

**Name**

Mr Simon Howard

**Address**

20 Tudor Road, Lincoln, LN6 3LL

**Date Received:** 19th October 2023

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

**Name**

Mr Brian David Porter

**Address**

4 Chalgrove Way, Lincoln, LN6 0QH

**Date Received:** 24th October 2023

**HERITAGE IMPACT**

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

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

**Name**

Mr RICHARD NEWTON

**Address**

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

**Date Received:** 24th October 2023

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

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

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

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

again unacceptable.

**Name**

Mrs Gillian Newton

**Address**

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

**Date Received:**

26th October 2023

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

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

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

Pedestrian access across the road limited because of the ditches.

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

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

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

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

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

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

**Name**

Mr Karl Nelson

**Address**

3 Rochester Drive, Lincoln, Lincolnshire, LN6 0XQ

**Date Received:**

29th October 2023

Yet more phoney consultation from Lincoln City Council only this time

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

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

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

(1) Will any rainwater from the new development be allowed into the Catchwater Drain? If so, how will flooding be prevented when the drain overflows?

(2) How will sewage from the new development be disposed of and will it have any impact on the sewage drains from existing housing?

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

**Name**

Mr James Carratt

**Address**

37 Farrington Crescent, Lincoln, Lincolnshire, LN6 0YG

**Date Received:** 30th October 2023

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

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

**Name**

Mrs Sheren Roche

**Address**

6 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

**Date Received:**

1st November 2023

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

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

**From:** karl nelson

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

**To:** Kieron Manning

**Subject:** Re: Western Growth Corridor

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

Dear Mr. Manning,

Thank you for your response.

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

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

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

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

Karl Nelson

**Name**  
Mr Neil Harrison

**Address**

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

**Date Received:** 2nd November 2023

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

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

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

**Name**

Mrs Kathleen Hall

**Address**

5 Grosvenor Avenue, Lincoln, LN6 0XT

**Date Received:** 4th November 2023

Re Western Growth Corridor- First Phase house building

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

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

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

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

what has always been a quiet residential area.

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

**Name**

Mr Richard Hall

**Address**

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

**Date Received:**

5th November 2023

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

Richard Hall  
5 Grosvenor Ave  
Forest Park  
Lincoln  
LN6 0XT  
5<sup>th</sup> November 2023

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

**Objection to Planning Application Reference 2023/0736/RM**

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

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

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

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

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

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

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

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

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

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

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

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

Yours faithfully,

**Name**

Mrs Kathleen Hall

**Address**

5 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

**Date Received:**

6th November 2023

Re Western Growth Corridor- First Phase house building

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

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

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

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

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

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

**Name**

Mrs Joanna Blackburn

**Address**

4 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

**Date Received:**

6th November 2023

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

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

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

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

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

#### Highway safety and congestion

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

#### Risk of Flooding

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

#### **Name**

Mr Stephen Holland

#### **Address**

6 Chalgrove Way, Lincoln, Lincolnshire, LN6 0QH

#### **Date Received:**

7th November 2023

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

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

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

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

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

**Name**

Mr Richard Rushby

**Address**

26 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

**Date Received:** 7th November 2023

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

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

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

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

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

**Name**

Ms Jamilah Nicholl

**Address**

421 Skellingthorpe Road, Lincoln, LN6 0PA

**Date Received:** 7th November 2023

Comments:-

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

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

**Name**

Mrs Susie Laking

**Address**

7 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

**Date Received:** 7th November 2023

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

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

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

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

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

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

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

**Name**

Philip Barton

**Address****Date Received:**

8th November 2023

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

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

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

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

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

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

**Name**

Mrs Audrey Meredith

**Address**

1 Grosvenor Avenue, Lincoln, Lincolnshire, LN6 0XT

**Date Received:**

29th December 2023

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

**Name**

Mrs Carol Potts

**Address**

9A Main Road, Washingborough

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

Good morning,

I have two initial comments on doors and cycle lanes.

On doors:

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

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

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

On cycling:

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

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

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

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

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

Kind Regards,

*Calum*

**Cllr Calum Watt BA**

**City of Lincoln Councillor – Boultham Ward**

**Chair of Community Leadership Scrutiny Committee**

**Vice Chair of Policy Scrutiny Committee**

**Safeguarding Champion, City of Lincoln Council**

To: Lincoln City Council

Application Ref: 2023/0736/RM

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

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

With reference to the above application received 16 October 2023

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

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

#### ADDITIONAL INFORMATION REQUIRED

##### Highways:

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

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

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

consider sustainable transport options a better alternative.

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

#### **Drainage:**

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

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

Additionally;

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

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

Case Officer:

*Justine Robson*

Date: 10 November 2023



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

**District:** Lincoln City Council

**Application number:** 2023/0736/RM

**Application Type:** Reserved Matters

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

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

**Response Date:** 10 January 2024

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

### **General Information and Advice**

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

**Application number: 2023/0736/RM**

**Application Type: Reserved Matters**

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

## **Highway and Lead Local Flood Authority Report**

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

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

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

### **Comments:**

#### **Introduction/Site Location**

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

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

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

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

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

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

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

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

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

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

### **Highway safety**

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

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

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

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

### **Highway capacity**

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

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

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

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

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

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

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

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

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

### **Site Layout**

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

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

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

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

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

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

### **Flood Risk and Drainage**

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

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

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

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

### **Planning Conditions:**

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

#### **Highway Condition 26**

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

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

#### **Highway Condition 29**

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

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

### **Informatives:**

#### **Highway Informative 02**

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

### **Highway Informative 05**

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

### **Highway Informative 08**

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

**Officer's Name: Justine Robson**

**Officer's Title:**

**Date: 10 January 2024**



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

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

Dear Mr Manning

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

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

**Environment Agency position**

We have no objections to the application.

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

Yours sincerely

Amelia Crawford  
Sustainable Places Planning Advisor  
☎ 07387 134115 (mobile)  
✉ [amelia.crawford@environment-agency.gov.uk](mailto:amelia.crawford@environment-agency.gov.uk)  
🌐 [www.gov.uk/environment-agency](http://www.gov.uk/environment-agency)

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

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

Dear Marie,

Our Reference: PLN-0198263

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

Foul Water

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

Surface Water

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

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

Kind regards

Litty John

**Planning & Capacity Team**

Development Services

Telephone: 07929 786 955

**Anglian Water Services Limited**

Thorpe Wood House, Thorpe Wood, Peterborough,

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

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Dear Marie,

Our Reference: PLN-0199095

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

Foul Water

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

Surface Water

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

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

Kind regards

Litty John

**Planning & Capacity Team**

Development Services

Telephone: 07929 786 955

**Anglian Water Services Limited**

Thorpe Wood House, Thorpe Wood, Peterborough,

Dear Sir or Madam,

Application ref: 2023/0736/RM

Our ref: 454821

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

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

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

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

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

Yours faithfully,

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

Enquiries line: 0300 060 3900  
Email: [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk)  
[www.gov.uk/natural-england](http://www.gov.uk/natural-england)



**Lincolnshire**  
Wildlife Trust

Sent by email to: [Marie.smyth@lincoln.gov.uk](mailto:Marie.smyth@lincoln.gov.uk)

8<sup>th</sup> November 2023

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

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

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

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

Banovallum House  
Manor House Street  
Horncastle  
LN9 5HF

01507 526667  
[info@lincstrust.co.uk](mailto:info@lincstrust.co.uk)  
[www.lincstrust.org.uk](http://www.lincstrust.org.uk)



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



**Nature conservation from the Humber to the Wash**

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

Yours sincerely,



Ashley Reaney  
Conservation Officer





**Lincolnshire  
Wildlife Trust**

Sent by email to: [Marie.smyth@lincoln.gov.uk](mailto:Marie.smyth@lincoln.gov.uk)

27<sup>th</sup> November 2023

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

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

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

Yours sincerely,



Ashley Reaney  
Conservation Officer

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[www.lincstrust.org.uk](http://www.lincstrust.org.uk)



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



**Nature conservation from the Humber to the Wash**



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

20<sup>th</sup> October 2023

Your Ref: 2023/0736/RM

## **Town and Country Planning Act 1990**

### **Consultation on Planning Permission**

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

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

**Lincolnshire Police do not have any objections to this development.**

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

#### **Use of Courtyard Parking & Footpaths.**

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

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

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

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

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

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

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

☎ 01522 55 8292  
☎ 075700 99424  
✉ [john.manuel@lincs.pnn.police.uk](mailto:john.manuel@lincs.pnn.police.uk)



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

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

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

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

Please refer to *Homes 2023* which can be located on [www.securedbydesign.com](http://www.securedbydesign.com) Homes 2019.

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

Yours sincerely,

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

Force Designing Out Crime Officer (DOCO)

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

**Categories:** Aimee

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

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

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



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



14/12/2023

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Good Afternoon

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

Kind Regards  
Emily

Emily Turk  
S106 Support Officer  
NHS Lincolnshire Integrated Care Board