



## PLANNING COMMITTEE

**Wednesday, 2 December  
2020**

**5.30 pm**

**Virtual Meeting**

Membership:	Councillors Naomi Tweddle (Chair), Bob Bushell (Vice-Chair), Biff Bean, Bill Bilton, Alan Briggs, Kathleen Brothwell, Chris Burke, Gary Hewson, Rebecca Longbottom, Bill Mara and Edmund Strengiel
Substitute members:	Councillors Jackie Kirk and Neil Murray
Officers attending:	Simon Cousins, Democratic Services, Kieron Manning, Louise Simpson and Dave Walker

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### **VIRTUAL MEETING VIA ZOOM**

Join from a PC, Mac, iPad, iPhone or Android device:

Please click this URL to join.

<https://zoom.us/j/91544482189?pwd=VEFIMU9SaFRSaFRvNHZLbXhYUjc0QT09>

Passcode: **915062**

Or join by phone:

Dial **0330 0885830** using the following ID:

Meeting ID: **915 4448 2189**

Passcode: **915062**

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The Planning Committee comprises democratically elected members who will be presented with a recommendation from the professional officers for each application on the agenda. After each application has been presented, those interested parties who have registered to speak will then be given 5 minutes to verbally present their views, and, following this, the committee will debate each proposal and make the decision, having considered all relevant information.

Clearly the process of making a decision will inevitably cause some people to feel aggrieved, but it is hoped that all interested parties will feel that their views have been considered as part of the process.

Please ensure that your mobile phones are switched off or set to silent throughout the meeting and please refrain from attempting to speak from the public gallery unless you have formally registered to speak on an application, in which case the Chair will call you to the table at the relevant time.

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# AGENDA

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SECTION A	Page(s)
1. Confirmation of Minutes - 4 November 2020	5 - 16
2. Declarations of Interest	
Please note that, in accordance with the Members' Code of Conduct, when declaring interests members must disclose the existence and nature of the interest, and whether it is a disclosable pecuniary interest (DPI) or personal and/or pecuniary.	
3. Applications for Development	
(a) Land Between 1 And 9 -11 Greetwell Gate, Lincoln	17 - 76
<i>This application seeks approval for the siting of a mobile unit for use as a temporary welfare centre and use of existing garages as storage for building materials.</i>	
(b) Land Between 1 And 9 -11 Greetwell Gate, Lincoln	77 - 88
<i>This application seeks approval for the installation of a brick boundary wall with gates.</i>	
4. West Common New Land Drain - West Parade Entrance	89 - 96

# **THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

## **LIST OF BACKGROUND PAPERS FOR PLANNING, LISTED BUILDING, CONSERVATION AREA AND ADVERTISEMENT APPLICATIONS ON THE AGENDA OF THE PLANNING COMMITTEE**

The Background Papers for the Planning, Listed Building, Conservation Area and Advertisement Applications are:

1. The appropriate Planning Information Folder: This is a file with the same reference number as that shown on the Agenda for the Application. It contains the following documents:
  - (a) the application forms;
  - (b) plans of the proposed development;
  - (c) site plans;
  - (d) certificate relating to ownership of the site;
  - (e) consultation letters and replies to and from statutory consultees and bodies;
  - (f) letters and documents from interested parties;
  - (g) memoranda of consultation and replies to and from Departments of the Council.
2. Any previous Planning Information Folders referred to in the Reports on the Agenda for the particular application or in the Planning Information Folder specified above.
3. City of Lincoln Local Plan: Adopted 26 August 1998.
4. The emerging draft Local Development Framework is now a material consideration.
5. Lincolnshire Structure Plan – Final Modifications 3 January 2006
6. Regional Spatial Strategy – 17 March 2005
7. Applications which have Background Papers additional to those specified in 1 to 6 above set out in the following table. These documents may be inspected at the Planning Reception, City Hall, Beaumont Fee, Lincoln.

APPLICATIONS WITH ADDITIONAL BACKGROUND PAPERS (See 7 above.)

Application No.:	Additional Background Papers
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## **CRITERIA FOR PLANNING COMMITTEE SITE VISITS (AGREED BY DC COMMITTEE ON 21 JUNE 2006 AND APPROVED BY FULL COUNCIL ON 15 AUGUST 2006)**

### **Criteria:**

- Applications which raise issues which are likely to require detailed first hand knowledge of the site and its surroundings to enable a well-informed decision to be taken **and** the presentational material at Committee would not provide the necessary detail or level of information.
- Major proposals which are contrary to Local Plan policies and proposals but which have significant potential benefit such as job creation or retention, environmental enhancement, removal of non-confirming uses, etc.
- Proposals which could significantly affect the city centre or a neighbourhood by reason of economic or environmental impact.
- Proposals which would significantly affect the volume or characteristics of road traffic in the area of a site.
- Significant proposals outside the urban area.
- Proposals which relate to new or novel forms of development.
- Developments which have been undertaken and which, if refused permission, would normally require enforcement action to remedy the breach of planning control.
- Development which could create significant hazards or pollution.

So that the targets for determining planning applications are not adversely affected by the carrying out of site visits by the Committee, the request for a site visit needs to be made as early as possible and site visits should be restricted to those matters where it appears essential.

A proforma is available for all Members. This will need to be completed to request a site visit and will require details of the application reference and the reason for the request for the site visit. It is intended that Members would use the proforma well in advance of the consideration of a planning application at Committee. It should also be used to request further or additional information to be presented to Committee to assist in considering the application.



**Present:** Councillor Naomi Tweddle (*in the Chair*),  
Councillor Bob Bushell, Councillor Bill Bilton, Councillor  
Alan Briggs, Councillor Chris Burke, Councillor  
Liz Bushell, Councillor Gary Hewson, Councillor  
Jackie Kirk, Councillor Rebecca Longbottom, Councillor  
Bill Mara and Councillor Edmund Strengiel

**Apologies for Absence:** Councillor Biff Bean and Councillor Kathleen Brothwell

**97. Connectivity Issues**

1. Councillors C Burke and G Hewson joined the virtual meeting after it had started due to connectivity issues.

They joined at the end of the discussion on Works to Trees in City Council Ownership and therefore did not take part in the vote on this matter nor the confirmation of the minutes from the last meeting held on 12 October 2020.

2. Councillor N Tweddle, Chair, lost connectivity during the consideration of Works to Trees in City Council Ownership and did not take part in the vote on this matter. Councillor B Bushell chaired this item in his capacity as Vice Chair.

Councillor Tweddle was able to re-join Committee for the rest of the meeting at the end of this item.

**98. Confirmation of Minutes - 7 October 2020**

RESOLVED that the minutes of the meeting held on 7 October 2020 be confirmed.

**99. Member Statement**

In the interest of transparency Councillor Longbottom requested it be noted in relation to Item No 3(a) South Common Ponds, that she was a member of Lincolnshire Wildlife Trust.

**100. Declarations of Interest**

No declarations of interest were received.

**101. Work to Trees in City Council Ownership**

*(Councillor B Bushell, chaired this agenda item in his capacity as Vice Chair.)*

Dave Walker, Arboricultural Officer:

- a. advised members of the reasons for proposed works to trees in City Council ownership and sought consent to progress the works identified, as detailed at Appendix A of his report

- b. highlighted that the list did not represent all the work undertaken to Council trees, it represented all the instances where a tree was either identified for removal, or where a tree enjoyed some element of protection under planning legislation, and thus formal consent was required
- c. explained that Ward Councillors had been notified of the proposed works.

RESOLVED that tree works set out in the schedules appended to the report be approved.

## 102. **South Common Ponds**

*(Councillor Tweddle re-joined the meeting as Chair at this stage in the proceedings.)*

*(Councillors C Burke and G Hewson joined the meeting late at this stage in the proceedings)*

Kieron Manning, Assistant Director, Housing;

- a. presented a report to advise members of the reasons for proposed pond dredging and works to trees adjacent to the ornamental ponds in the care of the City Council on Lincoln South Common
- b. reported that the Council was responsible for the management and care of common land in the city and in accordance with the adopted Management Plan it was necessary to carry out works to the ponds on South Common for the benefit of wildlife and biodiversity
- c. advised that although the grounds of the pond area were managed periodically in the form of grass cutting, the ponds themselves had not received any form of management for some years which had resulted in them becoming silted-up with leaves and other debris from the trees surrounding them, and were fast becoming overgrown with reed growth
- d. highlighted that there were approximately 150 trees of both indigenous and non-indigenous species growing within the confines of the pond areas varying in maturity from young saplings to mature specimens, none of which were subject to a Tree Preservation Order or located within a Conservation Area
- e. reported that with the help of external agencies such as Lincolnshire Wildlife Trust and Commons Advisory Panel a need for both the dredging of the ponds and a reduction in the tree cover had been identified; the reduction in tree cover being not just to reduce further silting problems but also to improve water quality and thereby enhance the biodiversity value of the ponds
- f. referred to Appendix 3 of the report from the Director of Communities and Environment which included a site survey and recommendations from Lincolnshire Wildlife Trust
- g. outlined in further detail the proposed works at paragraph 4 of the report which included the proposed felling of 22 trees to increase the amount of sunlight afforded to the pond area as detailed at Appendix 4

- h. added that to offset the loss of these trees replanting of 22 indigenous tree species was proposed at more suitable locations around the site but away from the ponds to avoid any effect to light levels on the water in the future management of the area
- i. requested that the works set out within his report be approved.

Councillor Tweddle, Chair asked Dave Walker, Arboricultural Officer to for the duration of this item in the event that his advice was required on the works outlined for the site.

The Arboricultural Officer advised that he had not been involved in the project, however, he was happy to offer general technical knowledge to assist as required.

Members of Planning Committee discussed the content of the officer's report in further detail. The dredging of the ponds/removal of trees was broadly supported. Members raised the following questions:

- Were there any works required to the pond at the top of the South Common near Canwick Road?
- When the ponds were last dredged?
- Why had they been left until just recently?
- The site survey conducted by Lincolnshire Wildlife Trust referred to the need to stop planting trees, especially non-native trees on the South Common. Where would the replacement trees be located?

Kieron Manning, Assistant Director of Planning advised that he was not aware of the reason why the ponds had not been dredged earlier or when they was last dredged. Tree replacement would be carried out to fall in line with the council's corporate policy when trees were removed. He would feed these queries back to the Community Services Section in order for a more detailed response to be provided.

Dave Walker, Arboricultural Officer highlighted that he had spoken to the Community Contracts Officer that morning and was able to offer the following points of clarification:

- The pond referred to at the top of the South Common near Canwick Road had been cleared a few years ago and biodiversity in the area had increased as a result.
- Minimal clearing of the trees would take place to allow excavators the opportunity to access the pond area to dredge from silt.
- The work to trees would be carried out gradually over a three year period and not all at once.
- As the trees were removed the effect on wildlife from the clearance would be monitored and works adjusted if necessary.

Councillor Hewson expressed disappointment that there had been a lack of consultation with the Arboricultural Officer and he hoped there would be better collaboration with him in the future.

RESOLVED that:

1. Officers from the Community Services Section be asked to offer feedback to Planning Committee on the questions raised by members as detailed above.
2. Detailed consultation be carried out in future with council officers having relevant expertise in relation to matters to be determined at Planning Committee
3. The works set out in the report be approved.

**103. Applications for Development**

**104. 18-20 Kingsway, Lincoln**

The Assistant Director for Planning:

- a. described the location of the application site at 18-20 Kingsway as follows:
  - It was situated to the north west of the road.
  - The frontage of the site viewed from Kingsway contained a two storey brick warehouse to the left with extensions to the side and rear.
  - A single storey steel clad building was located centrally on the site with a fenced enclosure to the right housing shipping containers operated by Cathedral Self Storage Ltd.
  - The rear boundary was defined by a 1.8m approx. high fence.
  - The rear gable of the brick warehouse formed the side boundaries of 15 St Andrews Close and 38 Hope Street to the north west.
  - A narrow strip of land was situated to the side north east boundary which appeared to be used for the storage of materials with the side boundary of 12 Kingsway beyond.
  - Allotments were located adjacent to the opposite side on the south west boundary.
  - It was located within Flood Zone 2.
  - The wider area was predominantly characterised by a mix of two storey semis and terraces with the rear of the Ducati Showroom directly opposite the site.
  - Kingsway provided access to Bishop King Primary School located to the west at the end of the street.
- b. advised that planning permission was sought as a resubmission for the erection of 9 three bedroom dwellinghouses, to provide 19 car parking spaces located within a parking area to the rear of the site
- c. reported that the application had been revised during the planning process altering the design of the roof and rear elevation; reconfiguring the car parking layout with all neighbours having been re-consulted on these changes
- d. reported on the site history to the resubmitted application as detailed within the officer's report which included an appeal against refusal of planning permission which was dismissed by the Inspector on the grounds of lack of affordable housing although not in terms of any issue in respect of the level of parking
- e. provided details of the policies pertaining to the application, as follows:

- Policy LP1: A Presumption in Favour of Sustainable Development
  - Policy LP2: The Spatial Strategy and Settlement Hierarchy
  - Policy LP14: Managing Water Resources and Flood Risk
  - Policy LP16: Development on Land Affected by Contamination
  - Policy LP25: The Historic Environment
  - Policy LP26: Design and Amenity
  - Supplementary Planning Document Central Lincolnshire Developer Contributions
  - National Planning Policy Framework
- f. advised members of the main issues to be considered as part of the application to assess the proposal with regard to:
- Principle of Use
  - Developer Contributions
  - Visual Amenity
  - Residential Amenity
  - Access and Highways
  - Flood Risk and Drainage
- g. outlined the responses made to the consultation exercise
- h. concluded that :
- The principle of the use of the site for residential purposes was considered to be acceptable and the development would relate well to the site and surroundings, particularly in relation to siting, height, scale, massing and design.
  - The proposals would also not cause undue harm to the amenities which occupiers of neighbouring properties may reasonably expect to enjoy.
  - Technical matters relating to access and parking, contamination, flood risk, trees and archaeology were to the satisfaction of the relevant consultees and could be dealt with appropriately by condition.
  - The proposal would therefore be in accordance with the requirements of Central Lincolnshire Local Plan Policies LP1, LP2, LP14, LP16, LP25 and LP26 and the National Planning Policy Framework.

Members discussed the content of the report in further detail. The following comments/questions emerged:

- Was there to be a ban to building on adjacent allotments in the area of the development?
- Could officers give a reassurance that issues of increased traffic accessing and egressing the proposed development had been addressed?
- This application offered improved car parking spaces compared to the previous one. Had this been communicated to local residents?
- The Highways Authority had no objections regarding increased traffic in the area.
- The proposal for a row of terraced houses on the street would fit in well with the area.

- This proposal was much improved compared to the previous planning application for the site refused recently.
- Could officers give an assurance that there would be no clashes or obstructions caused by deliveries to the site during the construction process?

Kieron Manning, Assistant Director for Planning offered the following points of clarification to members:

- There were currently no proposals for building on the adjacent allotments as part of this planning application and he had not been party to any discussions regarding the future of the allotment site.
- The provision of two car parking spaces per dwelling plus one left over was considered more than adequate for a scheme of this nature in such a location.
- In terms of access the Highways Authority as statutory consultee considered the proposal to be acceptable and not harmful enough to warrant refusal.
- A reduction in the number of proposed dwellings for this scheme would reduce the amount of comings/goings in terms of access and egress.
- A condition was attached to the grant of planning permission pertaining to construction management to minimise disruption to neighbours close by although the development was inevitable to cause some unavoidable disruption.
- Local residents had been re-consulted on the number of additional car parking spaces provided by the scheme in order to make them aware and give some comfort in the changes made to the original proposals to address objections raised in this respect.

Councillor Tweddle, Chair, asked whether many complaints were received generally in terms of construction traffic in respect of developments in progress.

Kieron Manning, Assistant Director for Planning highlighted that construction traffic did not normally cause a problem. Complaints were sometimes received, however local residents were quick to respond with any potential issues which were addressed straight away by officers accordingly.

**RESOLVED** that planning permission be granted subject to the following conditions:

- Time limit of the permission
- Development in accordance with approved plans
- Contamination
- Archaeology
- Land levels
- Samples of materials
- Implementation of landscaping
- Tree protection measures
- Implementation of boundary treatments
- Assessment of off-site impact of external lighting
- Electric vehicle recharge points
- Development in accordance with Flood Risk Assessment
- No surface water infiltration without consent
- Reinstatement of full height kerbs

- Construction Management Plan (traffic generation and drainage)
- Construction of the development (delivery times and working hours)
- Windows and doors set in reveal

**105. 128-130 Carholme Road, Lincoln**

The Planning Team Leader:

- a. advised that an application had been submitted for reserved matters including access, appearance, landscaping, layout and scale for the erection of a building to accommodate 14 self-contained apartments with 14 associated parking spaces as required by outline planning permission 2017/0236/OUT
- b. confirmed that the outline planning permission in common with all extant permissions that were yet to be implemented had been extended by the Business and Planning Act 2020 in terms of the time by which reserved matters should be submitted until 1 May 2021
- c. described the location of the application site at the corner of Carholme Road and Derwent Street, formerly occupied by Machins motorcycles within a large single storey building facing the main road, now demolished and a vacant site
- d. referred to the surrounding area as overwhelmingly residential in use and character and a well-used approach into the City from the west
- e. reported that the proposed building would be of an L shape following the road frontage of Carholme Road and Derwent Street, of two storeys adjacent to the existing two storey houses on Carholme Road, stepping up to three storeys on the prominent north west corner of the site, predominantly brick with pitched roofs over the various elements of the structure in common with the prevailing character of the area
- f. referred to the previous site history for the application as detailed within the officer's report which included outline planning permission granted in August 2017 together with a refused planning application in 2019
- g. provided details of the policies pertaining to the application, as follows:
  - Policy LP1: A Presumption in Favour of Sustainable Development
  - Policy LP14: Managing Water Resources and Flood Risk
  - Policy LP26: Design and Amenity
  - National Planning Policy Framework
- h. advised members of the main issues to be considered as part of the application to assess the proposal with regard to:
  - Compliance with National and Local Planning Policy
  - Impact on the Character of the Area in Terms of Visual Amenity
  - Impact on the Amenity of Adjacent Residents
  - Developer Contributions
  - Highway Matters
  - Flood Risk

- i. outlined the responses made to the consultation exercise
- j. concluded that :
  - The application proposal before Planning Committee had been carefully considered and revised taking account of the previous refusal and the input of ward members and comments from neighbours in respect of the design changes.
  - The design was of a high quality and would deliver 14 new apartments in this important location without causing harm to amenity.

Members discussed the content of the report in further detail. The following comments/questions emerged:

- It was pleasing that the original planning application had been refused earlier in the year as this submission was presentable, in keeping with the area with the addition of a pitched roof which was a much improved design.
- It was good to see that the proposed footprint of the development had been taken back from the pavement now encompassing a boundary wall with space in front of the development in between which was in keeping with the rest of the area.
- The circumstances of this improved planning re submission bore weight to resistance of government proposals to change planning laws as the new regulations would have failed to allow the original application to be discussed at Planning Committee. Local people had to live with planning developments given the go ahead for the rest of their lives. The authority employed experienced planning officers to give advice to Planning Committee to enable valuable improvements to be made to schemes which in this case was a far more acceptable scheme.
- How would the green strip behind the wall be maintained without having a gate?
- Access into the parking court was still quite close to adjacent properties.

The Planning Team Leader offered the following points of clarification to members:

- The applicant had revised the point of access to the car parking court at Derwent Street so that it did not directly face 2a Derwent Street opposite, improving the amenity for the residents of that property.
- A management company would be responsible for the maintenance of the car park and communal areas. The land behind the wall facing the pavement was not gated, however, there was ample opportunity for a decent planting scheme which would enhance the look of the adjacent area.

Councillor Twedde, Chair, emphasised that this planning application demonstrated a good example of local democracy involving the input of local councillors which had resulted in a massive improvement to a former proposed scheme for the site. She thanked officers, the applicant and local residents for giving their views.



RESOLVED that planning permission be granted subject to the following conditions:

The following conditions are attached to the extant outline planning permission and will need to be complied with as part of the development of the site:

- Finished Floor Levels – as set out on the Flood Risk Assessment
- Archaeology;
- Contaminated Land;
- Delivery times and working hours – 7.00am to 6.00pm and 7.00am to 1.00pm on a Saturday; and
- Electric Vehicle Recharging points

The following condition should be added to the reserved matters approval:

- Sample of facing materials

**106. Land To The Rear Of 1C Boultham Park Road, Lincoln**

The Planning Team Leader:

- a. advised that planning permission was sought for five dwellings including a row of three and a pair of semi-detached dwellings, all to be two main storeys each with a bedroom above in the roof space
- b. described the position of the land to the rear of 1A, 1B and 1C Boultham Park Road with access into the site through an existing access road between 1 A and 1C Boultham Park Road
- c. referred to the area of the site surrounded by residential properties having four properties to the north within the site of the Naval Club, Gresley Drive to the east with the eastern end of the site positioned between No 8 and 18 Gresley Drive
- d. reported on a difference in level from the application site to the site to the north, as there was from south and east, meaning that the land sat lower than neighbouring sites in terms of land levels
- e. advised that outline consent was granted in 2018 for three dwellings although the current scheme sought full planning permission for the five proposed dwellings
- f. reported the location of the site within Flood Zone 3
- g. provided details of the policies pertaining to the application, as follows:
  - Policy LP1: A Presumption in Favour of Sustainable Development
  - Policy LP14: Managing Water Resources and Flood Risk
  - Policy LP26: Design and Amenity
  - National Planning Policy Framework
- h. advised members of the main issues to be considered as part of the application to assess the proposal with regard to:

- Planning Policy

- Residential Amenity
  - Visual Amenity
  - Flood Risk
  - Highways, Access and Parking
  - Other Matters
- i. outlined the responses made to the consultation exercise
- j. referred to the Update Sheet circulated to members which contained a block plan showing trees to be retained as part of the planning application
- k. concluded that :
- The principle of the use of the site for residential purposes was considered to be acceptable in this location.
  - The development would relate well to the site and surroundings in relation to siting, height, scale, massing and design.
  - The proposals would also not cause undue harm to the amenities which occupiers of neighbouring properties may reasonably expect to enjoy and met the requirements NPPF in terms of Flood Risk.
  - The application was therefore in accordance with the requirements of Central Lincolnshire Local Plan Policies, as well as guidance within the National Planning Policy Framework.

Members discussed the content of the report in further detail. The following comments/questions emerged:

- Concerns were raised in respect of the need for residents to present their refuse bins to Boultham Park Road on the day of collection which would require to be moved on the same day to avoid a hazard to pedestrians/push chairs/mobility scooters etc.
- An appeal was made to the applicant for low lighting to be installed to protect residents' safety, particularly as the properties were accessed via a private driveway. Lincolnshire Police may have raised concerns had they realised there was no external lighting proposed for the scheme.
- It was requested that protection measures be installed to the wall either side of the access to the proposed development to protect the properties to the left and right of the entrance and to reduce risk of collisions.
- Members asked whether the private driveway itself would be permeable to prevent flooding in light of the fact it would not be an adopted highway.
- Concerns were raised regarding access of emergency vehicles. Could clarification be given by officers as to what other methods would be used to meet the functional requirements of the regulations in relation to a fire emergency if the access was not wide enough for a fire engine to enter the site?
- It was hoped there would be passing places along the access road to avoid traffic hold-ups.

The Planning Team Leader offered the following points of clarification to members:

- It would be reiterated to the applicant to inform the new residents of the properties not to put their refuse bins out too early and to move them on

the same day according to Public Protection and Anti-Social Behaviour legislation in place for the city.

- Access to the properties by fire vehicles would need to comply with building regulations in this regard. The land had been formerly used as a caravan site and as such accessed by wide vehicles before. Should the road be of insufficient width to accommodate a fire engine Building regulations required that a fire hydrant and dedicated pipe be run into the site at the applicant's expense to offer sufficient water pressure to attend to a fire. Fire Officers were also able to pressurise the water themselves if it was not of sufficient pressure.
- Lighting did not form part of the planning application, however, low level lighting along the access road would be beneficial and he hoped the applicant would take this request on board. It was possible should members be so inclined to formulate a reasonable lighting condition to be imposed on the grant of planning permission before the dwellings were occupied.

Councillor Tweddle, Chair, emphasised in the event that waste bins were left out on the public highway that residents should raise with the Council as an Environmental Health issue.

RESOLVED that planning permission be granted subject to the following conditions:

- Time limit of the permission
- Development in accordance with approved plans
- Samples of materials to be submitted
- Contamination land standard conditions
- Landscaping to be submitted
- Electric vehicle charging points to be submitted
- Construction and delivery hours to be controlled
- Permitted development to be removed
- Flood mitigation to be incorporated
- Land levels and finished floor levels to be as the drawings
- Provision of external lighting prior to occupation of dwellings.

#### **107. Arboretum Lodge, Arboretum, Monks Road, Lincoln**

Kieron Manning, Assistant Director for Planning:

- a. advised that Listed Building Consent was sought to carry out repairs to an internal wall to remediate chronic damp issues at Arboretum Lodge, which sat within Arboretum Park just inside the entrance on Monks Road
- b. described location of the building, a Grade II Listed Building, within the City of Lincoln Lindum and Arboretum Conservation Area No 3
- c. highlighted that this application was brought before Planning Committee for consideration as the property was in City of Lincoln Council ownership
- d. provided details of the policies pertaining to the application, as follows:
  - Policy LP25: The Historic Environment
  - National Planning Policy Framework

- e. advised members of the main issue to be considered as part of the application to assess the proposal with regard to the impact on the building as a designated heritage asset
- f. outlined the responses made to the consultation exercise
- g. concluded that :
  - The proposed works were in the interests of the building's preservation and would not be prejudicial to its special architectural or historic interest, in accordance with the duty contained within section 16(2) of the Planning (Listed Buildings and Conservation Areas Act) 1990 'In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses', Policy LP25 'Historic Environment' of the Central Lincolnshire Local Plan (2017) and relevant guidance contained within the National Planning Policy Framework.

RESOLVED that Listed Building Consent to carry out repairs to an internal wall at Arboretum Lodge be granted subject to the following conditions:

- Development to commence within 3 years
- Development to be carried out in accordance with the plans submitted with the application.

<b>Application Number:</b>	2020/0731/RG3
<b>Site Address:</b>	Land Between 1 And 9-11 Greetwell Gate, Lincoln, Lincolnshire
<b>Target Date:</b>	15th December 2020
<b>Agent Name:</b>	Karaolides Szynalska Architects Ltd
<b>Applicant Name:</b>	Mr Matthew Hillman
<b>Proposal:</b>	Siting of a mobile unit for use as a temporary welfare centre. Use of existing garages as storage for building materials.

### **Background - Site Location and Description**

The application proposes use of the site for a temporary welfare centre and use of the existing garages on the site for storage. The application has been submitted by City of Lincoln Council and the site would be used by employees in line with their duties of carrying out repairs to council houses.

The site has previously been used as a garage/site for parking although is currently unused with Heras fencing prevent access. It is located within the north of the city, on Greetwell Gate, a one-way street running from Wragby Road to Eastgate. To the east of the site is a public house, whilst to the west is No. 1 Greetwell Gate, a Grade II listed house. To the south of the site are residential properties accessed from Winnowsty Lane and Wainwell Mews. On the opposite side of Greetwell Gate is a City Council owned public car park and two semi detached properties on the corner of Greetwell Gate/Langworthgate. The site is located within the Cathedral and City Centre Conservation Area No. 1.

A separate application for a new wall and gates has also been submitted and is being considered under application (2020/0694/RG3).

The application is brought before Planning Committee as the proposal is made by the City of Lincoln Council on council owned land. The application has received a number of objections against the proposal and 1 letter of support.

### **Site History**

No Relevant Site History

### **Case Officer Site Visit**

Undertaken on 18th November 2020

### **Policies Referred to**

Policy LP25      The Historic Environment

Policy LP26      Design and Amenity

National Planning Policy Framework

### **Issues**

Acceptability of use

Impact on residential amenity

Visual amenity and the impact on the character and appearance of the Conservation Area and adjacent listed building

Highway Safety

### **Consultations**

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2018.

### **Statutory Consultation Responses**

Consultee	Comment
Highways & Planning	Comments Received
Councillor Christopher Reid	Comments Received

### **Public Consultation Responses**

Name	Address
Mick And Sue Rossington	1 St Leonards Lane Langworthgate Lincoln Lincolnshire LN2 4AP
Jackie Dean	18 Langworthgate Lincoln Lincolnshire LN2 4AD
Mrs Jayne Rylatt	33 Greetwell Gate Lincoln Lincolnshire LN2 4AW
Mr Andrew Holmes	36 Greetwell Gate Lincoln Lincolnshire LN2 4AW
Mr Julian Fisk	Garden Cottage 2 Hartsholme Country Park Hartsholme Park Lincoln Lincolnshire LN6 0EY
Mr Geoffrey Everitt	49 Greetwell Gate Lincoln Lincolnshire LN2 4AW
John Scarborough	29 Wragby Road Lincoln Lincolnshire LN2 4PA

William & Catherine Thompson	9 Wainwell Mews Lincoln Lincolnshire LN2 4BF
Mrs Shirley H Kirby	Mews Cottage Winnowsty Lane Lincoln Lincolnshire LN2 5RZ
Mrs G K Taylor	23 Eastgate Lincoln Lincolnshire LN2 4AE
Susan Mendum	3 Wainwell Mews Lincoln Lincolnshire LN2 4BF
Anne Lucas	20 Eastgate Lincoln Lincolnshire LN2 4AA
Carole J Morgan	43 Greetwell Gate Lincoln Lincolnshire LN2 4AW
Maxine Whittaker	38 Greetwell Gate Lincoln Lincolnshire LN2 4AW
Laura And John Devaney	31 Greetwell Gate Lincoln Lincolnshire LN2 4AW
Ingeborg Freeman	19 Winnowsty Lane Lincoln Lincolnshire LN2 5RZ
Richard Mundy	13 Langworthgate Lincoln Lincolnshire LN2 4AD
Mick And Sue Rossington	
Ms Catherine Waby	St Mary's Guildhall 385 High Street Lincoln LN5 7SF
Wainwell Mews Management Ltd	

Mrs Niki Denby	19 Eastgate Lincoln Lincolnshire LN2 4AA
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## **Consideration**

### **Policy Background**

Paragraph 192 of the NPPF (2019) requires local planning authorities to take account of the following issues in determining applications which may affect heritage assets and their settings;

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness

Policy LP25 'Historic Environment' of the Central Lincolnshire Local Plan is permissive of proposals which preserve and enhance features that contribute positively to the area's character, appearance and setting.

Policy LP26 states that "The amenities which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy must not be unduly harmed by or as a result of development."

### **Representations**

A number of objections have been made against the proposals. These are attached in full to this report. In summary, the main issues raised are: the proposed use of the site being inappropriate for the conservation area, concerns regarding the appearance of the unit, road safety issues from increased traffic and increased noise and disturbance.

1 representation of support has been submitted for the proposal.

### **Acceptability of Use**

The supporting statement submitted with the application states that the change of use of the site would support the City Council's pilot scheme 'Scheduled Repairs'. The pilot is a scheme to deal with a backlog of repairs, reduce carbon emissions and improve customer service for council tenants. The statement details that due to the Covid pandemic, the previously used welfare facilities for the repairs team as well as the previously used storage facilities are no longer suitable. The pilot scheme would introduce three week blocks of repair work and the proposed mobile unit would be available to certain staff members during those three weeks for welfare facilities. The use of the welfare facility is therefore required every three weeks out of 12. Whilst there would be a supervisor on site daily from 7:30am- 4:00pm, opening hours for operatives would be restricted between 10am and 2:30pm Monday to Friday with a maximum of two vehicles entering the site at one time and a likely trip generation of 15 vehicles per day. The unit would be removed from the site for the 9 weeks it is not in use.

In terms of planning policy, the site is within an unallocated area within the Central Lincolnshire Local Plan and the proposal would not contravene local plan policy in principle with regard to the use of the site, subject to other the issues as considered below:

### **Impact on Residential Amenity**

The site is located between the Morning Star Public House to the east and No. 1 Greetwell Gate to the west. No. 1 is a residential property although it appears to be currently unoccupied. Residential properties are also located to the south, with Winnowsty House and Mews Cottages to the rear of the site. Of those properties who share a boundary with the site, Mews Cottages have objected to



the proposal. Other objections have been received including No. 23 Eastgate on the opposite side of the road, properties located further east on Greetwell Gate and from surrounding streets including Langworthgate, Wainwell Mews, St Leonards Lane, Winnowsty Lane and Wragby Road.

A layout plan has been submitted with the application indicating the position of the mobile unit. It would be positioned towards the rear of the site, partially behind the side extension to No. 1 Greetwell Gate. Its position would allow space for two vehicles to enter the site. With regard to the mobile unit itself it would measure 3.6m long x 2.3m wide and 2.45m high. The proposed position of the unit would be adjacent to the boundary with No. 1 Greetwell Gate, although it is not considered at the proposed scale that it would cause undue loss of light or that it would appear overbearing when viewed from this neighbouring property.

The site is currently redundant therefore the use of the site for up to 15 vehicles a day will see an increase of activity from the level currently experienced. However, the use of the site as welfare facilities/storage is unlikely to be a use which creates excessive noise. The City Council's Pollution Control Officer has agreed with this assessment. Furthermore, hours of operation for operative visits would be restricted to between 10:00am and 2:30pm, for a maximum of 3 weeks in every 12 and for a temporary period up until 31st March 2021. Taking account of the previous use of the site as garage storage/parking and the level of activity proposed, it is considered that whilst the site will see an increase of comings and goings which is likely to cause a level of harm to neighbouring properties relative to the existing activity, it is not considered the harm would be adverse nor would it warrant refusal of the application. It is however, considered prudent to propose conditions to ensure the use only operates for the proposed 3 weeks out of 12 and for the hours proposed between 10am and 2:30pm. Officers also recommend a condition to limit the use until 31st March 2021. There is concern with residents that the use will continue after the proposed period. The applicants are running a pilot scheme for repairs and should they wish to continue the use beyond 31st March 2021 then planning permission would need to be applied for again. In the meantime, officers consider it would be important to monitor the use during the temporary period. A condition is therefore proposed to install CCTV to ensure effective oversight of the operation of the site. The City Council's Pollution Control Officer has also suggested a condition regarding any lighting to be installed at the site should be agreed prior to installation, including an assessment of offsite impacts.

Subject to the aforementioned conditions, it is considered that the proposal can be undertaken in a manner that would not cause undue harm to the amenities which neighbouring occupiers may reasonably expect to enjoy, in accordance with CLLP Policy LP26.

#### Visual Amenity and the Impact on the Character and Appearance of the Conservation Area and Adjacent Listed Building

The site is currently unoccupied and fenced off with Heras mesh fencing. The site at present is considered to have a negative impact on the character and appearance of the Conservation Area. The refurbishment of the existing garages to bring them back into use and the construction of the traditional brick wall under application 2020/0694/RG3 will both bring improvements to the site. Whilst the mobile unit would be visible above the wall, it is considered to be a marginal distance above and would not result in significant harm to the character and appearance of the conservation area or to the setting of the adjacent listed building.

It is, therefore, considered that the proposal would preserve the character and appearance of the conservation area, in accordance with Policy LP25 of the Local Plan and relevant guidance contained within the National Planning Policy Framework (2019). Consequently the proposed development is in accordance with the duty contained within section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

#### Highway Safety

The application shows availability for parking for two vehicles to enter at any one time with an area for turning to enable vehicles to leave the site in a forward gear. As a former lock-up garage site, the access is long established and would not be altered as part of this application. Whilst

representations from residents have raised concern that large HGVs may use the site, the applicant has confirmed that a transit sized vehicle would be largest using the site in terms of the council fleet. A larger vehicle maybe required for deliveries but this would not be a regular occurrence. The Highway Authority have been consulted on the proposals and have raised no objections. It is therefore considered highway safety would not be harmed by the proposal.

**Application negotiated either at pre-application or during process of application**

Yes

**Financial Implications**

None

**Legal Implications**

None

**Equality Implications**

None

**Conclusion**

The proposed use of the site as a temporary welfare centre and use of the existing garages for storage would not cause harm to the overall character and appearance of the conservation area and appropriate conditions controlling visiting hours, the use for a temporary period and monitoring through CCTV would limit harm to residential amenity in accordance with LP25 and LP26 Central Lincolnshire Local Plan and the National Planning Policy Framework.

**Application Determined within Target Date**

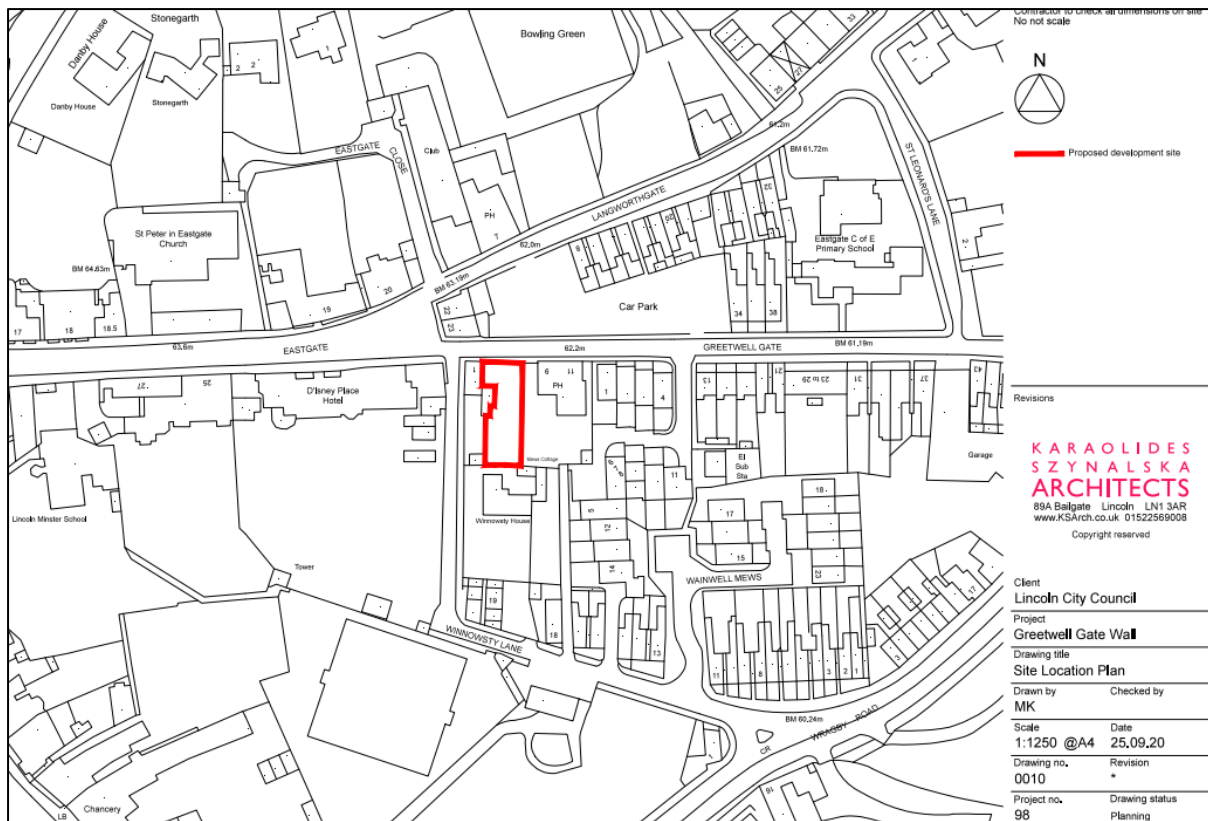
Yes

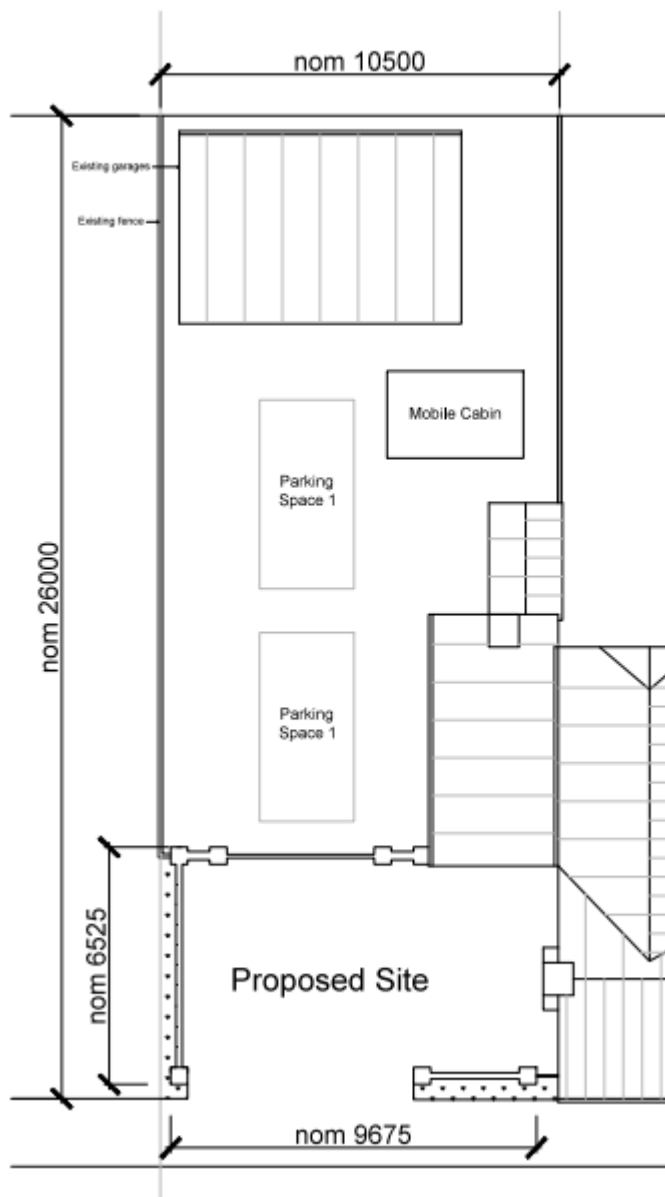
**Recommendation**

That the application is granted subject to the following conditions:

- The development must be begun not later than the expiration of three years
- The development must proceed in accordance with the approved drawings
- CCTV shall be installed at the site
- Hours of operation for operative visits shall be between 10:00am -2:30pm every 3 weeks out of 12
- The use shall be until 31<sup>st</sup> March 2021

## Greetwell Gate Applications Drawings 2020/0731/RG3





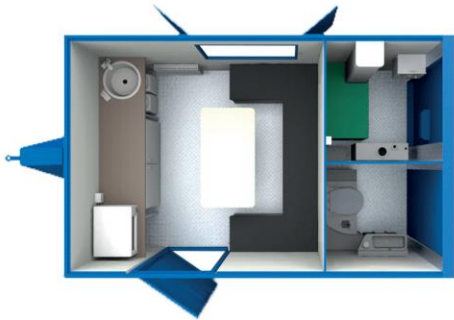
Block plan showing position of unit



**ON-DEMAND, ON-SITE, ON-TIME.**

# ARMADILLO ECO

**A HISTORY OF INNOVATION**



## STANDARD SPECIFICATIONS:

Product Code	20601
Unit Name	Armadillo ECO
Dimensions	12 x 7.5ft / 3.6 x 2.3m
Configuration	6 person Canteen / 1 Toilet
Weight	1700kg
Water tank capacity	64L / 14gal. combined
Fuel tank capacity	68L / 15gal.
Waste tank capacity	132L / 29gal. Combined
Power type	Hybrid Solar
External rain shrouds	✓
EcoBoard internal lining to all walls	✓
12v sockets and 12v generator	✓
Low level removable lifting points	✓
Facilities (Canteen/WC/drying/changing room)	✓
Heating system and Auto frost protection	✓
Hot water (Canteen and WC area)	✓
Regulation forearm sink- WC area	✓
Chemical toilet	✓
Hydraulic chassis and towable	✓

**MIN 1 WEEK HIRE**

Comprising of a 6-man canteen, private WC facilities and drying/ changing/generator room, the Armadillo Eco is a robust and secure mobile welfare unit suitable for even the most remote and demanding of environments.

Each eco welfare unit is solar powered and backed up by a bespoke 12v super silent generator which stops and starts as required.

## KEY FEATURES:

- Road towable, self-contained secure steel unit
- Fully lockable security doors
- Canteen for 6 persons
- Auto-frost protection
- Solar powered
- Reduces fuel bills by up to £100 per week
- Hot water boiler and microwave included

## OPTIONAL EXTRAS AVAILABLE

- WiFi 
- Fuel, waste & water servicing
- Water dispenser
- Additional hours pack available
- Garic i-SITE Technology

Welfare unit

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**Place Directorate**

Lancaster House  
36 Orchard Street  
Lincoln, LN1 1XX  
Tel: (01522) 782070

To: Lincoln City Council

Application Ref: 2020/0731/RG3

Proposal: **Siting of a portacabin for use as a temporary welfare centre. Use of existing garages as storage for building materials**

Location: **Land between 1 and 9-11 Greetwell Gate, Lincoln, Lincolnshire, LN2 4AW**

With reference to the above application received 20 October 2020

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

**Does not wish to restrict the grant of permission.**

NO OBS

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development is acceptable and accordingly, does not wish to object to this planning application.

Case Officer:  
*Becky Melhuish*  
for Warren Peppard  
Head of Development

Date: 4 November 2020

**Mr Christopher Reid 12 Mcinnes Street Lincoln Lincolnshire LN2 5NP (Neutral)**

**Comment submitted date: Fri 13 Nov 2020**

I do have concerns about the application.

Firstly, that the location of the site is not necessarily appropriate for such a site, and one that was more accessible could not be found is disappointing, also that our residents had to be evicted from the garages in the first place for this is a shame.

Visibility coming out of the site is also not great, although I appreciate that is also the case for the site previously.

I would like to suggest that a number of conditions be considered:

Monitoring of the noise being made from the site once it is operation, given the residential location, and that this be considered again once the temporary permission (if granted) expires.

That no vehicles visiting the site be able to stop or park on Greetwell Gate. If there is a need for more vehicles than fits on the site, these should park in the car park opposite, to prevent an obstruction of either the road or pavement to traffic.

The site has space for vehicles to turn before they come out. If a vehicle is too large to use this site they should not be visiting, under no circumstances should they be backing out into the road.

That the gates be kept shut and locked apart from to allow vehicles in to park, after which they should be shut again, to reduce the visual impact of the site.

Clarity should also be given to what happens if the site is used out of the proposed hours. Will there be any consequences of this, or will it be unenforceable? This needs to be a serious commitment to the residents and breaches of it should be treated properly, as a sign of good faith.

**Mr Andrew Holmes 36 Greetwell Gate Lincoln Lincolnshire LN2 4AW (Objects)**

**Comment submitted date: Wed 18 Nov 2020**

> I have objections to the above Proposal on the following grounds.

>

> Ours is a residential area, deemed to be of Character and also a Conservation Area. It seems incongruous to install a Building Materials Depot and Welfare Unit for construction workers here, as I also understand it is mainly for the use of Trades People working in the Monks Road and St Giles area of the city.

>

> Road safety will be an issue as the street is narrow and a particular pinch point with regard to traffic flow, often used by Emergency Abulances. Schoolchildren and their parents use this street on route to St Peters school just down the road, extra traffic and therefore congestion could compromise their safety.

>

- > Archeologically this site, I imagine, would first need to be investigated, its location being historically important.
- >
- > This part of the city has been recognised and listed as a Residential, Conservation Area, mentioned in Lincoln City Vision 2020/2025 Strategic Plan, and should not in my opinion be blighted by this proposed industrial unit.
- >
- > Aesthetically this Depot does not sit well with its surroundings, maybe a family house or pair of semi's would be more in keeping, and perhaps not an industrial unit.
- >
- > Andrew Holmes
- >
- > 36 Greetwell Gate
- > Lincoln LN2 4AW

**Comment submitted date: Mon 09 Nov 2020**

I would like to register my objections to the above application being made by Lincoln City Council.

I am a resident of Greetwell Gate and I feel this proposed use for this plot of land is inappropriate because of the following reasons.

1. This is a residential street.
2. This is a narrow Road and easily gets congested with traffic, especially at school times. Safety of children and parents walking to and from the school will be compromised by the extra traffic and activity at such a tight pinch point in the roadway.
3. This is part of the Eastgate Character Area and is listed on the Heritage Connect database. Not the place for a support unit for construction workers,
4. This is a conservation area, a main walking route for tourists on the way to our Cathedral.
5. A Portacabin and double gates are not an acceptable addition to the Streetscape which is otherwise residential.
6. This is an interesting Archaeology plot which needs to be investigated thoroughly before further development.
7. There are many industrial sites which could be used, within the area it intends to serve, StGiles and Monks road.

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

From: Michael Rossington [REDACTED]  
Sent: 11 November 2020 14:53  
To: Manning, Kieron (City of Lincoln Council) <Kieron.Manning@lincoln.gov.uk>  
Cc: clrc.reid@lincolnshire.gov.uk  
Subject: Planning Application 2020/0694/RG3 Land between 1 and 9/11 Greetwellgate Lincoln

Attn: The Development Team

We wish to register our OBJECTION to the above application for the erection of walls and gates to the above site.

Although we agree that the area has been unsightly and neglected for years, and not in keeping with Conservation Area no 1 in the Cathedral Quarter, maintenance has been long overdue.

However, we do Object to the reasons for these improvements, which are to justify the proposed change of use to 'temporary welfare facilities for City Council staff' and to utilise the garages for storage, which are set out in further application 2020/0732/RG3 (see further Objection).

No 1 Greetwellgate (adjacent to the site) is of particular concern. As illustrated in the publication "Historic Plans of Lincoln 1610 - 1920 there has been a dwelling on this site since at least 1722. Surely therefore, before any decision is made and foundations for walls dug, the Council must consult with Archeologists regarding these proposals. To erect walls abutting a dwelling that has been there for at least 200 years without further historic investigation would show a total lack of concern for a no 1 Conservation Area.

We would specifically request that this application be Called in Back to Council for local residents to be consulted.

Mick and Sue Rossington 1 St Leonard's Lane, Langworthgate, Lincoln LN2 4AP

Sent from my iPad

## **Mick And Sue Rossington Not Available (Objects)**

**Comment submitted date: Mon 16 Nov 2020**

Attn: The Development Team

Further to our previous email regarding the erection of walls and gates to the above site -

We now wish to register our OBJECTIONS to Planning Application 2020/0731/R3 'Siting of Portacabin for use as temporary welfare centre for Council staff, and to utilise existing garages for storage and collection of materials'

We strongly Object to the above intended use of this site as totally inappropriate and unsuitable for this Residential Conservation Area No 1. We fail to understand how the Council can justify the above usage as to, "utilise, regenerate and enhance a local area". A portacabin and double gates are not acceptable in a Historic Residential area of our City.

We understand that approximately 15 vehicles a day will be using this site, restricted to between 10.00/2.30. However why will the site be open from 7.30/4.00pm ? This would suggest that vehicles will access the site all day ? and no doubt in excess of 15 per day. This needs clarification.



It has been stated that this proposed depot would serve works being done in the St Giles and Monks Road areas, and that this site on Greetwellgate is equally distanced between the two !! we think not, and understand there are available Council sites in much more convenient locations.

Our main cause for concern is traffic congestion.

Greetwellgate is a narrow, extremely busy one way road, with very narrow pavements and residential parking on one side. It already suffers with traffic build up problems, extra Council vehicles will only exacerbate the situation. Commercial vehicles already often having to mount the pavement to pass parked vehicles. In addition to a very tight access and exit the site is also very close to a complicated left turn into 2way very narrow Winnowsty Lane, plus the junction with Eastgate. We can envisage increasing traffic difficulties, especially with Greetwellgate being a main route for Ambulances.

We are wondering if an appropriate traffic survey has been done ?  
Greetwellgate, Langworthgate, Eastgate, Winnowsty Lane and  
St Leonard's Lane all need looking at.

There are all manner of reasons why these plans should not go ahead.  
The obstacles are many and obvious. We specifically therefore request  
that this application be Called Back in to Council.

We look forward to receiving your acknowledgement of this Objection.

Regards  
Mick and Sue Rossington

## **Maxine Whittaker 38 Greetwell Gate Lincoln Lincolnshire LN2 4AW (Objects)**

**Comment submitted date: Mon 16 Nov 2020**

I would like to offer the following comments in support of my objection to the proposed use of land 1 and 9-11 Greetwell Gate Ref No: 2020/0731/RG3 for a Temporary Welfare Facility and storage for building materials.

### **Conservation Area 1**

The area mentioned in the proposal is part of Eastgate Character Area listed in the Heritage Connect Database. It is close to the Cathedral and Castle area which attracts many tourists to Lincoln.

There were early dwellings on the site and therefore one assumes of Archeological interest My view is that this is not an appropriate development for Conservation Area 1.

### **Road safety**

Greetwell Gate is a narrow residential street which is busy throughout the day but particularly at drop off and pick up times for children attending The Eastgate Infant School

and The Minster School on Winnowsty Lane

The road is a necessary access for emergency vehicles

The vehicles using the site are likely to be wide wheel base trucks and therefor accessing the site looks to be difficult requiring a truck to either reverse through the gates or reverse out onto a busy road.

If the existing garages are to be used for storing building materials it is likely delivery of those materials will involve large vehicles. If they are unable to access the site it will involve them parking on the road, likely over the curb, to unload, restricting already narrow footpaths and restricting the flow of traffic.

The car park opposite is busy (in normal times) with tourists, with the inevitable increase in traffic to Greetwell Gate and Eastgate

My view is that large vehicles will cause chaos and danger to pedestrians and motorists and is an accident waiting to happen.

Suitability of the site

The portacabin and the possible over flow of building materials from the existing garages would be an eyesore and not a welcoming sight for visitors arriving in the car park opposite.

As previously mentioned the site is not large enough for turning HGV.

If the facility is for workers from St Giles and Monks Road areas it seems an unnecessary distance for workers to travel for a comfort break.

The times mentioned in the plans 10.00 - 2.30 makes me wonder what the workers will do out of these hours?

In my view the site is not fit for purpose.

I wish to emphasise my objection to this proposal.

There must be larger and more suitable sites closer to the areas where the council workers are based.

Maxine Whittaker

## **Jackie Dean 18 Langworthgate Lincoln Lincolnshire LN2 4AD (Objects)**

**Comment submitted date: Thu 12 Nov 2020**

**Siting of a Portacabin for use as a Temporary Welfare Centre & Use of Existing Garages for Storage of Building Materials**

I am writing with strong objections to the above Proposed Planning Application.

Whilst it is acknowledged we live in difficult times and the need for change, I would suggest the proposed development of land between 1 & 9-11 Greetwellgate, Lincoln LN2 4AW for the purpose you intend is wholly unsuitable for the following reasons:

Conservation & tourist area in the midst of Lincoln's Cathedral & historic buildings as well as being of possible archeological interest;

Residential area densely populated;

Narrow one way street system with residents' parking on road side. This would lead to added congestion in an already busy area because of increased activity & tight access to & from the proposed site;

Continuous, busy traffic From Eastgate, Langworthgate & Greetwellgate, as well as Winnowsty Lane

Eastgate Infant School & the Minster School in the area which is especially busy at start & end of school day;



Temporary sites often become permanent.

I would further suggest it totally unsuitable to have such a facility in this area when I believe there are more convenient & appropriate sites in the City which could be used & would not be so intrusive. For example the empty West Parade Police Station in Lincoln or an area on the outskirts of the City near the Grandstand or Show Ground to name but a few.

For your information I also intend to bring my objections to the attention of local Ward Councillors & Lincoln MP.

I would be most grateful if you would acknowledge receipt of my objection & keep me informed of developments.

Regards

Jackie Dean

**Laura And John Devaney 31 Greetwell Gate Lincoln Lincolnshire  
LN2 4AW (Objects)**

**Comment submitted date: Wed 21 Oct 2020**

Dear Sirs/Madams

In what is Local Democracy Week, as two of the longest residents on Greetwell Gate, we have great unease about this Application and development, and OBJECT to it. There has been virtually no consultation with residents, many of whom do not have online access and thus will be more unable to raise concerns.

Our home is part of the Eastgate Character Area, see Heritage Connect Database 1993, in Conservation Area 1 and Residential. The application for 6 foot walls and gates is being used to mitigate and justify the change of use of the site being done under the COVID legislation.

It is not justifiable for your North Teams workers'/contractors' to come to our street to urinate, wash and collect water. Your own workers say that it will not work on parking grounds and that there is a site 10x as big off Goldsmith Walk, St Giles.

We request that the whole proposal be CALLED BACK IN TO COUNCIL for re-examination, involvement of Planning Committee to visit site because the proposal would significantly affect the volume and nature of road traffic.

The entrance to the site would be tight, and this is a major route for Emergency Vehicles and for prisoners being taken to Crown Court from the Prison. The site is right at the junction with Winnowsty Lane and Eastgate. Moreover, in order to socially distance pedestrians often have to walk in the road because of the narrow pavements.

There is much misuse by traffic in the area and the two local schools and church are desperate to see traffic improvements and a 20 mph limit as was done for Westgate. There have been no local traffic improvements since the 1990s and at that time, in the Character Area description "roads were carrying a high volume of vehicular and pedestrian traffic". Now the Greetwell Road/Wragby Road junction is a nightmare and

traffic speeds through the area from there as well as down Eastgate/Langworthgate.

The two-way traffic on St Leonard's Lane and Winnowsty Lane often sees stand-offs between vehicles going in opposite directions. On Greetwell Gate I have seen vehicles reverse out of St Leonard's Lane to access the Car Park at 44 Greetwell Gate or The Peacock Car Park into the path of Emergency vehicles.

We need a comprehensive off peak and peak time traffic survey and a Locality Improvement Zone.

We ask that these OBJECTIONS are taken account of and that we be consulted at any future site visits.

Laura and John Devaney

**Subject:** Re. Applications 2020/0694/RG3, 2020/0731/RG3 - land at 9-11 Greetwell Gate

We wish to raise strong **objections** to the planned Pilot Scheme 'Scheduled Repairs' for this site to serve Repair and workers and contractors working on St Giles or Monks Road areas. We are Eastgate Character Area, Conservation Area 1 and in the **character description 1993 Residential**.

These are historic streets, a neighbourhood where property values are from £200,000 up to £1,400,000 and highly desirable. The sale of houses happens infrequently. We expect the City Council to respect and defend Eastgate Character Area (Eastgate, Langworthgate, Greetwell Gate, St Leonard's Lane and Winnowsty Lane) from undesirable developments, such as that proposed for this City Council land which is **totally inappropriate**.

The Application for Walls and Gates ref. 2020/0964/RG3 is less contentious but is being used to mitigate and justify the Change of Use to which we **object**. Walls and pillars require foundations and there will need to be work to establish these.

I have contacted the City Archeologist, Alistair Macintosh, because as a member of Lincoln Civic Trust I have great concern for archeology on the site and I understand test digs will need to be done. Local residents will have great interest in this to ensure everything is protected. 1 Greetwell Gate is Grade 2 listed.

This most inappropriate development will greatly affect the streets, and we have strong **objections** on grounds of Traffic Use, because the area is already being used inappropriately as connecting 'Rat Runs'.

Greetwell Gate already has 7 entrances and exits. To enter and exit the site more traffic will be using Greetwell Gate, Langworthgate and Winnowsty Lane, which is two way. There are often stand-offs between vehicles going in each direction. In addition to being much misused Greetwell Gate is a **major route for Emergency Vehicles**, and anything which delays their unobstructed passage is undesirable. Residents have to move their vehicles for city events to ensure **emergency access**. Cars often stop at the site entrance to examine sat nav for the route into the historic core, and The Morning Star dray lorry needs to park up. Already a juggernaut has mounted the pavement and wrecked the historic sign. The church and schools are desperate for a traffic speed reduction to 20mph as on Westgate and we need this soon. There have been no traffic improvements in the locality since the late 1990s and this plan, if implemented, would **significantly affect the volume and nature of road traffic in the area** because the site would be in use from 7.30am to 4.00pm.

We have noted that the City Council Vision for 2025 is '**A Push for Reduced Traffic**', but we need this now, not in five years time.

It is not justifiable for workers to come to Eastgate Character Area, Conservation Area 1 to use the toilet, wash, and access the Welfare Unit from 10 to 2.30 and we note that the canteen can accommodate 6 persons. bWhere would the workers then park?

The portacabins will be unsightly, being visible above the walls, and we understand that two units might be needed, giving rise to a proportional increase in use. The Temporary Use justified under COVID legislation as long as the COVID pandemic continues, at present until 31/3/21, is being foisted on the neighbourhood totally **undemocratically** when we are unable to meet to defend our area.

The City Council Vision 2020 "to keep people safe in their locality, especially the vulnerable and isolated" will emphatically not be met in this proposal. I am one of those people, and there are others having mental health problems and having terminal cancer treatment, who live right by the site. We do not feel safe in our locality because of this bringing more COVID risk and traffic to our area. We note you are safeguarding employees, but what about us?

Please register our **objections** and record them for both of these applications, and inform us of the Planning Meeting Date. Councillors should visit the site prior to this.

Laura and John Devaney  
Moston House  
[31 Greetwell Gate](#)  
[Lincoln LN2 4AW](#)

Sent from my iPad

**Mrs Jayne Rylatt 33 Greetwell Gate Lincoln Lincolnshire LN2  
4AW (Objects)**

**Comment submitted date: Sun 08 Nov 2020**

These comments are the reasons for my objection to the planning application  
2020/0731/RG3

I do not have any objection to enhancing the site with walls and a gate as I consider this to be an asset to the area however I am surprised that the council will go to the "significant investment" needed for what is proposed as a "temporary" arrangement generally being used four weeks out of twelve.

**Scale and height**

I am concerned about how the height of the buildings not hidden by the wall, will impact the area and the street and obviously the gates will only be closed when the site is closed. This site is opposite a car park that is well used by visitors/tourists to Lincoln. It will not enhance a conservation area and is inappropriate as it is a two-minute walk from the Cathedral and I feel it will downgrade a residential conservation area.

**Highway safety and congestion**

The footpaths on the street are very narrow and public using the paths have to step into the road to make space for other users this can only become more of a problem when more people are using the footpaths.

This is a busy emergency services route and these vehicles are likely to be detained when workers are trying to access the site, this will add time to those journeys and put people's lives at risk.

The one-way street is not very wide and I have seen larger trucks mounting the pavement to avoid parked cars therefore I would suggest that the road is not suitable for larger vehicles particularly when they are turning in and out of the site.

There are two schools very close to the site with children coming in and out throughout the day, extra traffic on the road will create more danger to these children.

The increased traffic on all routes that the workers will use to get to this site on what are already congested roads will create further congestion and impact the environment.

Parking is already difficult on the street and I am concerned how this is going to become a further problem if many workers are trying to use the facility at the same time as the site itself is not large enough to admit more than one or two vehicles at a time once the work has been completed.

**Noise and disturbance**

There will clearly be more traffic on the road with potential traffic backed up and queuing causing more noise and disturbance on the street.

There will be noise and disturbance created while work is in progress to change the site but this will also continue beyond completion with vans using the site to collect building materials throughout the day.

Air pollution

Clearly the increase in traffic is going to have an impact on pollution and the environment.

Finally, whilst I appreciate the need for changes during these times of a pandemic it surprises me that you would consider moving workers from one area to another potentially transmitting the virus further around the City surely it will mean that more people are at risk and therefore it would make more sense to have a facility where they are working.

## **Mrs Niki Denby 19 Eastgate Lincoln Lincolnshire LN2 4AA (Objects)**

**Comment submitted date: Thu 29 Oct 2020**

Planning Application 2020/0731/RG3

Access to the proposed commercial site is along a busy, restrictive one-way street passing St Peter in Eastgate Infant School. The confusing 'Give Way' junction with Greetwell Gate/Winnostowy Lane/ Eastgate fails to slow most traffic. Vehicles race to the traffic lights on the crossroads of Eastgate/Northgate/Priorygate, especially if the lights are on green and can be clearly viewed from Greetwell Gate. The two way Winnostowy Lane is used as a cut through to the A15 with traffic passing Minster School Nursery/Infant School entrance.

The proposed change of use to temporary refuge mobile unit with chemical toilet facility/restricted access for commercial vehicles to drop off and access building materials housed in refurbished garaging is in my opinion an inappropriate development on this site. I monitored the traffic on Eastgate/Greetwell Gate/Langworthgate for one hour on Monday 26th October 2020 between 10.30 and 11.30. There were 339 cars, 56 commercial vehicles, 1 ambulance, 89 pedestrians and 10 cyclists. Consideration should be given for the decrease, not the increase of motorised traffic in this historic area. Pedestrians and cyclists are already challenged by speeding inconsiderate drivers. The pedestrian access to/from the busy car park is immediately opposite the site onto a thin pavement. It concerns me that some vehicles will have to swing onto the pavement to gain access into the site

The Covid-19 crisis has encouraged a rethink how we should get fit, ditch the vehicle and exercise more. I would hope consideration could be made to reduce pollution/noise/vehicle numbers in this (Conservation Area of Lincoln Cathedral and City Centre ,No 1) area of Historic buildings and instigate a scheme from this site to enable safer access for residents and visitors and improve the walking and cycling access to the historic sites and shopping districts.

I believe there are suitable secure sites for a welfare hub/storage on Industrial land within very close proximity to the Monks Road/St Giles catchment. I hope a more permanent site can be found to safe guard LCC employees.

I believe from my conversation with Julie Mason that the following application is being considered at the same time.

Planning application 2020/0694/RG3

I would be pleased to see the upgrade of the land owned by the council. The securing of

the land with boundary wall and gate would certainly improve the derelict site and unsightly rundown garaging.

**Mrs Niki Denby 19 Eastgate Lincoln Lincolnshire LN2  
4AA (Neutral)**

**Comment submitted date: Thu 29 Oct 2020**

Planning application 2020/0694/RG3

I would be pleased to see the upgrade of the land owned by the council. The securing of the land with boundary wall and gate would certainly improve the derelict site and unsightly rundown garaging.

**Mr Julian Fisk Garden Cottage 2 Hartsholme Country Park  
Hartsholme Park Lincoln Lincolnshire LN6 0EY (Supports)**

**Comment submitted date: Wed 28 Oct 2020**

As a former employee of the cathedral works department and former resident of the immediate area I have been watching this application with interest.

I suspect given that most of the objections are speculation and not based on any quantifiable fact, there may possibly be more unquantifiable reason for their objections.

My reason to support this project are based on the following reasons.

Given that that the site is incapable of holding any more vehicles than it already designed to hold it would have very little impact on the area. And given that the council already holds a car park across the road I suspect this would be used instead. also vehicles turning into the car park and on this site would have a calming effect on the speed of the traffic on greetwell gate if indeed this is an issue?

Surely after looking at the site as it is at the moment, any developments to the site could only be a positive effect, on it. These sites tend to attract miscreants and drug use, and having some sort of authority on site would deter this and other crimes in the area.

End

**Mr Geoffrey Everitt 49 Greetwell Gate Lincoln Lincolnshire LN2  
4AW (Objects)**

**Comment submitted date: Sat 24 Oct 2020**

This development will again cause more congestion on this busy road, my main objection is that this development is only 50 yards from St Peter in Eastgate infant school and as a resident for the last 40 years there is so much more traffic using this road and some doing 40 to 50 miles an hour in a 30 miles an hour speed limit. Going forward with this development I don't totally object to this but something needs to be done about speeding traffic and to introduce a 20 mph speed limit, traffic calming measures or a pedestrian crossing, this is an accident waiting to happen and if more congestion due to this development it will come sooner rather than later, Regards G Everitt

**Susan Mendum 3 Wainwell Mews Lincoln Lincolnshire LN2  
4BF (Objects)**

**Comment submitted date: Wed 21 Oct 2020**

Attn: The Development Team; and  
Mr Kieron Manning, Asst Director, Planning

I refer to your letter dated 14 October addressed to Owner/Occupier of 3 Wainwell

Mews, Lincoln LN2 4BF regarding the proposed development of land at 9-11 Greetwell Gate. My name is Susan Mendum and I live at this address.

3 Wainwell Mews is situated on Greetwell Gate and I feel strongly that this development is not appropriate use of land in a Conservation 1 Area. The use is for a Pilot Scheme for "Scheduled Repairs" sandbags and grit together with welfare/toilet facilities with up to 15 vehicles visiting between 10.00 and 2.30. I would like to make the following objections:

#### Highways Safety and Congestion

The visiting council vehicles are likely to be of a truck/lorry size and therefore there will be limitation on the access and number of vehicles on site at any one time as the site is only 220msq. Any waiting vehicles are then likely to wait/park on Greetwell Gate which is narrow and difficult for wide wheel base vehicles to park. Vehicles will park with wheels on the pavement thus causing obstruction to pedestrians, buggies/prams and parents with children trying to pass. These vehicles will then cause congestion as it is difficult for other wider vehicles to pass down Greetwell Gate.

Greetwell Gate is a main emergency route for ambulances from the County Hospital.

#### Loss of Light

Large parked vehicles take light from the ground floor of my property and the three other properties comprising Wainwell Mews fronting Greetwell Gate. 15 vehicles per day are anticipated to visit the site - there will be queuing and parking along the frontage of Wainwell Mews on Greetwell Gate.

#### Noise Disturbance

There will be an increased number of large vehicles passing and parking as the site is small and therefore an increase in noise and pollution.

#### Appearance

Although you propose erecting walls and gates in keeping with a Heritage Area, there has not been in recent years a commercial/public works in this Conservation 1 Area so however you disguise the site you are making this an active "Works" site. It is not an appropriate location nor is it appropriate for toilet/welfare facilities. You say 'historical welfare/storage facilities traditionally used are no longer suitable' so how is this site more suitable.

I hope you will give these points your serious consideration and withdraw this Planning Application.

Susan Mendum

3 Wainwell Mews, Greetwell Lane, Lincoln LN2 4BF.

### **John Scarborough 29 Wragby Road Lincoln Lincolnshire LN2 4PA (Objects)**

**Comment submitted date: Wed 21 Oct 2020**

I feel the location of toilets for the use of council employees and its contractors on Eastgate to be a cause of concern.

The narrow pavement is the main route for children attending St Peter and Pauls Primary school and also the children attending The Minster School.

Any construction that would increase the traffic along this narrow road which is already a major route for emergency vehicles ,pedestrians many of which are young children is in my view wrong.

A 20 MPH speed limited should I feel be the main concern for the council and not the construction of a site that would increase the traffic along the route concerned.

The site is in a Conservation Area 1 and to consider placing a porta cabin type construction to be completely detrimental the the character and heritage of this residential area.

I do understand the need for council employees to have a location where they can use such facilities , however I must object to this current location and ask that the proposed development be called back in for the Council to re examine this pilot scheme and a more suitably accessible site be found.

Kind regards  
John M Scarborough

**Richard Mundy 13 Langworthgate Lincoln Lincolnshire LN2  
4AD (Objects)**

**Comment submitted date: Tue 20 Oct 2020**

Dear Simon,

I would like to register my objection to the proposed change of use to the land adjacent to The Morning Star, Greetwellgate Lincoln on a number of points.

The proximity of a primary school- small children needing supervision twice daily in an already very busy car park and narrow streets.

Secondly:- Greetwellgate is used as a route extensively by the County Hospital for their ambulances and more importantly when a Blue light necessitates a clear road; an occurrence that I have observed, happens often and is unpredictable. Use of Greetwellgate by HGVs would undoubtedly result in severe problems especially when exiting, they have to wait for vehicles coming from the crossroads at the Lincoln Hotel to clear before they can safely proceed or turn into Langworthgate to gain access to three main roads. This will undoubtedly lead to a temptation by smaller trucks to use Winnowsty Lane as a short cut to Wragby road or Lindum Hill, in addition this is an area of another junior school.

I could go on and on but apart from this being in a Conservation area 1 and totally inappropriate, feel that the above points are to my mind the most important ones.

I would be most grateful if you would give these points serious consideration.

**Mr Richard Mundy 13 Langworthgate Lincoln Lincolnshire LN2  
4AD (Objects)**

**Comment submitted date: Wed 21 Oct 2020**

The proposed development is totally inappropriate for this already busy and congested location.

My main concerns are the number of small school children in the locality together with Greetwellgate being the main route for our emergency ambulance service used 24/7 all the year round.

Dear Mr Manning,

I live at 20 Eastgate Lincoln, LN2 4AA [REDACTED] and it recently came to my attention that the Council intend to redevelop 9 -11 Greetwellgate next to the Morning Star pub.

A friend, who lives close to the site, had a letter saying that the Council had applied for planning permission to renovate the garages, repair the walls and put up gates on the site...all of which sounds fine, but the residents in the locality know that there's is more to this plan than 'meets the eye'.

We have heard that the Council (who own the site) intend to use the area as a stop off place for local maintenance workers to restock their lorries, urinate and wash their hands as they are no longer allowed to use private houses or supermarkets due to Covid 19. The Council intend to erect a temporary building (portocabin?) which will apparently only be used for 3 weeks out of 12 between 10am and 2.30pm.

As this is a temporary arrangement (and only for intermittent weeks) I believe the Council can cunningly by pass the usual planning regulations asking for 'change of use' which is presumably why there has been no application for this intended future use? I am writing to protest about this 'change of use' (without any consultation with the local residents) for the following reasons:

1. This is a Conservation 1 area which is meant to be protected by the Council not used totally inappropriately by it. I don't believe a portacabin and parked lorries will enhance this area. Would a private company, intending to do this sort of thing, be able to get permission? I doubt it.
2. The space is not big enough for large vehicles to turn into without either reversing in or out onto Greetwellgate. This will be hazardous and hold up traffic on what is already a busy narrow road. Also...what happens when two lorries arrive there at the same time...presumably the street will then be totally blocked?! There must be more suitable (larger) sites with better access elsewhere in Lincoln?
3. Greetwellgate is a very narrow busy road and the proposed site is right near the junction with and Winnowsty Lane which is already hazardous.
4. We have 2 schools in the immediate area and around pick up and drop off times it is already very busy and difficult to park. This is presumably why the hours of use will (supposedly) be limited to 10am - 2.30pm. I fail to see how workers can confine their need to urinate to specific hours so feel it is inevitable, over time, that those hours will gradually be extended.

I hope you will take these complaints seriously as many of the residents in the area are very unhappy about the inappropriateness of this plan.

1

I look forward to hearing from you.

Best wishes, Annie Lucas

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Dear Mr Manning,

I was pleased to see that Matt Hillman has now applied for planning permission for 'change the use' at the above site. So now at least we locals have a small voice.

However, I feel strongly that both of the above applications (because they are linked) should be called back into Council to allow time for a full residents' consultation by post. This is an historic Residential Conservation Area 1 and, therefore, any changes should be considered very seriously in consultation with the local residents...not just immediate neighbours...by post if necessary. Once these applications are passed there will be little (or no) chance of returning the area to what can be remotely described as 'residential'.

I am only objecting to application 2020/0694/RG3 now because it is linked with 2020/0731/RG3.

My objections about 2020/0731/RG3 are as follows:

1. This is a RESIDENTIAL Conservation Area 1 - therefore changing use to a truck/van pull in centre, with toilet and washing facilities (in a portacabin) and storing sand, grit, cement etc in the the garages behind, would be totally inappropriate and detrimental to the visual, historic character of the area. The wall and gate proposed sound pleasing but presumably the gates will be open most of the time.
2. There are two schools in the area so there are often traffic and parking problems. It's already hazardous for parents and children crossing the road and walking along narrow pavements next to narrow busy streets. We have been told that the facilities will only be used between 10am and 2.30pm but I very much doubt if Council workers will be able to confine their need to urinate to these hours....especially if they have prostate problems!
3. Greetwellgate is extremely busy and emergency ambulances and police cars often speed through the area. They already have the school, the entrance/exit to the car park and parked cars to negotiate and now they will be held up as vans/trucks pull into and out of an area right near the junction with Eastgate and Winnowsty Lane. The area is hazardous enough without adding more to the mix. What happens when the pub next door has a delivery and trucks/ vans are backed up at the junction?

Please could you give these objections serious consideration and post them on your planning application website. Thank you.

I look forward to hearing from you.

Best wishes, Anne Lucas

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**Mews Cottage  
Winnowsty Lane  
Lincoln LN2 5RZ**



Directorate of Communities & Environment.  
City hall  
Beaumont Fee  
Lincoln LN1 1DF

17th October 2020

**For the attention of Mr K Manning**

Development Team  
Yr Ref 2020/0694/RG3

**Town and County Planning Act 1990  
Consultation on application for Planning Permission  
Address of the proposed development  
Land between 1 and 9-11 Greetwell Gate LN2 4 AW**

**Description of the proposed development :**  
**Installation of brick boundary wall with gates**

Dear Mr Manning

I have no objection to the installation of the brick wall with gates.  
I do have concerns about the ongoing intended use of this small site. Because of the restricted space, vehicles turning in may have to cue so blocking the highway on Greetwell Gate. Already there are problems when deliveries are being made to the Morning Star pub and vehicles have to mount the pavement whilst unloading takes place in order to get past. Even more importantly ambulances from the hospital use Greetwell Gate as their direct route to the ring road, Bailgate and northern part of the city, holdups could be critical.

As of course you are aware, this part of Lincoln is not only a Prime Residential area but also a Conservation one too. I understand it is Local Democratic week, surely the wishes of the majority of the Council and certainly those of the local residents, that this beautiful area should be maintained as being exceptional. The intended use of this site in a Conservation area seems neither suitable or practical.

Yours Truly

  
Shirley H Kirby (Mrs)

Mews Cottage  
Winnowsty Lane  
Lincoln LN2 5RZ



3rd November 2020

Town & County Planning Act 1990  
Reconstruction on application for Planning Permission  
Address of proposed development  
Land between 1 & 9-11 Greetwell Gate, Lincoln LN2 4AW  
Yr Ref 2020/0731/RG3. Plus Ref 2020/0694/RG3 letter 17/10/20

Dear Mr Manning

As previous reply. My letter 17/10/2020  
I have no objections to the installation of the brick wall(s) and gate.  
Yr Ref 2020/0694/RG3

Yr Ref **2020/0731/RG3**

1. However I do have objections to the siting of a portacabin and its intended use in this Prime Residential and Conservation area. In the Councils own published plans, it states:- "**Our heritage & planning department work together to maintain heritage & areas of Character**". The above plans clearly do not fit in with this. The design and appearance of Portacabins and their planned use as a welfare centre (including toilet facilities), for the staff and drivers of the Council (northern) vehicles, is contrary to the Councils own policies.
2. **Highways safety and & congestion**. Greetwell Gate is a narrow street, (hence it being oneway). It is constantly used by Lincoln County Hospital's Ambulances as their main route to the northern part of the City, the Circular Ring Road and Bailgate area, any hold up by queuing vehicles is obviously critical to their emergency callout. As it is there are frequent holdups caused by deliveries to the Morning Star Pub. Extra vehicles waiting to use the (even temporary) site, adding to the problem.
3. **Design & Appearance** Does not fit in to the Councils own published Plans for the City in this Conservation & Prime location.
4. The site in question is small and vehicles would have very limited movability. There are larger sites owned by the Council nearby which would fit in better for their current requirements.

I would appreciate having these issues sincerely considered in your findings.

Yours Truly



Shirley H kirby *MRS*

**Attn: The Development Team and Mr Kieran Manning, Assistant Director, Planning**  
**From: Wainwell Mews Management Ltd**

We refer to your letters of 14 and 20 October. Your proposed Change of Use and Development of this site will have a direct impact on properties 1 to 4 Wainwell Mews which front Greetwell Gate and properties 5 to 11 which access Greetwell Gate.

Wainwell Mews Management Ltd feels strongly that this development is not appropriate use for land in a Conservation 1 Area. The use is for a welfare unit/toilets and washing and storage of sandbags and grit with up to 15 vehicles visiting between 10.00 and 2.30 but manned between 7.30 and 4pm. We would like to make the following objections:

**Scale**

On the plans the storage units and mobile welfare unit appear to take up the majority of space on site therefore limiting the access of vehicles onto the site. There is a proposed turning area outside the gates which again appears too small for a wide wheel based truck to turn or wait.

**Highway Safety and Congestion**

Greetwell Gate, is a residential area and also a main route for emergency vehicles particularly ambulances coming from the hospital. Large wide wheel based vehicles already park on the pavement next Wainwell Mews up to The Morning Star causing congestion and necessitating vehicles to mount the curb the car park side in order to get past. This is both dangerous for pedestrians and users of mobile buggies. There is often not enough room for pedestrians and families with prams/pushchairs to pass and they are forced to use the road to pass.

If visiting vehicles to the site cannot access then they are likely to park on Greetwell Gate thus causing congestion. Please see photos.













**Noise and Disturbance**

There will be an increase in the number of large vehicles passing and parking as the site is small and therefore an increase in noise and pollution. The site will be manned all day I assume so that collections of stored items can be collected therefore increasing the number of vehicles outside of the welfare facility hours of 10.00 to 2.30 eg more than the estimated 15 vehicles. The chemical welfare unit will also need to be emptied, again increasing the number of vehicles. This welfare unit will be run using a generator thus increasing noise levels.

**Loss of Light**

Large parked vehicles on Greetwell Gate will take light from the ground floor of properties 1 - 4 Wainwell Mews. As upwards of 15 vehicles are anticipated to visit the site each day there will be queuing and parking along the frontage of Wainwell Mews on Greetwell Gate.

**Appearance**

As the Council have owned this land and have not maintained it to appropriate standards, and although the Conservation Officer has approved boundaries to Heritage Standards it is not an appropriate use of a residential Conservation 1 Area. Should development be approved, will it then set a precedent for other parcels of land in a conservation area to be used in a similar way?

You say that the site is to be used whilst working on St Giles and the Monks Road area of the City - this is not an appropriate site and is not close to either and there are commercial areas closer and more appropriate.

We hope you will consider these objections carefully and withdraw these Applications.

The Directors of Wainwell Mews Management Ltd.

Sent from my iPad

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43 Greetwell Gate

Lincoln LN2 4AW

8 November 2020

FAO Julie Mason  
Planning Dept.  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln LN1 1DF

Dear Sirs

Land between 1 and 9\_11 Greetwell Gate LN2 4AW Planning Application

I am writing to comment on the above application. I understand this an application preparatory to one for permanent change of use with the erection of buildings, walls and gates being the final plan.

I object to the temporary and final plans mainly on traffic grounds. The prospect of service vehicles reversing on to that plot from traffic choked Greetwell Gate, especially when the AMBULANCES are flying down, and the dray lorry delivering to the Morning Star is present \_ an obstruction in its own right \_ is horrifying to contemplate.

The proposed activity is not in keeping with the residential status of this street, or the Heritage determination of "~~character~~". "*character*"

Important change of use applications should be raised when public meetings of those affected can be held, that is after Covid.

Thank you for your attention to this letter. I have no access at present to the internet.

Yours faithfully

  
Carole J Morgan

Dear Mr Manning & Mr Cousins,

Re: Depot 9-11 Greetwell Gate, Application ref. 2020/0731/RG3

After reviewing the plans, I oppose the proposed development for two reasons.

Firstly the proposed development would be in **conservation area no. 1** and a **residential area** in close proximity to the cathedral and castle in historic uphill Lincoln. A depot, i.e. a yard to deposit sand and gravel as well as providing toilet and washing facilities for council workers does not fit in this context.

Secondly the narrow road, Greetwell Gate, is a **much used thoroughfare**. It is used by parents and children of 2 infant and primary schools nearby and the footpaths on both sides are already narrow and hazardous for pedestrians, many of them young children. The road is a direct route for emergency vehicles from the hospital to uphill Lincoln. The car park between Greetwell Gate and Langworth Gate is usually fully occupied and is one of the main parking areas for visitors to the cathedral area and locals. This exits directly onto Greetwell Gate. Any council vehicle accessing the proposed development, would have to manoeuvre to get onto the site, thus holding up traffic and causing further congestion in an already busy area. Moreover this could delay ambulances on life-saving missions. It would be unwise to make this sensitive area even more problematic.

I hope the planning department will take my concerns seriously and find a more suitable place for the proposed development, i.e. in the commercial or industrial area nearby where it would be safe and not out of context in conservation area no.1.

Yours sincerely,

Mrs I. Freeman

19 Winnowsty Lane,  
Lincoln  
LN2 5RZ

## **Ms Catherine Waby St Mary's Guildhall 385 High Street Lincoln LN5 7SF (Neutral)**

**Comment submitted date: Sun 08 Nov 2020**

We do not object to the installation of a brick boundary wall or the gates as this site has been an eyesore for some time and any work done to secure and improve the site must be welcomed. Our objection is made under the Application number 2020/0731/RG3 which is for change of use from a residential garage site to a commercial "transit" site.

## **Ms Catherine Waby St Mary's Guildhall 385 High Street Lincoln LN5 7SF (Objects)**

**Comment submitted date: Sun 08 Nov 2020**

We feel that this site is not appropriate for the change of use from residential garages to a commercial maintenance site. Whilst we fully understand, due to the current pandemic, the need for a temporary welfare facility in the north of the city, this is a residential area and the introduction of a commercial facility with vehicles visiting the site daily, is not an appropriate use for this location. Greetwellgate is a relatively narrow thoroughfare used by many vehicles during the day. It is also a main route for emergency vehicles moving from the Hospital to the west of the city. It has adjacent to it, a car park with a very difficult entrance but on street parking and a Primary School less than 100 metres from the site.

The installation of a welfare unit powered by an on-site generator which given the time of year, will need to be in virtually constant use during the day and possibly overnight to avoid freezing is not in keeping with a relatively quiet residential area. It would also appear that the garages are to be used to store "building materials" which will need to be delivered in bulk and we would suggest that the vehicle used for deliveries will be larger than the maintenance staff transport and possibly be unable to enter the site and have to unload on the road side.

## **Susan Mendum 3 Wainwell Mews Lincoln Lincolnshire LN2 4BF (Objects)**

**Comment submitted date: Wed 21 Oct 2020**

Attn: The Development Team; and  
Mr Kieron Manning, Asst Director, Planning

I refer to your letter dated 14 October addressed to Owner/Occupier of 3 Wainwell Mews, Lincoln LN2 4BF regarding the proposed development of land at 9-11 Greetwell Gate. My name is Susan Mendum and I live at this address.

3 Wainwell Mews is situated on Greetwell Gate and I feel strongly that this development is not appropriate use of land in a Conservation 1 Area. The use is for a Pilot Scheme for "Scheduled Repairs" sandbags and grit together with welfare/toilet facilities with up to 15 vehicles visiting between 10.00 and 2.30. I would like to make the following objections:

### **Highways Safety and Congestion**

The visiting council vehicles are likely to be of a truck/lorry size and therefore there will be limitation on the access and number of vehicles on site at any one time as the site is only 220msq. Any waiting vehicles are then likely to wait/park on Greetwell Gate which is narrow and difficult for wide wheel base vehicles to park. Vehicles will park with wheels on the pavement thus causing obstruction to pedestrians, buggies/prams and parents with children trying to pass. These vehicles will then cause congestion as it is difficult for other wider vehicles to pass down Greetwell Gate.

Greetwell Gate is a main emergency route for ambulances from the County Hospital.

### **Loss of Light**

Large parked vehicles take light from the ground floor of my property and the three other properties comprising Wainwell Mews fronting Greetwell Gate. 15 vehicles per day are anticipated to visit the site - there will be queuing and parking along the frontage of Wainwell Mews on Greetwell Gate.

### **Noise Disturbance**

There will be an increased number of large vehicles passing and parking as the site is small and therefore an increase in noise and pollution.

### **Appearance**

Although you propose erecting walls and gates in keeping with a Heritage Area, there has not been in recent years a commercial/public works in this Conservation 1 Area so however you disguise the site you are making this an active "Works" site. It is not an appropriate location nor is it appropriate for toilet/welfare facilities. You say 'historical welfare/storage facilities traditionally used are no longer suitable' so how is this site more suitable.

I hope you will give these points your serious consideration and withdraw this Planning Application.

Susan Mendum  
3 Wainwell Mews, Greetwell Lane, Lincoln LN2 4BF.

9 Wainwell Mews  
Lincoln  
LN2 4BF

Julie Mason  
City of Lincoln Council  
City Hall  
Beaumont Fee  
Lincoln

1

26/10/20

Dear Madam,

We were most disappointed to receive your letter dated 20<sup>th</sup> October and learn, belatedly, about the plans to install toilet facilities and a storage area for building materials, in a historic area of Greetwell Gate.

Whilst we acknowledge that efforts are being made to avoid congestion at school drop off/collection times, surely the location is highly unsuitable.

The road is quite narrow and can be busy at any time of day. Ambulances from the hospital, just a few hundred yards away, use the road frequently and often in emergencies. Delivery vans, struggling to find parking, are also very common.

Also, vehicles bringing workers to and fro to the proposed facility are using an area of Lincoln frequented by visitors often unfamiliar with the unusual road layout and, of course, the well-used carpark.

In our opinion, you will be introducing a potential hazard.

William & Catherine Thompson



Mrs. E. K. Taylor  
23, Eastgate,  
Lincoln LN2 1LZ

20<sup>th</sup> October  
2020

CITY OF  
27 OCT 2020  
LINCOLN COUNCIL

① Dear Sir/Madam,

Regarding the installation of a  
Brick Wall and Gate on Greetwell Gate,

It is what is going to be behind  
the wall and gate that I am most concerned  
about,

My back Gate is bang opposite the  
said wall and I have been told that  
behind the wall will be Toilets for  
Work-men who will also be washing  
down vehicles and themselves and may  
have been in contact with this "Corona Virus"  
I certainly, and also yourselves I am sure  
would not wish to be in such close  
proximity to something as contagious as that.

The facility you wish to build  
should be away from all residential  
properties, I am sure Council have many  
such sites.

Please get back to me as I am rather  
frightened and concerned, as are my friends  
and family.

Yours Faithfully

### Comments from Applicant

Before the planning application was submitted, several concerns were raised to the City of Lincoln Council and these have been addressed before submitting the application, but since the formal submission, There have been several questions relating to the proposed use of this land, the following statement is intended to clarify the points raised and dismiss some of the misinformation surrounding the proposed use for this site.

### ***Traffic***

Concerns referring to the restrictive one-way road, speeding and traffic in the area

The Highways Agency have been consulted and have no objections to this proposed site. Unfortunately, Regardless of what happens on this site, we cannot alter how other road users choose to behave. The City of Lincoln Council staff are well aware of the driving standards that are expected when driving council vehicles, and this is monitored through a telematics system.

The proposed development of the site should not have any significant impact on the congestion in the area, more than the original garage site due to only two vehicles being able to visit the site on the approval of the onsite team leader. The restrictions on times of use should have a positive impact on school drop of and pick up times as we are unable to restrict tenants who rent these garages.

This site will only actively be used for 3 out of every 12 weeks on a rolling scheduled repair scheme. With Tradespersons only able to visit the site between 10 am and 2 pm and with prior notification to the team leader on site.

The design of the development allows City of Lincoln Council vehicles to drive forwards onto the site and have a safe space to reverse into on exiting the site. Therefore allowing them to leave facing forwards allow giving full visual awareness of their surroundings so no reversing out onto a highway will be necessary. The largest vehicle attending site will be no larger than a transit sized vehicle in flatbed form, meaning they can drive into site and not cause an obstruction to pedestrians or emergency vehicles. Like others have to in the area such as the Morning star when receiving deliveries.

### ***Narrow pavements.***

Pavements around the local area are narrow, but with the setting back of the retainer wall 500mm, this will have the added benefit of produce a small section of wider path for pedestrians and a potential passing point with suitable ground conditions underfoot in the entrance when not in use.

### ***Appearance***

The visual appearance will be in keeping with the local heritage area which although the area is becoming more and more diverse the design has been sympathetic and complementary to the historical architecture of the area by using heritage colours, brickwork patterns and construction methods and has been approved by a conservation officer.

### ***Alternative sites.***

Other site locations have been investigated, but small sites that meet the requirements are not in the local area while carrying out City of Lincolns Councils COVID-19 recovery. The use of the 3 garages bring minimal income into City of Lincoln Council and therefore will have minimal impact during financial pressures placed on local authorities

***COVID-19.***

The council has a wide range of COVID-19 control measures in place as any reasonable employer does at this time to minimise the risk to the public and its employees and these control measures will ensure that any further risk is brought into the area are controlled. All HRS staff are local to the area and are fully briefed on COVID-19 control measures and pose no increased risk than any visitor or resident visiting the area

***Use of land.***

The site will be solely for the use of welfare facilities and picking up small materials and not for vehicle or operative washing. With some resilience, materials are stored here and accessed in the event of an emergency such as flooding.



<b>Application Number:</b>	2020/0694/RG3
<b>Site Address:</b>	Land Between 1 And 9-11 Greetwell Gate, Lincoln, Lincolnshire
<b>Target Date:</b>	3rd December 2020
<b>Agent Name:</b>	Karaolides Szynalska Architects Ltd
<b>Applicant Name:</b>	Mr Matthew Hillman
<b>Proposal:</b>	Installation of brick boundary wall with gates (additional documents submitted)

### **Background - Site Location and Description**

The application proposes the construction of walls and gates to a council owned former garage site. The walls would sit at two varying heights with a lower wall to the front boundary with Greetwell Gate and part of the side boundary to the east. A higher wall and gates opening into the site would be positioned with a setback of 6.5 metres from the footpath to Greetwell Gate.

The site was formerly lock-up garages and has been previously used for vehicle parking although it is currently unused. It is located within the north of the city, on Greetwell Gate, a one way street running from Wragby Road to Eastgate. To the east of the site is the Morning Star Public House, whilst to the west is No. 1 Greetwell Gate, a Grade II listed house. To the south of the site are residential properties accessed from Winnowsty Lane and Wainwell Mews. On the opposite side of Greetwell Gate is a City Council owned public car park and two semi-detached properties on the corner of Greetwell Gate/Langworthgate. The site is located within the Cathedral and City Centre Conservation Area No. 1.

An application for the temporary siting of a welfare unit and change of use of the existing garages to be storage has also been submitted and is being considered under application (2020/0731/RG3).

The application is brought before Planning Committee as the proposal is made by the City of Lincoln Council on council owned land.

### **Site History**

No Relevant Site History

### **Case Officer Site Visit**

Undertaken on 18th November 2020

### **Policies Referred to**

Policy LP25      The Historic Environment

National Planning Policy Framework

### **Issues**

Visual amenity and the impact on the character and appearance of the Conservation Area and the setting of the listed building

Archaeology

Highway Safety

### **Consultations**

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2018.

### **Statutory Consultation Responses**

Consultee	Comment
Highways & Planning	Comments Received

### **Public Consultation Responses**

Name	Address
Mick And Sue Rossington	1 St Leonards Lane Langworthgate Lincoln Lincolnshire LN2 4AP
Annie Lucas	20 Eastgate Lincoln Lincolnshire LN2 4AA
Laura And John Devaney	Moston House 31 Greetwell Gate Lincoln Lincolnshire LN2 4AW
Wainwell Mews Management Ltd	
Mrs Shirley H Kirby	Mews Cottage Winnowsty Lane Lincoln Lincolnshire LN2 5RZ
Mr Richard Mundy	13 Langworthgate Lincoln Lincolnshire LN2 4AD
Ms Catherine Waby	St Mary's Guildhall 385 High Street Lincoln LN5 7SF
Susan Mendum	3 Wainwell Mews Lincoln Lincolnshire LN2 4BF
Mrs Niki Denby	19 Eastgate Lincoln Lincolnshire LN2 4AA

## **Consideration**

### **Policy Background**

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. Any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 as well as satisfying the relevant policies within the National Planning Policy Framework (NPPF, 2019).

Paragraph 192 of the NPPF requires local planning authorities to take account of the following issues in determining applications which may affect heritage assets and their settings;

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness

Policy LP25 'Historic Environment' of the Central Lincolnshire Local Plan is permissive of proposals which preserve and enhance features that contribute positively to the area's character, appearance and setting.

### **Representations**

There have been representations submitted in objection to the reference number of this application although the content of these objections mostly refer to the associated welfare unit application (2020/0731/RG3). Archaeology has been raised in some of the representations with regard to the proposed wall and this matter is discussed within the report. All representations have been included within the agenda in full.

### **Visual amenity and impact on the character and appearance of the Conservation Area**

The site is currently unused and fenced off with a temporary Heras fence. It is hard surfaced with the existing garages located to the rear of the site. The site in its current state is not positively contributing to the character and appearance of the Conservation Area therefore a well designed boundary treatment is welcomed in principle.

The statement submitted with the application states that the main gates have been set back from the front boundary to ensure that visibility is maintained for the site and neighbouring site. Use of the site for siting of a temporary welfare unit and use of the garages for storage has been applied for under a separate application and a full assessment is made of that application in a separate report.

The wall would sit at two varying heights with a lower (approximately 0.5 metres high) wall to the front and side boundary adjacent to the Morning Star Public House with the main gates and wall positioned 6.5 metres into the site at a height of 2.2 metres/ 2.4 metres.

With regard to the design of the wall, negotiations with the City Council's Principal Conservation Officer have taken place at pre-application stage to ensure it would be appropriate in its Conservation Area setting. The proposed wall would be constructed from reclaimed red brickwork and reclaimed coping stones laid in an English Garden Wall bond with lime mortar. The gates would be painted timber. A planted border would be at the base of the walls on the boundary of the Morning Star PH and the boundary to Greetwell Gate.

The City Council's Principal Conservation Officer has stated that "As a vacant site, the proposal area is not considered to preserve or enhance the character and appearance of the conservation area, it is contrary to the high density urban grain of the immediate built context and is also considered to detract from the setting of the adjacent listed building. The proposal will result in a brick wall being built across the site. This will provide a much welcomed sense of enclosure,



sympathetic to the character of the area. Careful selection of bricks, mortar, brick bond and coping will ensure that the quality of the wall is commensurate with the sensitive heritage designations of the area, it is also noted that by moving the wall back beyond the pavement, the attractive stone gable wall of the listed cottage is still visible in the street scene."

Subject to a condition that the bricks, coping, bond and mortar is approved before construction, it is considered that the alterations would have a positive impact on the conservation area in accordance with Policy LP25 of the Central Lincolnshire Local Plan.

The proposals preserve the architectural significance of the listed building and therefore are in accordance with the duty contained within section 16(2) of the Planning (Listed Buildings and Conservation Areas Act) 1990.

#### Archaeology

There may be the potential for revealing archaeological deposits the during construction of the wall although this would depend on how deep the foundations would need to be and the likely depth of any potential remains. The City Archaeologist has therefore recommended a Desk Based Assessment be submitted with the application. Whilst this hadn't yet been submitted at the time of writing this report, the City Archaeologist considered that this is something that can be controlled with standard conditions to ensure that the depths of any potential remains are understood and any finds are properly monitored and recorded throughout construction.

#### Highway Safety

The Highway Authority have raised no objections to the application. The wall is proposed with a set back from the frontage to ensure visibility when entering and leaving the site. It is therefore considered highway safety would not be compromised by the proposal.

#### **Application negotiated either at pre-application or during process of application**

Yes

#### **Financial Implications**

None

#### **Legal Implications**

None

#### **Equality Implications**

None

#### **Conclusion**

The proposed wall and gates would be a visual improvement to the existing site and would therefore enhance the character and appearance of the conservation area in accordance with LP25 of the Central Lincolnshire Local Plan and the National Planning Policy Framework.

#### **Application Determined within Target Date**

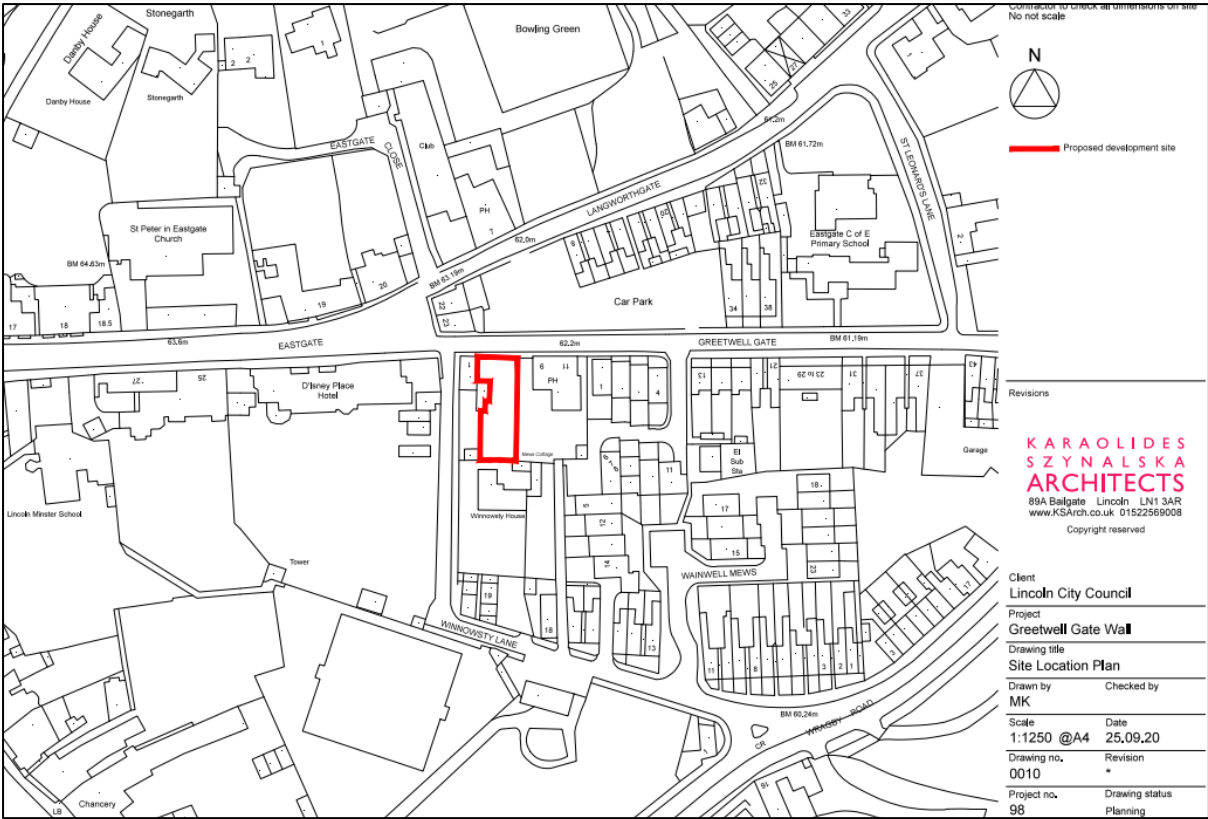
Yes

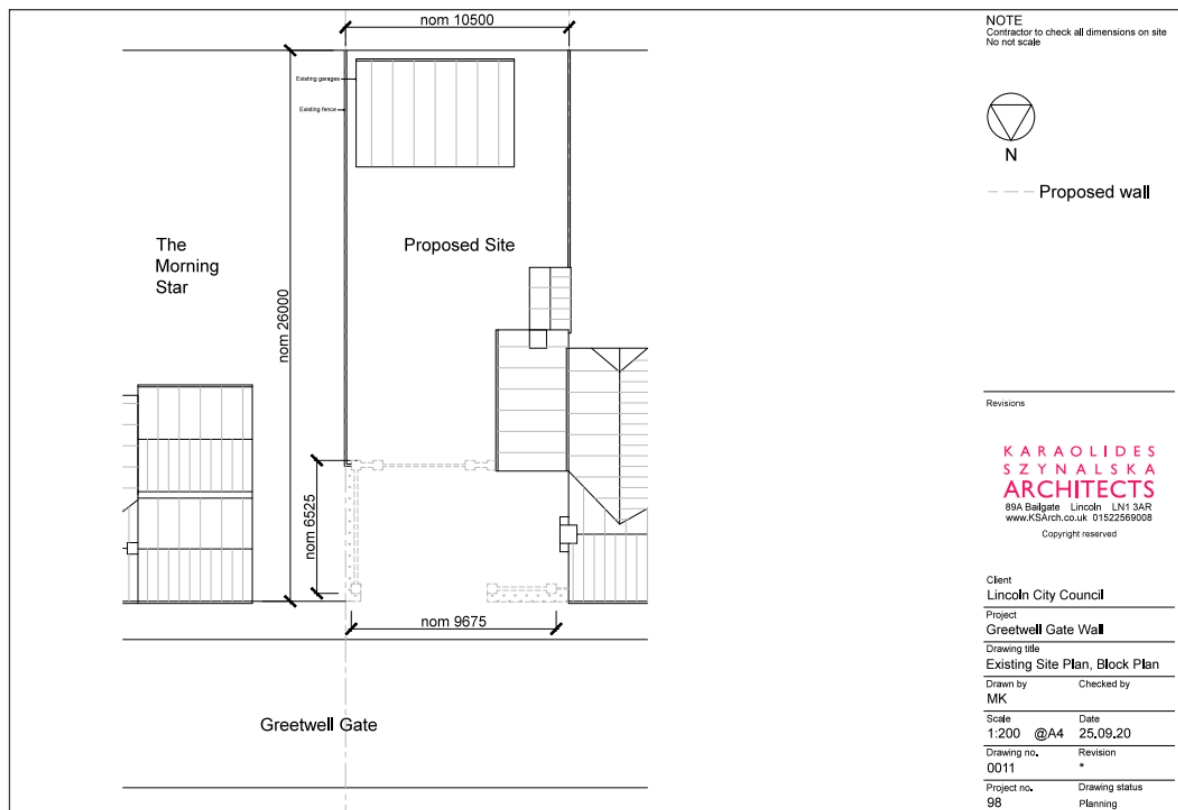
#### **Recommendation**

That the application is granted subject to the following conditions:

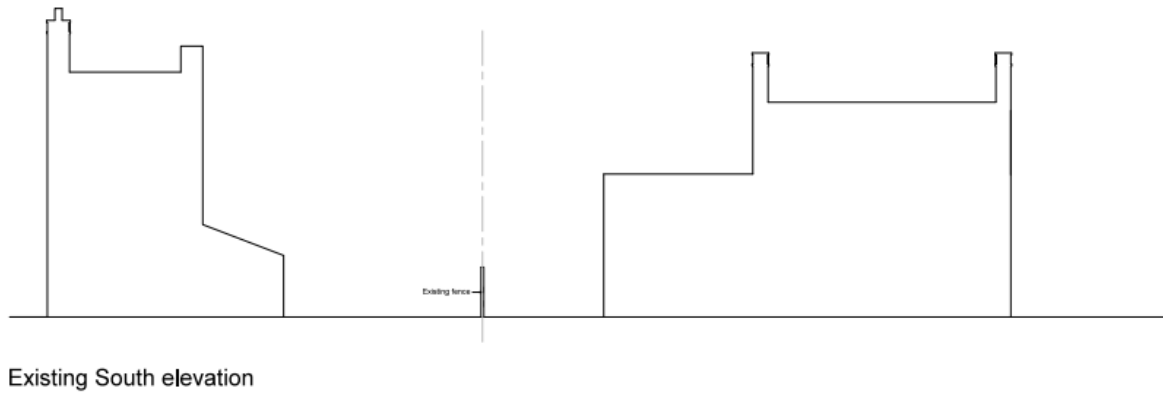
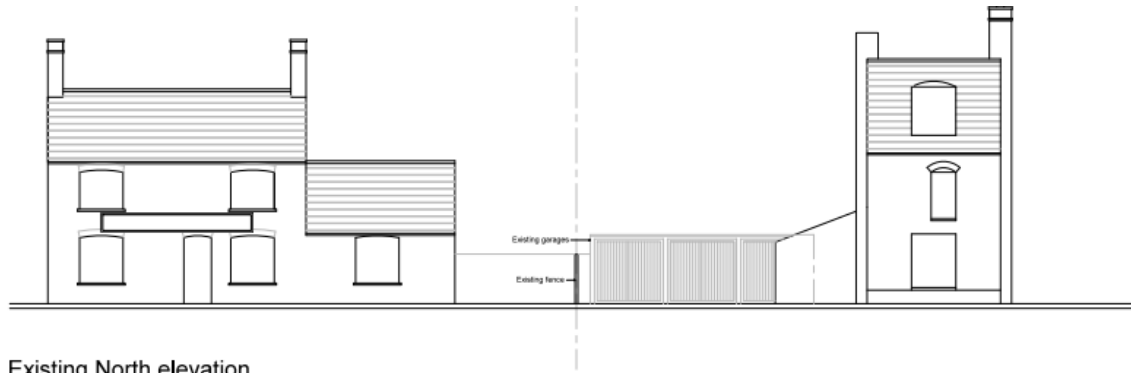
- The development must be begun not later than the expiration of three years
- The development must proceed in accordance with the approved drawings
- Details of the bricks, coping stones, bond and mortar are approved before construction
- Standard Archaeology conditions

Greetwell Gate Applications Drawings 2020/0694/RG3

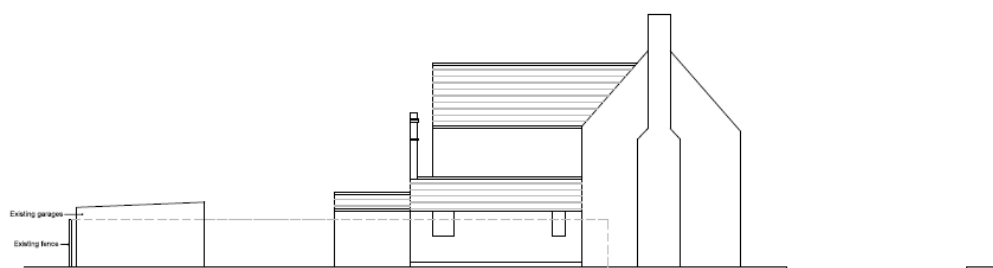




Block plan showing position of wall/gates



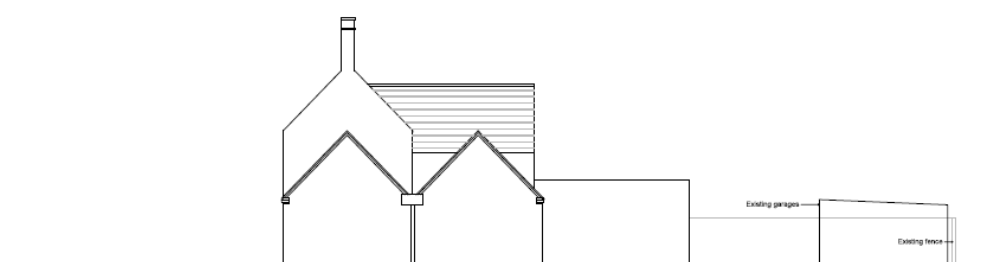




Existing West elevation

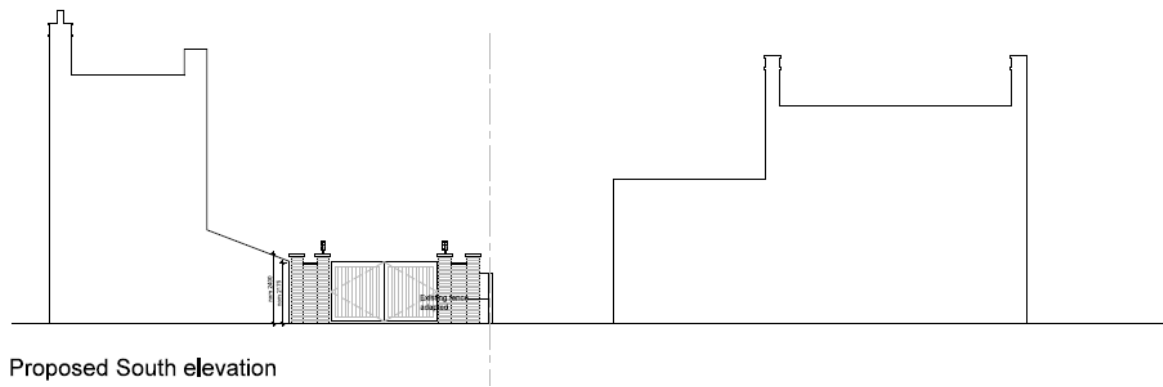
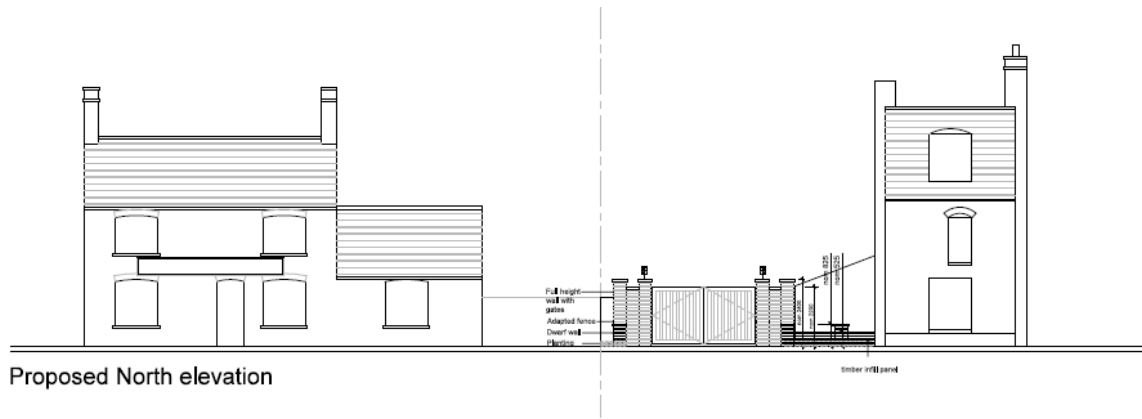
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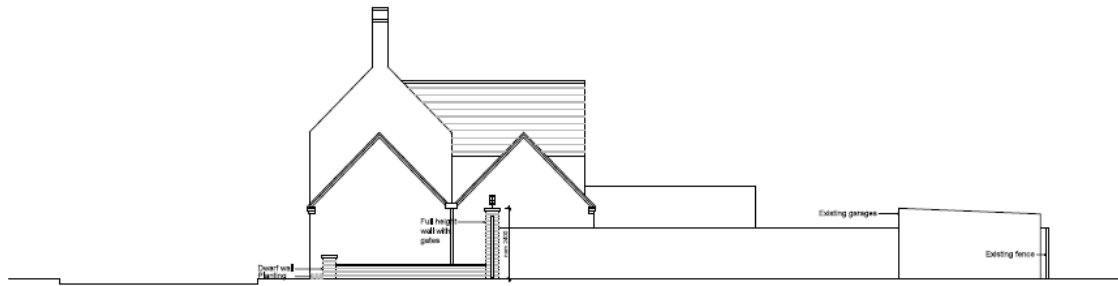
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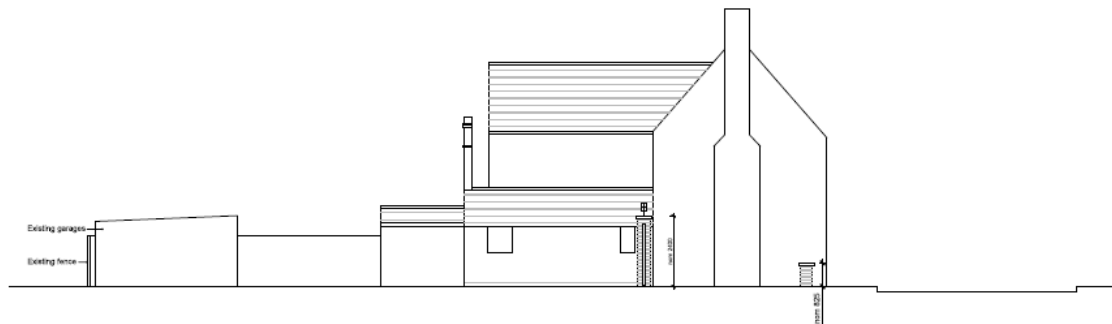
Existing East elevation

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Scale





Proposed east elevation



Proposed west elevation



**Place Directorate**

Lancaster House  
36 Orchard Street  
Lincoln, LN1 1XX  
Tel: (01522) 782070

To: Lincoln City Council

Application Ref: 2020/0694/RG3

Proposal: **Installation of brick boundary wall with gates**

Location: **Land between 1 and 9-11 Greetwell Gate, Lincoln, Lincolnshire, LN2 4AW**

With reference to the above application received 7 October 2020

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

**Does not wish to restrict the grant of permission.**

Highway Informative 08

Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any 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.

NO OBS

Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Lincolnshire County Council (as Highway Authority and Lead Local Flood Authority) has concluded that the proposed development is acceptable and accordingly, does not wish to object to this planning application.

Case Officer:

Date: 28 October 2020

*Becky Melhuish*  
for Warren Peppard  
Head of Development



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**PLANNING COMMITTEE**

**2 DECEMBER 2020**

<b>SUBJECT:</b>	<b>WEST COMMON NEW LAND DRAIN WEST PARADE ENTRANCE</b>
<b>DIRECTORATE:</b>	<b>DIRECTOR OF COMMUNITIES &amp; ENVIRONMENT</b>
<b>REPORT AUTHOR:</b>	<b>LEE GEORGE, OPEN SPACE OFFICER</b>

**1.0 Purpose of Report**

- 1.1 To advise members of, and seek approval for, a proposed new land drainage scheme, to improve ground conditions in and around the entrance gates on to West Common from West Parade and Rosebery Avenue.

**2.0 Executive Summary**

- 2.1 West Common is one of three commons in Lincoln. The Council is responsible for the management and care of common land in the city.

**3.0 Background**

- 3.1 The West Common falls within the city boundary, and Appendix 1 attached shows the site location. West Common is designated common land, protected by the Lincoln City Council Act..
- 3.2 Over the last few years there has been an increasing problem with surface water running down the common and out through the double pedestrian gates on to West Parade. The issue is mainly during the winter months, but can happen at any time depending on the ground conditions and rain fall. Concerns have been raised that this water could freeze in the winter months and make the entrance extremely difficult to negotiate. Another issue is the water is eroding the ground in this area and which has loosened the cobbles beneath the gates.
- 3.3 Also, due to the lie of the land in this area of the common, the surface water gathers in front of the horse feeding area about 30m up from the pedestrian gates, just off Rosebery Avenue. During the winter months this area becomes extremely muddy with the horses gathering to be fed, and it can make the area un-usable.
- 3.4 Currently the grass area adjacent Rosebery Avenue adjacent to where most horse feeding takes place, is waterlogged and extremely muddy/badly damaged. It is at a stage where it renders it almost unusable. No reason has been identified for its worsening condition other than prolonged periods of wetter

weather. It has been claimed that the current ground conditions pose an increased risk to horses and pedestrians.

- 3.5 As a result of these issues residents and horse owners have asked if the Council could look at a way of alleviating this surface water issue. An outline proposal has been considered and supported by the Commons Advisory Panel.

#### **4.0 Proposal**

- 4.1 The best way to try and remove the water from the surface of this part of the common is to install a new land drainage system in the area. See Appendix 2.
- 4.2 This system would consist of a 100mm main drain (approx.124m), laid along the boundary fence of the common, running under the tarmac footpath, then out to a rougher area of grass away from any paths and into a soak-away. From this main drain 75mm laterals will run out in front of the feeding area, four at approx.20m (80m total).
- 4.3 The drains will be excavated to a depth of 700-800mm, perforated drainage pipe laid in the bottom, back filled to the surface with clean pea gravel and then topped-off with sharp sand.
- 4.4 The soak-away will be dug to a depth of 2.5m and be 2m x 2m square. This hole will be filled with a plastic create type soak-away system and wrapped in a geotextile membrane of the manufacturer's recommendation. See Appendix 3. This is then covered over with 100-200mm of site topsoil. This can hold water, then allow it to soak-away slowly. If it does become overwhelmed in a high rain fall event, any water making its way to the surface would run natural away from West Parade and down the common towards the old football pitches temporarily, still resolving the problem at the gates
- 4.5 A silt trap will be installed 10m back from soakaway within the main drain. This will be 1200mm deep and constructed of a concrete inspection chamber sections (600 x 450 x 300). The inlet and outlet pipes will enter the chamber 400-500mm above the concrete floor of the silt trap. The chamber will be topped with a heavy-duty cover and this will be capped with a cast iron removable inspection cover. The removable cover needs to be constructed to the finished topsoil level so they can be safely walked or mown over.
- 4.6 Where the main drain runs under the tarmac path and excavation works are carried out pedestrian access must be kept open, so the area will need signing and guarding to allow for foot, bicycle, wheelchair and pushchair access. Depending on the ground condition a temporary surface may have to be laid. On completion of this excavation this section of drain will be backfilled as Appendix 4 and the tarmac repair will be compacted to the existing levels of the surrounding path.
- 4.7 Soil from all excavations will be used to fill low areas, or areas worn away by horses on the common. These areas will be levelled off compacted and grass seeded on completion of works. Areas could be some distance from the work

site.

- 4.8 The area of work will be busy with the public and horses, so suitable, secure fencing will be used while work is being carried out and left over night.
- 4.9 There are a large number of utility services within the area. Plans for these can be obtained but are only a guide. These services will need to be accurately identified on site before any excavation works begin.

## **5.0 Strategic Priorities**

### **5.1 Let's enhance our remarkable place**

Lincoln's commons contribute to our 'remarkable place' objectives in significant ways, including the many benefits open spaces bring to the city, its residents and visitors. The proper management of the commons is therefore essential.

## **6.0 Organisational Impacts**

### **6.1 i) Finance**

The cost of the works is to be met by funds raised from car parking income made when vehicles park on Malandary Close, part of the South Common. This income is ring-fenced for Commons improvements.

### **6.2 ii) Property/Land/ Accommodation Implications**

The City Council is responsible for the maintenance of the commons under the Lincoln City Council Act.

### **6.3 (iii) Legal / Procurement**

This work will be undertaken by the Council's existing grounds maintenance contractor.

## **7.0 Risk Implications**

### **7.1 The risk of not carrying out this work is the continuing degeneration of the footpath, entrance way and horse feeding area.**

### **7.2 There is a heightened risk of public injury from a trip or slip within this very busy thoroughfare.**

## **8.0 Recommendations**

### **8.1 That the works set out in the report be approved.**



**Is this a key decision?**

No

**Do the exempt information categories apply?**

No

**Does Rule 15 of the Scrutiny Procedure Rules (call-in and urgency) apply?**

No

**How many appendices does the report contain?**

Four (attached below)

**List of Background Papers:**

None

**Lead Officer:**

Lee George

Appendix 1







## SOAKAWAY CRATES - A NEW ERA

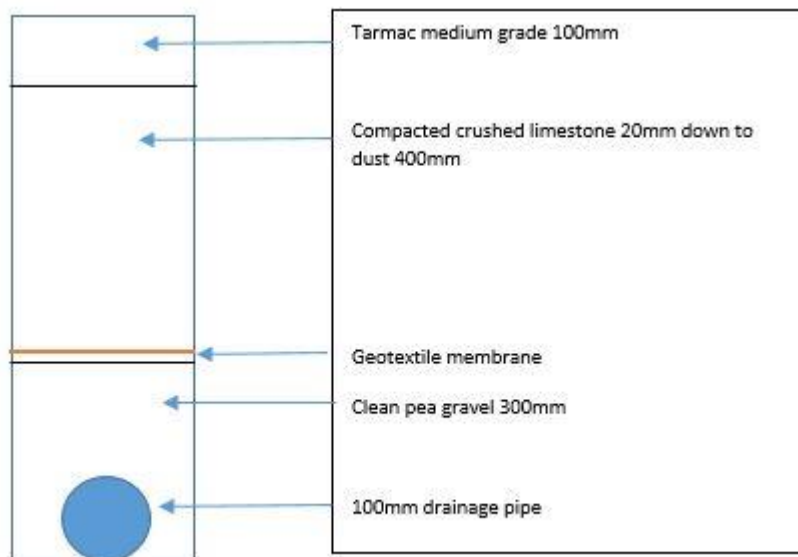
In times gone by, soakaways consisted of large pits filled with hardcore, stones and gravel. The problem with this arrangement was that over time, soil particles were inevitably washed down into the spaces between the stones, filling the voids and rendering the soakaway useless.



In recent times much better soakaways have been constructed using modular water storage cells, known as soakaway crates due to the fact they closely resemble the old style plastic milk crates. With water management an ever-increasing factor for developers, homeowners and Local Authorities, water crates are now an everyday item found in almost all types of building projects. When correctly installed, plastic soakaways are vastly more efficient than their hardcore predecessors.

The following guide will help you to decide how and where to install your soakaway.

## Appendix 4





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