

SUMMARY OF ISSUES RAISED FROM CONSULTATION AND COUNCIL RESPONSE

Below is a summary of the issues and comments raised following the consultation in December 2015 of the draft Concept Plan for Canwick Heath . Each summary issue has been considered and a response set out below. At Appendix One is a copy of all comments received.

Summary Issue 1. The level of demand and housing proposed including the need for affordable housing

Response

The level of housing proposed at Canwick Heath is in response to detailed evidence work. Central Lincolnshire commissioned a Strategic Housing Market Assessment which assessed and set out the need for housing, (including affordable housing)and informed our objectively assessed housing need figure which the Local Plan needs to address . Equally the location and distribution of this housing growth has been informed by the Open Plan study on growth options around Lincoln.

Copies of the studies are available at www.central-lincs.org.uk

Summary Issue 2. The level of employment and whether jobs will be delivered

Response

The level of employment and job creation across Central Lincolnshire is evidenced in the Economic Needs Assessment also commissioned by Central Lincolnshire and is available at www.central-lincs.org.uk. As a Sustainable Urban Extension employment land is an important component of the proposed development and 7 hectares is proposed across the SUE in accordance with the evidenced need

Summary Issue 3. The quality of development, design and its impact on the identity of Bracebridge Heath including green separation and protection of views

Response

The principle of Canwick Heath delivering development of high quality, character and physical identity which complements the existing settlements is stated in the plan in policy LP30.

The green infrastructure is proposed to create a significant space between Bracebridge Heath and the main Canwick Heath development, but striking a balance with sufficient proximity that the future phases of Canwick Heath can access the primary school and small centre in Phase One.

The Cathedral is an important landmark which defines a sense of place, hence the identification of its importance in LP30 and site lines in the Concept Plan. Inevitably by the nature of development all existing views of the cathedral cannot be protected

The Linden scheme for 120 homes, which is consented subject to signing a Section 106 has been designed with the relationship with the green separation in mind. Homes will front onto and overlook the green space with the intention of forming an edge to Bracebridge Heath and creating a stronger link between the open space and the village, and improving surveillance and accessibility to the space.

Summary Issue 4. Impact on ecology including hedgerows and species

Response

Ecology is an important consideration, particularly on developments of this scale. An initial survey of the site has been undertaken and more detailed specific assessments will be undertaken to accompany planning applications as they come forward.

Summary Issue 5. Loss of higher quality agricultural land

Response

The loss of the best and most versatile agricultural land is considered in the Local Plan. Whilst there is a desire to minimise its loss, there is an inevitable tension between the need for agricultural land and the need for more homes in sustainable locations. This has to be balanced through the plan process.

Summary Issue 6. Road and public transport capacity and need for improvements

Response

High level transport modelling which identifies the impacts of growth on the Lincoln area have been undertaken and a transport assessment, specifically of the impacts that Canwick Heath will have are underway. Detailed traffic assessments will also be undertaken by developers on specific planning applications as they come forward. There is also recognition of the importance of encouraging non-vehicular movement as set out in the Plan and policy LP28 and LP30.

Summary Issue 7. The location of the primary school and current school capacity

Response

The location of the primary school has been considered in consultation with the Education Authority and discussed with the existing primary school. The proposed location is to facilitate its early delivery in the first phase of development, to alleviate the pressure on places within the existing school as soon as possible. Similar to the B1188 the function and form of Canwick Avenue as a road which will provide access to the primary school, will change as Canwick Heath is developed. A more detailed site plan will inform future applications setting out how the Primary school will be accessed

Summary Issue 8. The need for health provision

Response

The potential for inclusion of health centre as part of a district centre is noted in the Local Plan and there is an ongoing liaison with the Clinical Commission Groups about the exact form and location of provision going forward.

Summary Issue 9. Drainage and sewerage capacity

Response

Developments of this scale will meet their legal and policy requirements around flooding and drainage. Early discussions between Lincolnshire County Council, the lead drainage authority and the site promoter are taking place in order to plan for Sustainable Urban Drainage systems within the development. Detailed technical assessments will be undertaken in the future.

Summary Issue 10. Need to ensure non vehicle movements are maximised including dual use paths and cycle ways

Response

This is noted and Policy LP30 in the Local Plan requires Canwick Heath to provide strong connectivity including safe, quality and effective pedestrian and cycling links. It set out at high level in the Concept Plan, but will be amended to show cycle and pedestrian route proposals more clearly.

Summary Issue. 11 Location of district / neighbourhood centres and the relationship to the road

Response

The North Eastern Neighbourhood / District centre is proposed in the concept plan either side of the B1188. This is intentional to promote an appropriately scaled but vibrant and accessible shopping and services area. Whilst the B1188 will still be a route into Lincoln its 'character' will ultimately change and the speed limit will be reduced.

Summary Issue 12. Loss of allotments and need for more

Response

Allotments are noted as a potential land use at LP28 (g). The need for more allotments can be considered as part of open space / green infrastructure and considered as part of the detailed proposals.

Summary Issue 13. Potential to expand existing recreation ground and provision of improvements to existing facilities

Response

Location comment noted and will be proposed as a revision to the Concept Plan. The proposal improvements to lighting, safety etc. would not form part of the concept plan but can be used to inform future discussions with developers at detailed application.

Summary Issue 14. Radon Gas

Response

The need for mitigation of radon gas would be assessed and delivered as part of a detailed planning application

Appendix One **CONSTULTEE RESPONSES RECEIVED**

Response 1

Hello Housing strategy team

Thank you for the opportunity to comment on the draft Sth East Quadrant Sustainable Urban Development

General comment:

Road infrastructure in central Lincoln is not good, and any residential development will add strain to it through additional commuter traffic. I note the potential park and ride sites to mitigate this and that the development is reliant on the eastern bypass. However, the development should not forget existing infrastructure. The recent pinch point improvements to Canwick Hill have eased traffic congestion. Flow could be further increased if future development allowed for tidal traffic flow from the junction of Canwick Avenue down Canwick hill to the end of the recent pinch point widening. This would allow better between the city and the proposed bypass. There should also be liaison with Lincoln City council as to their proposal to close part of the high street to through traffic between St Mary's street and Tentercroft Street. The proposal will only move traffic onto the already congested Pelham Bridge, and cause congestion to back up north and south from this location. A form of agreement that the proposed high street closure should not go ahead should be secured.

Phase 1:

I agree with the general location of phase 1. However, I feel the school and local centre are in the wrong place. The existing school in the village is already oversubscribed. At the time of this consultation houses are reaching completion in the St John's village development. Planning permission has been granted for 120 further housing units for land off Canwick Avenue and Westminster Drive. The additional residents housed in these properties will further strain local school resources. Therefore the school should be located to serve both the existing community as well as those proposed. The school and main access should be directly off the north side of Canwick Avenue to allow this; in the approximate location of the access road on the plans. As there is already general strain on schooling in the village and Lincoln in general, the school should be one of the first things constructed.

I realise the plan is indicative and education lies with the County Council but I believe that the existing school governor's ambitions are to:

1. Retain the existing primary school location but change it to an infant school.
2. Develop a junior school within the area identified for phase 1

Logically that means the schools would serve different age children from the same families; and both should serve the whole village. They should therefore be as close together as possible to allow safe and convenient walking between the two schools.

In its current location, the proposed phase 1 local centre is more accurately described as a 'local edge'. It should also be located immediately north of Canwick Avenue, opposite the existing housing and adjacent to where I believe the proposed new school should be located. Villagers already comment that Bracebridge Heath feels like two villages separated by the A15. Putting both the school and local centre in a location that serves existing and proposed housing will act as a central draw to try to prevent that separation further developing. It is assumed that appropriate pedestrian crossing facilities will be part of the development. Also in order to mitigate the existing 'two village' feel, consideration

should be given to providing additional pedestrian crossing(s) across the A15. E.g. between Dorothy and Main Avenues to provide safer and easier access to the existing recreation ground for those living south west of the A15.

Any development to increase the population is likely to increase the use of the existing recreation ground. Therefore simple improvements such as street lighting to improve safety and potentially public toilets to serve its users should be incorporated within it.

With regard to the south common extension park, I agree with there being a larger green area. Naturally it would have more people to serve. However, the phase 2 development should be partly moved into the proposed common extension area. The reduction in the size of common extension from moving phase 2 should be incorporated into the Bracebridge heath buffer. That would mean the buffer, section 1-1 in the framework plan, would become larger and more accessible to existing residents of Bracebridge Heath as well as serving the proposed Canwick Heath community. As initially proposed the common extension is only likely to have convenient access for residents of phase 2.

I have no comments beyond phase 2 at present but may comment as more detailed proposals occur closer to construction time.

Response 2

Many thanks for the chance to view and discuss the draft plans. In many ways it was good to see green areas kept as a way to divide the zones and facilities being proposed are needed already.

I liked the idea of sightlines for landmarks and hopefully some investment in recreational areas. This proposal does not impact views over fields directly for myself, I write this as a resident and user of the local area.

The size and scale of the proposals is just too great for the infrastructure.

The road systems in this area are already at saturation/ breaking point. There are no real proposals to address this and it was made clear that there is no money for major structural engineering projects, the problem will always be getting into and out of Lincoln Centre. The Eastern Bypass if it does get completed in single carriage way form will never take any real load from this traffic other than bring more traffic onto the approach roads.

There is already a very large expansion underway in Bracebridge Heath and also development in Branston and Waddington areas which will already put extra pressure on the village facilities. Primary school and Medical facilities. It would be wise to have included the expected load on the local roads and infrastructure before developing this plan without any real consideration being put into increasing any Infrastructure.

In Summary

Road Infrastructure

The local road infrastructure is already heavily congested for many hours of the day. There is no "alternative" routes into the City centre. This is an important route to the Hospital and also for emergency services attending outlying villages and the busy trunk roads.

Adding the much needed schools and trading would break the infrastructure, even without the additional loads from 1000s of residential properties.

Large scale road improvements are required before any of these plans could even be considered.

Drainage and environmental

The area has challenging geology. Very High risk of Radon in most areas proposed for development, while measures can be built in. Covering the area with tarmac/ concrete removes area where the Radon can naturally escape with minimal impact and increases levels elsewhere.

Drainage of surface water can be a problem and there is no proposal/ consideration about the impacts of removing the large areas of the ledge where water can be absorbed and (as my 12 year old daughter pointed out) that can be held and used by the vegetation/ soil of the current

farmland. South park area already floods and I understand that this water has been traced back to the Bracebridge Heath area during survey work on the old hospital, due to the rock type in this area.

Foul water and sewerage from such massive development requires new facilities to carry and process there is no easy access to this and local facilities would need to cope or expansion or new build be considered. Current developments rely on soakaways and vacuum sewerage systems.

The area between Bracebridge Heath and Lincoln listed as Phase 1 should be left as a green barrier and minimal development focused on the east of the area around the wedge between villages such as that proposed in later phases

South of the existing village would be much more suitable and could also support the outlying villages without increasing traffic on the main Lincoln commuter and school routes.

Public transport proposals

The area of the South East quadrant, has no easy access to rail services and the topology of the land (BIG HILL!) does not lend itself to cycle routes into/ out of Lincoln and it was fairly clear there is no room to expand the current Canwick hill road to accommodate additional Bus or traffic lanes.

There was a proposal to "Prioritise bus Traffic" but it is unclear how this can be done on a single carriageway that is slow moving and backed up for several hundred meters for several hours of the day with existing loads.

The main traffic pull is to Schools, LSST on Cross o'cliff and for people working in Lincoln. The larger expansion of employer areas Whisby/ Teal park, are on the wrong side of Lincoln to make either the Eastern Bypass or Park and ride systems effective or suitable for commuting traffic, which is what this development will be providing.

Existing demand

There is little evidence to support a great demand in this area. There are already developments underway that have had mixed take up and building seems to have slowed until demand increases. There are already 300+ properties planned without any planned infrastructure clauses. If the need for more affordable housing is a driver for development than the infrastructure WILL NOT support this type of resident.

While there may be a need for Housing in Lincoln, it would be better to provide it nearer existing transport routes.

Access to the A46 or A17 Newark Nottingham. Access to the A1 or access north of Lincoln for Humberside and the planned expansion of Hemswell business park.

I understand the scheme would progress alongside and only on completion of the Eastern bypass, however it really is not viable until a southern bypass is being considered.

I do see the benefit of the expansion of the business park to the south of the village (town!) and everyone agrees that the existing Bracebridge Heath village needs a larger or second Primary school.

I hope some of this makes sense and may highlight some issues that North Kesteven may not be fully aware of. It does look very attractive on the map to "Extend" into the green and brown bits, but they are green for a reason and without them the whole area becomes less economically viable for developers and more problematic for N-Kesteven.

Response 3

Both my wife and myself object vehemently to the proposed housing developments between BH and Canwick and urge the Council to look elsewhere. The proposal would rob the village of its semi-rural character and the special 'green strip' that now exists between Lincoln and 'the village'. It would rob us of delightful and protected views to the Cathedral and the great variety of wildlife that inhabit the proposed development.

I have recorded 37 different varieties of bird, some relatively rare, 3 different species of bat, and many mammal species including hares and deer. If the proposed development progresses I will seek the assistance of the RSPB, and The LWT to assist my objection to the proposals.

While the National Government seeks new housing, there is no evidence that such a large proportionate increase in housing is in any way justified in any reasonable projection of local increase in population as stipulated in the Localism Act. The effective destruction of the local semi-rural environment can only be seen as planning vandalism exacerbated by the true lack of infrastructure. Roads into Lincoln locally are already overcrowded, schooling, medical and social care services, library and social and recreational services would need to expand exponentially and before residential development to meet basic requirements. The proposals seem to meet the profit needs of potential housing developers and therefore the easy fix financial temptation of the planning department as opposed to a more thoughtful and creative solution to their challengers. Please try a more intelligent solution that reflects your training rather than a quick fix.

Response 4

I would like to express my concern for the amount of new houses proposed around the Village of Bracebridge Heath, I say Village but sadly this will not be the case if the plans go ahead. Like most villages in our county and country we are up against large developers so for Bracebridge Heath this will mean extra volume of traffic not only from the proposed new houses in the village but also along the cliff edge which will need to come through here to get into Lincoln, we will become a car park into the City. While I understand the need for new housing, the amount proposed is excessive for Lincoln, where are jobs. I will look back and say Bracebridge Heath was once a nice place to live,

Response 5

- A fundamental requirement would be to upgrade the B1188 to four lanes from bypass to city extending the Canwick Road four lanes.
- A district heating system linked to a local energy from waste plant serving the new build.
- Broadband infrastructure of more than BT e.g. Virgin.
- Street lights to be LED.
- Consideration of pre-fabricated build instead of bricks and mortar.
- Rainwater harvesting and solar panels installed on every house to reduce infrastructure impact on services.

Response 6

The proposed development by “Linden?” using access via Westminster Drive is outside the Bracebridge Heath parish boundary. The outline plans displayed at the consultation yesterday shows a green wedge beyond this development – but I think that the wedge should be alongside the hedge which has been established for as long – as the parish boundary – that it is an important haven for wildlife, which will also have access to the agricultural to the east of it. To hem it in on both sides by housing will deny the hedge the sunlight that it, and its inhabitants need to thrive, and expose it to the risk of destruction by householders who often prefer fences and flowers, are unsympathetic to its history and will probably cut it back/destroy the current continuous length and kill the wildlife habitat. If the proposed ‘green wedge’ is adjacent to the parish boundary hedge, these risks are removed.

1. Alternatively, the proposed primary school should be placed against this hedge and abutting the green wedge on its eastern side. To site the school on the northern side of Canwick Avenue, means that the majority of pupils will have to cross this very busy road at peak times, creating a new bottle neck in addition to those already in existence (the St John’s Academy crossing does significantly add to the traffic problems there – to deliberately create a new problem seems silly).
2. Alternative. Additional allotments could be sited adjacent to this important hedge boundary to allow local people to have space to grow food as many gardens are tiny – and where houses have been built on the footprints of the St John’s Hospital buildings – there is no

depth to the soil – just hard foundations and rubble. There has been a loss of allotments at the site now used for the Bomber Command Memorial, and as this is further developed with teaching facilities etc., there will possibly be even fewer available in future. The agricultural land to the east of the boundary hedge is of good quality and would then still be put to productive use. I think that Linden Homes application should be refused.

People need a sense of 'place' to which they can relate and feel that they belong to that community. To create one big sprawl is counterproductive to this very human need.

The playing field and pavilion – which belong to Bracebridge Heath, are already pushed over the boundary into Canwick by previous development – where big firms wanted to build the maximum housing on the land that was at that time available. This should not pre-empt a decision and a respect for the wishes of the residents of Bracebridge Heath to maintain a clear boundary between settlements – that would continue to give the feel of a “village community”.

I applaud the intention to create a new secondary school – at a later stage of development of the “new village of CANWICK HEATH”. Health infrastructure also needs to be addressed – not just buildings – but staffing – which is a very real problem. I have stayed with the Cliff villages Medical Practice – but am told that Bracebridge Heath Surgery is struggling to find staff.

Will the water supplied be enough to support all these projected buildings? We are on the dry side of the UK. When Rutland Water was created it was described as “water laid out to dry”. The pipeline to Bracebridge Heath reservoir struggles to deliver during drought conditions. Sewerage can also be a problem – will all this quadrant expect to connect to a point on the existing system, halfway down Cross O'Cliff Hill?? The result will be a very messy overload – especially as the system serving the St John's Village site may be overloaded by the time that build/redevelopment is complete.

The general policy in the past has been not to build on better quality agricultural land – so the focus of CANWICK HEATH should be to the easterly lower value land and should be properly planned to a new village entity – with its own character and facilities – even if a primary school is initially shared with the eastern edges of Bracebridge Heath.

Planning should ensure that existing facilities in Bracebridge Heath are not overloaded because a builder has “gone bust” rather than honour the commitments to provide extra facilities – or money toward them.

I realise that this push to build is politically inspired – and stems in part, from the pressure of immigration (while our indigenous young people head to Australia and Canada – which helps to make the net immigration figures look better). However, effectively increasing the population of Bracebridge Heath by adding further at its edges, will result in the loss of the community spirit and sense of identity that is so much valued by those who live here.

Response from Parish Council

Some bullet points on the view of the Council as discussed at the last Council meeting:-

- Transport - must be a regular bus service running through Bracebridge Heath and Canwick.
- Sight lines retain sight lines for the spire and cathedral must be protected.
- District Centre should be on one side of the road not separated by the main road.
- Village identity - separation must be maintained by the green wedges.
- Should start when the eastern bypass started.
- Land next to the Recreation Ground must be used to extend the recreation ground not be used for commercial. Further allotments needed
- Should be a mix of dwelling type to included bungalows for a mixed community
- Could properties for veterans be included, near Bomber Command
- Super surgery / health centre to be included which should include dentist provision

- Concerns that Bracebridge Heath will be used as a short cut until the southern bypass built.
- Need to ensure that all footpaths are dual use cycle path. Extend cycle path at South end of Bracebridge Heath into village.
- Any provision for places of worship?
- Land needs setting aside for Parish Council; where would be a possibility for a village centre?
- Green technology should be used as standard throughout all building
- Green spaces should be protected and preserved, Extend to south and west of Bracebridge Heath to connect with Viking Way
- Each residential area needs to include a play area as standard
- Develop green space as a destination, link cycle paths with IBCM.
- Visitors to come to country park, Visitors to IBCM should be encouraged to walk/ ride through park to BBH and use facilities
- Provide a bus service that will allow access from Bracebridge Heath/ Canwick Heath/ Canwick residents, not just from those parking on proposed site.
- Bus service - Needs to be very regular service- no advantage to supplying buses every 30 minutes or hour. Needs to be just as frequent on Sundays. Bus service to connect with city centre and beyond.
- Extend cycle paths from all neighbouring villages

Needs to create separate identities for each of the villages