

Pre-Hearing Statement

Matter 6: Sustainable Urban Extensions ('SUE'S') and Regeneration Opportunity Areas

Issue 2 – Lincoln Sustainable Urban Extensions – Policy S69

Lincoln Western Growth Corridor – Land at Swanpool, Fen Farm and Decoy Farm

1: What is the latest position regarding planning applications on the site? Do they cover the entire allocation?

1.1 The land is owned jointly by Lindum Group Ltd, Lindum Western Growth Community Ltd (a wholly owned subsidiary of Lindum Group Ltd) and the City of Lincoln Council (the Landowners). The Landowners submitted a hybrid planning application for the development of the site in April 2019 (2019/0294/RG3) – this planning application was subsequently approved on 20th January 2022.

1.2 Specifically, Outline planning permission was approved for:

- Housing development of up to 3,200 dwellings;
- local centre comprising community, retail (E, F.2 and Pub or drinking establishment/Takeaway as Sui Generis uses);
- employment (E) uses and parking;
- a primary school;
- up to 8ha of land (including key infrastructure) for up to 40,000sq.m of E and B2 development;
- up to 12ha of land (including key infrastructure) for sport, recreation and leisure (E and F.1 and F.2);
- a hotel (C1) food and drink outlets (E and Sui Generis);
- a new community stadium for Lincoln City Football Club;
- areas of formal and informal public open space;
- a network of public footpaths and cycleways associated engineering works to inform development platform and drainage system;
- new transport bridge link over to Beevor Street, and;
- a new public footpath bridge over to Tritton Road.

In addition, full planning permission was approved for two new access points to the site as follows:

- The Skellingthorpe Road access/egress and the initial access Spine Road spur into the site.
- A new signal-controlled junction at Tritton Road, including the associated bridge over the railway line.

1.3 The area of the planning application did not include all the land allocated in the previous iteration of the Local Plan - as not all the allocated area was required to provide the scale of development that the site-specific WGC policy required. This was specifically demonstrated, to the satisfaction of the Local Planning Authority, by the approved Indicative Masterplan and the supporting documents submitted as part of the application. In this regard land broadly beyond the western boundary of the application site – comprising Decoy Farm and land up to the A46 together with parcels of land to the north west and south of the application site – were within the WGC allocated area but not required for development.

2. What is the justification for the amount of employment land proposed, having particular regard to the projected supply from committed schemes? Has this been reviewed as part of the preparation of this Plan?

2.1 The specific amount of the employment land was approved as part of the planning approval, in accordance with the Policy within the current Local Plan. No doubt the Central Lincolnshire Authorities will respond on how this has been considered as part of the preparation of this Plan.

3. Is it clear to decision-makers, developers and local communities what is meant by a ‘regional’ leisure centre?

3.1 The planning application approved up to 12 hectares of land for up to 12ha of land (including key infrastructure) for sport, recreation and leisure (E and F.1 and F.2). It also approved a hotel (C1) food and drink outlets (E and Sui Generis) and a new community stadium for Lincoln City Football Club. All of these proposals, located within the north eastern part of the site, form an integral part of the proposed ‘Leisure Village’.

3.2 As part of the supporting information submitted as part of the planning application, the precise form of the Leisure Village was flexible. This was specifically because it included much later in the phasing of development, as part of Phase 4C. Whilst it could be brought forward earlier, the agglomeration of proposed uses within the Leisure Centre would clearly have to respond to local needs at that time, which may change over time. Reference was, however, made to the inclusion of:

- A gymnasium and spa
- A hotel
- A sports hall and swimming pool
- A ten-pin bowling or similar lane centre.

3.3 This was deemed sufficiently detailed to allow a consideration of the proposals by the Local Planning Authority, not just in terms of the suitability of the specific uses but also ensuring the residual impacts could sufficiently be considered within the supporting information and technical reports.

4. Is it sufficiently clear to users of the Plan where key infrastructure will be provided, such as any necessary links over the railway line or possible future connections with the A46?

4.1 As already outlined, the application included an illustrative Masterplan which together with indicative phasing plans set out the location of, and the delivery timescales for, key infrastructure. More specifically, the Masterplan included matters such as the location of the district centre, primary school and the proposed access point in the northern part of the site, from Beevor Street and across the railway line. The delivery of this is now controlled via planning conditions attached to the permission.

4.2 In addition, the detailed design for the Tritton Road access bridge over the railway line in the eastern part of the site, formed a part of the planning application for which detailed planning permission was sought. As well as this, the new access junction from Skellingthorpe Road was also granted full consent. Once again, the delivery trajectory of this key infrastructure is now controlled via planning conditions attached to the permission.

4.3 Specifically in relation to the possible future connection to the A46, it was demonstrated to the satisfaction of the Local Planning Authority during the application process that this was not required. The need for this proposed connection has therefore been specifically discounted.

5. Current Progress and Delivery Trajectory

5.1 At the time of writing, Lindum and the landowners have submitted detailed Section 278, Section 38 and Section 104 applications to the statutory authorities. These applications, all currently being considered, cover the design of the new junction on Skellingthorpe Road, as well as the first section of the new Spine Road into the site and the associated footways, cycleways and drainage.

5.2 Technical work is also ongoing to discharge the relevant pre-start planning conditions associated with this infrastructure work. Subject to the relevant approvals, it is hoped work on the junction and spine road could start in April 2023.

5.3 The delivery of this key infrastructure into the site will allow the first parcels of housing to be released for development. As such, design work is also ongoing in relation the delivery of housing on the first parcels of land, and it is hoped the first reserved matters applications can follow early in the

new year. Subject to approval, it is hoped development of the first housing parcel could start towards the end of 2023, once the associated key infrastructure has been delivered.

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