who need a punctual service for work or appointments. Also, present government advice is to avoid the use of public transport wherever possible. This state of affairs could last for many years to come. To compound the situation, the initially proposed link road would exit at the Birchwood Avenue junction which means all town destined traffic would need to use Skellingthorpe Road.

If a considerably smaller (300 not 3000) housing development is to be considered for this area, surely the link road and any subsequent development should be initiated at the town end i.e. on Triton Road. This may reduce some of the impact of the increased number of vehicles and cause far less disruption during the implementational stages of the project.

Another issue that seems to have been totally glossed over is the fact that the whole development is to be built on the major flood plane for Lincoln. As the last few years have proved, our weather patterns are changing. We have hotter summers but more importantly, far wetter periods of extreme weather. These last few years have shown that this flood plane is an essential part of the city's defences against devastating flood damage to property within the city. The plain has spent

many days submerged this year alone, thus keeping property safe. Where do the plans set out an alternative safety policy that will guarantee the safety of this area of Lincoln from flooding?

If the government has requested that we, as a city, build more residential housing surely it would be preferential if those who are sitting on vacant building plots within the city were to be encouraged to consider plans regarding a house building program. There are many areas within the city that would provide far less controversial options than the massive building program that has been applied for, in a totally inappropriate area.

I have lived in this area of the city for the past 55 years and have seen many changes over the years. Some were ill advised and some most advantageous. I do not believe on several fronts, however, that the proposed development scheme for the Skellingthorpe area has been thought out correctly, as shown by two of the main points mentioned above. The impact on the local area regarding safety, environmental, aesthetical to mention but a few would be catastrophic

I do hope that the points that I, and probably many others, have raised, will motivate you into looking into this proposed, disastrous development scheme. The council and those other interested parties, should be made aware of the reality of the implications of this proposal. The strength of feeling of those in this area is not only for just us but also for the greater city. Flooding, huge increases in pollution, a massive increase in the volume of traffic, are all unavoidable if this plan goes ahead, not to mention the effect on wild life, the loss of agricultural land and the loss of local access to nature

**Customer Details**

Name: Mr David Godfrey

Address: 1 Rochester Drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am writing to express my concerns and objections to the proposed housing development.

I have been a resident of Lincoln for 30 years and living just off Skellingthorpe Road for over 20 year of them. Over this time the traffic congestion in this area has steadily increased, quite often to saturation. This proposed development of over 3000 properties will make the difficult situation on and around Skellingthorpe Road, into an impossible one. As a car driver, cyclist and pedestrian travelling in this area, I see first hand the terrible congestion in this area of Lincoln, every single day. The road system simply cannot cope at the present time, let alone building even more houses. The proposed changes to the surrounding roads will have no positive impact to the congestion. Massive improvements to Lincoln's road infrastructure are essential BEFORE any large scale housing developments are to be considered. I understand the need for new local housing but surely there are more suitable sites. There are plenty of large potential opportunities for house building along the new Eastern Bypass.

---

In addition the traffic chaos, the proposed site is being built on an established floodplain. As climate change is producing more extreme weather the chances of flooding is becoming an increasing threat. So surely building on a floodplain is impossible to justify.

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Douglas Shooter

Address: 23 WOODFIELD AVENUE LINCOLN

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I believe that planning permission for the above plan should be delayed for the following reasons.

A large number of locals don't know about the latest planning application as it has been poorly publicised, there are very few of the planning notices displayed in the local are and I haven't seen one at the neighborhood centre which would be an obvious place.

It's not adequate enough to provide a link to the large number of documents, some of which have large numbers of pages and plans which are difficult to understand.

quite a few of the documents refer to other documents or paragraphs in those documents making to difficult to follow.

We need a public presentation/display so that we can question the planners and developers to try and establish what is definite and what is hoped for, quite a number of the documents are light on actual detail.

---

I think that they are using Covid 19 to push these plans through without proper consultation with the residents who are going to be greatly affected and inconvenienced for more than 20 years with no benefit to the local community.

Yours. Roy Shooter

#### Customer Details

Name: Mrs Sue Shooter

Address: 23 Woodfield Avenue Lincoln

#### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: 17 October 2020

To Mr K. Manning, Assistant Director Planning, and Mr Simon Walters

Dear Sirs

Planning Application Reference No: 2019/0294/RG3 - Development of the Western Growth

Corridor, Lincoln

I believe that the due processes in respect of the above have not been followed as they should be.

The City Council's proposal is to build approximately 3200 houses in the Western Growth Corridor. Similar proposals have proved unsuccessful at least twice in years gone by. Now the City of Lincoln Council have apparently progressed their proposal once more: 'lock down' has proved a useful opportunity for them not to share its plans with the local community until now when the planning notices have only just been put up in the area. Could this be City Council's plan to take the opportunity NOT to share its plan with the people who live in and know the area well. Skellingthorpe Road and Tritton Road are the only routes from here to the places of work in

---

Lincoln City. The roads (which of course include the Skellingthorpe Road/Tritton Road railway crossing) are already full with very slow moving traffic early in the morning and after school time and work finish.

The City Council proposes to open another route into town which would be a 'short cut' and would be the only way of avoiding the Skellingthorpe Road and Tritton Road route. However, this would mean there would need to be a road traffic bridge over the railway line. As well as seeking approval from Network Rail for this there is likely to be a huge cost for their consent, in addition to the actual cost of the bridge construction. There is no mention of this in the proposed layout.

Without a new route for all traffic from the Western Growth Corridor, the construction of the proposed large number of houses would lead to traffic congestion (via Skellingthorpe Road and Tritton Road) on a huge scale.

In addition there are many areas within the Western Growth Corridor area which are prone to flooding. Have the City Council made suitable plans to avoid this.....no doubt that too would have a considerable financial cost?

Another issue which would arise from this proposed development would be the need for additional local healthcare in the form of the service of GPs. The present number of GP practitioners serving the Birchwood area cannot cover ANY more patients.

Yours Sue Shooter Local resident since 1967

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr Paul Davenport

Address: 5, Chalgrove Way Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: To; Mr. K. Manning, Planning Manager, City of Lincoln Council, Beaumont Fee, Lincoln, LN1 1DF

Ref: The Hybrid Planning Application for the proposed sustainable urban extension of Lincoln on the site of the Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire.

Planning Reference Number: 2019/0294/RG3

Dear Mr Manning.

I am responding to the revised planning application for the Western Growth Corridor, Skellingthorpe Road, Lincoln, Lincolnshire that was submitted 11th September 2020.

Firstly, I would like to state that although some changes have been made to this planning

application my objections raised in my letter of 19th May 2019 still stand.

I am also disappointed that the way this application has been reintroduced appears to have been done in such a way as not to give time for a fair response from the public. It has almost been raised covertly, which given the circumstances that we are all currently living in, it does smack of our City Council trying to slide this through under the radar.

My previous objections were relating to traffic, pollution and noise and the changes made do not appear to alleviate any of these concerns. Most of the new documentation covers Transport issues and this where my focus has been centred.

I have focussed on the new Supporting Documents including the 'Amended Planning Statement' from WYG Planning Limited, a 'Covering Letter' from Kate Ellis, Strategic Director of City Lincoln Council and Mark Foster Director of Lindum Group, 'Transportation' from Aecom and 'Transport Assessment' from Connect Consultants.

#### Traffic

Trying to understand the changes that are planned from the various documents uploaded and different comments being made has proven quite difficult with what appears many contradictory points to deal with.

#### Spine Road

Covering Letter (page 2); 'The spine road through the development is now more specifically prioritised as a bus, cycling and pedestrian movement corridor. As a result, large parts of the main spine road will be for buses, pedestrians and cyclists only, and to ensure buses will have a specific, dedicated partially free route between Skellingthorpe Road and the City Centre.'

Is the spine road a spine road for all traffic or a bus and cycling route? Documents appear confused with one stating that in parts the spine road will only be for buses so where do cars go?

#### Skellingthorpe Road and other junctions.

Covering Letter (page 3); A signal controlled junction also enables bus priority through the junction, which has been enhanced through the incorporation of a new, dedicated bus lane along Birchwood Avenue approaching the junction.

We now have traffic lights instead of a roundabout. The existing 3-way road lights are already a problem with traffic now. We are now adding a 4-way junction which is unlikely to improve the situation. On top of this the buses will have preference which means additional time for other traffic to be sat idling to enter the junction and progress.

New bus lanes are to be created along Birchwood Avenue and Skellingthorpe Road which will make this a complicated junction especially when you include the existing busy corner petrol station with supermarket into the mix as well. With its two entrances/exits right in the middle of the junction this junction is becoming more complicated and dangerous.

A lot of emphasis on the Covering Letter is on Phase 1A. Phase 1 (Amended Planning Statement by WYG) includes the building of 600 units and is modelled on a period of 1-6 years. It is interesting in the Amended Planning Statement that the road bridge link onto Tritton Road only needs to be completed before the 'occupation' of any of the phase 2 development which means a further 2200 units could be built prior to this link with all the traffic presumably coming in and out via Skellingthorpe Road. It would also mean that occupants of the 600 homes from Phase 1 may well all have to exit the site from Skellingthorpe Road before that.

Covering Letter (page 3); 'The Beevor Street access has been revised.....and importantly with cars having no through route and gaining access/egress to the Commercial and Leisure areas only'

The Beevor Street bridge is a difficult one to gauge as, along with the Tritton Road bridge, no funding has yet been obtained (Amended Planning Statement by WYG - 2.55 page 17). As and when (if) funding is secured Beevor Street is not viewed as part of the route for cars therefore pushing most cars though the Skellingthorpe to Tritton Road link. This presumes cars are allowed along the full length of this spine road. (see earlier comments \*)

The direct connection to the A46 has been ruled out in the Covering Letter due to the mitigating measures previously described and presumed to work. Whilst the direct link may have been disregarded the fact remains that the link from the A46 will still exist but will be via Skellingthorpe Road so in essence the link will be there just not 'direct' and will be used as the new route into the City from the west.

Additional Road mitigation and links.

We have now have various highway mitigation packages such as Mitigation Package A Covering Letter (page 5) which includes a new signal controlled junction on Birchwood/Doddington Road and the provision of a yellow box at Station Road/Doddington Road junction. It is difficult to see how referring to this as a mitigation package mitigates traffic through from Skellingthorpe Road?

Traffic already backs all the way from Doddington Road to Fulmar Avenue along the Birchwood Avenue. I am not sure of the benefit and relevance as this is unlikely to help traffic off the Skellingthorpe Road heading into the city. The suggestion that existing traffic can be re-routed via Doddington Road is somewhat questionable as is the comment at an additional 100 vehicle movements are deliverable with the new packages given the current volumes already strain this route from traffic heading towards Hykeham and the business areas off Doddington Road.



Vehicle movements associated with the WGC development.

The Covering Letter suggests an additional 81 additional vehicular trips during rush hour (for 1-6 years) before the connection to Tritton road is made this it concludes does not require mitigation because of the temporary nature. Not sure 1-6 years would normally be classified as temporary.

This also assume the modelling using the size of vehicles in the construction phase is correct. The model suggests construction traffic volumes calculated by using the heaviest tonnage at 28 tonnes for all vehicles which is surprising given most aggregate and ballast vehicles may well be 8 wheelers and do not carry 28 tonnes, closer to 20 tonnes. If this is used as the average the number of vehicles movements during the construction phase increases from 14 a day to 18 a day. This model being used also includes Saturday working through much of the year.

With the construction on site likely to be commencing from 7.30 in the morning again much of the deliveries will add impact to the morning rush hour and create more traffic problems especially over the first 6 years of the development of Phase 1 or 18 years if you include Phase 2 in this as well!

Covering Letter (page 3); All roads shall have a maximum 20mph speed limit throughout... Given all routes around the development are set at 40mph I am not sure halving the speed limit to 20mph on 100% of the WGC development will help the flow of traffic in and out of Lincoln.

Additional traffic.

The proposal appears to forget that an additional 4100 cars (based on the average of 1.3 cars per household in England) may well accompany the new housing development and use the spine road eventually. Not all will be heading towards Lincoln City as many people commute to Newark, Nottingham and further afield from Lincoln. Additional traffic will lead to further congestion out of the estate onto Skellingthorpe Road and then at the A46 junction. Others will try to use the Birchwood route and out via Pershore Way onto Doddington Road and Damon's roundabout. Both routes as previously reported are already overloaded so additional traffic volumes will make this worse.

The proposal of a Park & Ride scheme may take cars off the roads closer to the city but will draw additional cars along the spine road from the Skellingthorpe Road junction. With this and the proposed new Lincoln City Football stadium (Only a 12,000 capacity up from the current 10,120?) which will create new and additional weekend and mid-week traffic issues, the WGC proposal

does not appear to have managed to deal with all future traffic issues, just parked most of them for the moment.

It appears that whilst further thought has taken place since 2019 much of the new proposal still does not provide a joined-up traffic solution and the WGC proposals continue to create too many unresolved traffic issues.

Thank you for your attention in this matter.

Yours sincerely,

Mr P Davenport

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr Philip Jackson

Address: 58 Princess Street Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There will be a large environmental impact on the proposed development site and surrounding areas, the area is already at risk of flooding and any developer would normally walk away from this, as has happened on this site previously. Increasing the land level by an estimated one metre will involve heavy plant machinery working on site digging and transporting this material. The increase in level also provides instability around the proposed development due to settlement.

Furthermore, the United Nations Environmental Program (UNEP) released the Emissions Gap Report in November 2019. This report warned of a global 3.2°C rise in temperature over pre-industrial levels by 2100 even if countries implemented their CO2 reduction commitments made during the 2015 Paris Agreement. With a rise of temperature of 3°C, Kulp and Strauss (2019) contend that the post-2100 sea level rise will be between 4.7 and 8.2 metres. The whole of the WGC development would be under water at just a 4 metre sea level rise.

As this development is estimated to be in excess of 20 years this will have a large impact on the local

residents, living next to a construction site for this period of time I feel is unacceptable, with the noise levels and vehicle emissions given off from the site and the increase in traffic noise on a greenfield site.

The EIA that has been submitted with the planning application is also 3 years old. The proposed development area is populated with deer, fox, rabbits, snakes, herons and other bird life from Hartsholme nature reserve and the surrounding areas. Further to this there appears to be no wildlife

corridors provided along the catchwater drain for the wildlife as this area will be cut off by the proposed access road. A wildlife corridor could also be used as screening for the neighbouring properties on Forest Park, Stone Manor Park and Swanpool.

The proposed construction site is a greenfield site, why have no other sites been looked at, there are old RAF

bases around the city and with the upcoming closure of RAF Scampton these provide great opportunities for construction without the need to build on greenfield sites, the flood risks are low and access would be greatly improved compared to this proposed site.

Point 3.31 in the planning policy states that under policy LP30,

the proposals for the WGC are to be 'a development that maximises the opportunities for low carbon and sustainable design' If this statement is adhered to, we should expect the development

to contain rain water harvesting systems, solar and wind energy systems to name but a few low carbon and sustainable systems. As the policy states it should be maximised and not just utilise one or

two systems.

The question must be asked whether the City of Lincoln Council/Lindums would ever consider building on

this land if they did not already own it?

### **Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|In Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|In Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### **Customer Details**

Name: Mr DAVID HALL

Address: 10, Farrington Close Lincoln

### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:1. Building on a flood plain should never be permitted

- high future risk of flooding existing and the new properties, the land without any development is currently under water for many months of the year
- this land doesn't drain, has nowhere to drain to...
- increases flooding in the city risk (already floods now - e.g. Brayford & Carholme Rd areas this year)

2. The road network proposed is totally inadequate for the level of increased traffic (c3000 to 6000+ additional cars)

- no new access to the by-pass from the development, albeit the cannot cope with existing traffic levels today
- proposed roundabout was, and now traffic lights, at Birchwood Ave junction are both a recipe for increased grid lock, especially with the existing train level crossing currently already causing major congestion on this route in / out of Lincoln (yet the proposed development gets a new railway over pass bridge?)

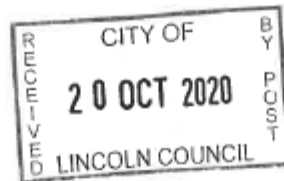
- often difficult to get out of Farrington Crescent safely to the by-pass roundabout now
  - now very difficult to safely cross the bypass as a pedestrian / cyclist to get to / back from Skellingthorpe (yet a new pedestrian bridge is proposed over Tritton Rd?)
  - Birchwood Ave to the by pass roundabout is often backed up at peak times now
  - single carriage to by-pass today is often blocked, overloaded and has long tailbacks at all junctions - especially the Skellingthorpe Rd by-pass junction.
  - Single carriage Skellingthorpe Road is both inadequate for the increased level of traffic and is currently poorly maintained - i.e. single carriage access to the by-pass / potholed existing road surface / floods in several places between Hartsholme Park and the Skellingthorpe Rd roundabout
  - majority of new traffic will be leaving Lincoln as employment opportunity in the city is low and many will have to commute out of the city
4. Environmental impact of traffic pollution (noise and fumes) on properties which back onto the Skellingthorpe Rd which has ever increasing polluting stationary traffic onto the by-pass roundabout
  5. Inadequate proposed infrastructure - e.g. shops that reduce travel, doctors surgeries (Skellingthorpe's has just closed), existing high schools already have high class sizes...etc.
  6. Sustainability will be poor
    - Spine road is for "buses, cyclists and pedestrians" - very misleading / not sustainable unless cars are left on the outside of the development
  7. Council should use finances to maintain existing infrastructure / support local industry, not be funding a football club / ground development which isn't needed
    - Current LNER stadium has a planning application to adequately improve anyway

I strongly object to this development going ahead and the planning application should be refused.

10 Haddon Close

Lincoln

LN6 7YF



14 October 2020.

Dear Sirs,

**Application for Planning Permission – Western Growth Corridor, Skellingthorpe Road, Lincoln. Your ref: 2019/0294/RG3**

We responded to your application last year by letter dated 1 May 2019 and enclose a copy of that letter. We are concerned to note that there has been no re-consultation prior to the current application and consider that the amendments made in this application do not make any changes to the issues we raised in that letter.

**Highway safety and congestion**

Proposed changes to the Birchwood Avenue/Skellingthorpe Road junction will not make any difference to this already congested area. Whether roundabout or signal controlled junction, there will still be the same amount of traffic. In addition, proposed changes to the Birchwood Avenue/Doddington Road junction, as well as the proposals for a bus lane on the High Street, and a no right turn from Dixon Street to the High Street, will only serve to increase traffic problems – not only in this area but in the city itself.

The proposed new spine road linking the development to Beevor Street/Tritton Road is said to be for buses, cycles and pedestrians only – so the only entrance/exit to the site for construction traffic and later to the development for residents will be at the junction of Skellingthorpe Road/Birchwood Avenue – just increasing the already existing problems.

You are quoted as saying in the local press that the initial 300 homes are expected to add about 81 vehicles to the rush hour traffic. We are at a loss to understand this as over 50% of households currently have 2 cars so there will potentially be far more than 81 vehicles – in any event the traffic is already congested and any amount of extra cars is only going to add to the problem.

**Air pollution/environment**

The amended plan does nothing to address this. More houses = more cars = more pollution. The proposed housing may come with electric charging points but it will be many years before the majority of cars on the road are electric. The development will mean the loss of a large green space, currently enjoyed by many, not to mention the impact on wildlife in the area.

## **Flooding**

We fail to see how "raising the level of the land" would alleviate the flood risk. Recent years have seen increased level of flooding in this country and scientists are already warning that climate change will lead to an increased risk of flooding "everywhere". This area is a flood plain and always will be – it should not be built on.

Finally, where is the funding for all of this going to come from. It is said that the project will take 20 years to complete. How can we be sure that funding will be available to finish the development in 20 years? The economy has already suffered badly due to Covid-19 and is not likely to recover quickly.

Yours faithfully

Patrick & Suzanne Sanders



27, Grosvenor Ave.

Lincoln

17th October 2020

City of Lincoln Council  
Directorate of Communities & Environment  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DF

Your ref: 2019/0294/RG3

Dear Sir

The idea of 3,200 new homes for Lincoln on the proposed development site, is in theory good and no doubt possible. There are however serious concerns regarding its construction.

Access to the site from Skellingthorpe Road will now require that it be controlled by traffic lights instead of the originally proposed roundabout.

Traffic lights restrict the traffic flow, therefore slowing vehicles down.

Phase 1a Stated that a roundabout would be constructed and access to the A46 would be improved from Skellingthorpe Road to improve traffic flow. This seems to have gone.

The construction of 300 new homes is still going ahead?

Phase 1b Is the construction of a bridge link onto Tritton Road allowing access to the site for the construction of 300 more new homes. This access would also be controlled by traffic lights.

Phase 1c is the linking of both sites (Skellingthorpe Rd & Tritton Rd) thereby completing the link road.

The theory is good. Practically poor. The increase in construction traffic, the additional vehicles from the new homes will only increase the volume of traffic currently using Skellingthorpe Road.

If each of the new homes has a vehicle and only two-thirds use that vehicle for work/school the increase on the road is 200 vehicles. If only half of that number go in each direction the increase of 100 vehicles each way will cause gridlock.

Highways England made clear their objections to the improvements of the A46 roundabout.

All plans are subject to change. What will be the case in Phase1b should funding not be available for the proposed bridge link to Tritton Road?

Would the access road be continued from Phase1a to Phase1b to allow for the construction of the 300 new City of Lincoln Council homes?

If that is the case their only access off the development would be via the Skellingthorpe Road entrance thereby increasing traffic flow by a further 200 vehicles.

The next major concern is drainage.

The site is a known designated flood plain.

The developers intend to raise to ground level by 4metres. And, to construct drainage ditches to allow run-off water to go into storage in burrow pits dug off-site near to the Skellingthorpe Main Drain.

For this runoff to get to the burrow pits the ditches will have to have angle to allow flow. I have seen the artists' impression drawings, the ditches are shallow and wide, children playing nearby. Very pretty but children and water are not a safe combination.

Who will be responsible for the maintenance of these watercourses?

Who will ensure that the runoff can escape quickly and safely?

The Upper Witham Internal Drainage Board & Environment Agency will not. And have raised their objections.

Phase 2 is the continued development of the site including the building of a new Primary School.

Prior to this there are 600 new homes with new families and children.

Obviously not all will have children but there will be a need for education for those that do.

Have the local schools' capacity for an increase in pupils?

How will they get there? Again, an increase in vehicles?

Can local surgeries cope with an increase of 1,200 new patients?

The City of Lincoln Council hope that by providing footpaths and cycleways more people will access the City by these means rather than using their cars. This I feel is a vain hope.

The current cycle paths which involve joint use with pedestrians in a lot of cases are poorly maintained. They cross private driveways and minor roads especially on Skellingthorpe Road. The use of the road would be better but not safer.

Further development of the site is proposed for the old landfill at Skewbridge and part of Swanpool. These areas are known about and will require extensive checks re- soil pollution and water course pollution before construction can begin. After survey should excavation be required would this take place or is it cost prohibitive?

The development also includes small industrial units. Having seen these units first hand there will be an increase of vehicular traffic from them.

It is planned that there will be a 12,000-seat stadium for Lincoln City F.C. as well as a hotel and conference centre. All will increase traffic flow. Not necessarily into the development but should the access bridges not be built it will make living there unpleasant on some days.

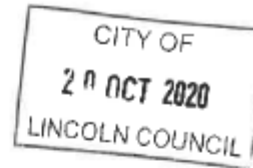
Yours faithfully

---

Phil Barton

YOUR REF 2019/0294/RG3.

16 GROSVENOR AVENUE  
LINCOLN LN60XT



Dear Sir/Madam.

Thank you for the opportunity to comment on the latest proposal for the Western Growth Corridor. My initial thought is that it would appear to be a fait accompli as certain Lincolnshire Newspapers are saying that planning permission has already been approved for 300 houses with further development ongoing.

My primary objection to this proposal is that it is on a designated floodplain with the main sewage pipe from Birchwood running through it terminating at the Canwick filtration plant.

When the Environmental agency still say that the area will flood within the next 20 years it beggars belief that the Council are still considering this development.

Why should Lincoln be even risking this WGC site when fully developing the NEQ and SEQ sites would provide sufficient housing increase, particularly when in 2010 a new sewer was proposed to go from NEQ direct to Canwick

Many councils over the last few years have had new developments on floodplains where all due diligence has been done for surface water increases and sewage disposal and having been built find that a "once in a lifetime downpour" has flooded the development causing untold grief and trauma to the unfortunate residents. Lincoln is no different apart from further likelihood of flooding from either the Witham or Trent overflowing as well.

Traffic considerations are also a big concern, Skellingthorpe road is already totally congested at peak times it will be significantly worse if all construction is to be conducted from the Birchwood /Skellingthorpe junction. We were initially told that the development was to be accessed from the A46 and exit on Tritton road, we now learn that the main road running through the development will be restricted to cyclists, buses and pedestrians only. What a glorious way to create mayhem.

I am objecting not because I am a NIMBY, I am too old to be concerned on my behalf, but I am concerned about future generations buying properties that will flood despite all the clever machinations presented by the council.

Yours Faithfully

A solid black rectangular box used to redact the signature of Terry Johnson.

Terry Johnson

### Customer Details

Name: Mr Lee Wiles

Address: 7 Burghley Close, Lincoln, Lincolnshire LN6 7YH

### Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My previous comments stand as I can't see much of a difference in the new proposals, what has changed in that time is covid and further research into air pollution.

Recovery from covid has given us an opportunity to change things for the better and whilst some of the bike pathways suggested through the development and a nod towards more environmentally friendly travel are welcome, the negative impact on the existing environment, both for humans and animals, outweighs the possible benefits.

Research into air pollution continues and the effect on our bodies, and crucially our children's, has been described as "a bigger killer than tobacco smoking." see

<https://www.theguardian.com/environment/ng-interactive/2019/may/17/air-pollution-may-be-damaging-every-organ-and-cell-in-the-body-finds-global-review> Most recently this article

<https://www.theguardian.com/environment/2020/oct/06/air-pollution-particles-in-young-brains-linked-to-alzheimers-damage> has linked air pollution to future Alzheimer's damage in children.

---

The developers own covering letter advises "The junction of Skellingthorpe Road and Tritton Road is too tightly constrained to be able to deliver any specific mitigation in this location. This junction is currently already over capacity...", the small changes proposed to other roads will not ease the capacity already experienced on Skellingthorpe Road but will add to it. This road is in poor condition, pedestrians share narrow pathways with cyclists and more importantly it feeds a secondary and a primary school. Children walk and cycle this road everyday to get to and from school, with the primary schools 'park and stride' route starting at the Hartsholme Park relief car park. The amount of pollution already going into their bodies must already be beyond the recommended limits and this development proposes to add to this capacity.

Anglian Water's comments on the proposal advise "analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream" and Upper Witham Internal Drainage Board objects to the proposal as "The location is within flood plain that has historically flooded". The flood risk has not been mitigated, there is a real risk to surrounding residents and those further downstream. As the planet changes we are seeing increased levels of rainfall, not less, and this will lead to increased flooding at the site and beyond.

Just because Boris Johnson repeats 'build, build, build' doesn't mean we have to ruin existing habitats, subject residents to further road congestion, increase the risk of flooding and potentially damage children's health to achieve it. There are alternative sites that don't cause these issues and so I totally object to the proposed development and urge the developers to look elsewhere.

Mr. Kieron Manning  
City of Lincoln Council Development Control  
City Hall  
Beaumont Fee Lincoln  
LN1 1DF

Ian Whiting  
5 Burghley Rd  
Lincoln  
LN6 7YE

Dear Mr. Manning,

**Re: Planning Application 2019/0294/RG3  
Western Growth Corridor (WGC)**

I hope that you are well and managing to navigate through these difficult times.

I have some serious concerns about the above proposed Development that cause me to raise this **Objection**.

General very poor public consultation approach

This time around; No public meetings, very few people made aware, e-mail alerts sent to minimal number of people. Timescale for response very short. Access to website / documents intermittent.

Things appeared to go very quiet after the previous variant of the Application in mid 2019. Perhaps there were meetings between the Developers and some of the Statutory Authorities, but if there were, it does not seem that many of those Important Objections were resolved in this new variant.

In terms of Public Consultation, I am aware of nothing other than this almost covert short period of 'neighbour' Consultation (ie. respond to what's on the website). This is a proposed 3000+ dwelling development, it's going to seriously affect the whole city and surrounding villages.

**Not a genuine attempt to engage with the public - Object.**

Flood Risk and Fundamental Argument for this site.

In the late 1990's / early 2000's the reason declared by the City of Lincoln Council (CoLC) for selecting this area of land for development was because there was 'no alternative'. This was an important stated reason, since the land is defined and referenced by the relevant authorities as a Flood Plain. All those years ago, for obvious and good reasons, Government Guidelines were in place to try to avoid local authorities from granting planning permission on flood plains. PPG 25 was a relevant guideline at the time. This stated (paraphrased) that no development should be carried out on flood plains unless there was no alternative. CoLC therefore assessed that there was no alternative and so they could push this forward. PPG 25 later became PPS 25, meaning that it was now a Statutory requirement. CoLC still persisted that WGC was essential since there was no alternative.

Today, there absolutely are alternatives. What's more, the alternatives are numerous and not on flood prone land. The Eastern Bypass opens up many alternative sites and already the numbers of houses proposed there alone equate to many thousands, making achievement of the regional housing targets possible without the need for this development.

**On this basis, the fundamental argument for building dwellings on this site is erased - Object.**

Flood Risk and associated exacerbation of Flood Risk to Lincoln City itself.

The Local Drainage Board themselves Object for several reasons. Of the most concern are several points that they raise; "Work done within the Flood Risk Assessment highlight continued flood

risks to areas of the City". "This development will have a significant impact on the Boards pumped drainage system that serves Lincoln and the surrounding area".

Already the Drainage Board is working at the limits of its capability to protect Lincoln City. In late October 2019, all of the sluices in the City were fully opened to avoid City Centre flooding when Sincil Drain and its tributaries struggled with a now not uncommon few days of rainfall. I have photographs showing just how close this came to disaster for several southern / central parts of Lincoln.

The Drainage Board also state that "there is uncertainty over the impact of climate change and the availability of funding to maintain or improve to protect the proposed development".

The United Nations Environmental Program released a report in November 2019 which clearly shows that even if the world's governments meet global CO2 reduction targets, and even then using their minimum case predictions, the proposed development area will be inundated. The Planning documentation appears to use significantly out of date environmental data, at a time when forecasts are changing dramatically.

So, if there is uncertainty about the budgets to even maintain existing defences, then the likelihood of available Government (tax payer) funded budget to improve defences for an as yet unbuilt housing development that is about to be built on a flood plain seems highly unlikely and an indefensible argument.

**It appears then, that this development is one which will have a negative impact on the existing, already struggling drainage system of the whole Lincoln City area and that there is no budgeted funding for improvements - Object.**

#### Transport Infrastructure

Notwithstanding the Flood issues, it amazes me that we are still debating this development when the necessary transport infrastructure is not in place and the plans do not offer anything like appropriate levels of new such infrastructure.

In the 2019 variant, there were numerous Objections, both from the Public and from Statutory bodies due to the quite obvious inadequacy of transport infrastructure. These have not been adequately mitigated in any way at all. The mitigations suggested appear to add complexity. Not only that, they have serious knock-on effects to the much broader Lincoln City. There are simply too many issues and scenarios to list. Here are a few examples;

There will be no through-road across the site for many years. There appears to be no firm timescale stated for this either. There appears to be no cast-iron guarantee that there will ever be a complete through road. Even if there is, it is now suggested as a 20mph, cycle, pedestrian and bus priority route and car drivers will be discouraged. In principal that's great, but are the homes to be built going to be car free? I see no evidence of that. So, we will eventually see many thousands of new vehicle movements on and off the site, all from one access point.

All Construction traffic and all traffic from at least the first 300 new houses (& I would suggest in reality many, many more) will enter and exit from the proposed Skellingthorpe Road / Birchwood Avenue junction.

It appears that, in reality we will have 20 years of construction from the one junction. I can find no detail of exactly how this will be routed in and what protections will be offered to local residents. 20 years of totally avoidable noise and generic building pollution is not acceptable.

Previously a roundabout was proposed for this junction. It appeared to have been proposed to aid the additional traffic flow created by the development. Bizarrely, in the new application it is proposed not to build the Roundabout, but instead to utilise a 4 way traffic light controlled junction. Typically Roundabouts are safer and achieve higher traffic flow than traffic lights whilst they require more real estate (ASC Engineers). This change to a less safe, lower traffic flow

method has been 'positively presented', but perhaps the Government funding offer of over £2m for the roundabout has been withdrawn? If that is the case, one could assume that simply installing traffic lights would reduce cost and free up more real estate allowing the developer to squeeze in yet more houses, rather than any possible benefit to the community?

It is now being proposed that traffic is forced to travel to Doddington Road (perhaps much of it via Birchwood Avenue) to minimise traffic on Skellingthorpe Road. Seriously? Birchwood Avenue has several schools in close proximity and is crossed by many pedestrians. There are already issues with traffic congestion on Doddington Road. It too is inflicted with a railway crossing, which is also likely to see increased rail traffic and barrier down-time. Does the traffic then travel along the single carriageway section of the A46, which is already deemed to be at high risk of traffic collisions and also has an unprotected pedestrian crossing close to the existing Skellingthorpe Road Roundabout?

There even appear to be plans suggested as 'mitigation' to change traffic turn options on Dixon Street and to create bus lanes along the entire length of High Street. Again - there is no credible data on how this might actually reduce traffic congestion.

**These are just some of the transport related issues. It is simply an untenable plan - Object**

#### Environmental Issues

(Regarding Flood Risk see above)

Air Quality; I walk, cycle and drive all around Lincoln. Specifically on Skellingthorpe Road where I live, air quality is very poor especially at peak times due to excessive standing traffic. Cycling on this route around 8am and 4pm often sees traffic queueing along upto a kilometre of road. The smell of fumes from standing traffic is sometimes choking. There is a large school on the route and the existing level of fumes would certainly not encourage walking or cycling to school. Let's also not forget that at least two homes for the elderly sit on Skellingthorpe Road, many residents of which already suffer from Respiratory diseases.

Unbelievably, the figures suggest that the concentration of noxious pollutants will significantly increase at peak hours. Further, I don't believe that consideration has been made for further, likely increases to rail traffic which will further exacerbate this significant health problem.

Green Environment; This area has been a Lung for Lincoln for many years. Wildlife Corridors were discussed and promised many times in early Consultation meetings, but appear to have been dropped in this Application. It is important to the vast majority of residents of the area to maintain the healthy green aspects. There are many old indigenous trees. I cannot find a plan that shows which ones are to be preserved. There are many existing small linked areas that provide wildlife corridors, these don't seem to have been protected. There are significant areas of deciduous woodlands bordering the site. These form part of the essential Corridors as well as supporting an abundance of wildlife. Some of these small areas were originally going to be protected, but now appear to be included within the development borders, which appear to have been extended.

**Air quality, preservation of trees, preservation of wildlife corridors, preservation of previously determined boundaries, preservation of local character, protection from noise and pollution for existing residents are not adequately addressed - Object.**

#### Summary.

Clearly there are multiple Objections, each I believe backed by serious, evidenced (as best possible by a member of the public) concerns.

I trust that you will take the above seriously and ensure that the people voting on this determination will be fully briefed on the reality and consequences of their decision.

Ian.



#### Customer Details

Name: Dr Peter Gostelow

Address: 1 Westwood Drive Lincoln

#### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the phasing of road building and the projected impact on traffic, in particular the impact on Skellingthorpe road between the Birchwood Avenue junction and the A46 Lincoln Bypass (51% projected increase) and on Birchwood Avenue itself (38% projected increase). Both roads are currently congested at peak traffic times, the section approaching the A46 in particular.

These figures are from Table 11.5 of the Environmental Statement, for 2021. It is not clear from these figures whether the proposed link with Tritton Road is included or not.

Given these proposed increases in traffic numbers, it is essential that improvements to the A46 link are completed before the construction phase starts. Similarly it is essential that the proposed link with Tritton Road is completed before construction starts.

Why is there no dedicated direct link to the A46, via a new roundabout? This would relieve the impacts on Skellingthorpe Road and Birchwood Avenue.

---

Why have no provisions been made for a railway station adjacent to the development? This would greatly benefit the development especially considering the provision of a new football stadium for LCFC? This would seem to be a huge missed opportunity to reduce traffic and provide improvements to existing residents in the vicinity of the WGC. It would also significantly reduce the environmental impact of the development.

The proposed impacts on traffic are unacceptable and the current proposals do not address my concerns.

**Customer Details**

Name: Mr Sam Farrow

Address: 9 Hartsholme Drive Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Too much traffic as it is.

Near/on flood plain.

Harm wild life.

Remove green areas what are enjoyed by the public.

Decrease value of houses in surrounding area.

**Customer Details**

Name: Mrs Helen Gostelow

Address: 1 Westwood Drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object for many environmental reasons including flood risk, effects on trees, air pollution, noise and disturbance, highway safety and congestion, disruption to flora and fauna. As the world faces an environmental crisis I strongly object to the proposal to develop this site at a time we should be actively protecting such places. As climate change effects are escalating and unpredictable it is not possible to fully realise the environmental impact of the development.

**Customer Details**

Name: Mrs Sarah Marshall

Address: 37 Bucknall Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Object on the grounds that the infrastructure is not present to support this. There is no guarantees that this proposal will reduce the already over stretched Skellingthorpe Road traffic congestion.

To Whom it may concern (Our Concerns)

May we put together a few choice words relating to the proposed development of land, only and I repeat only accessed via Skellingthorpe Road/ Birchwood Avenue! Accessed as we are to believe, by traffic lights at the Birchwood Junction for all HGV's, for what time to complete proposed land height increase to give better land drainage! All pointed in the name of Lindum over what period of time? Is there a time scale for access/completion of Phase 1,2 and 3? We would see and endure road traffic chaos at anytime of day due to trains, particularly with Goods trains now increased, to extended levels day and night. What period of time does the present railway crossing close for an average in an hour? Today whilst travelling down Skellingthorpe Road, at approximately 3.44pm the crossings stayed down for 9 minutes for 1 goods train, followed by the Azuma!!!

From the A46 Skellingthorpe roundabout to Tritton Road, we encounter 6 sets of traffic lights, controlling traffic and pedestrians! When an unfortunate encounter on the bypass occurs ie: accident! Everything comes to an absolute standstill! We are very aware that development has to take place, but surely the road access to Beevor Street should be completed first, to give traffic at least a proper flow off Skellingthorpe Road!

Standing traffic causes increased volume of exhaust gases that are emitted and then ingested by our youngest members of ours and your community!

Questions?

Standing traffic for Lindum access to proposed development?

Scale and proposed timescales for works?

Scale and proposed timescales for Lindum's first projected build?

In our opinion, the proposed road development access in and out, should be at least completed first to ascertain the flow rate of traffic that would or could migrate that way, to lesson the load on Skellingthorpe Road. This all requires the Bridge, Money and the permission from British Railway! Show us all, that this process is in place, as we have been given no concrete proof! Particularly British Railway's agreement and confirmation of where the monies are coming from to complete this thoroughfare at this time!

Surface water has always been an issue with ourselves at 39 Westwood Drive! When heavy and persistent rain raises the water table and water stands in the field directly behind us for

months at a time! It was discussed at the last meetings that work was ongoing with Anglian Water Authority, but building properties in any number increase water flow dramatically. As can be seen in Hartsholme Park Lake increased and the flow is only seen when it gets to the water course behind ourselves! At some point foul water has to be brought into this conversation, as to where all the new effluent flows too! Foul and Storm never go together!

We are aware that all issues have to be allowed for, but disclosure of some of these details and proposed ongoing work in the name of Lindum (under the Covid cover), without a public meeting, does not seem to be acceptable at this time!!!

For the peace of mind, for the future of through traffic, we would like to know the expected levels of yearly increased known numbers for both the County and City?

The road in my opinion should be, the first choice in the ongoing project, that will give a second route designated for both build traffic and local traffic! That would indicate the City traffic increase and your ability to address flow both ends!

Skellingthorpe Road / Birchwood Roads to Beevor Street! This is only achievable with the aid of a bridge which is either fact or fiction!!!

Will the thoroughfare be weight limited? A given route only for specific vehicles?

My understanding of the proposed development 2020, means we will see an increase of at least 9000 + vehicles on this side of the city at any one time! And it has to be controlled. Take note that the first set of traffic lights could and should be on the A46 roundabout, this is where the stationary traffic starts and the next set of traffic lights would be able to monitor how many vehicles turn into the proposed development 2020/2021, also how many come out on a hourly and daily basis, easily done on a modern traffic light system.

Complete your route through the said land and exits proposed, and then let the development take place.

Please understand that we are in receipt of development plans dated 1919 for this swathe of land, but not with the volume of traffic encountered today in the year 2020 or the coming future.

Regards

Brian Dines & Jane Halliwell

#### Customer Details

Name: Mr Brian Porter

Address: 4 Chalgrove Way Lincoln

#### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Initial statement:

The complexity of the proposal, and the huge volume of documents presented (286), makes fully considered commenting rather difficult.

#### Flooding risk.

This is still not adequately prepared for. Predictions for 30 years' time, are not good for the Western Growth Corridor, extrapolated from detailed current climate change and flooding risk data...

<https://flood-warning-information.service.gov.uk/long-term-flood-risk>

Building houses with ground floors and services significantly above ground, ie on raised platforms, might mitigate but not eliminate some of this risk. Electricity (power points, fuse boxes etc) and other services need to be flood-protected well above ground floor level, preferably half-way up the first floor.

---

#### Borrow Pits.

The 'Borrow Pits' on the proposed plan are rather dull squares; can these not be better designed to the mutual benefit of wildlife and recreational access by local people?

#### Transport routes.

The impact on local traffic will be considerable especially during construction days. It is essential first to construct a road from Skellingthorpe Road to the town to alleviate excess traffic on Skellingthorpe Road, and only commence building houses when this alternate route is built. I believe that the impact of traffic, from an extra 3,000 homes, on the Skellingthorpe Road by-pass roundabout has been underestimated. The bypass already suffers from delays on a regular basis.

#### Health and well-being.

If the project goes ahead then it is necessary to improve the design of certain areas, especially of the borrow pits. It is crucially important to emphasise the benefits on mental and physical health from engaging with the natural world.

#### The Natural World and Biodiversity.

Every time we build on 'virgin land' we destroy the natural habitats for a host of wildlife, both plants and animals. Lincolnshire is especially lacking in trees and woodland compared with almost every other county in England. The average coverage across England is 10%, but Lincolnshire's is only about 3.5%.

Therefore, I suggest that for every tree and bush removed we must plant two native trees and/or bushes around and within the development. This adds significantly to health and social well-being and offsets some of the loss of biodiversity.

#### Public footpath from Grosvenor Avenue on Forest Park.

Currently there is a footpath beginning at the end of the Grosvenor Avenue cul-de-sac heading along the side of the drain to Pig Lane. This has been regularly used by local people for over 30 years. There is no mention on the plan of retaining this .

#### Customer Details

Name: Mr James Carratt

Address: Farrington Cresnet Lincoln

#### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object on the flooding concerns primarily. Assurances can be made but the problem will only be moved away from the development. Good luck for the householders/ businesses who will pay a significant premium for their insurance as the development is being built on a floodplain.

Western Growth development ref-2019/294/RT3

Morning

For many years after being elected as County Councillor for the division of Boultham the subject of the Western Growth Corridor has always been there and in fact attended public consultation on the issue however seems change after change been made until we are at the situation where we are now

Therefore would like to put forward comments and views of people of the division and hope the city council will address the said issues

The development is supported by most however issues come straight to the fore front firstly the Beevor Street connection what a great idea joining the development with the east –west link road , now it seems this is merely a wish list item for the future and it seems more interest is being shown with the Tritton Road connection which means just transferring traffic from one spot to another hence congestion still there

For many years raised issue of Dixon Street x High Street , it appears no right turn onto High Street wish to know then where traffic will go hope this traffic will not simply move to Boultham Ave

In conclusion funding should therefore be sought before the development starts to have connection to Beevor Street in place, then Tritton Road connection the way it seems now starting the development at the Birchwood end all that is going to achieve is additional traffic on Skellingthorpe Road ,

County Councillor Clarke

#### Customer Details

Name: Miss Jamilah Nicholl

Address: 421 Skellingthorpe Road LINCOLN

#### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I remain unconvinced that the traffic control measures will help current frustrating delays on the Skellingthorpe and Doddington Road access to Tritton Road and Lincoln Town Centre. Ambulances and Police cars must have better flowing roads and the whole development can only increase traffic.

The bigger scheme is on a Flood Plain and growing crops and open ground absorb and use water ...tarmac concrete/paved drives houses with small gardens will NOT despite drains open or otherwise. Weather is changing all over the world and 50 year events are happening far more frequently..

In these strange Coronavirus times Environment and Wildlife are becoming more valued including amazing views across the valley

In the future we may wish we had conserved flood plains and options to store water rather than

---

simply drain it away.

Under the Constraints section why does it say under Status Not Available to a number of items ...especially Local Plan Policy Flood Zones and Tree Preservation?

I find I cannot support this scheme as it is presented

#### Customer Details

Name: Mr Darren Smith

Address: 29 Almond Avenue LINCOLN

#### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As someone who enjoys the current, green, open space on our doorstep I would prefer it if the proposed development did not go ahead.

If the development does proceed the following points in the Amended Planning Statement are noted (Report dated July 2019 - Ref: HG1264):

- Ref 3.77 (page 41 & 42): it states 'as far as possible existing natural and historic features are retained and incorporated'. If the development does proceed, every effort should be made to incorporate the existing hedgerows and trees within the development.

- Ref 3.78: There is a bold statement at the end of this paragraph, which states that, 'subject to normal design considerations, there will be no significant effect on existing residents'. I would appreciate a bit more explanation as to what this means please.

---

- Ref 3.93: I do not agree with the impacts arising in environmental terms and the comment regarding the 'lesser impacts with respect to landscape, visual and ecological matters'. I do not think this be lesser impacts. I am also surprised that this paragraph suggests that there will be no significant impacts with regards drainage/water environment or air quality.

Thank you for the opportunity to provide comments.



**Customer Details**

Name: Mr Jacob Duce

Address: 7 Hartsholme Drive Hartsholme Drive Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I think the proposal to build new homes, community space and community facilities is brilliant.

However, I feel that the cities current infrastructure is in no way fit to support this development, namely road/traffic management.

As it stands, several times a day, traffic builds up and queues from the Skellingthorpe Road & Tritton Road junction back past the Skellingthorpe Playing Fields towards the Spar garage and this occurs seven days a week. It is also easy to sit in traffic for twenty minutes just to get onto the A46 from Skellingthorpe Road in the mornings. Skellingthorpe road has severe traffic issues at present.

The addition of 3200 houses, circa 6000 cars, with the current planned infrastructure will turn Skellingthorpe Road, Hartsholme Drive, Birchwood Avenue into a rat run with standstill traffic made exponentially worse than it currently is. The area is already persistently grid locked and the

---

current plans solution is to funnel a vast amount of traffic onto a road that is already way over capacity not to mention the fact that one of the inlet/outlets to the developments is via Hartsholme Drive which is a very narrow and crowded street already.

My only objection to the proposal is the detrimental effect on the traffic which I feel is a serious flaw in the designs so I object until the plans are adjusted to a realistic and practical solution.

I do think the development is a great idea, greatly required and a great use of the land though.

Yours faithfully,  
Jacob Duce

MR L. CARTER + MRS CCARTER  
11 FERGUSON HOUSE  
SKELLINGTHORPE ROAD  
LINCOLN LN6 0TH.

Dear Sir,

As residents on Skellingthorpe Road we object to the proposed planning for 3,200 dwellings. The congestion on the road is unbearable, at times the traffic can be over a mile long + not just at peak times but anytime during the day, to put even more traffic on the road would be madness.

Bus drivers who drive this road on a regular basis, say it is getting worse and impossible to keep to a time table + lots of people rely on buses to go to work etc

Doctors, emergency services, carers  
how will they access this road  
on extremely busy times

No mention is made about  
Doctors surgeries which are  
full now, where will 3,200  
people go

As for pollution, there are  
schools on Skellingthorpe Road  
and there are always children  
on the road, how is that  
environmentally friendly.

We are Lincoln residents  
and Swanpool has always been  
known to be a flood plane.

The congestion as it is is  
affecting peoples lives very badly  
if this goes through I think  
there will be a lot of upset  
because it will destroy peoples

lives. Unless there is a  
proper road infrastructure this  
cannot go on, it is a very  
worrying time for residents on  
this road, you are trying to  
squeeze a pint into a quart pot.

No doubt the wildlife will  
be destroyed, has anybody  
thought of that, obviously not

Mrs. C. Carter.

### Customer Details

Name: Mr Richard Rushby

Address: 26 Grosvenor Avenue Lincoln

### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Revisions to 2019/0294/RG3

Flooding risk.

Yet again I must firstly state that the area of the proposed development is identified as being at medium risk of flooding by HMG <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>, any approval of development on this site is therefore extremely foolhardy given the climate change predictions extrapolated from detailed current climate change and flooding risk data.

It should be noted that the Romans and Normans built north of the River Witham for very good reason!!!

Transportation.

The proposed dedicated bus lane along Birchwood Avenue approaching the junction with Skellingthorpe Road will only give limited benefit as the eastbound queue normally starts between the Larchwood Crescent and Woodfield Avenue junctions at peak times.

The other measures proposed in Mitigation Package A will only have minimal if any impact on

---

traffic volumes on Skellingthorpe Road. The congestion on Doddington Road like Skellingthorpe Road is primarily due to sheer volume of traffic using the route due to poor public transport provision and the amount of time that the railway crossing is closed not the design of the junctions with Station Road and Tritton Road.

The assertion that Mitigation Package A provides for re-routing existing and proposed journeys from the WGC into the City Centre via Doddington Road is pure fantasy, the route already exists however given human nature nobody is going to take a 1 1/2 mile detour to join a road that is already as congested.

Mitigation Package B will have a much larger benefit and should have been implemented decades ago but shouldn't be considered as part of the Western Growth Corridor proposal in the same way the Eastern Bypass shouldn't despite the latter having as much if not more impact on traffic flow within the city.

Mitigation Package C it is essential that the revised proposals are implemented prior to the commencement of any construction works on the WGC development in order to minimize the impact of construction traffic on the environment in terms of air pollution, noise and congestion. Likewise, it is essential that the new 'Spine Road' including all road and footpath over bridges is in place prior to commencement of construction of any residential dwellings or business premises.

All my previous comments still apply

**Customer Details**

Name: Mrs Jo Brown

Address: 3 Haddon Close Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:After reading your new proposed changes,

The traffic on Skellingthorpe Road in any direction in rush hour is just an absolute nightmare to get anywhere. Your proposed change in junctions no where near Skellingthorpe Road will not alleviate traffic coming out of the proposed site. Nor will having traffic lights leading onto Skellingthorpe Road, it will just congest it even more. If you think making the site more for cyclists and buses and that people will not have a car, you are being naive. The first 300 houses to be built will only have an extra 81 journeys. How can you predict that? 3200 homes will have at least one car in their household putting extra strain and pollution onto a road which cannot cope now. The proposed work traffic will go on for years, the noise and the disruption will be never ending. Doing a traffic survey 3 weeks ago in a pandemic on the A46 when people are not all back at work, what was that for?

Flooding I feel that the proposed changes to eliminate the flooding risk don't go far enough. The

---

fields have standing water on them after a few days of rain, where on earth will that go when there's a concrete village. Climate change is happening and I don't feel that it has been taken into account.

Wildlife You will be dispersing a substantial amount of wildlife on this site, if not killing it as it tries to move away from the noise and disruption.

I feel there are plenty of places to build houses which are not on flood planes, which wouldn't disrupt so many people, causing misery of excessive traffic, noise and pollution. I don't feel that residents near this proposed site have been thought about in the slightest. Public consultations evenings have just been frustrating. I fiercely object to this development going ahead.



Mr S Cousins  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln  
LN1 1DF

Sent by email to [simon.cousins@lincoln.gov.uk](mailto:simon.cousins@lincoln.gov.uk)

28<sup>th</sup> October 2020

Dear Mr Cousins

**Re: Western Growth Corridor, Skellingthorpe Road, Lincoln - Consultation**

I write to you on behalf of European Metal Recycling regarding the re-consultation of application 2019/0294/RG3 for the Western Growth Corridor, Skellingthorpe Road, Lincoln.

Our site on Beevor Street is located to the North of the application site and is a long established and significant waste processing and recycling site, which processes mixed metallic waste from Lincoln and the surrounding areas. The site processes in excess of 50,000 tonnes per annum of ferrous & non-ferrous metal and end of life vehicles.

The scrap metal can then be transported from the site by rail from our rail sidings and taken direct to UK customers or to our facility at Liverpool docks to be exported. The location and proximity to rail sidings is of huge importance to the efficiency of the site and reducing its overall environmental impact.

The proposed application poses a threat to our site if there is an encroachment of more sensitive uses, which brings with it the risk of conflict arising between the lawful use of our site and the amenity for future occupiers particularly if of a more sensitive nature.

The National Planning Policy for Waste states that "when determining planning applications for non-waste development, local planning authorities should ensure that the likely impact of proposed, non waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities".

At a nation level the Government has recycling targets of 50% by 2020 and 55% by 2025 which can only be achieved if there are recycling facilities of sufficient capacity available. At a regional level, Local authorities have their own targets to achieve and EMR's facility helps Lincoln to achieve their targets and also ensure that other costs & environmental impacts such as fly tipping of fridges and redundant vehicles is avoided.

**RECYCLING TO CREATE RESOURCE**

European Metal Recycling  
Sirius House, Delta Crescent,  
Warrington WA5 7NS  
T: +44 (0)1925 715400 F: +44 (0)1925 713470/80  
E: [ukinfo@emrgroup.com](mailto:ukinfo@emrgroup.com) Web: [uk.emrgroup.com](http://uk.emrgroup.com)

Registered Office: Sirius House, Delta Crescent, Westbrook, Warrington WA5 7NS.  
Registered in England No. 2954423.



Unfortunately the processes involved in metal recycling can be noisy at times and are arguably not compatible with more sensitive uses such as residential or other quieter employment uses.

We would therefore expect that any development of the land towards the Northern section of the Western Corridor is conditional on proper noise assessments being undertaken to fully establish whether any noise mitigation measures are required.

We believe the current proposals are for the area at the North of the regeneration area to be a 'Leisure Village' and also accommodating a new community stadium, therefore the uses would hopefully be less impacted by noise issues and also act as a barrier to the wider scheme. However, we still feel that noise impact needs to be considered and that potential noise mitigation may need to be factored in to comprise of design layout/façade orientation of any buildings to prevent exposed elevations towards our site and increased boundary screening at the EMR site.

National Planning Policy Framework relating to 'Agent of Change' principles need to be met so that existing industrial and commercial uses are not put at risk by redevelopment beyond their boundary.

Yours sincerely

Simon Gillott MRICS  
Property Manager UK

Tel: 07971 592 419

E mail: [simon.gillott@emrgroup.com](mailto:simon.gillott@emrgroup.com)

### Application Summary

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: 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 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 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).

Case Officer: Simon Cousins

### Customer Details

Name: Miss Jamilah Nicholl

Address: 421 Skellingthorpe Road LINCOLN

### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I remain unconvinced that the traffic control measures will help current frustrating delays on the Skellingthorpe and Doddington Road access to Tritton Road and Lincoln Town Centre. Ambulances and Police cars must have better flowing roads and the whole development can only increase traffic.

The bigger scheme is on a Flood Plain and growing crops and open ground absorb and use water ...tarmac concrete/paved drives houses with small gardens will NOT despite drains open or otherwise. Weather is changing all over the world and 50 year events are happening far more frequently..

In these strange Coronavirus times Environment and Wildlife are becoming more valued including amazing views across the valley

In the future we may wish we had conserved flood plains and options to store water rather than

---

simply drain it away.

Under the Constraints section why does it say under Status Not Available to a number of items ...especially Local Plan Policy Flood Zones and Tree Preservation?

I find I cannot support this scheme as it is presented



### Application Summary

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### Customer Details

Name: Mr Darren Smith

Address: 29 Almond Avenue LINCOLN

### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As someone who enjoys the current, green, open space on our doorstep I would prefer it if the proposed development did not go ahead.

If the development does proceed the following points in the Amended Planning Statement are noted (Report dated July 2019 - Ref: HG1264):

- Ref 3.77 (page 41 & 42): it states 'as far as possible existing natural and historic features are retained and incorporated'. If the development does proceed, every effort should be made to incorporate the existing hedgerows and trees within the development.

- Ref 3.78: There is a bold statement at the end of this paragraph, which states that, 'subject to normal design considerations, there will be no significant effect on existing residents'. I would appreciate a bit more explanation as to what this means please.

---

- Ref 3.93: I do not agree with the impacts arising in environmental terms and the comment regarding the 'lesser impacts with respect to landscape, visual and ecological matters'. I do not think this be lesser impacts. I am also surprised that this paragraph suggests that there will be no significant impacts with regards drainage/water environment or air quality.

Thank you for the opportunity to provide comments.

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|cr|n Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|cr|n Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr Jacob Duce

Address: 7 Hartsholme Drive Hartsholme Drive Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I think the proposal to build new homes, community space and community facilities is brilliant.

However, I feel that the cities current infrastructure is in no way fit to support this development, namely road/traffic management.

As it stands, several times a day, traffic builds up and queues from the Skellingthorpe Road & Tritton Road junction back past the Skellingthorpe Playing Fields towards the Spar garage and this occurs seven days a week. It is also easy to sit in traffic for twenty minutes just to get onto the A46 from Skellingthorpe Road in the mornings. Skellingthorpe road has severe traffic issues at present.

The addition of 3200 houses, circa 6000 cars, with the current planned infrastructure will turn Skellingthorpe Road, Hartsholme Drive, Birchwood Avenue into a rat run with standstill traffic made exponentially worse than it currently is. The area is already persistently grid locked and the

---

current plans solution is to funnel a vast amount of traffic onto a road that is already way over capacity not to mention the fact that one of the inlet/outlets to the developments is via Hartsholme Drive which is a very narrow and crowded street already.

My only objection to the proposal is the detrimental effect on the traffic which I feel is a serious flaw in the designs so I object until the plans are adjusted to a realistic and practical solution.

I do think the development is a great idea, greatly required and a great use of the land though.

Yours faithfully,  
Jacob Duce

### Application Summary

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

### Customer Details

Name: Mr Richard Rushby

Address: 26 Grosvenor Avenue Lincoln

### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Revisions to 2019/0294/RG3

Flooding risk.

Yet again I must firstly state that the area of the proposed development is identified as being at medium risk of flooding by HMG <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>, any approval of development on this site is therefore extremely foolhardy given the climate change predictions extrapolated from detailed current climate change and flooding risk data.

It should be noted that the Romans and Normans built north of the River Witham for very good reason!!!

Transportation.

The proposed dedicated bus lane along Birchwood Avenue approaching the junction with Skellingthorpe Road will only give limited benefit as the eastbound queue normally starts between the Larchwood Crescent and Woodfield Avenue junctions at peak times.

The other measures proposed in Mitigation Package A will only have minimal if any impact on

---

traffic volumes on Skellingthorpe Road. The congestion on Doddington Road like Skellingthorpe Road is primarily due to sheer volume of traffic using the route due to poor public transport provision and the amount of time that the railway crossing is closed not the design of the junctions with Station Road and Tritton Road.

The assertion that Mitigation Package A provides for re-routing existing and proposed journeys from the WGC into the City Centre via Doddington Road is pure fantasy, the route already exists however given human nature nobody is going to take a 1 1/2 mile detour to join a road that is already as congested.

Mitigation Package B will have a much larger benefit and should have been implemented decades ago but shouldn't be considered as part of the Western Growth Corridor proposal in the same way the Eastern Bypass shouldn't despite the latter having as much if not more impact on traffic flow within the city.

Mitigation Package C it is essential that the revised proposals are implemented prior to the commencement of any construction works on the WGC development in order to minimize the impact of construction traffic on the environment in terms of air pollution, noise and congestion. Likewise, it is essential that the new 'Spine Road' including all road and footpath over bridges is in place prior to commencement of construction of any residential dwellings or business premises.

All my previous comments still apply

**Customer Details**

Name: Mrs Jo Brown  
Address: 3 Haddon Close Lincoln

**Comment Details**

Commenter Type: Member of the Public  
Stance: Customer objects to the Planning Application  
Comment Reasons:  
Comment: After reading your new proposed changes,

The traffic on Skellingthorpe Road in any direction in rush hour is just an absolute nightmare to get anywhere. Your proposed change in junctions no where near Skellingthorpe Road will not alleviate traffic coming out of the proposed site. Nor will having traffic lights leading onto Skellingthorpe Road, it will just congest it even more. If you think making the site more for cyclists and buses and that people will not have a car, you are being naive. The first 300 houses to be built will only have an extra 81 journeys. How can you predict that? 3200 homes will have at least one car in their household putting extra strain and pollution onto a road which cannot cope now. The proposed work traffic will go on for years, the noise and the disruption will be never ending. Doing a traffic survey 3 weeks ago in a pandemic on the A46 when people are not all back at work, what was that for?

Flooding I feel that the proposed changes to eliminate the flooding risk don't go far enough. The

---

fields have standing water on them after a few days of rain, where on earth will that go when there's a concrete village. Climate change is happening and I don't feel that it has been taken into account.

Wildlife You will be dispersing a substantial amount of wildlife on this site, if not killing it as it tries to move away from the noise and disruption.

I feel there are plenty of places to build houses which are not on flood planes, which wouldn't disrupt so many people, causing misery of excessive traffic, noise and pollution. I don't feel that residents near this proposed site have been thought about in the slightest. Public consultations evenings have just been frustrating. I fiercely object to this development going ahead.

MR L CARTER + MRS C CARTER  
11 FERGUSON HOUSE  
SKELLINGTHORPE ROAD  
LINCOLN LN60TH.

Dear Sir,

As residents on Skellingthorpe Road we object to the proposed planning for 3,200 dwellings. The congestion on the road is unbearable, at times the traffic can be over a mile long + not just at peak times but anytime during the day, to put even more traffic on the road would be madness.

Bus drivers who drive this road on a regular basis, say it is getting worse and impossible to keep to a time table + lots of people rely on buses to go to work etc



Your ref: 2019 / 0294 / RG3

Our ref: 39570 / NTN / MBP / JPH / JW

October 29<sup>th</sup>, 2020

City of Lincoln Council,  
City Hall,  
Beaumont Fee,  
Lincoln,  
LN1 1DF

**Attn:** Development Management Team

Dear Sir,

**RE: WESTERN GROWTH CORRIDOR, LINCOLN REF: 2019 / 0294 / RG3**

**REPRESENTATION TO THE WESTERN GROWTH CORRIDOR OUTLINE PLANNING  
RESUBMISSION (SEPTEMBER 2020)**

**Background**

Stantec UK Ltd (formerly operating as Peter Brett Associates LLP) has been appointed by Barwood Land to provide Transport and Engineering advice on their interests within the Western Growth Corridor area of Lincoln.

**Earlier Planning Application Commentary**

An outline planning application reference 2019 / 0294 / RG3 titled as the "Western Growth Corridor – Sustainable Urban Extension" (from here referred to as "The Application") was submitted by the City of Lincoln Council and Lindum Western Growth Community Ltd ("The Applicants") to the City of Lincoln Council in April 2019.

This Application was supported by a Transport Assessment (TA) prepared by Connect Consultants, which was informed by a series of option tests using the Greater Lincoln Transport Model (GLTM).

Stantec had also written previously to Lincolnshire County Council (LCC) on May 6<sup>th</sup>, 2020, detailing the outstanding concerns relating to the technical work that had been completed as part of the Transport Assessment – a copy of this letter is appended. Stantec identified that the consequences of approving the WGC Application as had been submitted, without addressing the matters identified, could be significant - and could substantially reduce the resilience of the highway network in this area.

**Revised Planning Application Concerns**

Following exchanges of information between the various parties, the Applicants were required to make a series of amendments to this Transport Assessment document, and to commission a further series of GLTM option tests. The Applicants submitted an updated Transport Assessment and Transport ES Chapter in September 2020.

Stantec has reviewed this information and can find no evidence that the concerns / requests for additional technical information previously stated within our letter to LCC dated May 6<sup>th</sup> 2020 have been addressed. In summary these concerns are:

- i) that the Applicants have not resolved the unrepresentative journey times currently modelled within the GLTM along Skellingthorpe Road between the A46 and Tritton Road. The journey time difference between the observed and modelled - of 2 minutes 42 seconds - would specifically influence the route choice assignment of inbound movements from the A46 Corridor towards Tritton Road within the GLTM. Any differential benefit of assigning through a potential link through WGC could be under-reported, and result in significant error within the resulting mitigation;

11 Prospect Court  
Courteenhall Road  
Blisworth  
Northampton  
NN7 3DG  
Telephone: 01604 878305  
email: john.hopkins@stantec.com

Registered Office:  
Stantec UK Ltd  
Buckingham Court  
Kingsmead Business Park  
Frederick Place, London Road  
High Wycombe HP11 1JU  
Registered in England No. 1188070

- ii) the Applicants have not defined a deliverable mitigation scheme for the A46 / Skellingthorpe Road Roundabout - first, that complies with all necessary requirements of the Department of Transport's Design Manual for Roads and Bridges – and which may be constructed within land in the control of the Applicant; and
- iii) that no further information has been provided on the forecast highway network conditions at the end of WGC Phase 3, immediately prior to the opening of the Beevor Street Link, and upon completion of 2,800 dwellings at WGC. This is likely to represent the worst case conditions in the development / infrastructure delivery cycle in terms of capacity.

All of these matters would directly affect and **unrepresentatively increase the potential modelled capacity** of the existing Skellingthorpe Road Corridor, reducing the apparent need for the A46 Link Road. Our clients are deeply concerned that the lack of accuracy of the modelling work and the credibility of the proposed mitigation that would have significant consequences.

As such, we respectfully suggest to the Joint Authorities that the following action is required to be undertaken by the Applicants:

- i) the above GLTM issues be addressed before further Option Tests uses that data as a baseline;
- ii) that the design issues of the A46 / Skellingthorpe Road Roundabout be addressed, and that the capacity accruing to this scheme be correctly modelled within the GLTM; and
- iii) that a directly comparable With A46 Link / Without A46 Link test be provided to compare conditions on the transport network, and to demonstrate the network has sufficient capacity to accommodate the development impact in accordance with national and local policy requirements.

#### Conclusions

The consequences of approving the WGC Application as re-submitted, without addressing the above matters, could be significant, and could substantially reduce the resilience of the highway network in this area.

Whilst Barwood Land supports the development aspirations of the Applicants, Barwood Land will be seeking further reviews of the technical work submitted - especially the accompanying GLTM assessment - that supports any Planning application for the WGC, to ensure that the above matters have been addressed.

To date, and as identified within this letter, a number of outstanding concerns previously raised have not been addressed. Until such time that these concerns have been appropriately addressed, we respectfully request the City of Lincoln Council can only recommend the refusal of this planning application on Highways impact grounds.

Should you wish to discuss this, or need any further information, please do not hesitate to contact my colleague John Hopkins ([john.hopkins@stantec.com](mailto:john.hopkins@stantec.com)) or on 01604 878305) - or myself.

Regards,

Yours sincerely,



**Michael Parkinson**  
Director North and Scotland  
For and on behalf of  
**STANTEC UK LTD**

Encs: Appendix A - Letter of May 6th 2020 from Stantec to Lincolnshire County Council

cc: K Gibson - LCC  
C Brookes - Highways England  
S Griffiths - Highways England  
J Gibbins - Barwood Land  
S Dorrian - Barwood Land  
J Morgan - Barwood Land  
S Davis - Stantec  
J Hopkins - Stantec

**Appendix A – Copy of Correspondence**

**Letter of May 6<sup>th</sup> 2020 from Stantec to Lincolnshire County Council**

Your ref: 2019 / 0294 / RG3

Our ref: 39570 / NTN / MBP / JPH

May 6<sup>th</sup>, 2020

Lincolnshire County Council,  
County Offices,  
Newland,  
Lincoln,  
LN1 1YL

**Attn:** Mr. Ian Field

Dear Mr. Field,

**RE: WESTERN GROWTH CORRIDOR, LINCOLN REF: 2019 / 0294 / RG3  
SUMMARY OF OUTSTANDING CONCERNS**

Stantec UK Ltd (formerly operating as Peter Brett Associates LLP) was appointed by Barwood Land to provide Transport and Engineering advice on their interests within the Western Growth Corridor area of Lincoln.

An outline planning application reference 2019 / 0294 / RG3 titled as the "Western Growth Corridor – Sustainable Urban Extension" (from here referred to as "The Application") was submitted by the City of Lincoln Council and Lindum Western Growth Community Ltd ("The Applicants") to the City of Lincoln Council in April 2019

This Application was supported by a Transport Assessment (TA) prepared by Connect Consultants, which is informed by a series of Option Tests using the Greater Lincoln Transport Model (GLTM).

Following exchanges of information between the various Joint Highway Authorities (Lincolnshire County Council - the local highway authority, and Highways England - the strategic highway authority), the Applicants and Stantec, we are aware that the Applicants were required to make a series of amendments to this Transport Assessment document, and to commission a further series of GLTM option tests – albeit no further details of these option tests has been reported. Until this work is published, Barwood would not have access to these deliberations or understand what changes are being made to the GLTM.

As such, this letter has been prepared to:

- summarise the outstanding concerns Stantec has with the supporting information submitted to date, and to request that Lincolnshire County Council (LCC) seeks a resolution to these matters now. This need is further emphasised by the position of Highways England, who stated in their latest email (06/03/2020:10.37) that "we (Highways England) normally rely on the Local Highway Authority to undertake checks of modelling work for their part of the network"; and
- review outstanding actions within the correspondence exchange, to highlight that the requested necessary evidence from the Applicants to demonstrate the suitability of their highways proposals has not been provided.

**Summary of Outstanding Concerns**

Whilst further details are provided on pages 6 and 7 of this letter, in summary we seek:

- i) clarity on the test that will be applied to respond to the Adopted Central Lincolnshire Local Plan (April 2017) Policy LP30 Sustainable Urban Extensions which states "... *Proposals for the WGC area should provide ... a connection onto the A46 if required*". Presumably, this test would reflect NPPF Paragraph 109, which states "*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*";



- ii) that the Applicants resolve the unrepresentative journey times currently modelled within the GLTM along Skellingthorpe Road between the A46 and Tritton Road. The journey time difference between observed and modelled - of 2 minutes 42 seconds - would specifically influence the route choice assignment of inbound movements from the A46 Corridor towards Tritton Road within the GLTM, hence any differential benefit of assigning through WGC would be under-reported;
- iii) the Applicants define a deliverable mitigation scheme for the A46 / Skellingthorpe Road Roundabout that complies with all necessary requirements of the Department of Transport's Design Manual for Roads and Bridges, within land in the control of the Applicant;
- iv) that the capacity of the Skellingthorpe Road / Birchwood Road is correctly modelled; and
- v) that further information is sought of the forecast highway network conditions at the end of WGC Phase 3, immediately prior to the opening of the Beevor Street Link, and upon completion of 2,800 dwellings at WGC. This is likely to represent the worst case conditions in the development / infrastructure delivery cycle in terms of capacity.

As all of these matters directly affect (i.e., increase) the modelled capacity of the Skellingthorpe Road Corridor, hence would impact on any conclusion drawn to the necessity of the alternative A46 Link mitigation, the following is required:

- i) the above GLTM issues be addressed prior to any further option test is undertaken; and
- ii) that a directly comparable With A46 Link / Without A46 Link test be provided, to demonstrate the transport network has sufficient capacity to accommodate the development impact in accordance with national and local policy requirements.

#### Review of Correspondence

We provide a summary of the exchange of correspondence, highlighting outstanding matters.

- i) **10<sup>th</sup> May 2019** - Barwood Land objected to the planning application on the grounds that neither the TA nor the Environmental Statement adequately demonstrated that the proposed development can come forward without severe residual cumulative impacts on the network (a reason for refusal stated within NPPF). It identified that further work was needed to determine an appropriate mitigation strategy including the A46 link road.

To date, Barwood Land has not seen any evidence submitted by Connect Consultants to withdraw this objection.

- ii) **22<sup>nd</sup> May 2019** - Highways England submitted its first Holding Objection for a period of 3 months requesting further information from the Applicants. In summary this included requests for:
  - the TA to identify the connections to the NCN Route 64;
  - the cycle / walking route headroom improvements to the route under the A46;
  - cycle / walking upgrades at the A46 / Skellingthorpe Roundabout;
  - the TA to identify and assess the Opening Year in the TA with and without the Proposed Development;
  - the TA to identify year of VISSIM model;
  - secondary school trip generation justification;
  - the removal of the Skellingthorpe Roundabout in the Do Minimum scenario;
  - the A46 / Skellingthorpe Roundabout to be designed in full compliance with the DMRB standards;
  - evidence of control of the land where the A46 / Skellingthorpe Road Roundabout proposals are not deliverable within highway boundary;
  - how necessary provisions would be met where the widening of 3 out of 4 arms of roundabout do not leave room;
  - a later review of the A46 / Skellingthorpe Road Roundabout design and land requirements following a Road Safety Audit (RSA) and Walking, Cycling and Horse-Riding Assessment & Review (WCHAR), undertaken in accordance with DMRB.

Whilst some further information has been provided, the evidence submitted by Connect Consultants does not justify HE in withdrawing this objection.

- iii) **24<sup>th</sup> May 2019** - Barwood Land objected to the planning application on the grounds of the planning application fundamentally conflicting with the Development Plan. Within the Central Lincs Local Plan (April 2017), the Land at Swanpool, Fen Farm and Decoy Farm is specifically identified as being required under Policy LP48: Sustainable Urban Extensions – Allocations to deliver 3,200 dwellings across the plan period (2012-2036).

This is complemented by **Policy LP28**, which provides generic advice in relation to Sustainable Urban Extensions, along with **Policy LP30**, which provides more specific advice in relation to the Lincoln Sustainable Urban Extensions. **Policy LP28** states:

*'Development of an urban extension must be planned and implemented in a coordinated way, through an agreed broad concept plan that is linked to the timely delivery of key infrastructure. With the exception of inconsequential development, proposals for development within the identified extensions which come forward prior to the production of, and agreement on, a broad concept plan will be refused. Working with the Central Lincolnshire authorities and other relevant stakeholders, a broad concept plan should be prepared for each urban extension (in its entirety) and should clearly evidence the support of all significant landowners: the concept plan should be submitted to the Council for approval. If one or more landowners are not supportive of the concept plan, it will need to be demonstrated that the development of the considerable majority of the urban extension can be delivered without their involvement. The concept plan could be submitted alongside an outline application for the urban extension.'*

Barwood Land sought that the Applicants liaise with them to agree the required Concept Plan – this has not occurred.

- iv) **24<sup>th</sup> May 2019** - following a review of the Transport Assessment that supported the planning application, an objection was submitted by Stantec on behalf of Barwood Land. This review reiterated the initial concerns raised by Barwood Land on 10<sup>th</sup> May 2019 (see above). Stantec identified that insufficient evidence had been provided to demonstrate that the transport network has sufficient capacity to accommodate the development impact in accordance with national and local policy (LP30 Sustainable Urban Extensions; NPPF paragraph 109), and that the ES did not adequately assess the potential environmental impact.

The required further work to confirm an appropriate mitigation strategy - including a potential need for the A46 link road - has not been submitted.

- v) **11<sup>th</sup> December 2019** - a further objection letter to the planning application was submitted by Stantec on behalf of Barwood Land following a more comprehensive review of Connect Consultants GLTM Option Test for the proposal 2019 / 0294 / RG3 following receipt of further information. Stantec identified that further modelling tests were required to assess future conditions equitably, including the testing of the A46 Link Road.

Three issues directly affect - beneficially - the modelled capacity of the Skellingthorpe Road Corridor, which adversely impacts upon the necessity for the A46 Link Road. Four action points were requested that the Planning Case Officer seek from the Applicants - as detailed in this letter within paragraphs ii) to v) in the above Summary of Outstanding Concerns of this letter.

This would require further option tests of the GLTM modelling. It is understood that no such modelling work has been commissioned.

- vi) **9<sup>th</sup> January 2020** - Connect Consultants responded on behalf of the Applicants to Highways England by issuing Technical Note 7. This TN7 responded to some of Highways England's concerns by providing a detailed general arrangement plan of the proposed A46 / Skellingthorpe Road Roundabout improvements, and stated that separate advice in response to deficiencies in the WCHAR is provided under separate cover. To date, this WCHAR evidence has not been uploaded to the City of Lincoln Council's planning portal, so no further comment is possible at this stage to the contents of this.

Sufficient evidence has not been provided within Connect Consultants' Technical Note 7 to respond to the concerns raised by both Barwood Land and Highways England:

- the entry deflection on the proposed realigned Skellingthorpe Road (South) approach arm does not comply with the DMRB requirements;
- footway and carriageway construction are shown as extending into the existing verge – with no consideration of the necessary earthworks and drainage; and
- Appendix 1 provides an assurance that land would be made available on the northern sector by a named landowner for these A46 / Skellingthorpe Road Roundabout improvements. First, this land ownership is not identified on the General Arrangement plan, nor does this resolve the necessary land ownership acquisitions for the other three sectors.

Further, until the Applicant resolves the GLTM modelling issues identified above, there is no certainty whether any such proposed mitigation scheme is suitable.

In summary, for the Applicant to demonstrate the Proposed Development can come forward without severe residual cumulative impacts on the network, it is recommended that:

- 1) the Joint Highway Authorities provide clarity on what test will be applied to respond to the Adopted Central Lincolnshire Local Plan (April 2017) Policy LP30 Sustainable Urban Extensions which states that '*... Proposals for the WGC area should provide ... a connection onto the A46 if required*'. Presumably, this test would reflect NPPF Paragraph 109, which sets out 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*';
- 2) the Applicants resolve the local model validation issues relating to the unrepresentative journey times currently modelled within the GLTM along Skellingthorpe Road between the A46 and Tritton Road. The journey time difference between observed and modelled - of 2 minutes 42 seconds - would specifically influence the route choice assignment of inbound movements from the A46 Corridor towards Tritton Road within the GLTM, hence any differential benefit of assigning through WGC would be under-reported;
- 3) using results from the revised GLTM modelling results, the Applicants re-define their mitigation scheme for the A46 / Skellingthorpe Road Roundabout that complies with all necessary requirements of the Department of Transport's Design Manual for Roads and Bridges;
- 4) the Applicants provide a DMRB-compliant roundabout improvements plan which also identifies all necessary land ownership outside of the highway;
- 5) the Applicants further submit the capacity assessment of the Skellingthorpe Road / Birchwood Road which has been reassessed using the revised GLTM results;
- 6) as well as reporting conditions with the Full Development, that further information is provided of the forecast highway network conditions at the end of WGC Phase 3, immediately prior to the opening of the Beevor Street Link, and upon completion of 2,800 dwellings at WGC. This is likely to represent the worst case conditions in the development / infrastructure delivery cycle in terms of capacity; and
- 7) that a directly comparable With A46 Link / Without A46 Link test be provided, to demonstrate the transport network has sufficient capacity to accommodate the development impact in accordance with national and local policy requirements.

We request that Lincolnshire County Council in their role as Highways Authority seeks the necessary evidence required to demonstrate that these proposals would NOT result in an unacceptable impact on highway safety, nor that the residual cumulative impacts on the road network would be severe.

This is particularly significant as Highways England – following their further Holding Objection issued on 21<sup>st</sup> February 2020, informed Barwood Land in a letter dated 6<sup>th</sup> March 2020 that they rely on the local Highway Authority (i.e., LCC) to check the model on their part of the network. Highways England further informed us that LCC is seeking additional GLTM modelling work from the Applicants, and that Highways England will wait for LCC to review this additional work before commenting further. Further, Highways England advised that '*...We...also advise you pursue the resolution of these concerns by the applicant with the Local Planning Authority through the consultation process*'. To this end, this letter will also be copied to the Planning Case Officer for their attention.

The consequences of approving the WGC Application as submitted, without addressing the above matters, could be significant, could substantially reduce the resilience of the highway network in this area, and could compromise the ability of Skellingthorpe Road to accommodate any future attractive public transport facilities. And indeed, once WGC is approved, the responsibility for resolving any residual issues would rest with the Joint Highway Authorities

It is the duty of the local Highways Authority to ensure that highway safety and network impacts are acceptable, or otherwise recommend Refusal of a planning application in the absence of sufficient evidence demonstrating that impacts do not result in severe residual cumulative impacts on the network.

Whilst Barwood Land supports the development aspirations of the Applicants, Barwood Land will be undertaking further reviews of any additional submitted Transport Assessment work - especially the accompanying GLTM assessment - that supports this current Planning application or indeed any other future Planning Application Re-Submission for the WGC Application to ensure that the above matters have been addressed.

In short, *for the past year* the Applicants have failed to provide sufficient evidence to demonstrate the suitability of their highways proposals to the satisfaction of both Highways Authority and Highways England. Should the Application not be amended significantly to resolve all these pertinent matters, we urge Lincolnshire County Council to uphold LCC's role as custodians of the local highways network, and recommend refusal of this application.

Should you wish to discuss this, or need any further information, please do not hesitate to contact my colleague John Hopkins ([john.hopkins@stantec.com](mailto:john.hopkins@stantec.com)) or on 01604 878305 - or myself.

Regards,

Yours sincerely,



**Michael Parkinson**  
Director North and Scotland  
For and on behalf of  
**STANTEC UK LTD**

cc:	K Gibson	- LCC
	L Meddings	- CoLC
	C Brookes	- Highways England
	S Griffiths	- Highways England
	J Gibbins	- Barwood Land
	S Dorrian	- Barwood Land
	J Morgan	- Barwood Land
	S Davis	- Stantec
	J Hopkins	- Stantec

**Customer Details**

Name: Mr Emre Ozturk

Address: 13 Grosvenor Avenue Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Dear Madam / Sir,

I would like to state my objection against the proposed application. I am not convinced that the traffic delays will ease by constructing that huge development in the area. Besides, I am deeply concerned about the natural green spaces that will possibly be destroyed.

Dear officials, if you are letting the project to go on, please do consider that there is a huge tree which is an absolute beauty, at the junction of Skellingthorpe Road and Birchwood Avenue. Whenever I go pass by that tree, I think of the proposed development and it makes me sad. Whatever the outcome is, PLEASE DO NOT CUT IT OFF FOR GOD'S SAKE. There is the technology and equipment available out there, which allows to move the trees. It is right on the way to the new boulevard that will be built. I am ready to take my part for a fund raising to hire the related machinery and lorries to move it to somewhere else.

---

Thank you for letting us to comment here.

Best regards,

Emre Ozturk

**Application Summary**

Application Number: 2019/0294/RG3

Address: Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire

Proposal: Hybrid planning application for the sustainable urban extension of Lincoln on the site of the Western Growth Corridor to comprise:-  
|crl|n Outline - Housing development of up to 3,200 dwellings; local centre comprising community, retail (E, F.2 and Pub or drinking 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 Beevor Street, and a new public footpath bridge over to Tritton Road.  
|crl|n Full - Details for means of access into the site from Skellingthorpe Road and Tritton Road (revised description).

Case Officer: Simon Cousins

**Customer Details**

Name: Mr Johan Els

Address: 9 Grosvenor Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

My objection is as follows:

When we bought our house, I had discussions with Mr Michael Hurlley and he can guarantee me that this development will never happens, if that is now the case it has serious implications that the Planners of this town is misinforming the residents.

The development will take away my view of the cathedral from my front garden which we as a family enjoy on a daily basis. How will the Council ensure that I will not lose my view? There are only documents showing the view from the town centre but none from various point in Forest Park to guarantee residents that we will not lose our views to the farmlands and the Cathedral.

**BROWNFIELD Sites**

There is no proof of the need for so many additional houses and with regards to the football

stadium why can the existing club not be redeveloped.

There is no proof of the number of houses that can be accommodated on brownfield sites in and around Lincoln. If you really want a sustainable development, use brownfield sites first. Farmland is a precious gem of this county which should be protected especially against housing development.

No reference is made to the amount of empty and vacant properties in and around Lincoln and Lincolnshire.

#### TRANSPORT

According to the Transport Assessment my comments are as follows with regards to the following paragraphs:

1.7.1 The WGC will be developed with good walking, cycling and public transport links to existing employment and community facilities within the city centre.

The Consultants have only look at the development site and disregard the existing walking routes that will be closed due to this development. One example is that there is no indication that the pedestrian route at the end of Grosvenor Avenue will be maintained to be able to walk through a natural environment all the way to Hartsholme Park. Pedestrians will now be forced to walk and cross main roads which there is no indication of pedestrian crossings to cross these roads other than to walk and breath polluted air instead of a pleasant nature walk.

1.7.2 The proposed new spine road serving the WGC will provide a faster, more direct route for buses, pedestrians and cyclists and alternative route for cars into Lincoln city centre (from both the A46 and Birchwood). It will also provide a more reliable journey, with the regular delays at the Skellingthorpe Road level crossing being bypassed and will provide an alternative route in the event of any unexpected incidents on the road network.

1.7.3 The WGC will enable bus services to re-route efficiently through the site and to benefit from the proposed bus-priority measures at key junctions. This will address the existing delays and unreliable journey times associated with the level crossing on Skellingthorpe Road, cutting the public transport journey time from Birchwood and Doddington Park (and the surrounding areas) into the city centre.

What is meant with sustainable development by just implementing bus lanes, footpaths and cycling routes does not guarantee sustainability or will there be a restriction that home owners will not be allowed to have a car. This is just another excuse for the council to ignore one of Lincoln's biggest problems and that is traffic. So, 3,200 more houses which means at least 3,200 more cars with no impact of all the additional traffic taken into consideration but just using the term sustainability as an excuse. How will you force people to use busses, cycling or walking? Needless to say, that bus tickets in Lincoln is far more expensive than in central London.

I am shocked by the low Trip Rate per dwelling in the peak hour (Appendix 5 of the Lincoln Western Growth Corridor. These figures need to be reviewed as it is a total miss representation of what it will be in reality. Why is this played down? Can you do provide a comparison with other

developments within Lincolnshire and an average around the UK of this size (not Greater London where there is actually public transport in place). You will see that these figures are totally miss represented.

There is no indication of measurements putting in place for residents in Forest Park to exit the neighbourhood during peak times as it is obvious (talking as a town planner and transport planner myself) that queues at the new junction with Birchwood and Skellingthorpe will stretch past the entrance/exit to Forest Park.

The traffic impact assessment is totally misrepresented from reality. The mode share is totally misrepresented and should be updated with realistic traffic figures.

Council is reluctant to upgrade the junction with Tritton Road and Skellingthorpe road to use it as an excuse for people to support this application. Minor amendments to the junction could play a major role in improving the traffic but more so the pollution caused by queues of traffic due to the insufficient junction design.

1.7.4 These improvements will benefit existing local residents, and those working / studying at the Lincoln Science and Innovation Park (LSIP).

Again, only looking at the development and disregarding existing residents within the area.

There is no mentioned of how construction traffic and construction noise will be dealt with.

No assessment has been made to the additional air pollution being so close to a newly generated major intersection and the impact on our health. I know the Council and developers are trying to play it down to promote the spine as a bus, cycling and pedestrian route. I totally object against that ridiculous idea just to get this planning application through. The transport assessment needs to reflect the realistic figures of at least one and a half car per household with not more than 5% public transport share (which is already far too high if you look at the existing mode share from Forest Park and Birchwood area).

With regards to the Key Principles shaping the revised access and movement strategy:

The key principles shaping the revised access and movement strategy are outlined below:

- The spine road through the development is now more specifically prioritised as a bus, cycling and pedestrian movement corridor. As a result, large parts of the main spine road will be for buses, pedestrians and cyclists only, ensuring buses will have a specific, dedicated car-free route between Skellingthorpe Road and the City Centre.

I totally object against this as you proposed thousands of more houses, which mean thousands of more cars with no road improvements. Even if the mode share shift towards public transport (needless to say a bus journey in Lincoln is far more expensive than in London) there will still be a massive increase in cars in the area. So, all this means is even more traffic on the existing overloaded roads.

Look at all new developments they want to be all sustainable but visually it looks horrible as all developments just assume nobody will own a car. Have the council/developers done an assessment on the additional pollution that cars caused with all the narrow streets and people



trying to find parking. That is totally not sustainable. Please provide an assessment of additional pollution that narrow streets and lack of parking will cause for the whole development. You keep on mentioning bus routes. Could you please provide a phased plan of all new bus routes, the costs and the frequency?

#### HEALTH AND SAFETY

Pollution - major junction at Birchwood Avenue and Skellingthorpe road, my understanding is that no impact assessment of the air quality is forecasted that will impact our health at Forest Park. First of all, our views towards natural beauty and the cathedral will be taken away. It has been proved that green areas and unbuilt areas have a huge positive impact on human health. Therefore, by taking this natural landscape and farmlands away will have a major impact on mental health of existing residents adjacent to the proposed development site. I want to be reassured that my views

#### Trees

Lincoln Western Growth Corridor - City of Lincoln Council ARBORICULTURAL REPORT  
December 2018 8 4.6 Skellingthorpe Roundabout Two 'B' category groups of trees are situated along the northern carriageway of Skellingthorpe Road at the proposed road junction. A group of trees, classified as 'A' category, are located within Hartsholme Park, on the southern edge of the carriageway. All of these trees are highly prominent as linear groups located either side of Skellingthorpe Road. Constraints here are considered notable although could potentially be managed depending on the impact on the trees within Hartsholme Park. Tree owners/ managers have a legal duty to prevent foreseeable harm. No Arboricultural impact assessment have been submitted, so no full comment and be provided until such assessment have been submitted and circulated for further comments.

#### Natural habitat

The area is home to various wildlife such as deer, rabbits/hares and birdlife. Do you really want to destroy this? Could you please provide an assessment of the birdlife and the impact the new development will have? All species need to be taken into consideration.

#### Overall comments:

Forest Park is an extreme quiet area and no indication of noise reduction measures is proposed to keep the noise levels to the current level.

There is no proof of the need for so many additional houses and with regards to the football stadium why can the existing club not be redeveloped.

There is no proof of the number of houses that can be accommodated on brownfield sites and farmland is a precious gem of this country which should be the last resort for housing

development.

The government wants to close some of the RAF bases, have these been taken into consideration as part of the need's assessment for additional houses in Lincoln.

This will become a short cut for heavy goods vehicles and all light goods vehicles from the A46 to get to the town centre- unnecessary additional pollution through residential areas.

As a last point, I would also request that Loss of Light be taken of your standard letter as we all know Lincoln Council does not even have bylaws regarding loss of light and don't know how to calculate loss of light. (Obviously copied from a more pro-active local authority).

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

---

**From:** Technical Team (City of Lincoln Council)  
**Sent:** 29 October 2020 10:20  
**To:** Taylor, Louise (City of Lincoln Council)  
**Subject:** FW: Objections to Planning Application 2019/0294/RG3 - Western Growth Corridor

**From:** [REDACTED]  
**Sent:** 28 October 2020 17:05  
**To:** Cousins, Simon (City of Lincoln Council) <[Simon.Cousins@lincoln.gov.uk](mailto:Simon.Cousins@lincoln.gov.uk)>  
**Subject:** Objections to Planning Application 2019/0294/RG3 - Western Growth Corridor

Mr. K. Manning  
Planning Manager  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

28 October 2020

Dear Mr Manning,

Planning Application 2019/0294/RG3 – Western Growth Corridor

Thank you for your letter dated 17 September 2020 about the revisions to the Western Growth Corridor planning application and informing me that the deadline for submitting “representations” is 29 October 2020. I wish to register my objection to the revised plans for the development of the Western Growth Corridor under Planning Application 019/0294/RG3.

I have several concerns not just over the plans themselves but also the way in which this application is being pushed through without proper public consultation of the significant revisions under the guise of current Covid-19 restrictions. My strongest objection is that the City of Lincoln Council is a major investor and stakeholder in this project, yet it is also the organisation which will grant itself planning permission.

My objections relate to:

- The lack of public consultations on the revised application which is significantly different to that subjected to public consultation in February 2019.
- The proposed Link Road which does not meet the need to reduce the already severe and unacceptable levels of traffic congestion on Skellingthorpe Road.
- The additional congestion and increased air pollution that will be created by the construction of 300 dwellings whose only access and egress will be via Skellingthorpe Road.
- The Traffic Assessment which basis its projections, recommendations and conclusions on a single survey carried out over one day, 4 February 2020.
- The City of Lincoln Council being both applicant and approver in this planning process.

## Public Consultation

The last public consultations on the plans in the Birchwood / Hartsholme area (the area most affected by this proposed development) was at the Life Church on Birchwood Avenue on 7 & 8 February 2019. Since then there have been significant changes to the plans but they have not been subject to open public scrutiny, indeed, there has been no offer to publicly view the latest plans. Not even an information leaflet delivered to residents in the area. Moreover, the only public notice about these plans is affixed to the lamppost at the entrance to Pig Lane on Skellingthorpe Road. This is hardly a residential area nor one with significant pedestrian traffic to see and read the notice. Most importantly, it is not in the immediate vicinity of the Birchwood Avenue / Skellingthorpe Road junction which is where work would start, should the plans gain approval, and create significant disruption to the local population. The first item listed under Phase 1A is:

“Construction of new junction into site from Skellingthorpe Road.”

Why then is there such a lack of direct involvement with the people who will be most affected right from the start?

The council have been trying to develop in this area for over 20 years; if this project is so good why is there such a rush to get it through without proper public consultation over the revised plans which make significant changes to the those presented for public consultation in February 2019? Would waiting a few more months to allow for proper, adequate local displays and information events, in Covid-19 secure environments if necessary, present a major problem? Given that the last local public consultation was so well attended – the church hall was packed – and there was unanimous objection to the then road and traffic plans, developer and council alike appear to be avoiding local consultation at all cost. The fact that these latest plans are even worse for traffic congestions in the local Birchwood and Hartsholme areas dictate that they must be subject to proper public scrutiny before any application is submitted for planning approval.

The intention appears to be to infer that the project as a whole is being presented for planning approval yet reading the Amended Planning Statement document paragraph 1.2 shows that “*detailed consent*” is only being sought for the new 4-way road junction at Skellingthorpe Road and Birchwood Avenue and the new access point from Triton Road. It then goes on to say: “*All other matters are reserved for future determination, including a new access from Beevor Street.*” So, nothing else is confirmed and everything else is subject to change including the proposed bridges.

## The Link Road, Traffic and Congestion

This whole project is entirely dependent on there being a through road from Skellingthorpe Road to Triton Road complete with at least one road bridge over the railway line. However, as the documents confirm:

- There are no funds available to build any of the suggested bridges nor is there formal approval from Network Rail for them to be built. Neither of these problems can be resolved quickly.
- There is no detailed design for the through road from Skellingthorpe Road to Triton Road. Indeed, paragraph 2.26 of the Planning Statement says: “*The detailed design of the road will be submitted at a later date...*”.

Despite the admission that there is no detailed design for this essential road, at paragraph 2.14 the document goes on to state: “*The disposition of development reflects the need for an access corridor through the centre of the site from Skellingthorpe Road to the south to the city centre via either Triton Road or Beevor Street to the east and north-east.*”

The same paragraph goes on to state that this road: “*will significantly improve journey reliability along with connectivity for both the development and existing residents. At the same time it will resolve issues caused by the barrier downtime of the rail crossing on Skellingthorpe Road whilst increasing resilience on the overall highway*”

network." Just what the local residents have been calling for and specifically debated at the public consultation in February 2019.

Unfortunately, this important assertion is then contradicted throughout the document and in the Transport Assessment, which quite specifically aims to discourage and even impeded cars from using this proposed link. For example, 2.25 of the Amended Planning Statement specifically states: "The aim of the WGC development is to minimise the use of private car rather than promote it as an additional main traffic route into the city centre by car." Paragraph 2.26 goes on to state: "To this end, the road through the site will be designed to promote alternative modes of transport to the private car, including prioritising public transport through a new bus dedicated route...".

To compound the above, Paragraph 1.9.2 of the Traffic Assessment document clearly states:

*"The spine road through the development is now more specifically prioritised as a bus, cycling and pedestrian movement corridor. As a result, large parts of the main spine road will be for buses, pedestrians and cyclists only, ensuring buses will have a specific, dedicated car-free route between Skellingthorpe Road and the City Centre."*

How can this clearly stated anti-car policy achieve the assertions in paragraph 2.14 of improving journey reliability and resolving issues caused by the barrier downtime of the rail crossing on Skellingthorpe Road? If this is not achieved, it can only exacerbate the already horrendous traffic congestion and associated air pollution that residents of the Birchwood area already suffer daily.

As a resident of the Birchwood area for over 37 years, I have seen many new housing developments completed in the vicinity of Birchwood Avenue and Skellingthorpe Road without any improvements to local road infrastructure. The only concession to traffic management was the installation of traffic lights at the junction of Skellingthorpe Road and Birchwood Avenue, which does at least allow traffic to move out of Birchwood Avenue at busy times.

The Transport Assessment document appears to base its statistical findings and subsequent proposals based on a single day's surveys carried out on Tuesday 4<sup>th</sup> February 2020. Yet throughout the text of the document there are claims such as: "the applicant has undertaken new traffic surveys in February 2020" clearly an attempt to create the false impression that more has been done than a single day's 'snapshot'. Worse still is the statement on page 58 that: "Phase 1a and Phase 1b have been assessed against these surveys, concluding that several mitigation measures are required and sufficiently mitigate the effects of the early phases of development on the transport network." So, an admission that proposals and recommendations are all based on a single day's snapshot. That beggar's belief and calls into question the reliability and accuracy of everything that follows on from it; predictions and plans derived from this insignificant survey are seriously flawed and should be given no credibility.

Section 5.2 Phase 1a and Phase 1b Assessment – Surveys, describes a survey of queuing (during the one day session) in 5 minute intervals and includes a statement of queuing on Skellingthorpe Road: "The sum of the maximum queue lengths (**which could have only occurred for an instant**)..." and "This therefore includes an element of imprecision which is likely to result in a reported queue length which is overstated (i.e. the same 10 vehicles could have appeared as a "queue" in multiple cameras during the same 5 minutes, potentially resulting in double, triple or quadruple counting)." Those statements show a complete lack of appreciation of the current state of congestion on this road. It is indisputable that the cause of queuing on Skellingthorpe Road is the level crossing, equally indisputable is the fact that nothing can be done about the level crossing. The barriers remain closed for at least 5 minutes, far longer for goods trains, plus the barriers are often left down for 2 trains to go through. It takes far more than 5 minutes for traffic to start moving along the length of the queue once the barriers have been raised. Furthermore, paragraph 5.2.10 states: "No queuing was observed to occur through the Birchwood Avenue / Skellingthorpe Road junction." Was the conclusion drawn from that that no queuing occurs at this junction?

From the more than 13,500 days that I have lived in the area and regular real-life experience of the congestion, compared with the mere 1 day of the survey, I know that there is regularly stationary traffic queuing from the Skellingthorpe Road level crossing all the way back to Hartsholme Park and often as far

back as Stone's Place and beyond; this is not just during rush hours nor is it limited to weekdays, it can and does happen at any time of the day and any day of the week. Also, real-life experience shows that queuing on Birchwood Avenue towards Skellingthorpe Road is a regular occurrence and can stretch back to the Larchwood Crescent junction, mainly in the late afternoon.

The assumption that the installation of traffic lights at the Doddington Road / Birchwood Avenue T-junction and the introduction of a 'Yellow Box' at the traffic light controlled T-junction of Doddington Road and Whisby Road will reduce existing congestion and encourage people to use that longer route instead of the Skellingthorpe Road route to Tritton Road is incredible. It is the level crossing on Doddington Road that causes the congestion, just like, and at the same time as, the one on Skellingthorpe Road. Having a green light on Birchwood Avenue will not improve the chances of turning left during times of congestion; it may, however, make it easier to turn right onto Doddington Road which would be a benefit. Yellow Box Junctions are not known to be effective unless monitored and policed, so assumptions on the effect on the level-crossing generated congestion in this location are at best optimistic.

The A46 roundabout at Birchwood Avenue is the point at which the A46 changes from dual to single carriageway, which forms a bottleneck. The traffic congestion on Birchwood Avenue waiting to enter the roundabout is caused by A46 traffic coming from the dual carriageway section and blocking the roundabout while waiting to enter the single carriageway section. This is not helped by inadequate road signs on the A46 dual carriageway section and incorrect lane markings on the road surface on the approach to the roundabout. Extending the left turn lane on Birchwood Avenue will do nothing to aid traffic flow when the roundabout is blocked.

The proposed alterations to the Skellingthorpe Road / Birchwood Avenue junction will have no effect on the congestion caused by the level crossing. However, the construction of some 300 dwellings off Skellingthorpe Road, coupled with long-term heavy construction traffic, and the resultant additional congestion and associated pollution, on this major but inadequate route into the city without first putting in the proposed road link through to Tritton Road shows a complete disregard for the health, wellbeing and quality of life of all local residents in communities from Birchwood all the way through to Tritton Road. These existing council taxpayers are the people that the City Council are meant to serve.

The stated aim to:

*"significantly improve journey reliability along with connectivity for both the development and existing residents. At the same time it will resolve issues caused by the barrier downtime of the rail crossing on Skellingthorpe Road"*

can only be achieved by building a road link between Skellingthorpe Road and Tritton Road that allows for the free movement of all traffic.

#### Air Pollution

There is a long-standing drive to promote walking and cycling to school, indeed, walking and cycling is a key pillar of the WGC planning application. However, the existing regular daily traffic congestion along Skellingthorpe Road must create significant air pollution, especially in the vicinity of the City of Lincoln Priory Academy, a large secondary school. The school's close proximity to the level crossing means that traffic is stationary outside the school for long periods leading up to the start of the school day (8:30 am). So, pupils walking and cycling to the school are subjected to congestion related air pollution on a daily basis. The increased traffic resulting from the construction of 300 dwellings off Skellingthorpe road will only add to this air pollution.

Despite this situation, there is minimal air pollution monitoring along Skellingthorpe Road. It was only in 2018 that the City Council installed 3 NO<sub>2</sub> diffusion tube monitoring points on this busy road, none of them in the vicinity of the school; the closest being near the junction with Tritton Road. These very basic devices are mounted on poles over 2.5 metres high and the readings from them are amalgamated into monthly, and then

4

annual, readings. I do not think that this is an appropriate or adequate means of measuring air pollution on such a busy and heavily congested road with a large secondary school. It is just a case of doing the very minimum to 'tick the box'.

Final I repeat my most significant objection which is based on the fact that the City of Lincoln Council is a major investor and stakeholder in this project, yet it is also the organisation which will grant planning permission. That is just wrong, morally if not legally. In these circumstances there must be some independent scrutiny of the proposal after appropriate, full public consultation. I hope that my local MP will be able to do something to remedy this unsatisfactory situation.

Yours sincerely,

David Clarkson  
20 Woodfield Avenue  
Lincoln  
LN6 0LH



K. Manning  
Assistant Director for Planning  
City of Lincoln Council,  
City Hall  
Lincoln, LN1 1DB

Dear Mr Manning

**2019/0294/RG3 – Hybrid planning application for the sustainable urban extension on the site of the Western Growth Corridor**

**Supplementary comments on behalf of the University of Lincoln – 28<sup>th</sup> October 2020**

I am writing on behalf of the University to comment on the recent submission of documents by the applicant, with specific reference to the proposed amendments to the traffic and transport arrangements. In making these comments the University wishes to reiterate its general support for the WGC development and considers this to be an important step in the continued growth of the city.

I will not address all of the detail relating to the transport and traffic management arrangements through the development site but limit my specific comments to the proposals as they relate to the Beevor Street crossing and the management of traffic in the area of the University campus and LSIP. However, in broad terms the University welcomes the increased emphasis on modal shift and the priority being given to public transport, cycling and walking. We regard this as appropriate and sensible in the context of the climate crisis.

The University welcomes and strongly supports the proposals for the movement of traffic in and out of the WGC site using the Beevor Street crossing, when constructed, as well as the proposal that the spine road will not form a through route to or from the city centre. As you know the University (and LSIP) have maintained that this is the most appropriate arrangement to manage traffic, to relieve pressure on both Poplar Avenue and Ruston Way and to ensure that the campus as well as the LSIP site remains coherent. The University will expect to work closely with the developer as well as the Planning and Highway Authorities on the detail of the implementation of these plans.

More broadly we note the proposals for traffic management that will reduce the capacity pressures elsewhere on the network. Whilst having no direct impact on the University, we would want to support these, recognising that reducing congestion and enabling modal shift will improve the quality of life in the city as well as delivering economic benefits. We would encourage the Planning Authority to press for the early implementation of a Park and Ride system as part of this development as we believe this would have a significant impact on both reducing congestion as well as encouraging modal shift.

In conclusion, the University is pleased to see that the concerns that it has expressed have been reflected in the proposed amendments relating to the Beevor Street crossing, welcomes the emphasis on modal shift and continues to support the broader objectives of the WGC development.

Yours sincerely,  
Harvey Dowdy, Director of Estates



Estates Department University of Lincoln Brayford Pool Lincoln LN6 7TS  
www.lincoln.ac.uk T +44 (0)1522 882000

① 25/10/20

1.

Mrs M. Shillito  
14 Ferguson House  
Stones Lane  
Skellingthorpe Road  
Lincoln  
LN6 0TH

We have been invited to <sup>give</sup> objections and observations regarding the proposed Western Growth Corridor development. I have lived in and around Lincoln all my life - forty one of these years in the Baultham/ Swampool area.

Flooding This area is not called Swampool for nothing; it has, in days gone by regularly flooded and we living around here know that it is only the presence of this flood plain which saves this area from flooding now. If it is built on it could cause serious problems for housing already here.

over/

---

Your statement in re ELO 24/11/20  
says you will raise some of the  
fand, this will not solve the problem  
for the surrounding area.

### Harts Holme Lake.

When the level of the lake becomes  
too high the water is channelled  
away under the road and into  
a drain opposite side to the park.  
If this arrangement is no longer  
possible where will the surplus  
water go?

### Traffic

Skellingthorpe Road is already  
heavily congested. It was suggested  
that the new road would take  
a lot of the traffic going into

---



②

2

town, but with a speed limit of 20 mph and other restrictions motorists are more likely to avoid it.

### Health Care:

Where are we now extra people going to find doctors? The three practices in this area are stretched to breaking point and it is almost impossible to find G.P.'s.


You propose a health centre on this new development. Where will you find the doctors to run it?

### Wild Life:

This new development has been a wonderful nature reserve.

over/

muntjac deer, badgers, foxes  
and even a reported sighting of  
a pole cat (very rare) not to mention  
newts, salamanders, snakes and  
toads also in SLart supply.  
Please do not destroy all this, it  
is important to keep some  
wild areas for future generations.



**Customer Details**

Name: Mrs christine blunn

Address: 3 Worcester Close Doddington Park Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I have lived in Lincoln since 2001, and have seen many changes over that time.

This development will impact greatly on the lives of those residents on the Hartsholm, Birchwood and Doddington Park estates.

The increase in traffic onto the already congested roads in this area will be substantial.

The proposed development of 300 houses, and associated traffic entering onto Skellingthorpe Road at Birchwood Avenue will cause so much congestion. This road is already a bottleneck at peak times, and changing roads to use Doddington Road will not alleviate the problem.

The local bus service can (before Covid) could barely service the estates as was to add in 300 possible additional users (to allow them not to use their cars) would be impossible, the number 6 bus that I regularly used was already standing room only before it left birchwood estate, what would that be like if it had 10 or 12 more people on it

This area has also flooded in the past (recall a colleague who used to live down almond avenue

---

having to go home from work to prevent flooding at his home) therefore before any property is built there needs to be in place additional flood alleviation for both new and existing houses in that area.

I am aware that additional housing is required for a growing city, however I do not feel that sending 300 households onto an already busy road is the answer.

New and additional road measures, and flood alleviation measures need to be in place before work commences.

**Customer Details**

Name: Mr RICHARD NEWTON

Address: 12 Grosvenor Avenue FOREST PARK LINCOLN

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Dear Sir,

On looking at the replies made re. the WGC I noticed that my written objection is not listed. I have a confirmation email that it was sent/received on Oct 8th at 4.18pm. Is there a reason for its for its omission? I am aware that some others may also be missing. I would appreciate your looking into this matter.

Yours faithfully

R.Newton



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

22<sup>nd</sup> January 2021

Dear Sir / Madam,

**WESTERN GROWTH CORRIDOR, LINCOLN REF: 2019 / 0294 / RG3**

**BARWOOD LAND REPRESENTATION TO THE WESTERN GROWTH CORRIDOR OUTLINE  
PLANNING RESUBMISSION (SEPTEMBER 2020)**

#### **Introduction**

Barwood Land would like to raise further objection to this planning application reference 2019 / 0294 / RG3.

Barwood Land and our representatives have previously identified a series of material issues with the transport assessment work and mitigation strategy that supported this application - as has been set out in various correspondence from Stantec UK Ltd to City of Lincoln Council and Lincolnshire County Council. These matters raise serious questions to the validity of the assessment, and on the deliverability of the proposed mitigation. Despite a further Transport Assessment submission, most of these matters remain outstanding.

This is why Barwood raises a further objection, and respectfully requests that the above planning application not be approved until these matters are resolved.

Whilst these issues have been set out in earlier correspondence, we review these matters again in the context of the recent responses from the Joint and Neighbouring Authorities.

#### **Previous Representations**

Four of the five material transport-related issues raised as objections within Stantec's letter from May 2020 letter to LCC (the basis for the fifth, previously referred to as Item (iv), has been addressed and has been removed). These remaining matters are:

- i) clarity on the test that will be applied to respond to the Adopted Central Lincolnshire Local Plan (April 2017) Policy LP30 Sustainable Urban Extensions which states "... *Proposals for the WGC area should provide .... a connection onto the A46 if required*". Presumably, this test would reflect NPPF Paragraph 109, which states "*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*";
- ii) that the Applicants resolve the unrepresentative journey times currently modelled within the GLTM along Skellingthorpe Road between the A46 and Tritton Road. The journey time difference between observed and modelled - of 2 minutes 42 seconds - would specifically influence the route choice assignment of inbound movements from the A46 Corridor towards Tritton Road within the GLTM, hence any differential benefit of assigning through WGC on the A46 Link would be under-reported;

Grovelands Business Park, West Haddon Road, East Haddon, Northamptonshire, NN6 8FB  
T 01904 369200 | www.barwoodland.co.uk

Barwood Development Securities Limited | Registered in England No. 06989575

# BARWOOD LAND

- iii) the Applicants define a deliverable mitigation scheme for the A46 / Skellingthorpe Road Roundabout that complies with all necessary requirements of the Department of Transport's Design Manual for Roads and Bridges, within land in the control of the Applicant;
- v) that further information is sought of the forecast highway network conditions at the end of WGC Phase 3 - immediately prior to the opening of the Beevor Street Link and upon completion of 2,800 dwellings at WGC. This is likely to represent the worst case conditions in the development / infrastructure delivery cycle in terms of capacity.

Barwood Land objects as these outstanding issues remain unresolved within the currently submitted Transport Assessment (TA): all of these issues would influence all transport-related matters and decisions by the Joint Authorities – being City of Lincoln Council, Highways England, Lincolnshire County Council and North Kesteven District Council.

The latest position of these Authorities is summarised and commented upon.

## **Highways England**

Highways England's latest response is the HEPR 16-01 Holding Objection response dated 18th November 2020. This response references outstanding matters being including:

- A46 / Skellingthorpe Rd Roundabout Improvements
- the GLTM Saturn Model assessment data
- trip generation and distribution used in the proposal; and
- the RSA1 for the A46 / Skellingthorpe Rd Roundabout

First, it is clear that Highways England as a Statutory Consultee have not been fully satisfied that these proposals would not result in a severe impact on the highways network.

The questions that Highways England is posing regarding the design of A46 / Skellingthorpe Roundabout improvements are fundamental to the deliverability of these proposals, and were previously identified as being:

- whether the land required for this enhancement is within the control of the Applicants. If this land is not available, as the mitigation has already shown to be "*necessary to make the development acceptable in planning terms*", then any consent granted subject to condition would be worthless until this ownership matter is resolved; and
- questions posed regarding aspects of the mitigation design that would have a direct impact on the safety for road users.

Under the Infrastructure Act 2015 (Part 1, s.5) the General Duties of Highways England are set out as:

*(1) A strategic highways company must, in exercising its functions, co-operate in so far as reasonably practicable with other persons exercising functions which relate to -*

- (a) highways, or*
- (b) planning.*

Grovelands Business Park, West Haddon Road, East Haddon, Northamptonshire, NN6 8FB  
T 01604 369200 | [www.barwoodland.co.uk](http://www.barwoodland.co.uk)

Barwood Development Securities Limited | Registered in England No. 06989675

# BARWOOD LAND

(2) A strategic highways company must also, in exercising its functions, have regard to the effect of the exercise of those functions on—

- (a) the environment, and
- (b) the safety of users of highways.'

Whilst Highways England has the obligation to cooperate with the planning authority to enable development, Highways England has duties to ensure the safety and integrity of the network. The planning authority has to respect Highways England implementing its general duty in exercising its functions as set out under these sections of the Infrastructure Act 2015.

## **Lincolnshire County Council (LCC)**

LCC's response to the application is contained in their letter of 18th November 2020, and recommends that the City of Lincoln Council refuse the application as submitted. We concur with LCC's position, and explain why.

First, Barwood Land emphasise that the City of Lincoln Council has an obligation to ensure that their Local Plan Policy obligations are responded to. The Policy LP30: Lincoln Sustainable Urban Extensions includes two relevant policy obligations upon the Applicants which relate to the local highway network, which state:

- ... A direct route incorporating priority for public transport linking Skellingthorpe Road through to the city centre via the Beevor Street area with connection onto the A46 if required;
- Transport infrastructure, such as measures to encourage walking, cycling and use of public transport (which might include park and ride facilities) in order to maximise opportunities for sustainable modes of travel, in line with the aims of the Lincoln Integrated Transport Strategy;
- ...

Whilst it is clear that the Applicants have not responded satisfactorily to either of these policy requirements, LCC sought that City of Lincoln Council refuse the WGC Application due to the insufficiency of the proposed transport mitigation strategy - especially that relating to sustainable modes of travel - to respond to the latter policy obligation.

With respect to the latter policy obligations - whilst the range of additional measures and agreements required by LCC to gain this approval and agreement is typical for a substantial development of this scale, much work remains to comply with this.

With respect to the former obligation - presumably this test would reflect the requirements of NPPF Paragraph 109, which states "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". Whilst initial A46 Link testing was reported in the previous iteration of the Applicants' TA, until the specific local model validation matter referred to earlier in this letter has been responded to, no reliance should be placed upon the validity of any of these results from the WGC model option tests which includes the above flaw. As such, we request that the City of Lincoln Council considers that their policy requirements have not been responded to.

As national developers of strategic sites, Barwood Land concur with LCC, that these requirements as set out in LCC's response of 18<sup>th</sup> November 2020 appear typical for a development of this scale.

Grovelands Business Park, West Haddon Road, East Haddon, Northamptonshire, NN6 8FB  
T 01504 369200 | www.barwoodland.co.uk

Barwood Development Securities Limited | Registered in England No. 06089575

# BARWOOD LAND

Notwithstanding, the Applicants have contested these matters with a Letter dated 16th December 2020. Rather than seek to address these matters raised, the Applicants contest the recommendations for refusal that have been set out by the Highways Authority, explaining that the Applicants have sought the advice of Counsel to look at the weight that should be applied to the 'severe' impact as defined in the NPPF and applied in decision making, and making reference to the site allocation within the Local Plan. This matter should not deflect the planning authority's attention away to one of the Applicants' obligations to address sustainable transport provision, whilst ignoring the mitigation of the severity of impact on the Highways Network and the Local Plan policy requirement relating to the A46 Link.

## **North Kesteven District Council Neighbouring Authority Consultation**

The concerns of both Highways England and LCC are repeated by North Kesteven District Council in their Neighbouring Authority Consultation Letter uploaded onto the planning website on 13th January 2021. This states:

*'Whilst the Council recognises that we are not a statutory consultee on such highways and transport matters, bearing in mind the comments of the technical consultees, we nevertheless wish to highlight our concerns about the proposed development and its impact in terms of traffic and transport on the highway network and settlements within North Kesteven, in particular the Skellingthorpe Road/A46 roundabout and Lincoln Road. In particular, the Council needs to be assured that the dispersal of traffic from the site via the A46 Skellingthorpe Roundabout, as well as inbound movements via this junction, have been fully assessed and will be subject to appropriate mitigation in terms of the scale of any proposed works/alterations and the timely delivery of appropriate infrastructure. In addition, in terms of non-motorised users of the junction, whilst the provision of surface crossing facilities is noted and supported, the Council asks for further re-appraisal of alternative grade-separated provision for pedestrians and cyclists such as an under-pass.'*

*'The Council therefore requests that the outstanding matters relating to concerns raised by both Highways England and Lincolnshire County Council Highways, as well as those set out in this response above, are fully addressed prior to the determination of this application, to ensure that the appropriate mitigation measures/planning conditions/planning obligations are put in place in order to minimise and mitigate the impact on traffic and transport on land and settlements within the district of North Kesteven, and to ensure that the proposed development conforms with policies LP13, LP28 and LP30 of the CLLP.'*

## **Conclusion**

The Policy LP30: Lincoln Sustainable Urban Extensions places two relevant transport-related policy obligations upon the Applicants which relate to the local highway network:

- ... A direct route incorporating priority for public transport linking Skellingthorpe Road through to the city centre via the Beevor Street area with connection onto the A46 if required;
- Transport infrastructure, such as measures to encourage walking, cycling and use of public transport (which might include park and ride facilities) in order to maximise opportunities for sustainable modes of travel, in line with the aims of the Lincoln Integrated Transport Strategy;
- ...

It is clear that the Applicants have not responded satisfactorily to either of these requirements. Further, it is clear that the Applicants have not responded to the requirements of NPPF Paragraph 109, and that as such the City of Lincoln Council has a clear mandate to refuse this – as *"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".*

Until such time that these Statutory Consultee and Neighbouring Authority concerns have been appropriately addressed, we respectfully request the City of Lincoln Council refuse this planning application on the grounds of unacceptable Highways Impact, and upon grounds of Highways Safety.

Yours faithfully,



Julie Morgan

Strategic Land & Planning Manager

cc: J Gibbins  
S Dorrian  
M Parkinson  
S Davis  
J Hopkins

#### **Customer Details**

Name: Mr Peter Arbourne

Address: 3 Chelsea Close, Lincoln, Lincolnshire LN6 0XF

#### **Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: With regard to the Western Growth Corridor and the Floodplain.  
(Flooding Risk)

Could I respectfully request that some members of the Planning Comity have a walk on the area between Almond Ave and Swan Pool lake. All of the fields are saturated with water, in some places 4 - 6" deep. Not sure I would buy a house with a garden like a swamp and would any company insure my property on this floodplain?

**Customer Details**

Name: Mr RICHARD NEWTON

Address: 12 GROSVENOR AVENUE FOREST PARK LINCOLN

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:At the end of Jan.2021and again two weeks later I was informed by the floodline@enviroment-agency.gov.uk that there was a flood risk around the Lincoln area. The accompanying map showed there was a risk, albeit low, of flooding on large areas of land being considered for the WGC. Given that this has not been a particularly wet winter so far and forecasters are all predicting much wetter winters and rising sea levels in the coming decades I, with others, do feel that there should be much more discussion regarding building on this flood plain.

**Customer Details**

Name: Not Available

Address: 9 Lime Tree Close Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Having lived in the Doddington Park area (LN6) for the past 17 years, I feel I'm in a good position to comment on the WGC traffic plans to connect to Skellingthorpe road. The only way WGC could work traffic wise is if a new junction is added to the by-pass between Skellingthorpe road and Carholme road roundabouts. We often have a traffic as far back as Birchwood Ave / Skellingthorpe road junction when there has been frequent trains stopping traffic right down close to Tritton Road level crossing. Also the traffic builds up back to the same junction from the by-pass roundabout during busy times. I have often seen skellingthorpe road traffic jam in both directions. With 3,200 new homes, will probably give 5,000 new cars entering into an already busy road.

**Customer Details**

Name: Mr Barry Anderson

Address: 9 Lime Tree Close Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having lived in the Doddington Park area (LN6) for the past 17 years, I feel I'm in a good position to comment on the WGC traffic plans to connect to Skellingthorpe road. The only way WGC could work traffic wise is if a new junction is added to the by-pass between Skellingthorpe road and Carholme road roundabouts. We often have a traffic as far back as Birchwood Ave / Skellingthorpe road junction when there has been frequent trains stopping traffic right down close to Triton Road level crossing. Also the traffic builds up back to the same junction from the by-pass roundabout during busy times. I have often seen skellingthorpe road traffic jam in both directions. With 3,200 new homes, will probably give 5,000 new cars entering into an already busy road.

**Customer Details**

Name: Not Available

Address: 24 Malham Drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I believe that the proposed development will significantly increase traffic bottlenecks, given that most days Skellingthorpe Road is nose to tail queuing already. In addition, the exit on the A46 at the roundabout already causes significant holdups and long waits, trying to get out of a morning from Sandwell Drive is painful and will only be worse given the new traffic will have right of way.

I support new house building in principle but practicalities need to be thought through, and assuming everyone will jump on a bus or be able to cycle is naive in the extreme.

My own home backs on to Skellingthorpe Road and I dread the idea of non stop traffic causing pollution and noise all day

**Customer Details**

Name: Mr Peter Wray

Address: 262 Skellingthorpe Road Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:It appears that one needs Adobe flash to see the plans. Adobe Flash no longer exists and the plans cannot be viewed.

**Customer Details**

Name: Not Available

Address: 262 Skellingthorpe Road Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Following my last comment I received a response which gave me no further information. I feel that perhaps my comment was misunderstood. By "plan" I was not referring to "description" I meant "diagram" . There is no way to view a diagram of the proposal. It is, therefore, difficult to see what is proposed.

**Customer Details**

Name: Mrs Tina Nash

Address: 24 Malham Drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I believe that the proposed development will significantly increase traffic bottlenecks, given that most days Skellingthorpe Road is nose to tail queuing already. In addition, the exit on the A46 at the roundabout already causes significant holdups and long waits, trying to get out of a morning from Sandwell Drive is painful and will only be worse given the new traffic will have right of way.

I support new house building in principle but practicalities need to be thought through, and assuming everyone will jump on a bus or be able to cycle is naive in the extreme.

My own home backs on to Skellingthorpe Road and I dread the idea of non stop traffic causing pollution and noise all day

**Customer Details**

Name: Mr Hiroyuki Nakai

Address: 41 Rochester Drive 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 would like to comment on the environmental impact of the proposal to develop the Western Corridor.

I live in Forest park and walk my dog daily and I don't think adequate thought has been given to the impact of wildlife in the area. I regularly see deer, rabbits, hares and birdlife and am greatly concerned that the loss of this habitat will in turn lead to an irreversible loss of this wildlife. On these grounds I object to these plans.

Wouldn't it be more sensible to develop brown field sites in Lincoln city centre for housing/apartments. With the effect of covid and the inevitable increase in shopping online, surely it makes sense to have people living in the city centre to keep the high street alive and also preserving the immediate countryside around Lincoln for wildlife in the process.

**Customer Details**

Name: Mrs Melissa Wareham

Address: 33 Hartsholme drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: Is the access onto Hartsholme Drive going to be pedestrian access only as previously stated at all the meetings of long ago?

We would like this to be confirmed.

Thankyou

**Customer Details**

Name: Mr Graham Clapham

Address: Westwood Drive Swanpool LINCOLN

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: In regard to 'no right turn' from Dixon Street to High Street (eventually), alternatives for that are probably to go along Boutham Park Road to a busy roundabout and then up Rookery Lane (very busy already) and on to Newark Road going into the City (very busy), or continue along Tritton Road, turn left or right (dependent on where you are travelling from) on to Skellingthorpe Road (busy), up to that same roundabout (busy) and then up Rookery Lane (very busy) and on to Newark Road going into the City (very busy). You may have lessened the traffic on Dixon Street but just moved the issue elsewhere. Please stop wasting OUR money on this impractical WGC obsession which has been turned down many times before for good reasons and your revised plans don't change them and concentrate OUR money on a project where there is little or no present road infrastructure and you can start with a blank canvas and little disruption to residents, possibly the other side of the City incorporating the new by-pass.

**Customer Details**

Name: Mr Nick Stark

Address: 1 Cherry Grove Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Build on a floodplain + Global warming... Not a clever idea.

<https://flood-map-for-planning.service.gov.uk/confirm-location?eastng=495110&northing=369547&placeOrPostcode=LN6%200HE>

**Customer Details**

Name: Not Available

Address: 23 Westwood drive Swanpool LINCOLN

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Very concerned re flooding as my property backs onto the proposed site. Also skellingthorpe road is terribly congested as it is and will get much worse . Also sad to see the loss of wildlife habitat , noise pollution , overcrowding , loss of space for people to exercise and and appreciation of the environment, but my main concern is flooding, especially due to climate change, the future is looking bleak, I hope my objections are taken into account.

To Mr. K. Manning, Assistant Director, Planning. City of Lincoln  
& Mr. Simon Cousins.

Re: Your Ref. 2019/0294/RG3. Reconsultation on Application for Planning Permission, WGC.

Dear Mr. Manning,

Thank you for your letter of the 12th May regarding the above reconsultation on Planning Application 2019/0294/RG3 by the Independent Highway Advice BSP, transport advice note dated 19/04/2021 and submitted 21/05/2021, and the opportunity to comment on it.

It appears that Highways England, in response to it, has already recommended that planning permission is not granted for a specified period ( Martin Seldon, 14/05/2021.) This is the fifth time that Highways England has rejected the submitted plans and their amendments ( 21/02/20, 18/08/20, 18/11/20 and Feb 2021.) Having read this BSP submission I can not find anything to recommend it.

BSP paraphrase the objections LCC Highways made in November 2020 as;

1. Single access point of 300 dwellings onto Skellingthorpe Road.
2. The severe impact and lack of sustainable travel modes in accordance with NPPF guidance.
3. No plans to develop past Phase 1a.

I believe these objections are still valid.

The NPPF(2019) guidance given in Paras 108,109,110 and 111 indicate the reasons.

Para 108(b) directs that " safe and suitable access to the site can be achieved for all users; and (c) any significant impacts from the development on the transport network ( in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree." Phase 1a of the proposed development remains only accessible by ONE road. Should this become blocked for any reason, NO emergency vehicles would be able to attend. Vehicles turning right on to it from Skellingthorpe Road are liable to increase any congestion on the road even if a roundabout was to be constructed.

Ibid, Paragraph 109 states that the development can be refused if there is an unacceptable impact on highway safety or that the residual accumulative impacts on the road network would be severe. The developers current review suggests that 300 homes are not to have an unacceptable impact. Using modelling does not always equate with reality. The Phase 1a Mitigation Plan A talks still of a bus lane on Birchwood Avenue PRIOR to development, also improvements to the Doddington Road/Birchwood Avenue junction within 12 months of development. The Mitigation continues to suggest moving city bound traffic south to then drive north on already busy roads.

Ibid, Paragraph 110, talks of priority to pedestrian and cycle movements both within the scheme and neighbouring areas. These, and bus lanes, the developer states, are to be constructed prior to the commencement of Phase 1a, but who bears the expense of these additions and where does the extra land come from to widen Skellingthorpe Road, Birchwood Avenue, Doddington Road etc.?

If development of Phase 1 is to be completed over a 6 year period as suggested in this submission, but final development of the entire site will not be completed for 22-23 years then for up to 16 years the completion of the infrastructure of roads, footpaths, cycle ways and bridges will NOT occur, causing restricted access, movements and congestion. ( Ref: The Applicants letter to LPA dated 16/12/20.... Developers Planning Statement, Paragraph 2.59.)

Paragraph 4.2 of the BSP consultation document states that a new survey of traffic took place in February 2020. Was this during the schools half term holiday? If so, then it was not a " normal" time to monitor road movements. In the same document Para 4.24 suggests that only 81 vehicle movements on to Skellingthorpe Road from 300 homes are predicted into the early morning traffic. Can this be tested again?

Moving the traffic onto Doddington Road via Birchwood Avenue and then over the railway crossing on Doddington Road towards the busy junction with Tritton Road, bearing in mind that that bus lanes and cycle paths are to be created on all these roads prior to the development of Phase 1a sounds imaginative to say the least.

Yet now, in Paragraph 4.67 of the BSP submission there are stated reviews of timetables proposed by the Applicant indicating that all of Mitigation Package A will be brought forward to the completion of the 100th dwelling. Does this mean that the developer hopes to build 100 homes in Phase 1a BEFORE any mitigation to the existing congested roads? Does this imply a change to their earlier statement that all Mitigation Package A will be completed PRIOR to commencing the development?

Part B of the previous objections to this development is Sustainability. The LHA states Phase 1a is NOT a sustainable development in terms of access to local amenities, education, workplaces etc by sustainable modes of transport. It says there are NO plans for walking



and cycle access in Phase 1a and bus services will be adversely affected by the additional traffic to the local network.

Paragraph 5.5 of the BSP document states that Phase 1a of the proposed development will NOT have access to ANY proposed on site facilities for at least 10 years including accessing the proposed new school.

This information does not reflect Sustainability.

In summary, I continue to object to the proposed development ( please see my previous responses of the 29/04/2019 and 13/10/2020.) The current submission by BSP Consultation Transport Advice Note has not remedied the problems of safe vehicle access, congestion nor sustainability.

There is a continuing need to clarify what Mitigation Package A is and when it would be implemented. Initially it was to be completed prior to the commencement of the proposed development.

What has become of the proposed alterations to the roundabout junction of Skellingthorpe Road and the A46 bypass?

Has a Sequential Test been carried out recently to ascertain alternative sites for housing development now that the Eastern Bypass section of the A46 has opened?

Land may be more easily accessible from the eastern area and not on Flood Plain Levels 2 and 3.

Guidance from Central Government Planning Policy on Flood Plains ( Planning Policy Statement 25 ( Dec 2009)) continues to suggest seeking alternatives to building on flood plains, given new evidence of Climate Changes, is required. ( Section 4, Paras 4.2, 4.3, 4.5.) The NPPF (March 2012) Ministry of Housing, Communities and Local Government, Section 14 paras 148-169, concur that housing on land likely to flood should be avoided.

Yours sincerely,

Mrs Gillian Newton,  
12, Grosvenor Avenue,  
Lincoln LN6 0XT

34, Birchwood Ave.,  
LINCOLN  
LN6 0TB.  
17-5-21

FOR the attention of:  
Simon Walters OR Simon Cousins

Dear Sir/Sirs - my name is Christine A. Bray, and  
I have lived at above address since Dec 11<sup>th</sup> 1976.

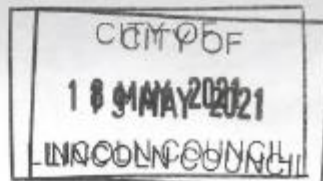
However, in these years things change, as  
will do, some for the good, some otherwise.

The serious side of this is Accidents (due  
to various Reasons) on Woodfield Ave, where  
BOTH of my drives are. With me being right on  
the corner of B' wood Ave / Woodfield Ave.

The last serious one being 18 months ago.  
My property, plus two open Reach cabinets  
two Virgin Boxes plus Road Sign all  
decimated.

The car was a stolen vehicle, stolen  
from a car Park in London, whose owners  
lived in Devon. The police who attended my  
999 call at 3:30am confirmed this to me.

I have now had FIVE serious vehicles  
leaving the W' Field Ave Road, ONE was  
the busbin lorry, and h.c.c. stood the cost  
of repairs to my gates drive and wall  
years ago.



Now we have a change of Bus Route which started 13 months ago. We need a good service, and indeed do have one,

BUT They (the Bus drivers) Really struggle to negotiate the left Hand bend on W' Field Ave AND Returning buses to town, the junction onto B' Wood Ave.

Some motorists hold back, giving them Room to join the ave. and continue their journey, But sometimes they have to mount the pavement edge to continue the journey.

Over the past years, (and before the New Bus Route) I have had Rosanne Kirk (Labour) here and Eddie Stengel (conservative) to stand on my drives and see the problem.

We now have another problem with Delivery Vehicles, and parking on either side after turning off B' Wood Ave. onto Woodfield Ave. Private Vehicles just leaving the cars etc and going wherever.

I asked and almost 'Bessed' Eddie for the corner to have Double yellow lines at this junction, and going either side to the left hand Bend on W-Field Ave., I even offered to pay for the paint myself!!

On Saturday May 15<sup>th</sup> 2021, I  
Received three envelopes, with 2 page  
letters in each, Regarding the western  
Growth Corridor plans (Revised I assume)

We cannot and will not stand in the  
way of progress, but I respectfully ask  
for some-one, as soon as possible, to  
contact me, and arrange a visit to  
see (and me to explain), rather than  
'Snail Mail', which is all I have.  
No technology I'm afraid at my house!

I do hope you can help

I Remain Yours Sincerely



David & Margaret Beckers  
34 Grosvenor Avenue  
Lincoln  
LN6 0XT

  
17 May 2021

Simon Cousins  
City Hall,  
Beaumont Fee  
Lincoln LN1 1DF

Ref: 2019/0294/RG3

Dear Sir,

In response to your letter of 17th September I wish to register my concerns about the development of The Western Growth Corridor, Skellingthorpe Road, for the following reasons.

The size of this large development is too close to so many other properties and roads.

The land floods very quickly after even after small downpours huge areas of standing water are present for several days. I understand it is a flood plain.

The extra traffic will cause huge extra congestion and safety problems to an already serious problem, particularly in Skellingthorpe Road, which is very congested at peak times, Birchwood is already a heavily populated area.

The impact on wildlife will be enormous as the fields are home to Foxes, Deer, Herons and the countless other animals that live on this land

Yours Sincerely,

  
David Beckers

**Customer Details**

Name: Mrs Leila Watts

Address: 5 Belgravia Close Forest Park Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having read the independent assessment I cannot see that this addresses seriously the issues of the traffic issues on Skellingthorpe Road and the knock on impact to Birchwood avenue and the A46.

To say that the congestion is not at capacity so therefore this is acceptable is frankly ridiculous as is the mitigation suggestion that people should just be encouraged to use Doddington Road. As it points out the fact that we have level crossings both in Skellingthorpe road and Doddington road, and increasing rail traffic the congestion and delays will only escalate.

The independent report seems to say it is acceptable to build phase 1 which is 300 houses, so this implies that any more would make the congestion on the roads unacceptable, so should the development then cut the building of the proposed 2900 which seems logical?

I note that the development is not supported by Highways England and hope that at the very least any development is delayed so the concerns they raise can be considered.

If the first phase of the development will be access from skellingthorpe road and the birchwood junction, this can only add to the chaos, and there is no viable alternative route for people to

---

follow.

**Customer Details**

Name: Mrs Christine Bishop

Address: 6 Shearwater Road Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It seems that despite the many concerns and objections of residents of LN6 the Council has gone ahead and approved the first phase of the development of 3,200 homes without insisting that the developers build the required transport links.

I am sure the Council is fully aware but is obviously willing to overlook the fact that this will lead to a very significant increase in traffic in the already busy and congested areas of Skellingthorpe Road and Doddington Road.

I beg the Council to look to your conscience and support the existing residents of LN6 by insisting that the developers build the necessary and vital new transport links BEFORE or AS they commence Phase 1 of this development.

Thank you

**Customer Details**

Name: Not Available

Address: 29 Shaftesbury Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:29 Shaftesbury Avenue, Lincoln, Lincs. LN6 0QN. 23 May 2021.

Mr S Cousins, City of Lincoln Council, City Hall, Beaumont Fee Lincoln, LN1 1DD

Dear Sirs,

Western Growth Corridor Skellingthorpe Road Lincoln Lincolnshire Ref. No:2019/0294/RG3 |

Received: Mon 08 Apr 2019 | Validated: Mon 15 Apr 2019 | Status: Pending Consideration.

I am writing following my previous objections to the above application and with reference in particular to the addition of the advice by BSP Consulting.

From their report I note the following, reproduced for reference: - Central Lincolnshire Local Transport Plan 2.3 Central Lincolnshire's eight transport objectives for the LTP4 period (2013/14-2022/23) are: - to assist the sustainable economic growth of Lincolnshire, and the wider region, through improvements to the transport network; -to improve access to employment and key services by widening travel choices, especially for those without access to a car; - to make travel

for all modes safer and, in particular, reduce the number and severity of road casualties; - to maintain the transport system to standards which allow safe and efficient movement of people and goods; -to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs; -to improve the quality of public spaces for residents, workers and visitors by creating a safe, attractive and accessible environment; to improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems; and -to minimise carbon emissions from transport across the county.

- I also draw attention to the Environmental Impact Statement included in the application that refers to the protection of various species resident in the outline planning area.

I submit that the BSP report serves only to re-affirm the 30-year folly of trying to create not a growth corridor, but an enclave bounded by pre-existing immovable constraints that result in clear breaches of the Council's stated objectives referred to above and places the general wellbeing of residents within and adjacent to the planned area below those of the other species in the environmental impact statement.

The BSP report attempts to satisfy concerns that essential future phases of the scheme may not be completed e.g., bridges, infrastructure etc and so demonstrates how this may be controlled by the planning process. It also attempts but fails to reassure readers of the validity of the traffic and travel data and how the planned development will not impair but in cases will improve flows.

Exploring this is complicated due to the (deliberately?) technical evaluation predicated on meters, LinSigs, PCUs, "sum of instantaneous queues", degrees of saturation etc etc. It regularly refers to averages and means and changes in driver habits thus altering queuing.

Let us be candid. It is trying to suggest that already miserable, unavoidable, unacceptable queues that people simply HAVE to make can be improved by a scheme of mitigations.

An example of how the developers are misleading planners and residents with mitigation solutions is the one told by developers at a public consultation meeting I attended. For the junction of Skellingthorpe Rd with the A46 the suggested mitigation was to add a third "filter- in lane". A similar lane was constructed at the junction of Skellingthorpe Rd with Tritton Rd and is 90% ineffective, being way too short. I fear a similar smoke and mirrors job at the A46. When it was pointed out that south-bound traffic blocks the junction anyway, rendering the planner's suggestion pointless, they then added that a yellow box junction be incorporated. When it was pointed out that such junctions were just abused by drivers the facilitators response was "well the developers can hardly be responsible for driver behaviour". I concluded that meant if the developers tick the mitigation box, future consequences for residents were no longer their concern. A yellow box junction will only work if observed by a camera.

Congestion will be worsened by circa 5500 additional vehicles. Movements will not be more efficient and will certainly be more polluting; slower moving with longer queues, more emissions (in the face of recent findings of a child's death so caused and

"Toxic air puts six million at risk of lung damage"- <https://www.bbc.co.uk/news/science->



environment-56013240). I also reproduce a mail to LCC on the subject of air pollution. The current question based on the above is whether maximum levels are still valid and healthy. Good morning Mr Tutty Thank you for your email with regards the WGC. Sorry that it has taken me some time to respond directly to this query. I just want to confirm that this response comes from the development team, and shan't be added to the wider comments as part of the Local Planning Authorities on-going consultation as per the formal planning process. If you would like this query to be added to the LPAs planning application comments then you would have to speak directly with the LPA. Their contact details are: developmentteam@lincoln.gov.uk. With regard to the query raised about air quality, I have attached a copy of our 2019 Annual Status Report for air quality that contains all the monitoring that is currently done by the CoLC, this indicates that on Skellingthorpe Road there are three points which are used to monitor air quality. This provides further information on air quality in Lincoln and how it is measured etc. Kind regards Michael Hurlley  
Assistant Development Officer

So, basically not to maintain the transport system to standards which allow safe and efficient movement of people and goods; - to protect and enhance the built and natural environment of the county by reducing the adverse impacts of traffic, including HGVs.

HGV use to build up the delta plot height by 1 meter (because of flood risk!) will subject residents to horrendous additional noise, vibrations, fumes etc. All because of a folly.

The BSP report also suggests phase 1a will not have access to any of the proposed on-site facilities for potentially 10+ years. Therefore, high quality connections to existing local amenities should be provided. The developer's responses in LHA consultation dated 18 Nov 2020 confirmed by e-mail ..... suggested mitigation for consideration... a review is necessary to confirm if they are appropriate ..... or if they are necessary ... also there was little detail provided, some clarity on suggestions and feasibility would need to be investigated. Hardly firm commitments to improving quality of life in an already congested area.

The report goes on to comment on the poor cycle lane provision on Skellingthorpe Rd but does not mention the additional hazard wrought by serious flooding on the Hartsholme Park stretch that does not allow safe and efficient movement of people and goods, indeed pedestrians and cyclists are especially vulnerable while public transport is trapped by even current level traffic flows.

Phase 1a residents would be faced with 10+ years of this. Other vague comments in the report mention "minor improvement", "could a bus lane be introduced?", "investigate further" etc. Proposals to modify Triton Rd and eventually give access via railway road bridges will inevitably create yet more congestion on it which will inevitably have a knock-on effect as traffic attempts to use the suggested Doddington Rd option to A46.

Unsurprisingly the BSP report's conclusions in paras 6.3, 6.4, 6.5 suggest all will be well. 6.11 says in combination all the measures will mitigate the addition of 300 dwellings. It does not conclude the

plan is viable for 3200 houses plus other properties. There is little wonder that earlier declarations by the stakeholders in this development (including Lincoln City Council) that all will be well have to be refuted as each consultation step results in jargon, continued resistance, new promises of mitigation, ever more cost. But very little talk of the impact on people; be they existing residents or the future victims of this folly.

Me thinks the developers doth protest too much and if you must explain a joke, it's not funny, this proposal is a joke. Yes we need more homes but this piece of land just does not work; Skellingthorpe Road IS saturated at the times that it matters to those who must use it, when they must use it. Please register my objection to the development. Yours faithfully, P Tutty

--

Phil Tutty

**Customer Details**

Name: Mr David Bishop

Address: 6 Shearwater Road Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Whilst I and many others appreciate the need for sustainable growth in the Lincoln area, objection to this development is universal because of the traffic situation on Skellingthorpe Road, which the Council seem unable or unwilling to tackle. In view of the fact that the Council have a legal obligation to protect the health of the population, this seems to be overlooked when it comes down to development and traffic congestion. Unless an alternative route into the City from Birchwood is provided before this development is commenced then the situation will become even more intolerable.

Why has the bridge onto Tritton Road which was previously proposed to be a vehicular bridge been downgraded to pedestrian only (cost one would assume)?

When is proposed that the link to Beevor Street via a new bridge will be completed?

What proposals have the Council made to mitigate the impact of the additional traffic both during construction and after completion of the initial phase?

If this scheme is not viable then it should not be commenced until proper and responsible measures are put in place to protect current residents.

**Customer Details**

Name: Mrs Jill Reynolds

Address: 9 Haddon Close Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Over the past 30 years since this development was first proposed, I have attended many Council-led meetings and have submitted numerous objections.

I understand the need for more housing but have ALWAYS objected to the plan to build on a major flood plain. Given climate change forecasts, how can this still even be being considered?

The second important objection is the traffic chaos and pollution this development would cause.

We suffer now with dreadful traffic congestion and pollution. I have commented on this in previous objections and will not repeat it all again. It is on file. All my previous objections stand.

I am of the opinion that Lincoln City Council are hell bent on developing this site at all costs and are quite happy to cause more traffic chaos across the city with quite frankly pathetic and unworkable new "solutions".

If Highways are not "happy", why should we be? Lincoln is hell to get around as it is.

Lincoln City Council and Lindum Construction own this land. I think they will develop the first phase only (because they cannot get funding for the main infrastructure) and will walk away from it and leave us to deal with the consequences.

---

Lincoln City Council PLEASE listen to us.

p.s. Why so little time to submit comments... 2nd June? !!

**Customer Details**

Name: Not Available

Address: 9 Haddon Close Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Another traffic survey/report has been obtained by City of Lincoln Council which unsurprisingly comes to the conclusion that everything will be fine. Their conclusions and suggestions basically change nothing.

City of Lincoln council appear to be prepared to go to just about any lengths to start this development including disrupting a good deal of the southern half of the city for months because the chances of obtaining funding for the access to the city centre are very slim given what the pandemic has done to the economy.

Highways England are clearly still far from happy.

When the fact that they are also proposing to build on a flood plain is taken into account it is clear that the development should not go ahead at all.

**From:** Christine Lynn Jefferies

**Sent:** Monday, May 31, 2021 13:31

**To:** [simon.cousins@licoln.gov.uk](mailto:simon.cousins@licoln.gov.uk)

**Subject:** Western growth corridor

Dear Sir

As a resident of Westwood Drive Swanpool I want to again STONGLY OBJECT to the above development.

1) My property backs onto the proposed development site and I have lived there most of my life and every winter this land floods.

2) The development will cause untold damage to the environment and the wonderful wildlife that exists in the area.

3) I do not accept the traffic report reflects the situation in the Skellingthorpe, Dodington, and Tritton road area at peak times with the rail crossings often making

many journeys a really painful one and I understand that the number of trains will increase and in addition it only takes a problem on the by-pass or major road works to make

any travel a disaster and this is without thousands of additional vehicles that this development will bring and the council's solution to this problem appears to

be public transport, cycling or walking into the city are they really serious?

4) The increased pressure on public services ie Police, Fire Brigade, Hospital, Doctors and Dentists from this and all of the other developments taking place in and around Lincoln.

5) Where are all the jobs coming from to cater for the thousands of additional people especially as the pandemic as seen a major reduction in employment in certain sectors, jobs that may never return or are the council expecting mass immigration from Englands southern counties as people retire and take advantage of our lower priced housing, if so this will put more pressure on our local services

6) Why is it that the public, LCC, NKDC, other landowners and the departments of the Enviromrnt and Transport object to this development and only Lincoln City Council is in favor, is it cynical to say they are looking at long term future income??

I expect this email to be registerd in the list of correspondence as my last letter is in the list but the document is not there.

Regards

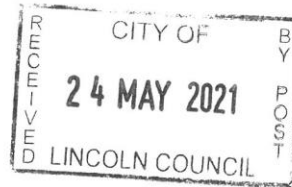
Christine Jefferies

**From: Squadron Leader John RN Ogle RAF(Retd( FCIM FRSA**

**Your Ref: 2019/0294/RG3**

**'Shiloh'  
Birchwood Grange  
Lincoln  
LN6 0LB**

Simon Cousins Esq  
Directorate of Communities & Environment  
City Hall  
Beaumont Fee  
LINCOLN  
LN1 1DF



18<sup>th</sup> May 2021

Dear Mr Cousins,

**Town & Country Planning – Western Growth Corridor, Skellingthorpe Road, Lincoln**

Having received Mr Manning's letter of 12<sup>th</sup> May regarding the re-consultation of the application for planning permission for the above, I am taking this opportunity to write to you to express strongly the need for adequate road transport planning for this project, insofar as it will dramatically affect access to and from the centre of the city of Lincoln as well as the north western Lincoln by-pass.

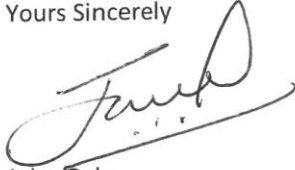
While there is mention of a network of public footpaths and cycleways associated with the works, there is little mention of the absolutely essential roads needed to service the planned housing and other excellent facilities. It is a misinformed inclination of most planning authorities these days to severely reduce or even ban road access for cars to existing streets and to all new developments and to make citizens either go by bicycle or walk everywhere.

This is a nonsense philosophy. It seems that planning authorities in Britain deliberately ignore the fact that there is a growing proportion of the population who are growing older and are physically unable to walk very far at all or to cycle to do their shopping, attend theatres, other public entertainments and medical appointments. Most of these people also find it impossible to travel by bus with their heavy shopping, because access to buses as well as the lack of bus routes to all facilities mentioned makes their use very difficult if not impossible. If you also include younger disabled people, who invariably need to travel by car, there is a much larger percentage of the population whose lives will be made extremely difficult by insufficient access and adequate car parking facilities than community and planning authorities generally realize. (When they grow older they will curse themselves for making this error!).

Lincoln's ring road system is mainly single track, which in this day is unfortunate for a busy County City, and much of the proposed new western corridor development will open onto a single track ring road system which is already heavily saturated during large parts of the working week. Furthermore the people living in and working in the current large housing and commercial developments on the western side of Lincoln are already faced with a daily nightmare of access to and from the city because of the two heavily congested main access roads being frequently closed to enable train traffic to go through. Road vehicles of all types and sizes often have to queue from the two level crossings east of Tritton Road back to as far as each end of Birchwood Avenue. The new development, for all its benefits, suggests from present designs, that it will only make matters seriously worse because there is no plan, as far as I'm aware to improve these two level crossings.

I am therefore asking, even at this late stage, that the planning officers and the city planning committee ensure that all access roads in and out of the city are designed and built to avoid the present severe and frustrating limitations. It would be a great pity if the new and exciting development is seriously spoiled through lack of forethought and the popular but foolish presumption that car use should be denied due to current 'woke' thinking. A great number of people cannot manage without their cars, and to blight their lives through lack of forethought would be a serious injustice to them.

Yours Sincerely



John Ogle

**Customer Details**

Name: Not Available

Address: 15 Birchwood Avenue Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Mrs D Richardson

13 / 15 Birchwood Avenue

Lincoln

LN6 0HX

01 June 2021

To Simon Cousins

City Hall

Beaumont Fee

Lincoln

LN1 1DF

Reference : 2018/0204/RG3

Address of proposed development:

Western Growth Corridor, Skellingthorpe Road/Birchwood Avenue, Lincoln, Lincolnshire.

Dear Sir,

We have an innate interest in the data received from 'bsp consulting' regarding the traffic report and concluding impact on the resulting strain of cars travelling down Birchwood avenue / Skellingthorpe road. As we live at number 13 & 15 Birchwood Avenue.

The traffic will have a significant impact on an already extremely congested road. We therefore have a deep curiosity and a desire for discovering how phase 1a in particular of the proposed development will impact on our lives, as we believe Birchwood Avenue and Skellingthorpe Road at the peak of traffic 8am, will be in the severe category of traffic congestion - Over 90%.

We believe the collecting of data from the traffic congestion report is flawed in several ways and the data analysing is not observing the traffic in different situations or months of the year. Nor is it taking into account the impact of weather on the congestion level or the impact of the school term time traffic. Nor does it allow for the increase in the national frame work children travelling to school data.

"The Department for Transport National Survey - Travel to School 2014"

Where it states that 23% of 11 to 16 year olds travel to school by car and 46% of the 5 to 10 years olds travel to school by car. With this increasing as the years go by.

To hypothesis and have no variable contingency in the aforementioned report is not using best practise, regarding data analyse. It does not take into account the impact of 2 cars per family, this also is a cause for concern. The report by "BSP Consulting" filters through as poor logic and has produced distorted findings, resulting in conclusions that do not follow or supply sufficient evidence to place the congestion in this report into a severe category.

I propose a variety of themes and errors have been noted by ourselves relating to measurement, study design, replication, statistical analysis, analytical choices, interpretation and neglect of simple maths.

It is common sense to note that at 83% congestion already, that another 300 houses with an average of 1-2 cars per household will significantly impact the traffic and place it into the severe category. Never mind what the proposed 3,200 houses will do. The report prepared for the local planning authority, have simply not done their maths correctly or collected the traffic data over a longer period of time. We have lived here 40 years and the observations made in February, does not give an accurate month in, month out quantitative data picture. This report has been taken in isolation and is not a true representation of the actual day to day traffic.

We Object to the plans regarding the means of access into the site from Skellingthorpe Road/

Birchwood Avenue and the venture as a whole.

This is and will always be flood plains and the proposed plans of building on these vital natural wetlands, is ludicrous. The PITT review lead to the flood and natural water act 2010 which provides clarity on the roles and responsibilities on the local authorities, water and sewage companies, to manage flood risks and we implore them to do so.

Yours Sincerely,

Mrs D Richardson  
Mr Robin Gemmell  
Miss J Richardson

Mr Barry Lazenby  
Mrs M Lazenby



**Customer Details**

Name: Not Available

Address: 26 Grosvenor Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development on land that is known to be flood plain and identified by HM Government as being at risk of flooding is extremely foolhardy given the increased likelihood of extreme weather events as a result of climate change, indeed it may prove necessary to deliberately flood the area in order to protect other parts of the city such as Boultham and Brant Road/Hykeham Road in years to come.

It is for very good reason that the Romans built on the uphill slope to the north of the River Witham, at the time of their occupation all the land to the east and west was marshland, and to all intents and purposes still is. Similarly, there is very good reason for RAF Skellingthorpe being built where it was even though there was less land available and that is simply that the land to be occupied by the WGC development is susceptible to flooding and can have standing water on it for weeks at a time making it totally unsuitable. Nothing has changed, the area will always be susceptible to flooding and therefore no development should be allowed on it.

The new Highway Report commissioned from BSP Consulting does not contain anything that addresses the existing level of traffic queuing on Skellingthorpe never mind any increased queuing

---

from Phase 1 of the WGC Development other than to suggest that some existing traffic be re-assigned to Doddington Road, unfortunately at peak times queuing on Doddington Road is already worse than that on Skellingthorpe Road so practically there can be no improvement.

**Customer Details**

Name: Not Available

Address: 3 Haddon Close Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My comments still stand from last year.

Skellingthorpe Road cannot accommodate the amount of traffic that the new houses will bring. Apparently only 81 cars extra. The time you will be sat in traffic queues waiting to get anywhere will be horrendous, it's bad now. The pollution when you are walking at rush hour, is not good. Tweaking junctions nowhere near S.Road is not going to make the traffic run smoothly. All the rain we had in May, the fields had standing water on them, where will it go when it's all concrete.

The wildlife will not stand a chance.

I feel that this development will get pushed through regardless of what we think and it will be the people living around this area that will have to live with the consequences for years to come.

**Customer Details**

Name: Not Available

Address: 35 Burghley Road Burghley Road Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the proposed development. Proposed site is on a flood plain - during the winter there was extensive standing water for weeks on fields to north of Burghley Rd.

The anticipated increase in traffic will exacerbate the existing congestion on Skellingthorpe Rd.

Turning right out of Burghley Rd will be virtually impossible at peak times with the proposed replacement of the traffic lights with a roundabout at Birchwood Ave/Skellingthorpe Rd junction, as traffic will be speeding up as it exits the roundabout.

The Western Growth Corridor site is home to much wildlife including many deer (roe and muntjack) which I, along with many other local residents, have enjoyed watching during extensive walks in this area during "Lockdown".

**Customer Details**

Name: Not Available

Address: 421 Skellingthorpe Road Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Traffic is building up on Skellingthorpe Road. Delays with traffic and trains going into town and at times very difficult to filter onto the roundabout to join the A46 Ring Road.

You have RENEGED on the Skellingthorpe Road bridge over the railway and directly joining Tritton Road. This was the saving grace of the whole scheme and I doubt Beevor Street could cope with existing traffic never mind the added volume from the development

The development as many have told you is on a flood plain at a time of extreme climate changes both heat and rain. Fill the area with tarmac paving bricks and mortar and tiles and so much more water will have to be controlled by drains as arable fields currently absorb so much of it....even so there was standing water on parts of the fields this winter. In the future we may need the water to stay where it lands to top up the underground water levels if we have very dry periods which could cause land shrinkage and damage to infrastructure.

---

I too am concerned about wildlife and have seen many more families out and about walking or cycling enjoying the countryside and views

I appreciate homes are needed and that the Council and Developers wish to capitalise on their investment by selling homes and gaining Council Tax but I think a much longer view should be taken on this area. In parts of this country flood insurance is unaffordable or non-existent. If this development is forced through and in the years to come this becomes the case then Lincoln City and the Planning Department would be culpable and reparation expensive.

From: Franz Funk  
Sent: 01 June 2021 20:35  
To: Cousins, Simon (City of Lincoln Council) <[Simon.Cousins@lincoln.gov.uk](mailto:Simon.Cousins@lincoln.gov.uk)>  
Subject: Your ref: 2019/0294/RG3 - WGC

CAUTION: 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.

Dear Sir,

Lincoln, 01.06.21

I herewith strongly object again to the proposed development of Western Growth Corridor, and would like my objection to be registered:

1) the infrastructure for the roads linking the WGC with Skellingthorpe Road/Birchwood Avenue is not at all good, given that the narrow Skellingthorpe Road is already congested to a large extent mornings afternoons and evenings. The same can be said For the planned Railway bridge to link WGC with Tritton Road. The costs for this bridge Alone runs into more than 30 Million Pounds, and Lincoln City Council has not got the money to fund this enormous project, so who would be paying for this?

2) I am very worried about the environmental damage this whole project will do.

Building on a flood plain is dangerous. The water table on this plain is close to ground level, and with a lot of rainfall most of the fields are covered in inches of water.

You want to raise the ground by one meter. This would need thousands upon thousands of HGV lorries to transport hardcore material into the low lying fields. This will cause enormous air pollution to the people who live near this crazy building site, myself included. You also want to clear some of the woodland adjoining the gardens of some of the houses on Burghley Road. This is the habitat of hundreds of birds, some owls, bats, swallows and a fox. And you are happy to destroy all this for the building of a few more houses? When I bought my house on 7 Burghley Road in June 2000, I was told by your Planning Office, that the woodland behind my garden was off limits for house building, and that it would be left untouched. You quietly changed that in the last 2-3 years, and we were certainly not told about this U-turn.

3) there is plenty of land available on the new A15 bypass to the north/east of the City, without the problems of flooding, the environment and infrastructure!

Apart from that, there is already a lot of house building going on in and around Lincoln and the surrounding villages.

Yours sincerely,  
Mr. Franz Funk  
7 Burghley Road,  
Lincoln LN67YE

**Customer Details**

Name: J Brown

Address: 3 Haddon Close Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My comments still stand from last year.

Skellingthorpe Road cannot accommodate the amount of traffic that the new houses will bring. Apparently only 81 cars extra. The time you will be sat in traffic queues waiting to get anywhere will be horrendous, it's bad now. The pollution when you are walking at rush hour, is not good. Tweeking junctions no where near S.Road is not going to make the traffic run smoothly. All the rain we had in May, the fields had standing water on them, where will it go when it's all concrete.

The wildlife will not stand a chance.

I feel that this development will get pushed through regardless of what we think and it will be the people living around this area that will have to live with the consequences for years to come.

**Customer Details**

Name: Miss Jamilah Nicholl

Address: 421 Skellingthorpe Road Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Traffic is building up on Skellingthorpe Road. Delays with traffic and trains going into town and at times very difficult to filter onto the roundabout to join the A46 Ring Road.

You have RENEGED on the Skellingthorpe Road bridge over the railway and directly joining Tritton Road. This was the saving grace of the whole scheme and I doubt Beevor Street could cope with existing traffic never mind the added volume from the development

The development as many have told you is on a flood plain at a time of extreme climate changes both heat and rain. Fill the area with tarmac paving bricks and mortar and tiles and so much more water will have to be controlled by drains as arable fields currently absorb so much of it....even so there was standing water on parts of the fields this winter. In the future we may need the water to stay where it lands to top up the underground water levels if we have very dry periods which could cause land shrinkage and damage to infrastructure.

---

I too am concerned about wildlife and have seen many more families out and about walking or cycling enjoying the countryside and views

I appreciate homes are needed and that the Council and Developers wish to capitalise on their investment by selling homes and gaining Council Tax but I think a much longer view should be taken on this area. In parts of this country flood insurance is unaffordable or non-existent. If this development is forced through and in the years to come this becomes the case then Lincoln City and the Planning Department would be culpable and reparation expensive.

**Customer Details**

Name: Mr Richard Rushby

Address: 26 Grosvenor Avenue Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development on land that is known to be flood plain and identified by HM Government as being at risk of flooding is extremely foolhardy given the increased likelihood of extreme weather events as a result of climate change, indeed it may prove necessary to deliberately flood the area in order to protect other parts of the city such as Boultham and Brant Road/Hykeham Road in years to come.

It is for very good reason that the Romans built on the uphill slope to the north of the River Witham, at the time of their occupation all the land to the east and west was marshland, and to all intents and purposes still is. Similarly, there is very good reason for RAF Skellingthorpe being built where it was even though there was less land available and that is simply that the land to be occupied by the WGC development is susceptible to flooding and can have standing water on it for weeks at a time making it totally unsuitable. Nothing has changed, the area will always be susceptible to flooding and therefore no development should be allowed on it.

The new Highway Report commissioned from BSP Consulting does not contain anything that addresses the existing level of traffic queuing on Skellingthorpe never mind any increased queuing

---

from Phase 1 of the WGC Development other than to suggest that some existing traffic be re-assigned to Doddington Road, unfortunately at peak times queuing on Doddington Road is already worse than that on Skellingthorpe Road so practically there can be no improvement.

**Customer Details**

Name: Mrs D Richardson

Address: 15 Birchwood Avenue Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Mrs D Richardson

13 / 15 Birchwood Avenue

Lincoln

LN6 0HX

01 June 2021

To Simon Cousins

City Hall

Beaumont Fee

Lincoln

LN1 1DF

Reference : 2019/0294/RG3

Address of proposed development:

Western Growth Corridor, Skellingthorpe Road/Birchwood Avenue, Lincoln, Lincolnshire.

Dear Sir,

We have an innate interest in the data received from 'bsp consulting' regarding the traffic report and concluding impact on the resulting strain of cars travelling down Birchwood avenue / Skellingthorpe road. As we live at number 13 & 15 Birchwood Avenue.

The traffic will have a significant impact on an already extremely congested road. We therefore have a deep curiosity and a desire for discovering how phase 1a in particular of the proposed development will impact on our lives, as we believe Birchwood Avenue and Skellingthorpe Road at the peak of traffic 8am , will be in the severe category of traffic congestion - Over 90%.

We believe the collecting of data from the traffic congestion report is flawed in several ways and the data analysing is not observing the traffic in different situations or months of the year. Nor is it taking into account the impact of weather on the congestion level or the impact of the school term time traffic. Nor does it allow for the increase in the national frame work children travelling to school data.

"The Department for Transport National Survey - Travel to School 2014"

Where it states that 23% of 11 to 16 year olds travel to school by car and 46% of the 5 to 10 years olds travel to school by car. With this increasing as the years go by.

To hypothesis and have no variable contingency in the aforementioned report is not using best practise, regarding data analyse. It does not take into account the impact of 2 cars per family, this also is a cause for concern. The report by "BSP Consulting" filters through as poor logic and has produced distorted findings, resulting in conclusions that do not follow or supply sufficient evidence to place the congestion in this report into a severe category.

I propose a variety of themes and errors have been noted by ourselves relating to measurement, study design, replication, statistical analysis, analytical choices, interpretation and neglect of simple maths.

It is common sense to note that at 83% congestion already, that another 300 houses with an average of 1-2 cars per household will significantly impact the traffic and place it into the severe category. Never mind what the proposed 3,200 houses will do. The report prepared for the local planning authority, have simply not done their maths correctly or collected the traffic data over a longer period of time. We have lived here 40 years and the observations made in February, does not give an accurate month in, month out quantitative data picture. This report has been taken in isolation and is not a true representation of the actual day to day traffic.

We Object to the plans regarding the means of access into the site from Skellingthorpe Road/

---

Birchwood Avenue and the venture as a whole.

This is and will always be flood plains and the proposed plans of building on these vital natural wetlands, is ludicrous. The PITT review lead to the flood and natural water act 2010 which provides clarity on the roles and responsibilities on the local authorities , water and sewage companies, to manage flood risks and we implore them to do so.

Yours Sincerely,

Mrs D Richardson  
Mr Robin Gemmell  
Miss J Richardson

Mr Barry Lazenby  
Mrs M Lazenby

**Customer Details**

Name: Mrs Rosemary Bradshaw

Address: 35 Burghley Road Burghley Road Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the proposed development. Proposed site is on a flood plain - during the winter there was extensive standing water for weeks on fields to north of Burghley Rd.

The anticipated increase in traffic will exacerbate the existing congestion on Skellingthorpe Rd.

Turning right out of Burghley Rd will be virtually impossible at peak times with the proposed replacement of the traffic lights with a roundabout at Birchwood Ave/Skellingthorpe Rd junction, as traffic will be speeding up as it exits the roundabout.

The Western Growth Corridor site is home to much wildlife including many deer (roe and muntjack) which I, along with many other local residents, have enjoyed watching during extensive walks in this area during "Lockdown".



63 Abingdon Avenue  
Doddington Park  
Lincoln  
LN6 3LB  
Tuesday 1<sup>st</sup> June 2021

Mr. S. Cousins  
City of Lincoln Council  
Beaumont Fee  
Lincoln  
LN1 1DF

Your ref: 2019/0294/RG3

Dear Mr. Cousins,

**Objection to Hybrid Planning Application for the Western Growth Corridor  
Development dated 14 April 2019**

I am writing to express my objection to the Hybrid Planning Application for Planning Permission for the sustainable urban extension of Lincoln on the site of the Lincoln Western Growth Corridor. In particular I object to the proposed phase 1A of the development which will allow 300 houses to be built without adequate improvements to mitigate the traffic congestion which already exists in the area. The building phase of this development is likely to cause additional traffic problems. Furthermore, completion of this first phase could mean that an additional 300 – 600 more cars are using the existing access roads on a daily basis before the relief road is built.

**Traffic Congestion**

The road infrastructure in the area is totally inadequate now. Skellingthorpe Road, Doddington Road and the single carriageway stretch of the A46 are frequently gridlocked and not just at peak periods. Birchwood Avenue often has significant congestion and queueing traffic as a result. The level crossings are closed frequently for lengthy periods due to the increased amount of very long freight trains. It appears that Network Rail and rail operators plan to increase the volume of trains leading to even more level crossing closures. Bus services are poor for such a densely populated area so, for many drivers, they are not a viable alternative to using the car. Bus routes have been altered and two bus stops on Doddington Road (the Swanholme Tavern and the stop before) have been taken out of use. There is increased air pollution not only from the volume of traffic but the fact many vehicles are at a standstill with their engines running. This puts all residents at risk of developing related health problems and in particular small children and babies who are most directly exposed to traffic fumes. I am surprised that the Council is actively planning to increase the risks to health for the local population.

It can be very difficult at present for any emergency vehicle to access the area swiftly, especially when a level crossing is closed for several minutes. Increasing the volume of traffic in the area will further increase the time it takes for any of the emergency services to reach local residents in need of urgent assistance. This would be in my view totally irresponsible and also negligent.

I would expect the Council to have a plan to improve the local environment. If there is one it is in conflict with the proposed Western Growth Corridor development.

Yours sincerely

Roderick Tait

Your REF 2019/0294/R93

16 Grosvenor Avenue

Forest Park

Lincoln

LN60XT

27/05/2021

Dear Sir/Madam,

Please find attached letter written last year in response to this proposed development.

I see no reason to fundamentally change my opinion in any respect and object strongly to the continued waste of time and money on this project. It is a flood plain and always will be susceptible to flooding.

Yours faithfully



TC Johnson

**Customer Details**

Name: Not Available

Address: 2 Burghley Rd Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

2 Burghley Road

Lincoln

LN6 7YE

Mr K Manning

Assistant Director - Planning

City of Lincoln Council

Beaumont Fee

Lincoln

LN1 1DF

Re: Planning application 2019/0294/RG3

Dear Mr Manning

I am writing to express my objection to the proposed Western Growth Corridor development.

Communication:

This is a very large development and will affect people in all areas of Lincoln and surrounding villages.

Communication about the proposed development has been minimal especially since the first application in 2019 and even then has been mainly to very local residents. In addition we have been given a very short time to respond.

It seems that there is a determination to push the plans through before people become aware of what is happening.

Transport:

In your most recent application you acknowledge that there is an issue with the volume of traffic on Skellingthorpe Rd, especially in the mornings, and yet you persist with your plan to build 300 houses followed later by a further 300, with access to the city and elsewhere only via one exit point on Skellingthorpe Rd.

Your analysis suggests that there will be an extra 81 vehicular trips onto Skellingthorpe Rd and in addition that this will only be temporary. 300 houses equates to at least 300 cars and it is likely to be many more. Since they will only have one point of exit, the extra number of cars on that road will be far in excess of 81 trips and this will be ongoing.

Post lockdown there has been a significant rise in the number of cars and therefore of standstill traffic due to the railway crossing. There is frequently a long queue with the result that a journey which should take only a couple of minutes taking 15-20 minutes depending on how many trains go through. Network rail plan to increase the number of trains so this will only get worse.

There is no capacity for the extra traffic that your development will cause.

At a consultation meeting previously you also acknowledged that the volume of traffic on Skellingthorpe Rd towards the A46 will increase. Adding an extra exit point at the A46 roundabout will not help since the A46 becomes a single carriageway at that roundabout and congestion begins on the A46 north of the roundabout.

The suggestion that traffic is diverted via Doddington Rd is unrealistic partly because it also has a railway crossing and also because it will add significant time and distance to journeys.

Having a dedicated bus lane on Birchwood Ave is also unrealistic since there is no place for one. There is room only for a single line of traffic in each direction on that road.

**Pollution:**

More cars means more air pollution, especially in this case, due to idling traffic where people have to wait for the trains to go through. Those living close to the road will be particularly affected. It will also affect the children who attend the Priory City of Lincoln Academy at the beginning and end of the school day when the barrier is down and there is a long queue of idling traffic. There are 2 care homes close to /on Skellingthorpe Road and the extra traffic will affect them also especially those with established lung disease.

Your proposed solution to this is to have more electric cars and more charging points. This will reduce some of the urban air pollutants. However one of the biggest contributors to respiratory disease is Particulate Matter. This is not predominantly produced by the combustion of fossil fuels but by the erosion of tyres and brake pads as well as road dust. Latest research indicates that non tailpipe Particulate Matter emissions are now 55-60% of vehicle emissions and that this will continue to grow with electrification of the fleet. It is suggested that non tailpipe Particulate Matter emissions are now responsible for 7000 to 8000 premature deaths per year. (Prof Frank Kelly, Kings College London, Chair of UK government's committee on the medical effects of air pollutants).

This solution therefore will not improve the issue of traffic pollution but will in fact add to it.

**Environment:**

The importance of protecting the environment becomes increasingly apparent as we experience climate change. This is an area of diverse and abundant established plant and animal life and needs to be protected. It is not an appropriate area to replace with an urban sprawl.

**Flooding:**

It does not make sense to persist in wanting to build on a flood plain. Following several days of persistent rain, which is now a frequent occurrence, there is standing water in the fields that often remains for weeks. Covering the area with concrete and roads will cause the water to be diverted elsewhere. The Drainage Board have stated that the development will have a significant effect on the drainage system that serves Lincoln and the surrounding area. In the event of sustained rainfall there is a risk that the drainage system will not be able to cope and thus there will be flooding.

**Summary:**

There are alternative places which would be much more appropriate for development now that the Eastern Bypass is open. Already there have been proposals for many houses in that area. The target number of new houses can therefore be achieved without the need for the development in this inappropriate area.

I request that the proposed Western Growth Corridor development is abandoned and more appropriate site/ sites found.

Yours sincerely  
R Cunningham

**Customer Details**

Name: Not Available

Address: 5 Chalgrove Way Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Dear Mr Manning

Reference: 2019/0294/RG3. Western Growth Corridor.

I am writing to reaffirm my objection to the above plan but with reference made to the addition of the new advice from BSP Consulting and in particular focussing on transport and traffic.

The new consultant company, BSP have now been asked to review the existing LCC and Lindum plans. The new BSP document uses the same flawed data and plans that have already been objected to in the past. The same additional pressures are placed on the existing road scheme. This is a road scheme that cannot cope with existing traffic flows now.

To this existing road system, the proposal is to add 3200 homes with circa an additional 5000 cars and support this development through mitigation and linking infrastructure in the form of road

bridges and a roundabout. All the infrastructure will do is to enable the new volume of traffic to join the existing traffic road system. One that is already identified as inadequate and struggling.

BSP have tweaked some of the mitigation based on the timetable of numbers of houses built but basically retains the revised plans submitted last year to redirect traffic away from the WGC. Much of this forms the plan to move the '81' journeys away from the development. (The referenced 2011 Census states 65% of home owners use a car so 81 cars seems very light on 300 houses in Phase 1A? Not sure what the other 219 homeowners use for travel and work?).

One proposal is to send vehicles in the wrong direction down Birchwood Avenue and to join Doddington Road before bringing them back into Lincoln on Tritton Road. The idea that journeys will be made in the wrong direction is flawed to start with but so is the mitigation.

As someone who has travelled this route daily for the past 6 years, the normal daily traffic at rush hour is backed past Fittingley Road and often up to Fulmar Road so additional traffic will make this worse. The mitigation plans to add traffic lights at the junction of Birchwood Avenue and Doddington Road will increase the traffic problems not make them better. Currently traffic filters left onto Doddington Road being let in by the existing traffic. Over 90% of traffic filters left onto Doddington Road now and traffic lights will stop this filtering process. At this point the new additional traffic has only got to Doddington Road and now needs pass the Whisby Road junction, the railway crossing and finally Tritton road before the driver is heading in the direction they want to go! Obviously these drivers also need to come home but which route?

Mitigation proposed by BSP to support all aspects of the 3200-house development is based and referenced against the 2020 Traffic Assessment. This traffic assessment I understand was carried out on Tuesday February 4th 2020. This is one day to assess all traffic movements to support this size of development to be built over 20 years? One day of field transport assessment from which all the plans are supported by LCC and BSP? A traffic system that is already broken, with the additional traffic from 3200 homes being added to the existing roads structure and backed by a one-day physical traffic survey?

The current road system is already badly broken. The plans that support the WGC do nothing but substantially increase these issues further.

Paul Davenport

**Customer Details**

Name: Not Available

Address: 7 Burghley Close, Lincoln, Lincolnshire LN6 7YH

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:"the level crossing and other causes of queuing on Skellingthorpe Road indicate that the existing link is at or over capacity" This says it all from the new transport review. Are you aware that out of lockdown and in school term the queue from Tritton Road along Skellingthorpe Road backs up all the way back to Birchwood Avenue? From the review it doesn't seem that the developers do and to think that car users will use the alternative route of Birchwood Avenue and Doddington Road is completely misguided and even if they did Doddington Road is already backed up in peak hours.

"The existing level of queuing on Skellingthorpe Road is a clear concern" Where is the air pollution review? As I've noted in previous comments Skellingthorpe Road is used daily by school children to access two schools, the road is narrow and not fit for purpose as a pedestrian and cycle path. The amount of queueing traffic on the road must cause unnatural levels of air pollution which must have an effect on everyone's health who use the pathways, especially developing children. Can we suggest an air pollution review conducted not in lockdown or school holidays but when the

---

road is at maximum capacity and then add to this the pollution caused by the additional queueing and large vehicles.



**Customer Details**

Name: Not Available

Address: 9 Grosvenor Avenue Lincoln Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

I object against the development and my specific comments with regards to the report prepared for the Local Planning Authority by BSP is as follows:

- 1) First of all, could I be provided with relevant details on how BSP has been appointed. Was the process fair, and was there absolutely NO conflict of interest between the Council, Landowners and Developers and BSP.
- 2) Still no proof that the public footpath from the end of Grosvenor Avenue towards Hartsholme Park will be kept, as my understanding is that that area will be build up with houses.
- 3) It is obviously that the Council did not want to Upgrade Skellingthorpe Road/Tritton Road junction, to get people to support the road through the proposed Development. By purchasing the two houses and have a left turn slip road into Tritton Road will have a significant positive impact on the road network. This has been put forward to the Council, but obviously they refuse any improvements.
- 4) The report still not address how access to and from Forest Park will be protected for the

---

inhabitants of Forest Park.

- 5) Could I please be provided with the modelling work that was done by BSP, as the Report does not give sufficient information to review, in terms of the modelling work and assumptions behind their comments. This is a very high level report, without any substance for their comments. I need the full background information, assumption etc, that they done to derive at this very high level report. As a Transport Planner, I can confirm that this is far to broad assumptions made in terms of traffic. Why would you take a journey towards Doddington and then back into town - longer journeys, more pollution and less sustainable.
- 6) This report does not look holistically at all proposed developments in and around Lincoln.
- 7) The report does not take into consideration the additional houses that is in being build in Skellingthorpe and that will need to be added.
- 8) Until I receive the full background information, assumptions and if any modeling work has been done by BSP, it is unfair to push this application forward without given the opportunity to review BSP's work.

**Customer Details**

Name: Mr Johan Els

Address: 9 Grosvenor Avenue Lincoln Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

I object against the development and my specific comments with regards to the report prepared for the Local Planning Authority by BSP is as follows:

- 1) First of all, could I be provided with relevant details on how BSP has been appointed. Was the process fair, and was there absolutely NO conflict of interest between the Council, Landowners and Developers and BSP.
- 2) Still no proof that the public footpath from the end of Grosvenor Avenue towards Hartsholme Park will be kept, as my understanding is that that area will be build up with houses.
- 3) It is obviously that the Council did not want to Upgrade Skellingthorpe Road/Tritton Road junction, to get people to support the road through the proposed Development. By purchasing the two houses and have a left turn slip road into Tritton Road will have a significant positive impact on the road network. This has been put forward to the Council, but obviously they refuse any improvements.
- 4) The report still not address how access to and from Forest Park will be protected for the

---

inhabitants of Forest Park.

- 5) Could I please be provided with the modelling work that was done by BSP, as the Report does not give sufficient information to review, in terms of the modelling work and assumptions behind their comments. This is a very high level report, without any substance for their comments. I need the full background information, assumption etc, that they done to derive at this very high level report. As a Transport Planner, I can confirm that this is far to broad assumptions made in terms of traffic. Why would you take a journey towards Doddington and then back into town - longer journeys, more pollution and less sustainable.
- 6) This report does not look holistically at all proposed developments in and around Lincoln.
- 7) The report does not take into consideration the additional houses that is in being build in Skellingthorpe and that will need to be added.
- 8) Until I receive the full background information, assumptions and if any modeling work has been done by BSP, it is unfair to push this application forward without given the opportunity to review BSP's work.

**Customer Details**

Name: Mr Lee Wiles

Address: 7 Burghley Close, Lincoln, Lincolnshire LN6 7YH

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:"the level crossing and other causes of queuing on Skellingthorpe Road indicate that the existing link is at or over capacity" This says it all from the new transport review. Are you aware that out of lockdown and in school term the queue from Tritton Road along Skellingthorpe Road backs up all the way back to Birchwood Avenue? From the review it doesn't seem that the developers do and to think that car users will use the alternative route of Birchwood Avenue and Doddington Road is completely misguided and even if they did Doddington Road is already backed up in peak hours.

"The existing level of queuing on Skellingthorpe Road is a clear concern" Where is the air pollution review? As I've noted in previous comments Skellingthorpe Road is used daily by school children to access two schools, the road is narrow and not fit for purpose as a pedestrian and cycle path. The amount of queueing traffic on the road must cause unnatural levels of air pollution which must have an effect on everyone's health who use the pathways, especially developing children. Can we suggest an air pollution review conducted not in lockdown or school holidays but when the

---

road is at maximum capacity and then add to this the pollution caused by the additional queueing and large vehicles.

**Customer Details**

Name: Mr Paul Davenport

Address: 5 Chalgrove Way Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Dear Mr Manning

Reference: 2019/0294/RG3. Western Growth Corridor.

I am writing to reaffirm my objection to the above plan but with reference made to the addition of the new advice from BSP Consulting and in particular focussing on transport and traffic.

The new consultant company, BSP have now been asked to review the existing LCC and Lindum plans. The new BSP document uses the same flawed data and plans that have already been objected to in the past. The same additional pressures are placed on the existing road scheme. This is a road scheme that cannot cope with existing traffic flows now.

To this existing road system, the proposal is to add 3200 homes with circa an additional 5000 cars and support this development through mitigation and linking infrastructure in the form of road

bridges and a roundabout. All the infrastructure will do is to enable the new volume of traffic to join the existing traffic road system. One that is already identified as inadequate and struggling.

BSP have tweaked some of the mitigation based on the timetable of numbers of houses built but basically retains the revised plans submitted last year to redirect traffic away from the WGC. Much of this forms the plan to move the '81' journeys away from the development. (The referenced 2011 Census states 65% of home owners use a car so 81 cars seems very light on 300 houses in Phase 1A? Not sure what the other 219 homeowners use for travel and work?).

One proposal is to send vehicles in the wrong direction down Birchwood Avenue and to join Doddington Road before bringing them back into Lincoln on Tritton Road. The idea that journeys will be made in the wrong direction is flawed to start with but so is the mitigation.

As someone who has travelled this route daily for the past 6 years, the normal daily traffic at rush hour is backed past Finningley Road and often up to Fulmar Road so additional traffic will make this worse. The mitigation plans to add traffic lights at the junction of Birchwood Avenue and Doddington Road will increase the traffic problems not make them better. Currently traffic filters left onto Doddington Road being let in by the existing traffic. Over 90% of traffic filters left onto Doddington Road now and traffic lights will stop this filtering process. At this point the new additional traffic has only got to Doddington Road and now needs pass the Whisby Road junction, the railway crossing and finally Tritton road before the driver is heading in the direction they want to go! Obviously these drivers also need to come home but which route?

Mitigation proposed by BSP to support all aspects of the 3200-house development is based and referenced against the 2020 Traffic Assessment. This traffic assessment I understand was carried out on Tuesday February 4th 2020. This is one day to assess all traffic movements to support this size of development to be built over 20 years? One day of field transport assessment from which all the plans are supported by LCC and BSP? A traffic system that is already broken, with the additional traffic from 3200 homes being added to the existing roads structure and backed by a one-day physical traffic survey?

The current road system is already badly broken. The plans that support the WGC do nothing but substantially increase these issues further.

Paul Davenport

**Customer Details**

Name: R Cunningham

Address: 2 Burghley Rd Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

2 Burghley Road

Lincoln

LN6 7YE

Mr K Manning

Assistant Director - Planning

City of Lincoln Council

Beaumont Fee

Lincoln

LN1 1DF

Re: Planning application 2019/0294/RG3

Dear Mr Manning

I am writing to express my objection to the proposed Western Growth Corridor development.

Communication:

This is a very large development and will affect people in all areas of Lincoln and surrounding villages.

Communication about the proposed development has been minimal especially since the first application in 2019 and even then has been mainly to very local residents. In addition we have been given a very short time to respond.

It seems that there is a determination to push the plans through before people become aware of what is happening.

Transport:

In your most recent application you acknowledge that there is an issue with the volume of traffic on Skellingthorpe Rd, especially in the mornings, and yet you persist with your plan to build 300 houses followed later by a further 300, with access to the city and elsewhere only via one exit point on Skellingthorpe Rd.

Your analysis suggests that there will be an extra 81 vehicular trips onto Skellingthorpe Rd and in addition that this will only be temporary. 300 houses equates to at least 300 cars and it is likely to be many more. Since they will only have one point of exit, the extra number of cars on that road will be far in excess of 81 trips and this will be ongoing.

Post lockdown there has been a significant rise in the number of cars and therefore of standstill traffic due to the railway crossing. There is frequently a long queue with the result that a journey which should take only a couple of minutes taking 15-20 minutes depending on how many trains go through. Network rail plan to increase the number of trains so this will only get worse.

There is no capacity for the extra traffic that your development will cause.

At a consultation meeting previously you also acknowledged that the volume of traffic on Skellingthorpe Rd towards the A46 will increase. Adding an extra exit point at the A46 roundabout will not help since the A46 becomes a single carriageway at that roundabout and congestion begins on the A46 north of the roundabout.

The suggestion that traffic is diverted via Doddington Rd is unrealistic partly because it also has a railway crossing and also because it will add significant time and distance to journeys.

Having a dedicated bus lane on Birchwood Ave is also unrealistic since there is no place for one. There is room only for a single line of traffic in each direction on that road.

**Pollution:**

More cars means more air pollution, especially in this case, due to idling traffic where people have to wait for the trains to go through. Those living close to the road will be particularly affected. It will also affect the children who attend the Priory City of Lincoln Academy at the beginning and end of the school day when the barrier is down and there is a long queue of idling traffic. There are 2 care homes close to /on Skellingthorpe Road and the extra traffic will affect them also especially those with established lung disease.

Your proposed solution to this is to have more electric cars and more charging points. This will reduce some of the urban air pollutants. However one of the biggest contributors to respiratory disease is Particulate Matter. This is not predominantly produced by the combustion of fossil fuels but by the erosion of tyres and brake pads as well as road dust. Latest research indicates that non tailpipe Particulate Matter emissions are now 55-60% of vehicle emissions and that this will continue to grow with electrification of the fleet. It is suggested that non tailpipe Particulate Matter emissions are now responsible for 7000 to 8000 premature deaths per year. (Prof Frank Kelly, Kings College London, Chair of UK government's committee on the medical effects of air pollutants).

This solution therefore will not improve the issue of traffic pollution but will in fact add to it.

**Environment:**

The importance of protecting the environment becomes increasingly apparent as we experience climate change. This is an area of diverse and abundant established plant and animal life and needs to be protected. It is not an appropriate area to replace with an urban sprawl.

**Flooding:**

It does not make sense to persist in wanting to build on a flood plain. Following several days of persistent rain, which is now a frequent occurrence, there is standing water in the fields that often remains for weeks. Covering the area with concrete and roads will cause the water to be diverted elsewhere. The Drainage Board have stated that the development will have a significant effect on the drainage system that serves Lincoln and the surrounding area. In the event of sustained rainfall there is a risk that the drainage system will not be able to cope and thus there will be flooding.

**Summary:**

There are alternative places which would be much more appropriate for development now that the Eastern Bypass is open. Already there have been proposals for many houses in that area. The target number of new houses can therefore be achieved without the need for the development in this inappropriate area.

I request that the proposed Western Growth Corridor development is abandoned and more appropriate site/ sites found.

Yours sincerely  
R Cunningham



Coucom, Milly (City of Lincoln Council)

---

From: ANNE FICHE [REDACTED]  
Sent: 03 June 2021 11:44  
To: Technical Team (City of Lincoln Council)  
Subject: Re: Reconsultation letter

**CAUTION:** 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.

Dear Sir, Madam

I wish to raise concerns in relation to the proposed application for the following reasons

- 1) Traffic increase causing additional congestion on Skellingthorpe road, Tritton road, Boultham Park Road and other surrounding roads
- 2) Safety for Children attending Schools on the above roads and surrounding areas due to increase in traffic
- 3) Increase in pollution from traffic
- 4) loss of amenities including wild life in the proposed development area, this area is currently used by foxes, Hero, Deer, snakes and other nesting birds.

I trust that these will be taken into consideration when approving the final plans.

Kind Regards

Mr & Mrs Wilson

Ian Whiting  
5 Burghley Road  
Lincoln  
LN6 7YE

01 June 2021

Mr. Simon Cousins  
Planning Team Leader  
City of Lincoln Council  
City Hall  
Lincoln  
LN1 1DF

Re-consultation on Application for Planning Permission by City of Lincoln Council for the proposed development of a sustainable urban extension (SUE) of Lincoln on the site of the Western Growth Corridor (WGC)  
Application Ref. No.: 2019/0294/RG3

Dear Mr. Cousins,

Note; These OBJECTION comments are related to the 'Re-Consultation' and are in addition to my previous comments to the 2019 'Consultation'.

Is a 'Re-Consultation' even a recognised legal approach?

Even if you believe this is a recognised approach, how do you justify the very short timeline for responses (notice letter 12<sup>th</sup> May, deadline 2<sup>nd</sup> June). In your letter you say "we have only a limited time". Why?

Since August 2019, there has been a regularly extended (seven times?) Highways England "recommendation that planning permission not be granted" to enable 'the applicant' to submit additional information and the current statement remains valid until mid-July 2021, so why your rush? Highways England and the Highways Authority both appear to be awaiting critical further information from 'the applicant' but you have gone ahead with a 'Re-Consultation' in the meantime. Do you intend to ignore such important Consultees' positions?

Or perhaps you wish to close the public consultation before all of the statutory consultees have been able to respond. Once again – why?

It has been difficult to access the information on your website. Several times the website was unavailable. The new documents were not readily searchable and it took significant effort to locate the relevant new documents. The time-out function when trying to add new comments to the website is also very frustrating. I know that that these issues have caused several potential respondees to give up.

Once again, it is clear that CoLC has its own agenda to develop this site, no matter what the informed Council Taxpayers of Lincoln actually want to happen. 'Informed' is used purposely here – The Consultation process is not widely publicised and it is quite obvious that CoLC does not want to inform or genuinely involve it's tax paying public of the realities and negative consequences of developing this site.

Ian W. WGC Re-consultation Letter. 3 pages

The new document that you flagged as key in your 'Re-Consultation' Letter was the report prepared for you by BSP Consultants. I have read this, along with the 'Connect Consultants' Report.

Always consider who has paid for work by a Consulting Company when reading their conclusions. It appears that the Consulting Companies have been contracted by the planning authority who is also the joint development applicant.

The Connect report makes a lot of assumptions and approximations. It has 'assumed...logical route choice' and assumed that traffic will use...the alternative 'mitigation' route. Those are quite some assumptions.

I find it somewhat amazing that that the mitigation (A) route is simply an existing road with an added traffic light set at an existing road junction which the residents of Birchwood will apparently decide is a better route.

In simple terms your Consultants appear to have confirmed that;

- there will be more traffic on roads that they admit are already close to or at capacity.
- your mitigation measure is simply a minor modification to an existing road.
- you are suggesting that Birchwood residents travel 3.6km further than they do now in order to get into Lincoln city centre
- you are suggesting that Birchwood residents change their routes and travel through more pedestrian and cycle heavy local areas which include schools and shopping areas instead of using their existing routes.
- Queuing traffic on Skellingthorpe Road will be longer than it is now, (generating more pollution).

The BSP report states that this mitigation measure is considered appropriate (by them) given that 'physical constraints prevent mitigation on Skellingthorpe Road'. In other words, proper mitigation, offering new roads or bridges isn't going to happen (the applicant won't be funding a through road any time in the next 15 years), so they've offered to put some new traffic lights on an existing road as an alternative. Any you as the Planning Authority are even considering that viable?

The BSP report states that it is primarily the level crossing(s) that reduce capacity, whilst elsewhere in the report appears to suggest that they have discounted the effect of the railway line traffic stoppages and they have certainly not accounted for any potential increase in rail traffic in Lincoln – something that has been proposed by the rail operators.

The Length of (pre-development) queuing traffic on Skellingthorpe Road stated in the BSP report is less than that regularly already experienced (certainly in early 2019 prior to Covid restrictions). This would suggest that their estimate of traffic queuing back to Shearwater Road is a significant underestimate.

It talks about 'modal change' meaning that car drivers will instead use buses, whilst simultaneously stating that no new bus services are proposed until the through road is completed in much later phase of the development.

The BSP report relates to Phase 1a of the proposed development and is clearly aimed at supporting the applicant's meager attempt at a traffic mitigation strategy.

How can you, as a planning Authority align the above (& many other aspects of the plan) with the stated aims of your own Authority, those of the Central Lincolnshire plan (which was agreed by you and the surrounding local authorities) and the Central Lincolnshire Local Transport Plan?

Key statements from those documents, to which you are supposed to comply are listed below, along with the apparent results that this plan will deliver.

Key Deliverables to which you must comply;	This plan results;
Low carbon and sustainable design	Additional pollution, extended journey distances
Improved Linkages	Extended journey distances. No new linkages (there is no firm obligation to build the through road or bridge and further, that should be completed at the start of the project not after the majority has already been completed as is the existing proposal)
Safer travel, reduced road casualties	Longer queues, additional traffic past schools
Safe & efficient movement of people	Slower, less efficient movement of people
Protect & enhance the natural environment by reducing the adverse impacts of traffic	More traffic, longer queues, more pollution, increased adverse effects of local traffic
Improved quality of public spaces for residents....accessible environment	Increased traffic, queuing and pollution alongside a beloved country park
..taking air quality and noise problems	Increasing pollution and traffic noise
Minimise carbon emissions from transport	Increase carbon emissions from transport
Deliverability of the scheme	There is no obligation to build the through road. There is no obligation to build any railway bridge. The first phases of the development could be completed and the balance left unfinished with no new additional infrastructure. An applicant that aims to minimise their contribution to infrastructure to an unreasonable level, making a safe, sustainable, viable scheme undeliverable.
Sustainable design	Incomplete, physically bounded design which is not based on sustainability

I do hope that you will see reason here. I find it hard to believe that Professional Planners would be supportive of this scheme. The people of Lincoln are relying on your team to take this seriously and ensure that a very bad decision, reflecting on all involved does not get made.

I wish you all the very best and trust that you will make good moral judgement.

Yours Sincerely,

Ian Whiting.

**Coucom, Milly (City of Lincoln Council)**

---

**From:** richard hall [REDACTED]  
**Sent:** 03 June 2021 13:36  
**To:** Technical Team (City of Lincoln Council)  
**Subject:** Western Growth Corridor , Skellingthorpe Rd, Lincoln Lincolnshire .... Hybrid planning application ... consultation.

**CAUTION: 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.**

Having spoken to a member of the Planning Team yesterday June 2nd ... I was assured representations received today would be accepted and duly considered by the Planning Committee as part of the consultation programme. Objection  
re. Western Growth Corridor. I am writing to object to the above proposed development on the following grounds.

1. Highway safety and congestion. The Skellingthorpe Rd and Birchwood area is already subject to significant traffic congestion. Long queues of traffic are daily occurrence with cars and heavier industrial vehicles trying to access either the city centre or the A46 by-pass. The already significant impacts on air quality, overall pollution and delays re access for emergency vehicles will be heavily exacerbated by the addition of extra housing and construction traffic etc.

2. The noise and disturbance of the infrastructure and construction work will have a devastating impact on the environment, people, and the wildlife of the area. Currently the area is open farmed green space, which is home to a wide variety of trees, plants etc and a significant varied animal and bird population, including Roe Deer , foxes, badgers, water vole, bank vole, buzzards and lesser spotted woodpeckers. Destroying this habitat would have devastating effects on the environment for years to come. Additionally the tree lined Pig Lane has the characteristics of an old public pathway and both it and the trees deserve preservation.

3. The overall proposal seeks to urbanise what is currently a valuable open green space for nature and our citizens. The additional cars, houses and pollution and environmental destruction inevitable with this proposal in this area flies in the face of national, regional and worldwide commitments to protect, improve and safeguard the environment.

The points made here on this hybrid planning application need to be viewed along side my comments at earlier Western Growth Corridor consultations.

Kathleen Hal [REDACTED] , Lincoln.

Paul Frodsham  
2 Roxborough Close  
Lincoln  
LN6 0QL

01 June 2021

Mr. Simon Cousins  
Planning Team Leader  
City of Lincoln Council  
City Hall  
Lincoln  
LN1 1DF

**MY OBJECTIONS TO THE LINCOLN WESTERN  
GROWTH CORRIDOR DEVELOPMENT**

Reference : The Re-consultation on Application for Planning Permission by City of Lincoln Council for the proposed development of a sustainable urban extension (SUE) of Lincoln on the site of the Western Growth Corridor (WGC)  
Application Ref. No. : 2019/0294/RG3

Dear Mr. Cousins,

**FIRST : WHAT ARE THE REASONS FOR THE CITY OF LINCOLN COUNCIL TO DECIDE AT THIS POINT IN TIME TO HOLD A RE-CONSULTATION FROM 12 MAY 2021 UNTIL 2 JUNE 2021?**

**And SECONDLY : TO BE CLEAR, ALL THE PARAGRAPHS SET OUT BELOW ARE IN ADDITION TO MY OBJECTIONS PREVIOUSLY SUBMITTED TO THE CITY OF LINCOLN COUNCIL.**

I wish you to record my OBJECTIONS set out below to this latest Re-consultation and then archive this letter under "Documents" in the "Planning Application Documents" associated with the Lincoln Western Growth Corridor Development ; Application Ref. No. : 2019/0294/RG3 ; Letter dated 12 May 2021. Thank you.

This letter contains a number of headings.

**1. Administration**

1.1 I was surprised that two identical letters, addressed to the Owner /Occupier, included in the first paragraph of this letter, dated 12<sup>th</sup> May 2021, were delivered by the Royal Mail. We were not alone in receiving two letters to dwellings with double occupancy. This exercise must have cost the City of Lincoln Council (CoLC) extra money, except it's not your money you are spending, it's the Council Tax Payers money!

1.2 In this letter the "Description of the proposed development", I note that the last line has "(revised description)". I note that the Council has again used the Latin phrase "Sui Generis", with no translation for those of us who are not fluent in Latin. Also of note is the use of the slang word "Pub", I think the CoLC should have used the term Public House, this is poor grammar. After all this is the official description of this multi million pound Development! This is POOR ADMINISTRATION.

PF – WGC – CoLC Re-consultation on Application for Planning Permission – OBJECTION – VER 01C – 20210601

1.3 The listings in the "Documents". To enable those who follow and wish to meaningfully contribute to this Re-consultation, I think all the City of Lincoln Technical Notes – up to 11, should have been archived separately on their own line in the Document description index. This again in my view is the Archivist just being lazy ; see example, 3 paragraphs down.

Ref : The Connect CONSULTANTS Document : Transport Assessment : Dated 3 September 2020 & Indexed under Documents dated 11 September 2020  
This contains the "Draft (?) Stadium Traffic Management Plan (Prepared by AECOM)", is this the Draft version as indexed by Connect CONSULTANTS, under Appendix 4. But note, the word "Draft" does not appear on the actual AECOM Document on page 125. Please clarify, thank you.

This is document written by a different Consultant (AECOM) and I think it should have been listed independently in the Document Index. Yes, I realise it is indexed under Appendix 4 in the Connect Document, but it's hidden from view to someone searching the Index for this information.

Likewise the "CITY OF LINCOLN COUNCIL ; LINCOLN WESTERN GROWTH CORRDROR ; TECHNICAL NOTE 4 – TRIP RATE 9<sup>TH</sup> SEPTEBER 2019 : on page 143, should have had its own line in the Document Index.

See Document Dated 25 Feb 2020 in the Document Index ; Consultee Comment ; HIGHWAYS ENGLAND TECHNICAL NOTE. This document is actually titled : CITY OF LINCOLN COUNCIL ; LINCOLN WESTERN GROWTH CORRDROR ; TECHNICAL NOTE 7 – RESPONSE TO HIGHWAYS ENGLAND ; 9<sup>TH</sup> JANUARY 2020. It was written by Connect CONSULTANTS, the index description is very baffling and muddled. This is POOR ADMINISTRATION.

## 2. The Timing of this Re-consultation

2.1 The Applicants : the City of Lincoln Council (CoLC) and Lindums Western Growth Community Ltd (Lindum WGC), have now engaged yet another Transport and Traffic Consultant, BSP CONSULTING. Strangely, the CoLC has not waited for Highways England (HE), a Statutory Consultee, to comment on the contents of this BSP CONSULTING document. This is dated 19 April 2021, but "Date Published" in the WGC Planning "Documents", is 12 May 2021, strange that? This was before calling for a Re-consultation.

2.2 Highways England (HE) : This Statutory Consultee has been in continuous communication with the CoLC since May 2019, that's two years ago. According to their last document dated 14 May 2021, the Applicants have still not completed all their work to take this Planning Permission forward to a decision. In particular, the often repeated requirement by HE to provide a Stage 1 Road Safety Audit (Stage 1 RSA) of the proposed improvements to the A46 Skellingthorpe roundabout, since May 2019. HE have ended their Formal Recommendation to an Application for Planning Permission with their usual paragraph to the CoLC, "In light of the above, Highways England recommends that planning permission not be granted for a further period of three months from the date of this response, to provide the Applicant time to submit additional information."

Yet, it is at this exact point that the CoLC have decided to hold this Re-consultation. To be very clear, there is outstanding work to be completed by the CoLC before Planning Permission can be granted. Consequently I find the timing of this Re-consultation very perplexing and perverse. I get the distinct impression that the City of Lincoln Council seems to be in a great rush to move this Planning Permission to the Determination Phase by the Local Planning Authority's, Planning Committee. And this is not the first time that I have sensed this great rush and it previously came to nothing.

More recently, Highways England have completed the review of CoLC Technical Note 11 Rev – and accompanying flow diagrams. They state that further discussions have taken place with the Applicant on next steps to address outstanding matters on traffic flows, trigger point testing and modelling scoping. We await receipt of updated information on these issues. In addition, the Stage 1 Road Safety Audit (RSA) process is still to be completed AND concluded by a Highways England audit. Highways England also expressed the wish that one of their Safety Team should be invited to be part of the CoLC Stage 1 RSA audit team. Highways England in all their responses to the CoLC over the last 2 years has encouraged the CoLC to improve and complete the information requested. But still the CoLC fail to supply the full information required by Highways England, it's beyond belief.

3. The BSP CONSULTING Document ; dated 19 April 2021  
Title : Review of Highways / Transport Objection – Lincoln WGC Phase 1 ;  
Technical Note

On Page 7, is the Table 3.1: Phasing of Development and Mitigation ; for Phase 1B ; Development 300 dwellings and under Access / Mitigation is :

Tritton Road bridge (my insert : over the railway) and new signalised access junction with dedicated free-flow bus lane along the bridge and left turn on to Tritton Road north bound, towards the City Centre” and  
Work completed prior to the occupation of the 301st dwelling

Please fully explain how the Developers plan TO BUILD the 301st dwelling without the bridge in place first! Thank you.

It is difficult to understand from an 'on the ground perspective' that the queuing traffic along Skellingthorpe Road does not only occur at the Traffic and Transport Consultant's peak times, for an hour in the morning and evening, far from it. From experience, the morning and afternoon peak can occur for at least a 2½ hour each, during these peak periods, and any time in between. It is recognised that the road crossing over railway is a major barrier and with the gates closed this extends the queuing traffic significantly to an estimate of between 70 and 100 vehicles at times. As a result, drivers already take alternative routes via Doddington Road to reach North Hykeham, but here the road crossing over railway is again a major barrier which can extend the queuing traffic significantly. Some drivers will divert off Doddington Road and use Whisby Road and Station Road then through to North Hykeham, which again is a well-known area prone to large queues of traffic, especially at school closing times.



Network Rail have often expressed the view that they expect to increase the number of freight trains using the Lincoln to Nottingham routing as part of their goal of getting road freight transferred to rail, which will translate into more barrier down time on the Skellingthorpe and Doddington Roads.

Also of note is the traffic flow mitigation proposed at the junction of Dixon Street with the High Street, with the introduction of a "NO RIGHT TURN". This will have the effect of adding to traffic flows along Rookery Lane or Doddington Road and then onto Newark Road heading into the City, another area known for its high traffic volumes. Or, some drivers may indeed decide to use Dixon Street and the busy High Street, travel towards the city centre and use Tentercroft Street to access Lincoln's East - West route, ending up on the already busy Pelham Bridge and Canwick Road, joining all the traffic travelling south out of the city centre.

It is clear to me that BSP CONSULTING have not realised that the impact of the traffic generated by the Lincoln Western Growth Corridor Development goes far beyond the roads considered in their document. In my view this Consultant needs to re-assess and calculate the traffic flows etc. for a wider area of greater Lincoln.

After reading this document and scrutinising the large number of Traffic Flow Diagrams, how are the Traffic and Transport Consultants able to predict the choice that the drivers from HGVs to cars, make when deciding which route to take to avoid the traffic congestion along Skellingthorpe Road? On the theme of predictability, all road networks are unique to that particular location.

The BSP CONSULTING authors can come up with a myriad number of ways to show and reason that the traffic volumes will not substantially increase along Skellingthorpe Road due to the WGC, but to my thinking there is only one way to reduce this congestion = construct a new roundabout on the A46 Lincoln Western Bypass and build a Link Road to and through the Western Growth Corridor Development, with no railway crossings to Tritton Road.

Again on the theme of predictability, who would have thought, calculated or predicted the effect of opening the Lincoln Eastern Bypass on the village of Branston? I note the seemingly vast increase in the volume of traffic using Lincoln Road (B1188), through this village.

Finally, with Reference to this Document Page 30 : Figure 5.1: Extract from Phasing Plan for Phase 1a. The sketch shown at the top of this page is referred to in paragraph 5.12 on Page 29. However references to the purple sections labelled A1 ; A1a ; A2 and A3 could not be found in a search of this entire document. How do these sections fit into Phase 1a and the number of dwellings proposed for each?

To my Transport and Travel summary : The Joint Applicants in my view have singularly failed to mitigate the effects of the increase in traffic and transport requirements for Phase 1A. This will inevitably lead to a serve impact on the surrounding road network in the environs of the Lincoln Western Growth Corridor Development and as such does not accord with the Local Plan Policies, LP28 and LP30 and the guidance contained in the National Planning Policy Framework.

4. Surface Water Flooding and Drainage and Sewage

The Joint Applicants Flood Risk Assessment and Drainage Strategy, does not seem to me to provide a seamless approach to these issues during the different phases of the Lincoln WGC construction, which is likely to take 25 years.

In particular, which organisation is responsible for which part of the flooding and drainage mitigation infrastructure. Are they all signed up to carry out the on-going regular maintenance duties required to ensure that the flood risk to the existing dwellings is not increased and also that the new dwellings will not suffer from flooding, during the life time of this WGC development? And very importantly, what happens if the Developer goes bankrupt mid construction, and who takes and pays for this maintenance function?

I am still unsure if Anglian Water has now given consent to the several connections to the existing sewers and how the Developer will phase this particular aspect with the construction of the WGC. Further, what are the Anglian Water's timescales to construct and complete the off-site increases in the size of the pipework leading to the waste water treatment works on Washingborough Road, to cater for the WGC effluent and surface water volumes?

In Conclusion, and back to my question at the very start of this OBJECTION to the Lincoln Western Growth Corridor Development : WHAT ARE THE REASONS FOR THE CITY OF LINCON COUNCIL TO DECIDE AT THIS POINT IN TIME TO HOLD A RE-CONSULTATION FROM 12 MAY 2021 UNTIL 2 JUNE 2021?

My understanding of where the City of Lincoln Council finds itself at this point in time, is that there are great many loose ends to tie up and more importantly to close out the still on-going requests from Highways England (since May 2019!) to provide them with all information they require to fulfil the Stage 1 Road Safety Audit (RSA), for the mitigation improvements to the A46 Skellingthorpe roundabout to improve traffic flow. To be concluded by the Highways England Audit.

I repeat, so why this Re-consultation now? It just does not make any sense.

Yours sincerely

Paul Frodsham

**Customer Details**

Name: Not Available

Address: 2 rochester Drive Lincoln

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I would like to make the following points and objections to the Western Corridor Development:

1. The land is low lying and prone to deep surface water, especially in the winter. this year was no exception
2. The housing here has potential ill effects on flooding in other areas of the City.
3. Because of the end of farming in parts of the fields for several years a diverse environment for flora and fauna has built up close to the centre of the city. Unusual for most British cities.
4. There will be bad effects for geese and other birds from Hartsholme Park which frequent the meadows where development is to take place.
5. It will break the ribbon of environmentally friendly spaces that link together in and out of the City
6. What will happen to the deer herd in the area especially Roe and Muntjac Deer.
7. The chaos it will cause to the already manifestly bad traffic problems especially in the Skellingthorpe Road and By-Pass between the Skellingthorpe and Carholme Roundabouts. Already, since lockdown ended the traffic problems in these areas have become a daily nightmare

---

once again. It is unlikely that new or relief roads will be able to solve these problems.

8. In a time when the Pandemic has shown that wild green spaces , such as, the Western Corridor, are really important for people to be able to go for physical, spiritual and mental wellbeing.

9. Many people feel, and I agree, that the area would better serve the public and the environment if it became a protected area or Nature Reserve. this would be an asset to the City and ensure that such areas would be secure almost to the heart of the City centre

**Customer Details**

Name: Not Available

Address: 11 Burghley Road Lincoln

**Comment Details**

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Dr Apostolos Papadopoulos

11 Burghley Road

Lincoln

LN6 7YE

Mr K Manning

Assistant Director - Planning

City Hall, Beaumont Fee

Lincoln, LN1 1DF

2nd June 2021

Written Representation for Western Growth Corridor - Skellingthorpe Road, Lincoln  
(2019/0294/RG3)

Dear Mr K Manning,

Thanks for your email communication on the 12/05/2021 regarding the Western Growth Corridor planning permission. I trust this communication finds you well and healthy in these difficult and strange times. I have assessed the proposed plans historic and new and have provided my comments, suggestions and objections below, separated by aspects affected by the proposed development.

If anything requires further information or clarification, please do not hesitate to contact me.

Yours sincerely

Dr Apostolos Papadopoulos

#### Air Quality

The proposed increase in the residential houses in the area will increase the NO<sub>x</sub> production over the legal limits set out by the government. This has been calculated by the current levels of NO<sub>x</sub> for the area and in particular for Skellingthorpe road.

The inevitable standing traffic will create a NO<sub>x</sub> hotspot at Skellingthorpe road and in particular around the roundabout proposed. The calculated value of NO<sub>x</sub> assuming 70% of the new households (any developmental stage) use a car will produce an excess of NO<sub>x</sub> exceeding the current legal limits. It is calculated that the area of interest will reach the annual legal limit within two months. Between the hours of 7.30am-9.30am and 4.00pm and 6.00 the air pollution will be heavily affected to over 60 g/m<sup>3</sup> concentration from the current 20-30 g/m<sup>3</sup>. The council will have to declare this as an area restricted to the public, particularly those vulnerable, to avoid development of health issues and worn asthma sufferers.

This will result in an increase of incidents of the residents developing respiratory diseases and being extremely vulnerable to lung infections and respiratory issues.

The report submitted by AECOM has fault assumptions and the predictive models has not taken into consideration the wind movement in the area and avoided the localised hot spots. These will create a major health issue for the current and future residents of the area.

Government approved diffusion tubes will be used during the development and after the first phase of the development to monitor the air quality. The results will be reported to the council and local community to ensure that they are aware of the changes and worsening of air quality to come. A similar effect is expected with particular matter equally harmful to human and the environmental contributing significantly to climate change.

The proposed plan is categorically objected as it doesn't propose any alleviation for the issue it will be creating as reported and here stated that it will be worse than reported. The proposed plans go against the climate change targets of the government and the council of Lincoln city.

Furthermore, the increase in particular matter will contribute extensively to the issue of local health in the vicinity and roundabout to be created. This is against government targets to reduce pollution, increase human health and reduce the effect of global warming.

Overall, the plan of the WGC is objected on grounds of affecting human health of the local residents adversely by the addition of emissions from cars and also household emissions from cooking and fuel burning.

#### High Grade Agricultural Land

The land required for the development is a high grade agricultural land. The application has not taken into consideration the conversion of high grade agricultural land that is committed and essential for food production in the UK. Brexit is expected to increase pressure of being able to sustain food security without having to import food. To fulfil the government's aim to reduce dependency on food imports, the area should remain as agricultural land.

Projects to such extent should be built outside the boundaries of the city in agricultural land that is inherently poor in productivity. An example is Whitham St Hughs.

The soil is characterised by the National Soil Resources Institute as a soil of moderate fertility which is inherently good for agricultural use. With standard farming inputs this land is typically achieving a Grade 1 agricultural land.

On the ground of taking good agricultural land out of use the plan is objected. With Brexit having already created an issue in food supplies and workers available, farming will be responsible and more needed to feed the current population without the dependence of importing food. Therefore,

the plan is objected also on these grounds.

#### Flood Risk

The National Soil Resources Institute describes the land where the project is proposed as "Slowly permeable seasonally waterlogged fine loamy over clayey, fine silty over clayey and clayey soils" (code-711f

WICKHAM 2).

Furthermore, the soil hydrology is described as "Soils seasonally waterlogged by fluctuating groundwater and with relatively rapid lateral saturated conductivity" by the same authority.

The report clearly indicates the susceptibility of the land to flooding. The estate will reduce significantly the ability of the land to evaporate water by exposed area (bare soil) and vegetation and in addition, concentrate water in areas where flooding is inevitable.

The ground water fluctuations with rapid lateral saturated conductivity confirms that the site will become a high flood risk area after the development. The current measures proposed are not adequate to reduce the flood risks posed with the development. Raising ground water levels cannot be mitigated and the area will be prone to subsidence deeming the area eventually inhabitable. This will result in the opposite achievement than the target of the proposed development.

The area is known for top soil lateral water movement and this soil type and hydrology are a typical case for subsidence. The geological analysis has not been performed adequately to avoid the risks for that, however, this is also a significant cause for flooding which has not been addressed appropriately.

Flooded properties are a huge trauma to the owners and a devastation that can not be adequately described. Flooding may not happen for the first few years of a property being developed however we have seen this across the UK where areas prone to flooding develop at a later stage 5-10 years. The current forecasts of global warming increase the flood risk with rain events becoming more dramatic where water falls faster than usual and in higher volume. This planning has not considered the forecasted water in the future but based the flooding solutions on historic figures.

Therefore, the current plan is deemed inappropriately assessed and it is strongly objected on the basis that the area is a flood risk area and unsolvable issue will be created with potential

devastation to families.

#### Archaeology

The recent discovery of a hoard in the proximity of the Ermine estate at Riseholme College confirms that there are still significant unknown historic artefacts and facts about the history of Lincoln that are yet to be discovered.

The proposed development has not performed an appropriate in-depth assessment and search of the potential historic artefacts that could reveal aspects of Lincoln that could be lost for ever. The site should be allowed to be searched by approved metal detectorists and an edaphic assessment with electrical or radar resistivity tomography should be performed to reveal any potential sites that need to be investigated. Given the proximity to the historic A15 and the Cathedral, which is a major landmark for Lincoln, the site should be searched prior to the development avoiding the potential of loss of history.

The results could force the development to alter in order to preserve the history and allow such new landmarks be incorporated into the plan becoming an attraction for the area. This further contributes to the objection of the current plan.

#### Traffic

Skellingthorpe road is already a heavily used road by the Birchwood Estate and A46 traffic to enter into the city linking Tritton road. The railway crossing dichotomise the road and the school access in that road creates long vehicle queues reaching the Hartsholme Park entrance in most cases and in many cases up to the entrance of Burghley road. The road is not able to uptake any more traffic to the current one which equates to 20-30min waiting times to access Tritton road.

The first part of the development adding hundreds of houses that will be served by Skellingthorpe road will inevitably result in an increase in traffic. Lincoln in general has been suffering from traffic queues in many city centre entrances including Carholme road and Doddington road other to Skellingthorpe road.

The proposed first part of the development is not offering an alleviation but adds further to the current issue. The proposed development offers to create road linkages to alleviate the extra traffic however the timeframe of this is inappropriate and unbalanced. The resulting extra traffic has the potential to deem Skellingthorpe road unusable, result in loss of business for the current companies who are present in the area and eventually create issues in the A46 with high potential of road accidents. It is anticipated that the issue will reach national news and reports such as this one objecting to the current plans raising concerns will be used as evidence of ignorance by the



council.

The proposed roads should be completed first, alleviating the issue of the current traffic and then assess the stages of development with potential to reduce the planned number of houses. A reduction in the number of houses will bring forward alleviation to this and the other issues raised here.

The plans are categorically objected the way they currently represent the development both in the timing of the proposed measures that supposed to take into account the issues that it states will be created and the number of houses the development site can sustain in a sustainable manner.

This is a major issue that has been not addressed sufficiently and a major case to object to the plan proposed. A potential solution would be to create the roads required to divert traffic away from an existing issue and then start the phases of building the houses. However, as an overall issue of this development this should not take place in any case.

#### Visual Amenity

The views, the surroundings, character, positive elements of the area, tranquillity to mention a few aspects of the current amenity that the present residents enjoy will be disturbed, changed and damaged to unrecoverable effect. The impact to the current occupiers of the area, in the vicinity of the proposed development, enjoying the amenity will be felt by 1000's of residents. The level of change to the amenity is unacceptable and should be reviewed further by the planning permission authority and only allow grant when the number of houses is altered to a number similar to that of the area such as that of Burghley road, Chalgrove way and Farrington crescent.

The houses at Grosvenor avenue will be the most affected of all directly with all others indirectly. Therefore, on the grounds of the impact to the visual amenity the proposed development is categorically objected.

#### Overall Plan and The Effects to the City of Lincoln

Having lived in the city for over 12 years, settled and established my business, joined and supported the local community and attracted international business in the area, work closely with the University, invested in the city and making my best efforts to contribute to the city, I see this development as it currently stands in the plans as a failing from the council and the proposers.

In recent years the University has become a major employer and attracted an increasing number

of students. These students have been served by the areas of Carholme road and Cincil bank as major parts of the city as well as other areas. The University has recently made a move to build student accommodation to host 1000's of students with the number of students not following the availability of accommodation. This has resulted in a mass move from areas such as Cincil bank resulting in significant house price move, empty houses and an overall increase in hot spots and crime as reported by the police, for instance, in Portland street. The Cincil bank is becoming an area of avoidance and developing a reputation similar to that assumed for Monks road and other areas in Lincoln city close to the city centre.

The proposed development overall is likely to draw out more families who are already living in these areas and worsen the situation. This is a phenomenon that has been typically experienced in this and other cities and the police is aware of. Furthermore, Brexit and the current difficulties that we are experiencing is anticipated that will drive a large percentage of the people who are renting (other EU citizens) outside the city or the country. This will result in excess of housing availability creating an unstable market and affect deprived central areas with increasing localised crime.

The plan for the development and the council have not properly considered the negative effects of the proposed development. There are no mitigations in place to avoid making other areas worse and withdraw focus on the high street, contributing to its deterioration. The number of jobs created and new spaces for the city are not adequate to counterbalance the negative effects that the development will create.

The plan should fully consider the effects and place efforts to investing in the current areas of the city that require improvements. Therefore, the plan proposed is objected as it will divide the city and have more negative than positive effects in the long term.

Dear Mr Cousins

## WESTERN GROWTH CORRIDOR

I refer to the above and would ask that our previous objections to this proposal are taken fully into consideration when this application is being considered.

We have both very carefully read and taken into account the views expressed within the "BSP Transport Advice Note" but nothing contained within this document persuades us not to maintain our fullest possible support for the previous real objections and concerns expressed by Lincolnshire County Council Highways Authority on the fundamental transport issues associated with this scheme.

We have both also been sent copies of a letter dated 4 June 2021 containing Skellingthorpe Parish Council's objections to the scheme and fully support the views expressed within their letter.

Any such substantial scheme on this area of land that does not fully take into account and address the problems it creates is likely to have a hugely detrimental effect on the residents within our Ward. Therefore until and unless these fundamental transport and flooding issues are fully satisfactorily considered and comprehensively resolved we maintain our objections to this scheme.

Yours sincerely

Cllr. Chris Goldson Cllr. Richard Johnston

NKDC Councillors for the Skellingthorpe Ward.

**Customer Details**

Name: Not Available

Address: 5 Wellesley Park Wellington

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:I am 100% in favour of this proposal, will deliver sustainable growth and affordable homes in a sensible location. New sports facilities for the football club will also be essential for the Imps' long term success.]

**Customer Details**

Name: Mr Oliver Hemming

Address: 5 Wellesley Park Wellington

**Comment Details**

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:I am 100% in favour of this proposal, will deliver sustainable growth and affordable homes in a sensible location. New sports facilities for the football club will also be essential for the Imps' long term success.