The background of the cover is a photograph of a lush green field in the foreground, with a dense line of trees in the middle ground. In the distance, a building with several spires is visible through the trees. The sky is a pale, overcast blue.

Scothern Neighbourhood Plan Review

Submission Version - March 2023

Consultation Statement

1. Introduction

This Consultation Statement document has been prepared to support the submission of the review of Scothern Neighbourhood Plan, prepared for the period 2023 – 2040. The Parish Council Neighbourhood Plan Sub-Group has been committed to undertaking consistent, transparent, effective and inclusive community consultation throughout the development of the Neighbourhood Plan and the associated evidence base.

The Neighbourhood Plan Regulations require that, when a Neighbourhood Plan is submitted for examination, a consultation statement should also be submitted setting out details of those consulted, how they were consulted, the main issues and concerns raised and how these have been considered and, where relevant, addressed in the proposed Plan. This Consultation Statement has been prepared to fulfil these legal obligations; section 15(2) of Part 5 of the Regulations sets out that a Consultation Statement should:

- Contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- Explain how they were consulted;
- Summarise the main issues and concerns raised by the persons consulted;
- Describe how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

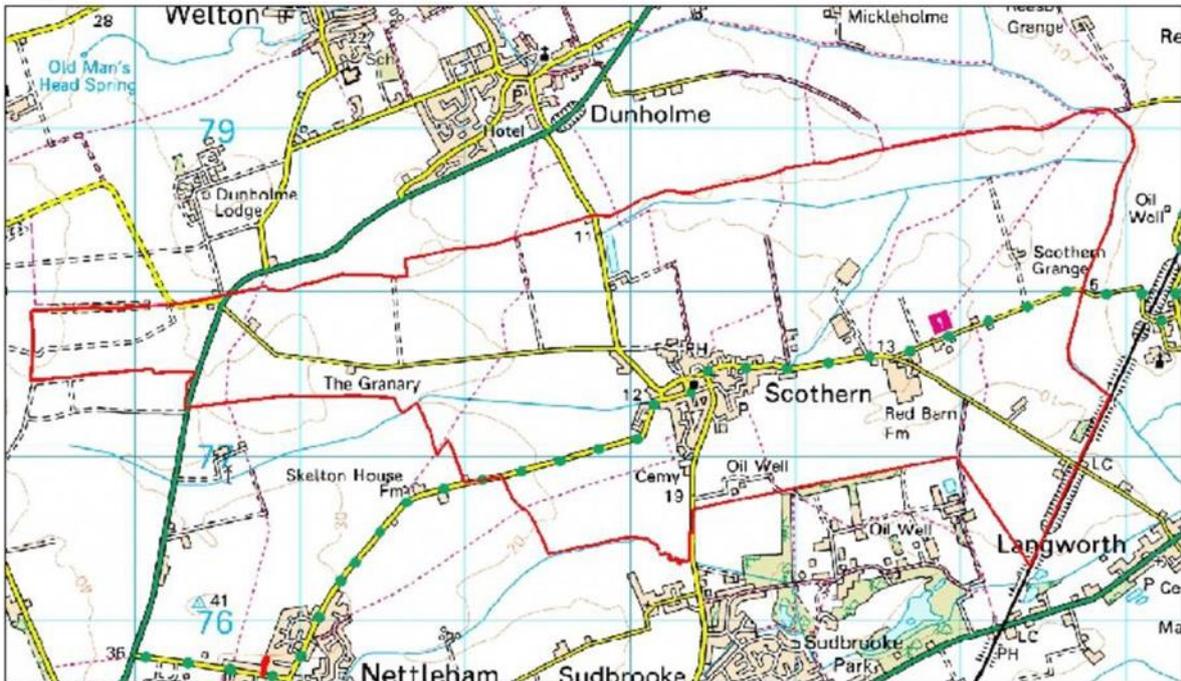
The Pre-submission Draft Plan was made available for consultation in accordance with Regulation 14 of the Neighbourhood Plan Regulations from the 28th September until the 9th November 2022. The principle method of consultation included the following:

- Residents' Questionnaire
- Public Meetings
- PC Website updates

The Neighbourhood Plan Sub-Group has received direct support from officers at West Lindsey District Council (WLDC) and an independent planning consultant. Regular updates were also given to the Parish Council on the progress of the Plan throughout the process.

2. The Designated Area

This Plan applies to the Parish of Scothern in the West Lindsey District of Lincolnshire. West Lindsey District Council (WLDC), as the local planning authority in accordance with Part 2 of the Neighbourhood Planning Regulations, publicised the application for a designated plan area from Scothern Parish Council during a six-week consultation period. The application (ref. WLDC Scothern Publication of Neighbourhood Planning Area Consultation Statement) was approved by WLDC on 9th April 2015.



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3. Public Consultation

This Statement outlines the consultation stages leading to the production of the Scothern neighbourhood Plan; consultation was sought from residents, businesses, stakeholders and statutory consultees. The document provided details of the consultation events and other ways in which residents and stakeholders were able to influence the content of the Neighbourhood Plan. The consultation stages are summarised in the Table 1 below:

Table 1: Consultation Events

Task	Date
Residents' Notice of intent to review the Plan	Late November 2021
Public 'drop-in' consultation event	11 th December 2021
Draft Plan Consultation Event	19th October 2022
Draft Plan Consultation Event	22 nd October 2022

Sites Consultation – December 2021

3rd December 6-8.30pm in the Methodist Chapel

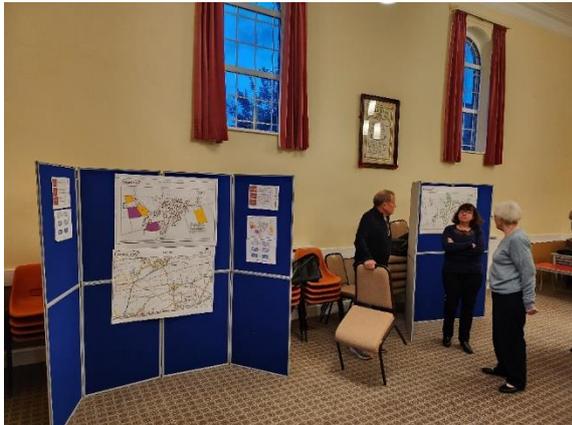
10th December 10-2pm in the Methodist Chapel



Draft Plan Consultation – October 2022

19th October 6-8.30pm in the Methodist Chapel

22nd October 10-2pm in the Methodist Chapel



5. Those Consulted

The Parish Council were most keen to ensure that residents were consulted on the plan, so two house drops were done, the first in December 2021 to seek views of the parish to help formulate the detail of the plan, and the second in September 2022 to invite residents to open meetings to present the plan.

Furthermore, personal letters were sent to all local businesses inviting them to consultation events in June 2022. Similar invites were also emailed to a list of external consultees provided by West Lindsey District Council. See Appendix A for consultation lists.

Table 2: Consultation Responses

Respondent	Comment	Steering Group Response
National Highways	<p>Thank you for consulting National Highways on the Scothern Neighbourhood Plan, which runs from 2022 - 2040. The plan is to be in conformity with the Central Lincolnshire Local Plan and this is acknowledged within the document.</p> <p>National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth.</p> <p>In responding to Local Plan consultations, we have regard to DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development ('the Circular'). This sets out how interactions with the Strategic Road Network should be considered in the making of local plans. In addition to the Circular, the response set out below is also in accordance with the National Planning Policy Framework (NPPF) and other relevant policies.</p> <p>National Highways principal interest with regard to the Scothern NP is in safeguarding the operation of the A46 trunk road which routes approx 6 miles to the southwest of the plan area.</p> <p>Due to the distance of the plan area from the SRN, the scale and anticipated distribution of the additional development growth being proposed through the Neighbourhood Plan, it is unlikely that there will be any significant impacts on the safe operation of the SRN in the area. Any new development would be small in scale and be in keeping with the character and appearance of the village.</p>	Thank you for your comments.

Respondent	Comment	Steering Group Response
	As such National Highways has no further comments to make at this time.	
Severn Trent Water	Scothern is not within the Severn Trent Service area, therefore we have no comments to make regarding this neighbourhood plan.	Thank you for your comments
Historic England	No specific comments to make.	Thank you for your comments.
Natural England	<p>Thank you for your consultation on the above dated 30 September 2022.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p>Natural England does not have any specific comments on Scothern Neighbourhood Plan - Regulation 14 Neighbourhood Plan Review.</p>	Thank you for your comments.
Sudbrooke Parish Council	Sudbrooke Parish Council have looked through the proposed Scothern Neighbourhood Plan and have no comments on it other than to acknowledge the work involved in producing the document.	Thank you for your comments
The Coal Authority	<p>Thank you for your notification below regarding the Scothern Neighbourhood Plan (Regulation 14) Consultation.</p> <p>The Coal Authority is only a statutory consultee for coalfield Local Authorities. As West Lindsley District Council lies outside the coalfield, therefore there is no requirement for you to consult us and / or notify us of any emerging neighbourhood plans.</p> <p>This email can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.</p>	Thank you for your comments

Respondent	Comment	Steering Group Response
Canals and Rivers Trust	No further comments to make	Thank you for your comments.
WLDC (Foreword)	For information, the Local Plan Review is being examined shortly. Should it be successful at examination the likelihood is that it will be adopted by Summer 2023. The average time taken for recent NPs to be made following regulation 14 consultation is between a year and 18 months.	Noted. Change made.
WLDC Para 2.3	For the submission version of the NP (Regulation 16) the 2021 census results for Scothern may be available for inclusion in the NP.	Noted.
WLDC Para 2.7	Where are the affordable houses located?	Noted. Reference to location made in paragraph 2.7
WLDC Para 2.14	How does the Schedule of Buildings and Other Features relate to those in the more recent Character Assessment? The latter appears to identify fewer assets. Why? Only 16 locally important buildings are recognised in the CA.	
WLDC Figure 7	Excellent map. Welcome the identification of potential footpaths. But why hasn't the map been extended to include routes throughout the whole parish? For example, a map showing PROWs and the Viking Way route. There must be some potential footpaths or ones needing improvement outside of the settlement limits	Noted.
WLDC Para 3.1	Need more coverage/entries of consultation events undertaken on Review NP.	Noted. List of events has been updated
WLDC Para 7.3	Where is the Developed Footprint shown? Where is the Policies Map?	The Developed Footprint is defined within the Central Lincolnshire Plan
WLDC Policy H1 part 1as identified within Policies H3 and H4....	Noted. Change made.
WLDC Part 2	This is different from para 7.3. For guidance, reference should be made to the CA. Development should meet Building for Healthy Life standards.	Noted. Changes made to part 2 of the Policy.

Respondent	Comment	Steering Group Response
	<p>What is meant by the words “satisfactory” and “unreasonable.” These are more aspirational words. Need to be more specific for criteria to be successfully applied. How about looking at the wording used in recently made NPs?</p>	
<p>WLDC Policy H2</p>	<p>What latest evidence is available to support the housing mix proposed? Is it based on a local housing needs survey? Does one need to be undertaken? It is not necessarily the case that affordable housing should be for smaller dwellings. What is the 30% market homes requirement for smaller homes based on?</p> <p>Overall policy wording needs to be tightened up and justified. Would like to see the NP give support for custom and self-build housing which is in demand in the local area as identified by the current WLDC CSBH Register. If agreeable to this suggestion, justification would need to be given in the supporting text to Policy H2. Something along these lines?</p> <p>Self-build and custom housebuilding covers a wide spectrum, from projects where individuals are involved in building or managing the construction of their home from beginning to end, to projects where individuals commission their home, making key design and layout decisions, but the home is built-ready for occupation (‘turnkey’). Custom and self-build housing can secure affordable homes for local people enabling them to access home ownership, live in homes designed to meet their needs, and stay in their local areas. Central government guidance encourages the inclusion of self-build and custom housebuilding policies within neighbourhood plans, and local authorities are required to promote this alongside keeping a register of self-build housing demand. West Lindsey District Council’s</p>	<p>Noted. Changes have been made to Policy H2. In terms of Self-build and Custom build housing, the Policy now makes reference to this. Although, we do not have any evidence to suggest that the proposed allocations should provide 5% of units as self or custom build.</p>

Respondent	Comment	Steering Group Response
	<p>register indicates that there is a need for self-build and custom housebuilding within the Scothern area, and this will likely increase over time. This NP encourages the provision of custom and self-build housing including the provision of plots on allocated housing sites H1.4 and H1.5. The provision of at least 5% custom or self-build housing on these sites would be particularly welcomed (see policies H3 and H4). All custom and self-build housing proposals would be subject to complying with all design-related policies in the NP.</p>	
<p>WLDC Policy H2 part 3</p>	<p>What is a smaller dwelling. Not necessarily determined by the number of bedrooms.</p>	<p>Noted. Clarification made.</p>
<p>WLDC Policy H3</p>	<p>The use of design codes is welcomed. d) and e) what is “safe” and “suitable”? f) this requirement is not a planning matter o) this requirement is not a planning matter The design and layout of the development should meet Building for Healthy Life Standards Suggest adding a new part to the policy supporting provision of custom and self-build housing on site. Something along these lines. The provision of custom and self-build housing on this site will be supported subject to compliance with relevant design policies. Proposals to deliver at least 5% of the total number of dwellings on this site as custom or self-build homes will be particularly welcomed.</p>	
<p>WLDC Policy H4</p>	<p>c) is there guidance available to show how this should be achieved? h) this requirement is not a planning matter. j) requirement welcomed. More layout guidance like this should be included in the policy. The design and layout of the site should meet Building For Healthy Life standards Add a new part to the policy supporting provision of custom and self-build housing on site. Something along these lines.</p>	

Respondent	Comment	Steering Group Response
	The provision of custom and self-build housing on this site will be supported subject to compliance with relevant design policies. Proposals to deliver at least 5% of the total number of dwellings on this site as custom or self-build homes will be particularly welcomed.	
WLDC Policy D1	Development of site should meet Building For Healthy Life standards	Noted. Reference Made in Policy
WLDC Policy D1 Part 2 b) v)	Why doesn't the policy give special consideration to the Locally Important Buildings identified in the CA. These should be renamed non-designated heritage assets and given more prominence in the NP with cross-references to the CA map and schedule in Appendix A.	These are identified within the character assessment.
WLDC Policy D2	This policy is welcomed.	Noted.
WLDC Policy T1	The Local Plan Review includes parking standards. The NP recommends 2 spaces for 1 bedroomed properties and 4 for a 5 bedroomed one which exceed the requirements of the Local Plan. What is the justification for this?	These parking stanrds are those within the current made Scothern Neighbourhood Plan.
WLDC Policy E2	<p>For this chapter how about identifying and protecting nature habitats (biodiversity) in the NP area such as woodlands and watercourses and showing these on a map and also encouraging biodiversity net gain? As in the Nettleham NP Review, the identification of green corridors in this NP would be welcomed.</p> <p>Green corridors make a strong contribution to the character of an area and are important to the movement of local wildlife and people and assist biodiversity. The function, setting, and biodiversity, landscape, access and recreational value of green corridors can be protected and enhanced by the NP.</p> <p>The NP should specifically encourage biodiversity net gain (BNG) from windfall and allocated developments. As well as general policies, a requirement should be included in individual policies for each housing allocation (policies 3 and 4).</p> <p>The benefits of BNG should be further mentioned in the NP. It can help mitigate climate change through the restoration and protection of nature. For example, additional woodland creation will help take more</p>	Noted. BNG has been defined further through the revisions to the Neighbourhood Plan.

Respondent	Comment	Steering Group Response
	carbon dioxide out of the atmosphere. BNG delivery can be a way in which local communities can be directly involved in climate-related adaptation projects, including tree planting and maintenance. BNG can help communities adapt to climate change by increasing resilience to extremes of weather, including heat waves and flooding. For example, green and blue spaces, such as woodlands, parks, and rivers, can provide localised shading and cooling effects, whilst green roofs, street trees and other vegetated surfaces can help reduce flood risk in areas.	
WLDC Policy E3	This policy could benefit from having a map showing the Corridor. This would be particularly helpful to protect public access and help deliver further waterside walkways.	Noted. Map now provided.
WLDC Assets of community value	NPs can also assist in the protection of community assets. It is advised that the NP include a community facilities policy section. This would list those identified assets of community value and also show them on a map. Please view other NPs in WL for examples. The policy would only allow their loss subject to a number of stern tests.	These are already protected separately to the NP.
WLDC Page 45	The NP appears to be missing an end. Usually NPs finish with a monitoring and implementation section and list of Appendices	Noted. Monitoring section added
Resident	We understand that these extra developments have been foisted upon us and they are not something supported by the Parish Council or Neighbourhood Plan Group. Scothern's character as a small village is being eroded and it will soon be overwhelmed with new housing Please ensure (if possible) that lots of smaller properties and single storey houses are a priority (as stated in H2) as we have far too many larger/executive homes.	Noted.
Resident	For a growing village that has no facilities, i.e. no shop/doctors/chemist there are three things I would like to see happen to make the village a better place and stop people moving out. They are a scheduled bus service like the village used to have, a shop and footpaths/cycle paths between Scothern and Dunholme,	New development could bring the need for new facilities.

Respondent	Comment	Steering Group Response
	also one to `Nettleham that should be paid for by the property developers that are going to build on the two sites.	
Resident	Having been involved in original NP in 2015/16 it's a real shame to see the LPA ignore it completely. Failure to adopt a local plan destroyed the fabric of the village. Scothern simply does not have the infrastructure or facilities for future growth. The schools are full, the doctors surgery at Welton is full, there is no public transport and no shop. Its a shame people in Gainsborough 20 miles away made planning decisions with no and without any understanding of impact. Good luck with the latest. I hold little hope of any positives for any village for the new LP.	Noted.
Resident	Heath Road needs to have proper passing places. Langworth Road needs to be improved and widened if possible. The village is being used as a means of transiting from the Market Rasen Road to Wragby Road forcing more traffic through the village. A bypass should be built from the bend in Nettleham Road to Sudbrooke Road to relieve the traffic and free up village roads, otherwise there will be a rat run through development H3 and The Alders.	The Highways Authority have been consulted as part of the Neighbourhood Plan and the developers will need to demonstrate to them that additional traffic impacts can be mitigated.
Resident	The only people who benefit from this are developers. There are no services in the village such as a shop/doctor/dentist or a bus service. These new developments are detrimental to the village and will ruin the hamlet feel just like Nettleham. Ruined!	Noted.
Resident	We moved to Scothern in1992 because we liked the village and the school. Having small children at the time, we thought it would be a nice place for them to grow up; it was! Since 1992, at a rough estate, the village has doubled in size. Now village children are unable to get into the village school and Ellison Boulters is bursting at the seams. I understand that the school can increase in size no further because of the oil field next door - so no more capacity there. We have heard of so many families not being able to get places there, and it is already twice the size it was when our children attended. William Farr has	The Parish Council recognises the lack of infrastructure and facilities within the village. However, the Central Lincolnshire Local Plan has identified the need for additional new homes within the village. Although the Parish Council does not support this level of increase, the

Respondent	Comment	Steering Group Response
	<p>traditionally been the feeder comprehensive for Scothern - but with massive developments in Welton, even children there are being turned away. Bussing children here, there and everywhere is not a good solution for many reasons.</p> <p>Should either of these developments be pushed through, then as a village we must insist on (not support or encourage!) planning stipulations for airsource/groundsource heating, high quality insulation, solar panel technology to produce low running costs. No gas boilers! Solar assisted electricity and car charging is the way forward; so much cheaper than retrofitting to properties. We need teeth here, as developers will always find a reason to cut corners and increase their profit. Houses must be planned with the orientation of roofs in mind for solar efficiency - not as an afterthought,</p> <p>The levy that is talked about should be ring fenced for the village hall/an up-to-date central hub for activities will definitely be needed if many more families move into the village; we are already struggling with what we have. If there was sufficient interest, a locally run coffee shop in a new village hall annex would be a superb addition.</p> <p>However, we think the play park is big enough and, if maintained, sufficient. Burial grounds aren't high on the agenda for us and bridleways and walking routes are already very good in our opinion. Establishing a village pub or shop sounds good but unworkable we believe - difficult to establish - subject to market forces - and can't be written into a plan. If anyone could force a sale of the current pub and bring it into local ownership, that would make a profitable business possible, otherwise it seems a lost cause, destined to fail, unfortunately. A cycle path to Nettleham would be fantastic as all the facilities anyone could want are there.</p> <p>We really appreciate all the work that local people have put into this document and also the relevant internet background information, but feel that we may be forced into very bad planning decisions possibly</p>	<p>Neighbourhood Plan must be in general conformity with the Local Plan and therefore we have tried to positively influence how the sites will be developed in the future.</p>

Respondent	Comment	Steering Group Response
	through local indifference or people just taking the line of least resistance. A much better idea would be to establish the old airbase RAF Scampton as an area of new development, with new facilities including schools etc. It has good infrastructure and access to the bypass/Lincoln etc.	
Resident	School has insufficient places for many additional children. No bus service to speak of.No facilities for young families who have no transport, eg nursery. Surely no point in having bungalows (usually for older people) and houses for young people if there is no infrastructure, transport out of the village and facilities for them. In our opinion, smaller developments to include eco-houses (all larger homes should have rainwater harvesting) would be better - no objection to small developments beyond Weir Farm/Lime Tree Paddocks as these seem a more natural extension to the village.	The developers will need to demonstrate to the District Council that there is adequate infrastructure to support the development through any future planning application. The developments will provide a mix of new homes for people.
Resident	Scothern has already had more than its fair share of new housing development. The village infrastructure, particularly drainage, school, parking and traffic cannot cope with the existing situation let alone making it worse by adding more new homes.	The developers will need to demonstrate to the District Council that there is adequate infrastructure to support the development through any future planning application.
Resident	The trees on Heathlea and the front of the properties, need hard pruning back. My neighbour and I need to have our lights on in the summer. I tried on many years to have a light installed on the green in Heathlea. They put a lamp on the green in front, but we can't see it as its been put looking down the street and also hidden by tree. If someone was to ring the bell in the front of my property at night I would not answer the door. Its pitch black outside. Thank you for letting me put my views about Scothern village. I have lived here and can honestly say it has not changed a bit in 22-years. Hopefully you have let me have my say and will look into everything I have mentioned.	Noted.

Respondent	Comment	Steering Group Response
	Thank you.	
Resident	<p>I have lived in this lovely little village for over 32 years now and I love it. I deplore the proposed expansion projects which will make this small village into a large one, with no shop, no post office, no Stagecoach bus service, and no way of getting to the local doctor surgery services without a car. We have Call-Connect which is a godsend but even that is a limited service.</p> <p>Of course I realise people need houses, but in a village with limited transport, it means that most people have a car, sometimes two or three cars. It is obvious that there is increasing traffic in the main roads in the village, Langworth Road, Sudbrooke Road, Nettleham Road and the Main Street. I see it every day and even the flashing speed signs are ignored once the flashing is over. Our villagers are careful with traffic, but not other drivers who use Langworth Road and Sudbrooke Road as byways to Wragby Road and no way do most of them stick to 30mph. So there will be more and more housing and more and more traffic which is only going to get worse. Where are all these cars going to go?? This was a beautiful little village when I first came here. What a shame!</p>	<p>The Highways Authority have been consulted as part of the Neighbourhood Plan and the developers will need to demonstrate to them that additional traffic impacts can be mitigated.</p>
Resident	<p>We have to move with the times and the Scothern outlined plans mean that this village can grow but still keep its image.</p>	<p>Noted.</p>
Resident	<p>Co-op shop needed Improved village hall and large shed for cricket/football equipment to be kept in. At the moment it is left out in all weathers. When The Alders was built the number of houses were cut and we got Grange Park. H5 house numbers need to be cut and Grange Park expanded and landscaped. Cricket field needs expanding into field next to Weir Farm. Build 10 houses there with a lake and seating. Public footpaths to be maintained better and cut. Scothern to Sudbrooke footpath is a disgrace, need cutting. We need a good vision for the future.</p>	<p>The Neighbourhood Plan recognises that additional infrastructure may be required to support the developments. Policies within the plan seek to capture this and also protect other parts of the parish such as the wider environment and climate.</p>

Respondent	Comment	Steering Group Response
Resident	<p>Policy H3 : we are disappointed for the residents of the Cathedral View development that their view of the Cathedral will be blocked.</p> <p>Policy H4 / E2 : The area off Nettleham Road is currently a beautiful home for many species of animals; birds, insects, plants, trees etc. Building on this site would destroy his natural habitat. We feel it would strongly go against the idea of preserving natural spaces and biodiversity.</p> <p>Policy D2 : Really important to make any new homes as climate friendly as possible. Burning wood has a very detrimental impact on global warming but also outdoor air pollution and inside peoples homes. Therefore we believe that installing open chimneys for fires and log burners to go against a low carbon policy. Lets keep the air clean for our health and for the health of the planet.</p>	<p>The details of how the site will be developed are provided within Policy H3. Other details such as design will be determined through a future planning application.</p>
Resident	<p>Before you know it Scothern, Nettleham and Sudbrooke will all be joined together. Traffic and pollution will increase and anti-social behaviour as there's nothing for teenagers - look at Sudbrooke and Nettleham for example.</p>	<p>There is a settlement break designated within the Sudbrooke Neighbourhood Plan to prevent the two settlements from merging. Langworth and Nettleham are too far away to lead to any coalescence.</p>
Resident	<p>On entering the village at Dunholme Road to exiting via Main Street cars and lorries travel excess speed daily. In addition there is nowhere safe to cross the road so going to the village hall, Bottle and Glass pub or Ellison Boulters School is an already hazardous thing to do, therefore more houses = more families and therefore more risk. If the housing goes ahead then improved path/cycleways are required to access village amenities and traffic calming/pedestrian crossing is a must. Whilst not completely opposed to the new developments listed it is the size of the proposal that is concerning.</p> <p>The existing new developments (incl Heath Road) are of a size in keeping with Scothern and its current infrastructure.</p>	<p>The Highways Authority have been consulted as part of the Neighbourhood Plan and the developers will need to demonstrate to them that additional traffic impacts can be mitigated.</p>

Respondent	Comment	Steering Group Response
	<p>The new developments appear to be large if one considers a family of four in each, yet there is no basic provisions for infrastructure to cater for this, the traffic calming is woeful and there are no shops - all of which leads to increased and unnecessary use of motor vehicles which compounds the existing issues. If the proposals were for less housing on each development then this would be less impactful on the village and existing residents.</p>	
Resident	<p>The biggest concern we have is the narrowness of the path leading from the garden centre to the park/cricket ground. This alongside the speed of vehicles travelling on this route is dangerous. The number of times you have to cross the road for better crossing visibility is also unsafe, particularly as we would be looking at walking to the school with a young child. We would want the houses to be in keeping with the village standards. There is a fine balance of "growing" the village but still keeping the qualities and benefits of being in a small village.</p>	<p>The Highways Authority have been consulted as part of the Neighbourhood Plan and the developers will need to demonstrate to them that additional traffic impacts can be mitigated.</p>
Resident	<p>Having already increased by approximately 20% through the three new developments completed in the last five years the size of the village will be further increased by another 30% (total 50% increase) if sites H1.4 and H1.5 are allowed. Scothern is a "medium" size village and as such housing development should be restricted to 10% growth not the proposed 50%. We do not want or need these two developments.</p>	<p>The Central Lincolnshire Local Plan has identified the need for additional new homes within the village. Although the Parish Council does not support this level of increase, the Neighbourhood Plan must be in general conformity with the Local Plan and therefore we have tried to positively influence how the sites will be developed in the future.</p>
Resident	<p>Concerned how this increased in population will impact the school and medical provision.</p>	<p>The school and NHS have been consulted as part of the Neighbourhood Plan.</p>

Respondent	Comment	Steering Group Response
Resident	As we believe Scothern has already exceeded the original 10% increase, as indicated in the present Neighbourhood Plan, we feel that the proposed numbers of sites H4 are H5 are excessive. This will lead to an increase of nearly 50% above present numbers of dwellings. If the plans go ahead, site H5 is prone to flooding so, therefore, should include an attenuation pond. The tree line on the boundary with Grange Park should also be retained to maintain the integrity of this community space. It should be insisted upon that any levy received for the developments shall be spent on improvements to Scothern, not put into the overall West Lindsey "pot".	<p>The Central Lincolnshire Local Plan has identified the need for additional new homes within the village. Although the Parish Council does not support this level of increase, the Neighbourhood Plan must be in general conformity with the Local Plan and therefore we have tried to positively influence how the sites will be developed in the future.</p> <p>Grange Park has been protected as a Local Green Space within the Plan.</p>
Resident	<p>Can school accommodate the increase in numbers with this housing expansion. Also parking for school which is already a problem needs to be addressed. Can we be assured that the drainage will be adequate after building on these open fields especially considering that the site H4 already has drainage problems.</p> <p>We do not consider that the road structure and layout in its present form can cope with the increase of traffic that these developments would incur.</p>	The education authority has been consulted on this Neighbourhood Plan. It is likely that the developers will have to contribute to both education and highway provision.
Resident	<p>Nettleham Road is poor now. Development only possible by:</p> <ol style="list-style-type: none"> 1. widen the road and double yellow lines at the Nettleham end 2. Drainage issues - where is the water to go? 	Local water and drainage authorities have been consulted through the Neighbourhood Plan.
Resident	We have major concerns over the amount of traffic these new building sites will have to our village. I walk my children to and from school twice a day and the amount of traffic including cars, vans and lorries travelling far too fast is absolutely ridiculous and dangerous.	The Highways Authority have been consulted as part of the Neighbourhood Plan and the developers will need to

Respondent	Comment	Steering Group Response
	<p>Cars parking outside of St Lukes and opposite on the grass to Elmdene makes travelling past here really dangerous as you can't see what is coming in the opposite direction - we are also a rural community therefore during the summer months there is an increase of farm machinery that struggle to get through.</p> <p>Parking next to the pub on Sudbrooke Road also causes congestion along Main Street. We also have concerns about the solar works on Northing Lane - being close to this we know how often work is being done there - 'can it cope with all this extra housing?'</p>	<p>demonstrate to them that additional traffic impacts can be mitigated.</p>
Resident	<p>Several of the suggestions are surely the responsibility of County Council Highways? Roads, pavements etc. Other suggestions would be best concentrated at the village hall and adjoining recreation facilities. Better to spend more on one shared facility than to dilute expenditure scattering facilities across the village. Shared space makes for a better community and for children this is important. It would seem to be a waste of land to have a new burial ground. People are tending to be cremated (possibly even aquamated in a few years) - a memorial garden for ashes is more appropriate. Recent surveys at funeral directors show fewer people want burials which are more expensive. There are also two green burial sites within a few miles of Scothern.</p> <p>It is better to spend the limited budget on the young rather than the dead! However, since the village survey shows an ageing group of people it would be good if pavements were improved, had less of a steep camber and more dropped kerbs for users of wheelchairs and rollators who find getting round the village quite a dangerous time.</p>	<p>Roads and pavements are the responsibility of the County Council. The Village Hall is being looked at separately via another group of residents.</p>
Resident	<p>In summary - I think it is disappointing that having delivered the housing numbers of the previous plan within a very short timescale, that our village is now having to potentially have two further large developments against the wishes of the majority of local residents. The infrastructure and services within the village have simply not kept</p>	<p>The Central Lincolnshire Local Plan has identified the need for additional new homes within the village. Although the Parish Council does not support this</p>

Respondent	Comment	Steering Group Response
	<p>up with the expansion. There is now a very limited bus service, no shop, a struggling pub, a school which is oversubscribed to the point where locals cannot get in and massive pressures on health service provision. What is needed is new and bold thinking. The Scampton site with proper provision of public services and a main road route is surely the better answer. Also, what is being built now is so lacking in forward thinking towards green issues. All new builds should be carbon neutral, with no gas boilers aligned for maximum solar panels and inclusion of other green/efficient provisions. So much cheaper that retrofitting later. Finally, a pedestrian/cycle route to Nettleham that is safe to use. They have shops and services and it would encourage exercise.</p>	<p>level of increase, the Neighbourhood Plan must be in general conformity with the Local Plan and therefore we have tried to positively influence how the sites will be developed in the future.</p> <p>The local NHS has been consulted as part of the wider development framework and through this Neighbourhood plan consultation. The NHS are responsible for GP appointments and provision.</p> <p>The Highways Authority has been consulted as part of the wider development framework and through this Neighbourhood plan consultation. It is likely that the larger new developments will provide a contribution towards some local infrastructure.</p>
Resident	Who would want to live next to an industrial vehicle builder with constant daily noise.	Noted.
Resident	<p>1. The village and other villages should refuse anymore greenfield large scale developments. We barely produce 60% of our food and building on Greenfields is madness. Scampton is to be closed an there are plenty of other local brownfield sites to fill housing needs. Indeed all our high streets are dying and there are plenty of</p>	<p>The Parish Council recognises the lack of infrastructure and facilities within the village. However, the Central Lincolnshire Local Plan has identified the need</p>

Respondent	Comment	Steering Group Response
	<p>opportunities in them to return living into our cities. Small villages like ours and others locally do not have services for these developments. Schools, doctors and road structures are not keeping up with these housing developments in rural areas. Its about time all our Parish Councils got together to say enough is enough.</p> <p>2. On community services I strongly believe we have enough for general village affairs. We have the village hall and the Chapel and the Church is likely to close or be put up for sale in the next ten years. Even now if the majority of the pews were removed and sold the church could become used for more than prayer and become the centre of the community again, which is what it was built for 800 years ago. However we lack sporting facilities for younger residents. At least we should have a all weather pitch/area for multi-sports and in my opinion every village of our now size should have an indoor tennis/sports hall. To me who was taken on a European sport facility study this is essential for our next generation.</p> <p>3. The pub should be freehold or if not a community pub. Not owned by a tax dodging Cayman Island Trust.</p>	<p>for additional new homes within the village. Although the Parish Council does not support this level of increase, the Neighbourhood Plan must be in general conformity with the Local Plan and therefore we have tried to positively influence how the sites will be developed in the future.</p>
Resident	<p>If 94 houses are built over a relatively short time the village will not be able to cope. The number of houses is too many but if they go ahead overall infrastructure development can't keep pace with this huge increase in number of houses which we do not think will happen. The proposed developments (if they have to go ahead) need to be phased.</p>	<p>It is likely that both developments will not occur at the same time so there will be some phasing to their delivery.</p>
Resident	<p>It's now been over three years since we lost the bus service. Call-Connect just does not offer an alternative. I fail to understand why the powers that be want to expand Scothern with such inadequate services. The number of cars in this village will go up radically with these new builds - spoiling it for us all.</p>	<p>The provision of a bus service is something the Parish Council are working towards. Stagecoach have been consulted on the Neighbourhood Plan.</p>
Resident	<p>Having visited the consultation review at the Methodist Church on the 19 October we were informed that the village is already at twice the</p>	<p>The Central Lincolnshire Local Plan has identified the need for</p>

Respondent	Comment	Steering Group Response
	<p>expansion rate the council has agreed to and therefore further outlined expansion would, I feel, be detrimental to the village in respect of traffic safety, facilities, schooling etc (which I believe is at capacity now) I feel that if there is expansion then the Dunholme Road development would be more suitable due to the infrastructure already in place and access to the A46 takes traffic out of the village. Whereas the Nettleham Road development could lead to a rat run from Juniper Drive through to Nettleham Road for the school runs, we are already experiencing problems with parental parking on The Oaks, Juniper Drive and The Alders twice a day where the roads are restricted so much that an ambulance or fire engine would struggle to gain access. Plus to feed increased volume of traffic out onto Nettleham Road which reduces to 17feet wide at the derestriction signs would I feel be a safety issue.</p>	<p>additional new homes within the village. Although the Parish Council does not support this level of increase, the Neighbourhood Plan must be in general conformity with the Local Plan and therefore we have tried to positively influence how the sites will be developed in the future.</p>
Resident	<p>I would just like to know, how the beck can be cleaned out near No9 Cathedral View when the machines can't get all the way down. It needs a 6 metre strip full length of the beck. Used to flood there but now they have built the bank up it will flood onto Heathlea. It's too deep to be done by hand on the opposite side there are mature trees so cannot be accessed from there, plus people in the village have planted trees to remember loved ones over the last 40 years plus. It is also a haven for wildlife, eg birds, hedgehogs, voles, fieldmice plus more we don't see. At a meeting at the Bottle and Glass the late Mr Curtis said it would be nice to have wild flowers planted on the strip along the side of the beck where the machinery goes to clean the beck out.</p>	<p>The developers will have to demonstrate that there is adequate safety measures in place for construction traffic.</p> <p>It is likely that the developers will have to provide an ecological assessment about how the site will be impacted in terms of the loss of biodiversity. The development should also provide a 10% net gain in biodiversity infrastructure.</p>
Resident	<p>Policy H4 - Site H1.5 To build houses on this land is a total mistake, after all the work that has been done on Sudbrooke Road to stop flooding to build here would create a far worse problem, those that can remember all the</p>	<p>The developers will have to demonstrate that flood and drainage infrastructure is adequate as part of a future</p>

Respondent	Comment	Steering Group Response
	<p>problems on Juniper Drive, The Alders and Grange Park know what the outcome will be. Also, I fear that a rat run will soon develop between Sudbrooke Road and Nettleham Road. I would also ask what are the chances of a stunning place like Grange Park becoming a playing field. Can't see a doctor. Can't get children into school (nowhere to park if can) Please do not spoil Scothern.</p>	<p>planning application for the development of the sites.</p>
Resident	<p>If the developments are approved could the improvement of the infrastructure be a priority, ie drainage and sewage. Because I believe the improvements on Sudbrooke Road will only make matters worse further down the beck on Main Street. The sewage run lifts the manhole lids on Main Street because it is an out of date antiquated system. Limit the amount of HGVs through the village. Surely all the houses you propose you have got to improve infrastructure to cater for it. A small shop wouldn't be a bad idea along with a restriction on HGVs going through the village. Developers contributing towards upgrade of Scothern village hall.</p>	<p>The developers will have to demonstrate that flood and drainage infrastructure is adequate as part of a future planning application for the development of the sites.</p> <p>The Highways Authority has been consulted as part of the wider development framework and through this Neighbourhood plan consultation. It is likely that the larger new developments will provide a contribution towards some local infrastructure.</p>
Resident	<p>Important that we encourage public transport in the village. All very well having pretty little rural village if folk cannot get in or out unless you use a car. The cars that travel at speed through the village are taking short cuts - that should be discouraged. I feel strongly that there should be public transport for elderly and teenagers. A bus should be available so children can partake in afterschool activities. Perhaps the bus could go via surgery and dentist in Welton - they are centrally located.</p>	<p>The local NHS has been consulted as part of the wider development framework and through this Neighbourhood plan consultation. The NHS are responsible for GP appointments and provision.</p> <p>The Highways Authority has been consulted as part of the wider</p>

Respondent	Comment	Steering Group Response
		development framework and through this Neighbourhood plan consultation. It is likely that the larger new developments will provide a contribution towards some local infrastructure.
Resident	It would be useful to see something more positive regarding the support and encouragement of local businesses -such as prioritising change of use/supporting endeavours to get new businesses up and running or supporting the sustainable expansion of existing businesses. Perhaps echoing some of the local plan aspirations around tourism for example.	Noted. The Plan has been amended to reflect local business aspirations.
Resident	<p>GP surgeries we know are struggling, but residents need to know there will be a reliable service, preferable within the village itself. A branch surgery perhaps. A local store should be considered, no doubt has been before, but needs constant revisiting be it commercial, community, pop up</p> <p>Main Street could do with traffic management, if only to make it safer for pedestrians on a far too narrow footpath. Not sure of how this could be improved without a one way system, calming designs or traffic light system, none of which likely to be welcomed by everyone and lights in particular, though most effective, could spoil the look of our lovely village. Pub, we all need to support our local pub, which is difficult when reputations vary! But lets hope we are getting there.</p>	<p>The local NHS has been consulted as part of the wider development framework and through this Neighbourhood plan consultation. The NHS are responsible for GP appointments and provision.</p> <p>The Highways Authority has been consulted as part of the wider development framework and through this Neighbourhood plan consultation. It is likely that the larger new developments will provide a contribution towards some local infrastructure.</p>

Appendix A: List of those consulted

West Lindsey District Council	Northern Powergrid	Amenities Societies
Central Lincolnshire Planning Team	Western Power	Ancholme IDB & District of Scunthorpe and Gainsborough
Central Lincs. Local Plan Unit	Severn Trent	Ancient Monument Society
LCC Development Planning	Witham First District Internal Drainage Board	Anglian Water
LCC Highways and Flood Team	Witham Third District Internal Drainage Board	Atkins
LCC Archaeology	Upper Witham Internal Drainage Board	Bassetlaw District Council
LCC Education and Cultural Services (children's services)	Shire Group of Internal Drainage Boards	British Gliding Association
LCC Countryside Access	Scunthorpe and Gainsborough Water Management Board	Caistor Civic Society
LCC PROW team	Ancholme IDB	Canal and River Trust
LCC Libraries and Heritage	Internal Drainage Board	Civil Aviation Authority
LCC Public Health	Inland Waterways Association	Council for British Architecture
Health Authority	Campaign for Real Ale	Defence Infrastructure Organisation
LCC Minerals and Waste	Canal and River Trust	Department for Digital, Culture, Media & Sport (Payphones)
LCC Economy and Place	Community Lincs	Department of Trade and Industry
LCC Highways and Planning Team	Country Landowners and Business Association	East Lindsey District Council
LCC	CPRE Lincs	Environment Agency
Bassetlaw DC	Forestry Commission	Everything Everywhere Limited
City of Lincoln Council	Heritage Lincolnshire	Fisher German - Government Pipelines and Storage Systems
Acis	Joint Committee of the National Amenity Societies	Forestry Commission
Ingham PC	Land Access Recreation Association	Gardens Trust
Marton and Gate Burton PC	Lincolnshire Community Land Trust	Georgian Group

Saxilby with Ingelby PC	Lincolnshire Wildlife Trust	Health and Safety Explosives Inspectorate
Brattleby PC	National Farmers Union	HSE Hazardous Substances Consent
Torksey PC	National Trust	HSE (Planning advice team - Buxton)
Scampton PC	Sport England	Health Authority (Primary Care Contacting Team)
The Coal Authority	Planning Central Sport England	Highways England
Department of Housing, Planning and Local Government	Tetlow King Planning	Historic England
Homes England	The Theatres Trust	Historic England
Regulator of Social Housing	The Victorian Society	Historic Parks and Gardens English Heritage
Natural England	The Woodland Trust	Humberside International Airport
Environment Agency	West Lincolnshire Community Safety Partnership	Joint Radio Company
Historic England	Lincolnshire Agricultural Society	JPU
Historic England East Midlands ePlanning	Lincolnshire Gardens Trust	LCC Archaeology
Network Rail	Ramblers Association	LCC Children's Services (education)
Highways	Lincolnshire Bat Group	LCC Highways
Highways England	Lincolnshire Bird Club	LCC Minerals and Waste
Marine management Organisation	LCC Children's services	LCC PROW team
Three	The Gardens Trust	Lincoln City Council
Vodafone	National Federation of Gypsy Liaison Groups	Lincoln City Council planning
Everything Everywhere Limited	Lincolnshire Rural Housing Association	Lincolnshire Bat Group
O2	Rail Future (Lincolnshire Branch)	Lincolnshire County Council
Orange	University of Lincoln	Lincolnshire Fire and Rescue
T-Mobile	SUSTRANS	Lincolnshire Historic Buildings
Lincs Partnership NHS Foundation Trust	Fire and Rescue	Lincolnshire Police Liaison Officer
NHS	Police	Lincolnshire Wildlife Trust

NHS Property	HSE (Planning advice team-Buxton)	Lincolnshire Wolds Officer
National Grid	HSE Land Use Planning Advice	Met Office
Anglian Water	HSE Local Plans	MOD safeguarding
Severn Trent	RSPB	MOD (wind turbines/farms)
Ancient Monument Society	Barton Willmore	MOD safeguarding zones
Inland Waterways Association	Gladman Developments Ltd	National Grid
CAA Aerodromes and Air Traffic Standards	Lincolnshire Chamber of Commerce and Industry	NATS safeguarding
Campaign for Real Ale	Economic Development Lincolnshire County Council	Natural England
Canal and River Trust	RAF Scampton	Network Rail
Civil Aviation Authority	Society for Lincolnshire History and Archaeology	Network Rail
Community Lincs	Ed Dade All Things Neighbourhood Planning	Newark and Sherwood District Council
Country Landowners and Business Association	Chave Planning	Newark IDB
CPRE Lincs	Planning Resource Planning Magazine Update	North Kesteven District Council
Forestry Commission	Savills	North Lincolnshire Council planning
Greater Lincolnshire LEP	Acis	North Lincs Education
Greater Lincolnshire Nature Partnership	Savills (Globalberry)	NHS North Lincolnshire CCG
Greater Lincolnshire Local Enterprise Partnership	Diocese of Lincoln	OFCOM (windfarms)
Heritage Lincolnshire	Church Commissioners for England	Office of Rail Regulation
English Heritage (inc Historic Parks and Gardens)	Commercial Boat Operators Association (CBOA)	Ramblers
Witham First District Internal Drainage Board	Home Builders Federation	Ramblers
Witham Third District Internal Drainage Board	Lincolnshire Cooperative Society	Robin Hood Airport
Upper Witham Internal Drainage Board	Stagecoach East Midlands	Robin Hood Airport

Scunthorpe and Gainsborough Water Management Board	Crown Estate Office	RSPB
Trent Valley Internal Drainage Board	Disability Lincs	Severn Trent
Joint Committee of the National Amenity Societies	Dial a Ride	Shire Group of Internal Drainage
Shire Group of Internal Drainage	University of Lincoln	SPAB Society for Protection of Ancient Buildings
Land Access Recreation Association	SUSTRANS	Sport England
Lincolnshire Community Land Trust	Church Commissioners for England	Tealby Society
Lincolnshire Historic Buildings Joint Committee	Crown Estate Office	Trent Valley Gliding Club
Lincolnshire Research Observatory	Lincolnshire Fire and Rescue	Trent Valley IDB
Lincolnshire Wildlife Trust	Lincolnshire Police	Twentieth Century Society
Lincolnshire Wolds Countryside Service	Disability Lincs	Upper Witham Internal Drainage Board
Marine Management Organisation	Dial a Ride	Victorian Society
National Farmers Union	Atkins	Western Power Distribution (formerly Central Networks)
National Trust	Council for British Architecture	Wickenby Airfield
Society for Protection of Ancient Buildings	Government pipelines and storage systems - Fishergerman	Witham Third District Internal Drainage Board
Sport England	Health and Safety Explosives Inspectorate	Amenities Societies
Tetlow King Planning	HSE (Planning advice team-Buxton)	Ancholme IDB & District of Scunthorpe and Gainsborough
The Georgian Group	HSE(hazardous substances consent)	Ancient Monument Society
The Theatres Trust	JPU	Anglian Water
The Victorian Society	Joint Radio Company	Atkins
The Woodland Trust	Met Office	Bassetlaw District Council
West Lincolnshire Community Safety Partnership	NATS safeguarding	British Gliding Association

Lincolnshire Agricultural Society	North Lincs Education	Caistor Civic Society
Lincolnshire Gardens Trust	OFCOM (windfarms)	Canal and River Trust
Ramblers Association	Office of Rail Regulation	Civil Aviation Authority
British Gliding Association	East Midlands Airport (and Robin Hood Airport)	Council for British Architecture
Lincolnshire Bat Group	RSPB	Defence Infrastructure Organisation
Trent Valley Gliding Club	Twentieth Century Society	Department for Digital, Culture, Media & Sport (Payphones)
Lincolnshire Bird Club	Wickenby Airfield	Department of Trade and Industry
Amenities Societies	Barton Willmore	East Lindsey District Council
Department of Trade and Industry	Gladman Developments Ltd	Environment Agency
Historic England	Lincolnshire Chamber of Commerce and Industry	Everything Everywhere Limited
LCC Children's services	Economic Development Lincolnshire County Council	Fisher German - Government Pipelines and Storage Systems
Western Power Distribution	RAF Scampton	Forestry Commission
The Gardens Trust	Society for Lincolnshire History and Archaeology	Gardens Trust
The Gypsy Council	Ed Dade All Things Neighbourhood Planning	Georgian Group
National Federation of Gypsy Liaison Groups	Chave Planning	Health and Safety Explosives Inspectorate
Diocese of Lincoln	Northern Powergrid	HSE Hazardous Substances Consent
Defence Infrastructure Organisation	MP Sir Edward Leigh	HSE (Planning advice team - Buxton)
MOD safeguarding	Cllr Richard Butroid	Health Authority (Primary Care Contacting Team)
MOD (wind turbines/farms)	Cllr Tracey Coulson	Highways England
Home Builders Federation	Willingham by Stow Surgery	Historic England
Lincolnshire Cooperative Society	The Ingham Practice	Historic England
Lincolnshire Rural Housing Association	The Glebe Practice, Saxilby	Historic Parks and Gardens English Heritage
Rail Future (Lincolnshire Branch)	Trent Valley Practice, Saxilby	Humberside International Airport

Stagecoach East Midlands	Sturton by Stow Primary School	Joint Radio Company
Williams Garage	Queen Elizabeth's Grammar School	JPU
Tillbridge Tastery	William Farr	LCC Archaeology
Cross Keys	The Gainsborough Academy	LCC Children's Services (education)
The Plough	Lincoln Christ's Hospital School	LCC Highways
Sturton General Store	The Minster Scool, Lincoln	LCC Minerals and Waste
Lincolnshire Co-op	Sturton by Stow Youth Club	LCC PROW team
Bransby Horses	Sturton Village Hall Committee	Lincoln City Council
Limestone Farming	Sturton and Stow Agricultural and Horticultural Association	Lincoln City Council planning
Butler Teknik	St Mary's PCC	Lincolnshire Bat Group
Obam Stairlifts	Methodist Church	Lincolnshire County Council
Timmins Contracting	St Edith's, Coates	Lincolnshire Fire and Rescue
LID Group	Bradshaws	Lincolnshire Historic Buildings
North Kesteven District Council	SPAB Society for Protection of Ancient Buildings	Lincolnshire Police Liaison Officer
North Lincolnshire Council planning	Sport England	Lincolnshire Wildlife Trust
North Lincs Education	Tealby Society	Lincolnshire Wolds Officer
NHS North Lincolnshire CCG	Trent Valley Gliding Club	Met Office
OFCOM (windfarms)	Trent Valley IDB	MOD safeguarding
Office of Rail Regulation	Twentieth Century Society	MOD (wind turbines/farms)
Ramblers	Upper Witham Internal Drainage Board	MOD safeguarding zones
Ramblers	Victorian Society	National Grid
Robin Hood Airport	Western Power Distribution (formerly Central Networks)	NATS safeguarding
Robin Hood Airport	Wickenby Airfield	Natural England

RSPB	Witham Third District Internal Drainage Board	Network Rail
Severn Trent	Newark and Sherwood District Council	Network Rail
Shire Group of Internal Drainage	Newark IDB	