

Public Document Pack



Please note that the following documents were published separately from the main agenda for this meeting of the Planning Committee to be held on Wednesday, 19th April 2023 at 5.30 pm in Committee Rooms 1 and 2, City Hall, Beaumont Fee, Lincoln, LN1 1DD.

2. Update Sheet (Pages 3 - 22)

This page is intentionally blank.

Update Sheet Planning Committee 19th April 2023

2022/0159/OUT Proposed Hotel Waterside South

Historic England Consultation Response on Revised Plans



Ms Alex Leatherland
Lincoln City Council
City Hall
Beaumont Fee
Lincoln
LN1 1DF

Direct Dial: 0121 625 6870

Our ref: P01467293

17 April 2023

Dear Ms Leatherland,

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

CORNER OF SINCIL STREET & WATERSIDE SOUTH, LINCOLN
Application No. 2022/0159/OUT

Thank you for your letter of 6 March 2023 regarding further information on the above application for planning permission. On the basis of this information, we offer the following advice to assist your authority in determining the application.

Historic England Advice

We previously provided comments on the proposed scheme on 31 March 2022. Our comments below should be read in conjunction with our letter of that date.

The proposed hotel has been amended to reduce it in height by one storey, set it back from Melville Street and rotate the northern end towards the west. We welcome these amendments and consider that the amendments have notably reduced the harm caused to the significance and setting of Lincoln cathedral, and the significance, character and appearance of the Cathedral and City Centre conservation area, by reducing the impact of the proposed hotel in views of the cathedral and historic hillside from Pelham Bridge and Melville Street/Broadgate. There remains a reduced impact on the significance and setting of the cathedral and conservation area in some closer views, due to the proposed hotel obscuring part of the west towers of the cathedral and surrounding historic hillside. Your authority should weigh the harm caused against the public benefits of the proposed scheme in accordance with paragraph 202 of the National Planning Policy Framework.

Recommendation

Historic England has no objection to the application on heritage grounds. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess, and section 72(1) of the



Historic England

Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Your authority should take these representations into account in determining the application. If there are any material changes to the proposals, or you would like further advice, please contact us. Please advise us of the decision in due course.

Yours sincerely

David Walsh

David Walsh

Principal Inspector of Historic Buildings and Areas

E-mail: david.walsh@HistoricEngland.org.uk



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

District: Lincoln City Council

Application number: 2022/0159/OUT

Application Type: Outline with access considered

Proposal: Redevelopment of site to provide a new hotel, together with landscaping and associated works, including demolition of all existing structures on the site and demolition of pedestrian footbridge across Melville Street

Location: Corner Of Sincil Street & Waterside South, Lincoln

Response Date: 18 April 2023

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

General Information and Advice

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

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

Application number: 2022/0159/OUT
Application Type: Outline with access considered
Location: Corner Of Sincil Street & Waterside South, Lincoln

Highway and Lead Local Flood Authority Report

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

Recommendation: Approve with conditions

This is an outline application with access to be considered. It seeks permission to demolish the existing buildings within the site curtilage and the footbridge over Melville Street and erect a hotel.

The site is currently a vacant car park and service yard.

It is situated in a highly sustainable location within the city-centre, on the doorstep of the Transport Hub and within easy walking distance of facilities, amenities, and attractions for visitors during their stay.

Vehicular access is provided off Waterside South, with a new private one-way service street created along the western side of the hotel to connect to the existing service yard to the south.

A dedicated vehicular access for hotel guests into the Lincoln Central multi-storey car park is proposed. Visibility for vehicles turning right into the car park from the hotel is sufficient that they will be able to determine the flow of traffic into the car park from the main entrance before starting their manoeuvre and therefore it will not cause vehicles to idle on Broadgate unable to turn left into the service yard.

A drop-off area will be provided at the front of the hotel.

The service street will also be utilised for deliveries and servicing.

The vehicular access as proposed will be block paved and in-keeping with Waterside South, with a tight visible radius but reinforced paving construction either side as protection from overrun. The submitted drawings demonstrate improved hard landscaping along Waterside South, beyond the extent of the new access point. Further discussion will be required with the Highway Authority, post-planning, regarding the extent of the improvements and how this ties in with the existing paving on Waterside South, and the public realm schemes on Sincil Street and City Square.

There is an existing slip lane on Broadgate/Melville Street which currently serves as an access to the vacant car park, which will require removal with the area being returned to footway.

There may be minor alterations required to the extent of the highway boundary on Broadgate/Melville Street to deliver the proposed hard and soft landscaping at the hotel frontage, and this will be arranged with the applicant post-planning.

Demolition of the footbridge

LCC as Highway Authority engaged in extensive pre-application discussions with the applicant in advance of the planning submission in relation to the proposed removal of the footbridge.

The footbridge provides a necessary east – west connection across Broadgate and is in regular use as a public highway. This connection is of strategic importance and is reflected in the Lincoln Transport Strategy and the Lincoln Local Cycling and Walking Infrastructure Plan in relation to National Cycle Route 64. This connection is also essential for facilitating future regeneration to deprived areas to the east of Broadgate.

The Lincoln Transport Strategy 2018 - 2036 lists Broadgate Public Realm and Environmental Improvements as a primary infrastructure intervention. The opening of the Lincoln Eastern Bypass has provided opportunity to enhance the area and stimulate economic growth using interventions such as improved walking and cycling facilities and measures to reduce vehicle speeds. The scheme is currently at an early design stage and an essential element of the project will be to improve the east-west connection at Melville Street/Waterside North/Waterside South junction.

Lincolnshire County Council support the removal of the footbridge with necessary mitigation, to support this application and facilitate growth.

In consideration of the emerging Broadgate Corridor scheme, LCC and the applicant wish to avoid the applicant delivering a project immediately which mitigates the removal of the footbridge, but which may act as a constraint for the Broadgate Corridor scheme.

The applicant undertook a Pedestrian Environment Review System (PERS) audit on Broadgate to support this application, which demonstrated that there was no short-term adverse effect on public highway users if the footbridge were to be removed, given the presence of the signalised pedestrian crossings at St Swithins Square and Newton Street as alternate options.

We accept that in the short term, highway users have alternate options to cross Melville Street that are comparable to the footbridge. However, the displacement of highway users to the alternate crossings is a short-term solution as consideration must be given the strategic need for improved walking and cycling facilities at this location.

We request a Section 106 contribution of £500,000 as mitigation for the removal of the footbridge, to provide improved walking and cycling infrastructure at this location.

At this stage, timescales for delivery of the Broadgate Corridor scheme are unknown, though this will be the preferred mechanism to deliver the required improvements which mitigate the removal of the footbridge and achieve the strategic aims outlined in the Lincoln Transport Strategy. If the Broadgate Corridor scheme is not delivered within a suitable timeframe, the Highway Authority will be required to deliver a project to directly mitigate the removal of the footbridge and provide the necessary east-west connection. This will be through the delivery of a signalised pedestrian crossing.

The S106 contribution cost has been based on an uncertainty model for the delivery of a signalised pedestrian crossing on Melville Street at the junction with Waterside South. Preliminary studies undertaken by the applicant indicated that there were services within the eastern footway which would require diversion at significant cost. This has been accounted

for in the uncertainty model which is why the expected scheme cost is higher than would usually be expected.

Highway Condition 00

No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement shall include;

- phasing of the development to include access construction;
- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- wheel washing facilities;
- the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
- strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction.

The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

Highway Condition 21

No part of the development hereby permitted shall be occupied before the works to improve the public highway (by means of removing the slip lane on Melville Street and returning the area to footway) have been certified complete by the Local Planning Authority.

Reason: To ensure the provision of safe and adequate means of access to the permitted development.

Highway Informative 07

The highway improvement works referred to in the above condition are required to be carried out by means of a legal agreement between the landowner and the County Council, as the Local Highway Authority.

Highway Condition 33

The permitted development shall be undertaken in accordance with a surface water drainage scheme which shall first have been approved in writing by the Local Planning Authority.

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
 - provide flood exceedance routing for storm event greater than 1 in 100 year;
 - provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage
-

infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;

- provide attenuation details and discharge rates, as a betterment of the existing brownfield rates;
 - provide details of the timetable for and any phasing of implementation for the drainage scheme;
- and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No part of the development shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details. Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, or upstream of, the permitted development.

Highway Informative 02

In accordance with Section 59 of the Highways Act 1980, please be considerate of causing damage to the existing highway during construction and implement mitigation measures as necessary.

Should extraordinary expenses be incurred by the Highway Authority in maintaining the highway by reason of damage caused by construction traffic, the Highway Authority may seek to recover these expenses from the developer.

Highway Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For application guidance, approval and specification details, please visit <https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb> or contact vehiclecrossings@lincolnshire.gov.uk

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.

For further guidance please visit our website via the following links:

Traffic Management - <https://www.lincolnshire.gov.uk/traffic-management>

Licences and Permits - <https://www.lincolnshire.gov.uk/licences-permits>

Officer's Name: Becky Phillips-Melhuish
Officer's Title: Growth Manager (Planning Advice)
Date: 18 April 2023

Additional consultation responses received - Proposed Hotel Waterside South

Customer Details

Name:	Mr Zhiqiang Meng
Email:	<input type="text"/>
Address:	1 Waterside South Lincoln

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Many of us use this footbridge frequently to access the city. I object to remove it!

Name:	Mrs M Plumtree
Email:	<input type="text"/>
Address:	9 Lord Street Gainsborough

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	This is part of historic Lincoln, so very well used, disgusting of the Co-op removing assets! Hope it is refused. Love standing and watching the swans.

Customer Details

Name: Mrs Pam Stone

Email:

Address: 6 Tideswell Court Scunthorpe

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: The Co-op want to remove everything that benefits the community, pubs into shops that are too expensive to use! This should not be allowed!

Customer Details

Name: Mr Frank Plumtree

Email:

Address: 19 Heapham Road Gainsborough

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This is not right, why do the Co-op need this bridge removed, it's very well used!

Customer Details

Name: Mrs Margaret Plumtree
Email:
Address: 19 Heapham Road 19 Heapham Road Gainsborough

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: This bridge needs to stay, it is an important part of Lincoln

Customer Details

Name: Mr Christopher Childs
Email:
Address: 21 Lingfield Close Saxilby Lincoln

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment:
Comments: I object to removal of the pedestrian footbridge over Melville Street on the grounds of safety. There are many users of this footbridge including those of local businesses, local residents and users of the riverside footpath to Washingborough. Users include a mix of pedestrians and dismounted cyclists, removal of the bridge would force uses to nearby pedestrian crossings that are already extremely busy and have seen numerous serious accidents.

From: Mark Wheeler [REDACTED]
Sent: 17 April 2023 11:28
To: Coucom, Milly (City of Lincoln Council) <milly.coucom@lincoln.gov.uk>
Subject: RE: 2022/0159/OUT

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

Hi Milly our only comment would be should permission be granted for the Melville Street bridge to be removed , it would be beneficial for the footpath to the North of the river to be improved to give our residents an alternative to reach the crossing point at Broadgate as the footpath is very poor in this location .

Thanks

Mark

Mark Wheeler MRICS
Asset Maximisation Manager
Longhurst Group

-----Original Message-----

From: ace paul [REDACTED]

Sent: 13 April 2023 19:37

To: Technical Team (City of Lincoln Council) <Technical.Team@lincoln.gov.uk>

Subject: Re: Notification of planning committee

[REDACTED]

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

Thank you for that.

Do you have a new planning manager? You need one, two pages of pdf document and second page just has planning manager on it.

It is very unfair on those tax payers who paid for the bridge over broadgate.
For it to be knocked down.

Considering it says hotel, that means a business that is just going to be making Money and in competition with the one over the road and on Tentercroft Street.

Really is no need to destroy something purely because one corner is where someone that doesn't even live in Lincoln or probably doesn't even know where Lincoln is! Why not just demand the bridge stays up and the small bit is used for the new business bin storage!

Funny thing is one of the residents in the flats at the bottom of the bridge said in January it's getting pulled down in February. So typical Lincoln, same story different version.

That bridge 9/10 has people crossing when ever go past it.

Then there is this uproar on social media about new drive through restaurant on bottom of pelham bridge. That nobody knows anything about.

The announcement of new houses in Hermit Street, THEN the planning permission notices go up afterwards! How can that be democratic?

Likewise your residents parking in the sincil bank / park ward, not everyone got Informed about it in any way shape or form, then the county council push it through when it DIDN'T make its return and you as a council have accepted it!

Really is a bad show to those who pay their taxes!

I would go to that meeting just for a laugh but unable to make it.

Thanks

P Scott.

Customer Details

Name:	Mr mark thompson
Email:	<div></div>
Address:	50 hutton way faldingworth

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application

Reasons for comment:

Comments: the objection relates the removal of the footbridge, a vital part of the city infrastructure for pedestrians walking from one side of Broadway to the other.
Yes there are 2 pedestrian crossings approx. 100yds either way, but the removal of this infrastructure would be detrimental to the well being of those that use it. It is one of the safer ways to cross the road, with the current state of drainage along road and splashing from passing vehicles, this method of crossing a main route removes completely the human/vehicle interface.
Therefore it should be kept, I don't recall this being part of the original scope.

Customer Details

Name:	Mrs Sam Brown
Email:	<input type="text"/>
Address:	41 Thesiger Street Lincoln

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Losing the bridge must not go ahead

Customer Details

Name:	Mrs rachel Eldridge
Email:	<input type="text"/>
Address:	2 carram way lincoln

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	This bridge is very well used by many to access the city. I object to it's removal

Customer Details

Name: Mr Kieran Tatton

Email:

Address: 31 Benson Crescent Lincoln

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I think there will be massive objection all around for removing the pedestrian bridge. Its used by many people everyday. Its a good midway point to get across Melville Street but also quite a lot of the photography community within Lincoln use it as a place to take pictures of the Cathedral.

Progress doesn't mean have to mean tearing everything else down around it. They can think of a way to work around it. Or even incorporate it, spend a bit of money getting it repainted so it looks nice next to their proposed hotel that I doubt is actually needed.

Customer Details

Name: Bob Pennycook

Email:

Address: 74 Eastbrook Road Lincoln

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I am really disappointed with the loss of the footbridge. I work a Siemens and use this bridge most days.

by many people everyday. Its a good midway point to get across Melville Street but also quite a lot of the photography community within Lincoln use it as a place to take pictures of the Cathedral.

Progress doesn't mean have to mean tearing everything else down around it. They can think of a way to work around it. Or even incorporate it, spend a bit of money getting it repainted so it looks nice next to their proposed hotel that I doubt is actually needed.

Customer Details

Name:	Mrs E White
Email:	<input type="text"/>
Address:	21 Heapham Road GAINSBOROUGH

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Ruining Lincoln, why more hotel space, and removing a lovely bridge which helps the look of Lincoln. How many hotels now, more for migrant invasion

Customer Details

Name:	Mr James Bright
Email:	<input type="text"/>
Address:	12 Aynsley Road Lincoln

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	<p>I use this bridge to cross the otherwise impassable dual carriageway multiple times a day. Thousands of Siemens Energy, Siemens Mobility and Napier Turbochargers employees use this to access the town centre daily.</p> <p>It also provides a fantastic view of lindum hill and the aspect of the cathedral. Please don't demolish this bridge.</p>

Addition to Committee Report for 2022/0159/OUT- Proposed Hotel Waterside South

Further to the recommendation being made on the application, the new Local Plan was adopted by the Central Lincolnshire Joint Strategic Planning Committee at its meeting on 13th April 2023, and will be used in making decisions on planning applications with immediate effect, replacing the 2017 version.

The following policies within the new local plan are considered relevant-

S36: Lincoln's City Centre and Primary Shopping Area

S42: Sustainable Urban Tourism

S53 Design and Amenity

S57 The Historic Environment

S6 Design Principles for Efficient buildings

S8 Reducing Energy Consumption- non-residential buildings

S60 Protecting Biodiversity and Geodiversity

It should also be noted that the application was originally submitted February 2022, and has been subject to extensive negotiations to secure improvements to the scheme, which has delayed a decision being made under the previous local plan. Having considered the details of the above policies however the proposed development is considered to be in line with those policies stated above. In order to address the new requirements of policies S6, S8 and S60 a condition is proposed which will require the submission of an energy statement as part of the Reserved Matters.

Additional consultation response application 2023/0182/PAT- Boutham Park Road

Apr 36.

HOME GRANGE

BOULTHAM PARK ROAD

LINCOLN.

LVG 7ST

DEAR SIR.

REGARDS. THE INSTALLATION
OF THE MONOPOLE TO BE PUT
NEAR THE CO-OP SHOP.

IT WILL BE ALL I CAN SEE
OUT OF MY LOUNGE WINDOW.

I AM NOT HAPPY WITH THE PLANS

Yours



Application Summary

Application Number: 2023/0182/PAT

Address: Adjacent To Post Office Parklands Food Store Boultham Park Road Lincoln Lincolnshire LN6 7ST

Proposal: Installation of 15m high slim-line monopole, supporting 5 no. antennas, 2 no. equipment cabinets, 1 no. electric meter cabinet and ancillary development thereto including 1 no. GPS module. (Amended Site Address)

Case Officer: Craig Everton

Customer Details

Name: Not Available

Address: 58 Saint Peters Avenue Lincoln

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I fully support this application. The benefit of having this mast in the local area will improve 5G connectivity for the entire area, improving the technological applications for Boultham, allowing more use of technology in the home for both entertainment and working purposes. It will also increase safety for those put and about in the area, providing robust coverage around Boultham Park and outlying areas for those vulnerable people within the community. Ultimately it will also support the emergency services network. I don't believe there to be any affect On housing, house prices, health or access

Dear Mr Everton

Thank you for the list

I do note however, and would like to raise the fact, that the ground works and electricity box have been put in place prior to official approval.

This would indicate that the the decision was a fore gone conclusion and the consultation has been a tick box exercise.

Again a state my objections.

Location in a limited space next to a public highway causing risk to traffic using the car park which already causes traffic and pedestrian issues.

The aesthetics of the street will be spoilt for all residents and users.

The height of the mast is inappropriate for the location in such a small area.

Possible noise from the antenna both from wind and electrical

I have asked neighbours and it would appear that they have not received notice of planning.

I will continue to contact residents

Kind regards

Anne Wilson

This page is intentionally blank.