

Moorland Centre- consultation responses

Customer Details

Name: Ms GLORIA DAVID

Address: 21 Middlebrook Road Lincoln LINCOLN

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I am a landlord residing in Moorland Ward. I have seen the proposal & would support the proposal.

It would be a good initiation for the area.

My property (buy to let) is on 149 Moorland Avenue, Lincoln LN6 7HR.

The community would benefit from this project. Moorland Avenue is deprived & is surrounded by council estates. This project would help the community develop have more facilities within the vicinity of their homes.

Customer Details

Name: Mr David Garner

Address: 130 Doddington Road Lincoln

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This southern area of Tritton Road is already under pressure with local traffic movements and traffic visiting the existing retail developments on both sides of Moorland Way. Traffic at certain times of day is queued back from McDonalds causing queues on Tritton Road both north and south bound as well as restricting free flowing traffic along Doddington Road. Traffic is queued through blocking the controlled pedestrian crossings at the junctions of Doddington Road/Tritton Road and Tritton Road / Moorland Way making these junctions dangerous for persons to use due to the road network leading in to Moorland Way or the Sainsburys Access being oversaturated. Has there been any traffic assessment and if so does it cover weekends when this area is at its busiest and worst for traffic volume? It says a new access will be created off Moorland Way but how does that help if traffic can't get to the access and is just sat on Tritton Road and Doddington Road because the capacity of the network here is already over saturated. Has an environmental study taken place with an emissions survey of the toxic fumes from the traffic just sat not going anywhere which this development will surely add to.

Customer Details

Name: Mr Terry Skeet

Address: 29 Parksgate Avenue Lincoln

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Dear Sirs

We have now received the plan for an addition to our local amenities with a new supermarket, 2 retail outlets and a drive through restaurant. These additions whilst welcome bring with them a certain amount of pressure on our lives in Parksgate Avenue. There is no way that this development can be stopped but hopefully my comments will be considered before full planning is given.

It is imperative the barriers at the car park entrance and exit remain. Before they were erected the properties that back onto the car park had many problems with boy racers in the car park late at night and in the early hours. Now, with the barriers in place and working normally only occasionally do we have problems.

The landscaping between Parksgate Avenue and the car part in in a terrible state and I would like to know when was the last time someone from the top floor has been to see it. It is almost 30 years old years and very little time and money has been spent on it. When the plans were approved for the M&S Foodhall there was a small amount of work done with a 1 metre cut back and 8 or 9 saplings were planted. Sad to say none of the saplings ever had a leaf on them, they were all dead when planted. I contacted the Co-op and Banks Long for the name of the company that planted them, the Co-op never replied and Banks Long said sorry, we have no details! Ive only mentioned this to show that instructions associated with planning approval are sometimes never carried out, is anybody instructed to monitor them.

Following on from the last chapter that are of landscaping needs to be fully replanted with evergreen trees and shrubs leaving some of the trees and shrubs that have matured over the

years. Hopefully that will stop the brambles and ivy's from growing into our gardens. The evergreen trees and shrubs will offer us a year long buffer between our properties in Parksgate Avenue and the increase in traffic noise this new development will bring.

Terry Skeet

From: Terry Skeet
Sent: 20 October 2020 16:11
To: Smyth, Marie (City of Lincoln Council)
Subject: Planning Ref: 2020/0662/FUL

Mr T W Skeet
29 Parksgate Avenue
Lincoln
LN6 7HP

Dear Ms Smyth

I have just received the acknowledgement from Lincoln Council of my comments regarding the development at 3 Moorland Close.

The acknowledgement rightly states that I do support the development but it does come with reservations. The main one being the barriers to prevent the boy racers late at night or in the early hours. Another issue that I didn't address in my comments and that is restricting the drive through restaurant to a non 24 hours operation.

If this email is to be displayed to the general public I would prefer my contact details deleted.

Terry Skeet

EASTFIELD

ENTERPRISES LTD

Moorland Way, Tritton Road, Lincoln LN6 7JP Tel: 01522 705050 Fax: 01522 500499

City of Lincoln Council
Directorate of Communities & Environment
City Hall
Beaumont Fee
Lincoln LN1 1DF

12 October 2020



Dear Sir/Madam

Application for Planning Permission - Ref: 2020/0662/FUL
Moorland Way, Lincoln LN6 7TN

This Company is one of the main landowners on Moorland Way and we also provide employment for around 20 people. We are concerned about the potential development of an Aldi store, a coffee drive thru and two further retail units on this industrial estate.

We fear that large articulated Aldi supply lorries will add to the problem we already see with the M&S supply vehicles which cannot get round the sharp bend on the northern corner of the estate on their own side of the road and they therefore drive round this blind corner on the wrong side of the road into the path of oncoming vehicles and cycles. This creates a safety issue and although we haven't witnessed any accidents yet, increased traffic levels and more large vehicles could change this. Furthermore, the sight lines round this corner are bad with the existing high fencing and shrubs. In winter, as the road is not gritted, we have had numerous cars unable to negotiate the sharp and shaded bend in icy conditions and they end up in our fence. With increased traffic and supply lorries severe accidents could result especially if pedestrians are involved.

Are there any plans to widen and improve the Moorland Way junction on to Tritton Road please? The vast majority of traffic queues out of McDonalds, Sainsburys and Matalan on to Moorland Way to turn right at the traffic lights on to Tritton Road. The road is not wide enough by McDonalds to enable vehicles to turn left out of Moorland Way on to Tritton Road when the queue to turn right is not moving due to the level crossing being down on Doddington Road or there just being heavy traffic.

We look forward to hearing from you.

Yours faithfully

CK Dowson
Eastfield Ltd

Hindles of Lincoln Ltd

SHEET METAL WORKERS & ENGINEERING CONTRACTORS

22 Moorland Way · Lincoln LN6 7JP · Tel: 01522 683000
Fax: 01522 500127 · Website: www.hindles.com



City of Lincoln Council
Directorate of Communities & Environment
City Hall
Beaumont Fee
Lincoln LN1 1DF



9 October 2020

Dear Sir/Madam,

Application for Planning Permission - Ref: 2020/0662/FUL
Moorland Way, Lincoln LN6 7TN

As one of the main businesses on Moorland Way that has been operating from this location for over 30 years employing in excess of 30 people, we would like to make you aware of our concerns regarding the potential development of an Aldi store, a coffee drive thru and two further retail units on this industrial estate.

We are particularly concerned about the access for lorries to the proposed service yard at the rear of the Aldi store which will be opposite our premises. Large articulated Aldi supply lorries will add to the problem already evident with the M&S supply vehicles which cannot manoeuvre round the sharp bend on the north side of the estate without driving on the wrong side of the road into the path of oncoming vehicles. This creates a safety issue for other drivers, as well as for pedestrians and cyclists. In addition to the radius of the bend being very tight, this is also a blind corner due to high solid fencing and shrubs around the perimeter of the development site in question. We also note with dismay that the Aldi supply lorries will then have to make a sharp turn back on to Moorland Way after dropping off their goods which will cause further congestion, safety issues for other traffic, bikes and pedestrians, damage to the road surface as well as noise and air pollution.

Currently Moorland Way is not gritted in bad weather so in addition to the figures for road accidents included in the Transport Statement we have witnessed numerous small incidents where drivers cannot negotiate the bend in icy conditions and end up with damage to vehicles and perimeter fencing. On some days this can happen many times but is obviously not reported. With additional HGVs on Moorland Way the possibility of cars and bikes sliding into them in poor weather conditions could make these accidents far more severe.

We would also like to make the case for improving the Moorland Way junction on to Tritton Road. Most traffic queues out of McDonalds, Matalan and Sainsburys to turn right at the traffic lights on to Tritton Road. This makes it very difficult for any vehicles to turn left out of Moorland Way on to Tritton Road as the road by McDonalds is not wide enough for left turning vehicles to get past the queues turning right on to Tritton Road.

Please acknowledge receipt of this letter and keep us informed of developments.

Yours faithfully



Neil Sewell
Hindles of Lincoln Ltd

Lincoln Welding and Engineering Supplies Ltd

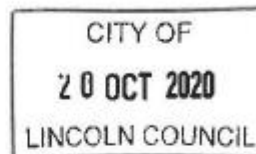
Moorland Way, Lincoln LN6 7JP



Tel: 01522 501134
Mob: 07733 264485

City of Lincoln Council
Directorate of Communities & Environment
City Hall
Beaumont Fee
Lincoln LN1 1DF

13 October 2020



Dear Sir/Madam

Application for Planning Permission - Ref: 2020/0662/FUL
Moorland Way, Lincoln LN6 7TN

This Company operates on Moorland Way and we felt we should voice our concerns regarding the potential development of an Aldi store, a coffee drive thru and two further retail units on this industrial estate.

Although we have only been here a few years we have seen numerous accidents on the sharp bend of the road that is Moorland Way. The road is not gritted and in icy conditions vehicles drive too fast up to the bend, cannot negotiate it and slide straight on into the pavement and fence. Any development that increases traffic and pedestrians will make these accidents far worse and more frequent than they already are. This is also a blind corner and we see M&S lorries drive round it on the wrong side of the road into the path of oncoming traffic. Aldi supply vehicles will increase the frequency that this happens thereby creating safety problems.

We would also like to bring the City Council's attention the problems of queuing traffic on Moorland Way which sometimes hardly moves when the lights on to Tritton Road are green. Visitors to Sainsbury's, McDonald sand Matalan tend to use the Moorland Way exit to get to Doddington Road and beyond. Traffic is frequently queued from outside McDonalds all down Moorland Way to the traffic lights which means our employees and others wishing to turn left out of Moorland Way on to Tritton Road are unable to squeeze past to make the turn. At especially bad times when the train crossing is down on Doddington Road or when there are more shoppers on Fridays or at holiday times it can take up to 15 minutes to get out of Moorland Way. We believe these problems should be addressed with this planning permission.

Yours faithfully

A black rectangular box used to redact the signature of Nick Scafton.

Nick Scafton
LWES Ltd



14 Middlebrook Road,
Lincoln,
LN6 7JU
16.10.20

Dear Sir,

Re: Development of the Moorland Centre, 3 Moorland Way,
Lincoln

I am not in favour of this proposed development for the following reasons:

1. There is already a drive thru restaurant off Moorland Way (MacDonalds).
2. There are 2 other food outlets - Elite fish & chip restaurant and takeaway and Domino's Pizzas.
3. There is already a large supermarket (Sainsbury's) nearby and Iceland Food Warehouse.
4. There is also the successor to Poundland selling cheap household goods.
5. There are already a lot of other supermarkets in this area - Morrisons, Asda, Co-op, Lidl - as well as smaller shopping areas - The Forum, The Junction on Boutham Park Road, the shops on Turner Ave.

I don't feel we need any more food and household goods shops round here. (A bank would be much more useful.)

Tritton Road and Moorland Way are already very busy roads. The access to Moorland Way is poor - the entry lane is not very long and I regularly see cars trying to change lanes at the last moment when drivers realise they are in the wrong one.

Yours

A solid black rectangular box used to redact the signature of Miss M. Bebbington.

Miss M. Bebbington

Marie Smyth
City of Lincoln Council
Directorate of Communities & Environment
City Hall
Beaumont Fee
Lincoln
LN1 1DF



Sent via: developmentteam@lincoln.gov.uk

12th November 2020

Dear Marie,

2020/0662/FUL - Demolition of existing building and redevelopment to provide a supermarket (Use Class E), two retail units (Use Class E) and a drive thru restaurant (Use Class E), car parking and associated external works including landscaping. The Moorland Centre 3 Moorland Way Lincoln Lincolnshire LN6 7TN.

On behalf of ASDA Stores Ltd. (ASDA), TPS Transport Consultants Ltd (TPS) has reviewed the Transport Assessment and associated plans, prepared by SLR in support of the above application for an Aldi food store, two non-food retail units and a drive thru restaurant at The Moorlands Centre, Lincoln.

Following our review of the Transport Assessment we have concerns regarding the highways impact of the proposals, specifically in regards to highway capacity and road safety. These concerns form the basis of ASDA's formal objection to the application and are summarised below.

We would note that a number of objections have been submitted by neighbouring business, which cite similar concerns in regards to road safety, reflecting on-site observations.

Site Location

The development site is located to the west of Tritton Way, approximately 4.6km to the south west of the centre of Lincoln. It is occupied by The Moorland Centre, which has a gross external area of 6,186sqm. The building, which is vacant, benefits from an open A1 consent (with no restriction on the range of goods that can be sold, including food).

On the wider site, within the land ownership of the Moorlands Centre, there is an M&S Foodhall, which opened in November 2017, along with the Lincolnshire Co-op Travel Shop (which opened more recently) and Elite Fish & Chip restaurant.

Customer access to the site is via a left-in only junction from Moorlands Way, to the east of the site, and an all movements junction to the west, adjacent to the aforementioned M&S Foodhall; the latter principally operates as a left-in / right-out arrangement (with all traffic egressing the site at this location). The proposals see a new all-movements access provided on the northern site boundary, to the east of the existing access, and the existing all movements access on the western boundary, relocated to the north by c.5m and upgraded to a priority junction.



It is proposed that servicing will be from Moorland Way, on the western façade of the new buildings; previously, servicing was from Moorland Way on the northern boundary of the site.

Figure 1 confirms the access and servicing arrangements.

Figure 1 – Site Access Arrangements



Servicing Arrangements

As the above plan indicates, it is proposed that servicing access is to be relocated from the northern boundary of the site, to the western boundary. This is considered to introduce road safety concerns related to forwards visibility at the 90-degree bend on Moorland Way, particularly given the intensification of this route, as a consequence of the development / change of use of neighbouring plots, to the west.



The images below illustrate that visibility around the bend is compromised by the fence line of the development site, as well as mature planting.

The relocation of the servicing access means that HGVs associated with the current application will be required to manoeuvre around this bend (having previously accessed the servicing yard, prior to reaching the bend).

The submitted information includes swept path analysis of a HGV accessing / egressing the service yard (and turning within it). However, tracking of the movement around the bend on Moorland Way has been omitted. It is our assertion (corroborated by the submissions from neighbouring premises in response to the application) that a HGV manoeuvring around the bend would take up the majority of the carriageway, encroaching into the path of oncoming vehicles, with very limited inter-visibility. This gives rise to significant safety concerns.

We would respectfully request that swept path analysis is undertaken to illustrate that the manoeuvre can be undertaken safely.

Moorland Way – Westbound



Moorland Way - Northbound



Cumulative Impact

A search of planning portal indicates that, in addition to the M&S Foodstore and Co-op Travel Agency, permission was granted in January 2020 for a change of use of an industrial warehouse unit to an indoor sporting venue with three artificial grass pitches.

With reference to the submitted Design & Access Statement (DAS), the operator indicates that the grass pitches will have a likely maximum capacity of 40 players per hour (plus staff); at the cross-over



of matches, therefore, there would be up to 40 inbound trips and 40 outbound trips (within a concentrated window that coincides with the start and end of matches). It is not unreasonable to assume a significant proportion of these trips would be by car.

The DAS confirms the anticipated peak times of operation for the sporting venue will be from 6pm – 10pm on a weekday and 9am – 12noon on Saturdays. In the weekday PM peak, therefore, vehicles will arrive to the sporting venue within the busiest hour for the proposed development. This also coincides with the likely busiest weekday period for the M&S Foodhall.

No consideration has been given to the cumulative impact of the consented and proposed uses. This is concerning given that the Transport Statement submitted alongside the M&S Foodhall application (2016/0843/FUL) identified that in the 2021 design year with the M&S Foodhall traffic added, the Moorland Way / Tritton Way signal controlled junction (through which all traffic associated with the current development proposals would travel to reach the site) had a practical reserve capacity of just 0.6% in the AM weekday peak and 3.6% in the weekday PM peak. With additional background growth to 2025, the junction is likely to experience capacity issues (taking account of the additional trips associated with the Travel Agency and sports venue).

A full assessment of the cumulative traffic impacts should, therefore be undertaken, giving consideration to the uplift in trips occurring as a result of the subsequent consents for the Co-op Travel Agency and the indoor sporting venue, coupled with the current development proposals, not least because the Moorland Way / Tritton Way traffic signals are observed to operate with queues extending back from the signals on the Moorland Way arm to Moorland Close (which serves a number of retail units).

Given that a new access is to be introduced in the vicinity of this junction, there is a need to ensure that queuing does not extend back past this access and, moreover, that the cumulative impact of the proposed and neighbouring uses does not negatively impact on the operation of the junction, to the detriment of traffic on Tritton Way.

Whilst it is accepted that, in isolation, the proposals will not generate more traffic than the open A1 consent (based on floor area), consideration should be given to the significant uplift in traffic flows that has occurred on the wider site in recent years and the implications of this on highway capacity; specifically at the Moorland Way / Tritton Way junction.



Summary

Following our review of the Transport Assessment, prepared by SLR to accompany the planning application for a Aldi food store at The Moorland Centre, Lincoln, we have identified a number of concerns and consider that further work is required to allow the Highway Authority to make an informed decision on the planning application:

- The assessment fails to suitably demonstrate that servicing can be safely accommodated; specifically the route to the service yard involves HGVs manoeuvring around a 90-degree bend on Moorland Way. The forwards visibility at this location is particularly poor and it has not been shown that a HGV could make this manoeuvre without using the majority of the road width (and thereby potentially travelling headlong into on-coming traffic);
- No consideration has been given to the cumulative impact of the intensification of use / new development being brought forward to the west of the development on highway capacity. Specifically, a new indoor sports venue is proposed (in addition to an M&S Foodhall and Co-op Travel Agency, which have been brought forward in recent years). The busiest times of operation for these uses, coincide with that of the proposed development and all take access from the Moorland Way / Tritton Way signal controlled junction;
- The junction already operates with queuing that extends beyond Moorland Close and the TS for the M&S Foodhall identified there was very limited reserve capacity in the junction in a design year of 2021. With the addition of background traffic growth to 2025 and the inclusion of traffic associated with the Co-op Travel Agency, consented indoor sports venue and the proposed development, it is considered highly likely that the junction will experience capacity issues, to the detriment of the expeditious movement of traffic on Tritton Way.

In light of the above, we would request that the applicant provides additional swept path analysis to address the concerns raised in regards to road safety and gives further consideration to capacity assessments at the Moorland Way / Tritton Way junction.

We would suggest that at this stage (and in the absence of the above) insufficient information has been submitted to allow the Council to arrive at a sound decision on the impact of the development proposals and, therefore, the application should be refused on highway grounds.

Yours sincerely
Georgina Stares

Director

From: Neil S

Sent: 27 November 2020 14:01

To: Smyth, Marie (City of Lincoln Council)

Subject: 2020/0843/FUL

Hello

Please find some photographs taken on the twenty sixth of November showing the tracks of a very large articulated Lorry which mounted the Path on the North side of Moorland way to avoid oncoming traffic heading from the south on Moorland Way.

This is happening regularly as the corner of the road is not designed for articulated lorries to turn without either mounting the curb or crossing the white line into oncoming traffic.

Hindles have raised this safety issue in our letter to the Development team dated 11th August 2020.

We are very concerned about the safety issues on this corner.

Thank you

Neil Sewell

Works Director|







Planning Applications – Suggested Informative Statements and Conditions Report

If you would like to discuss any of the points in this document please contact us on 03456 066087, Option 1 or email planningliaison@anglianwater.co.uk.

AW Site Reference: 164528/1/0104815

Local Planning Authority: Lincoln District (B)

Site: The Moorland Centre 3 Moorland Way
Lincoln Lincolnshire LN6 7TN

Proposal: Demolition of existing building and redevelopment to provide a supermarket (Use Class E), two retail units (Use Class E) and a drive thru restaurant (Use Class E), car parking and associated external works including landscaping

Planning application: 2020/0662/FUL

Prepared by: Pre-Development Team

Date: 13 October 2020

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Canwick Water Recycling Centre that will have available capacity for these flows

Section 3 - Used Water Network

This response has been based on the following submitted documents: Flood Risk Assessment Development will lead to an unacceptable risk of flooding downstream. Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. a full assessment cannot be made due to lack of information, the applicant has not identified a discharge rate or connection point We therefore request a condition requiring phasing plan and/or on-site drainage strategy (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments in the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 - Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Used Water Sewerage Network (Section 3)

We have no objection subject to the following condition: Condition Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme. Reason To prevent environmental and amenity problems arising from flooding

FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

UD-5343-2020-PLN

Dear Sir/Madam,

REFERENCE: 2020/0662/FUL

DEVELOPMENT: DEMOLITION OF EXISTING BUILDING AND REDEVELOPMENT TO PROVIDE A SUPERMARKET (USE CLASS E), TWO RETAIL UNITS (USE CLASS E) AND A DRIVE THRU RESTAURANT (USE CLASS E), CAR PARKING AND ASSOCIATED EXTERNAL WORKS INCLUDING LANDSCAPING

LOCATION: THE MOORLAND CENTRE, 3 MOORLAND WAY, LINCOLN, LINCOLNSHIRE, LN6 7TN

Thank you for the opportunity to comment on the above application. The site is within the Upper Witham Internal Drainage Board district.

No development should be commenced until the Local Planning Authority, in consultation with the Lead Local Flood Authority has approved a scheme for the provision, implementation and future maintenance of a surface water drainage system. Where soakaways are proposed the suitability of new soakaways, as a means of surface water disposal, should be to an appropriate standard and to the satisfaction of the Approving Authority in conjunction with the Local Planning Authority. If the suitability is not proven the Applicant should be requested to re-submit amended proposals showing how the Site is to be drained. Should this be necessary this Board would wish to be reconsulted.

Regards,

Richard Wright

Engineering Services Technician

Witham First District Internal Drainage Board
Witham Third District Internal Drainage Board
Upper Witham Internal Drainage Board
North East Lindsey Drainage Board



City of Lincoln Council
Development Control
City Hall Beaumont Fee
Lincoln
LN1 1DF

Our ref: AN/2020/130979/01-L01
Your ref: 2020/0662/FUL
Date: 20 October 2020

FAO Marie Smyth

Dear Marie

**Demolition of existing building and redevelopment to provide a supermarket (use class E), two retail units (use class E) and a drive thru restaurant (use class E), car parking and associated external works including landscaping
The Moorland Centre, 3 Moorland Way, Lincoln, LN6 7TN**

Thank you for your consultation of 6 October 2020 regarding the above application.

Environment Agency position

Available mapping indicates that the site is underlain by a historic landfill site, named 'Moorland Avenue Industrial Estate'. As such, the previous use of the proposed development site presents a potential risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a Secondary A aquifer.

We consider that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.

In light of the above, the proposed development will be acceptable if planning conditions are included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework.

Without these conditions we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework because it could not be guaranteed that the development would not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Ceres House, Searby Road, Lincoln, LN2 4DW
Customer services line: 03708 506 506
Email: LNplanning@environment-agency.gov.uk
www.gov.uk/environment-agency

Cont/d..

Calls to 03 numbers cost no more than national rate calls to 01 or 02 numbers and count towards any inclusive minutes in the same way. This applies to calls from any type of line including mobile.

We acknowledge that the wider retail land use is also developed over the landfill site. However, we do not have any records on the history of the Moorland Avenue Industrial Estate landfill site, what waste may be present below the site or what remedial work has previously been undertaken (if any) to allow safe development of the area. As such, we consider that the first phase in assessing the potential risk to controlled waters should be a Phase 1 (desk study) assessment.

Condition 1

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

Advice to the applicant

We recommend that developers should:

- Follow the risk management framework provided in '[Land contamination: risk management](#)' when dealing with land affected by contamination
- Refer to our [Guiding principles for land contamination](#) for the type of information that we require in order to assess risks to controlled waters from the site – the local authority can advise on risk to other receptors, such as human health
- Consider using the [National Quality Mark Scheme for Land Contamination Management](#) which involves the use of competent persons to ensure that land contamination risks are appropriately managed

- Refer to the [contaminated land](#) pages on gov.uk for more information

Condition 2

Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

Condition 3

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

Condition 4

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

The presence of a historical landfill site below the proposed development site presents a potential risk of contamination that could be mobilised by surface water infiltration from any proposed sustainable drainage system (SuDS). This could pollute controlled waters. Soakaways should not be constructed in potentially contaminated ground. In light of the above, we do not believe that the use of infiltration SuDS is likely to be appropriate in this location.

Advice to the applicant – waste

All movements of waste must follow the Environmental Protection (Duty of Care) Regulations 1991. Waste arising from activities on site must be kept safe and dealt with responsibly.

Proper classification of waste ensures compliance and enables the correct onward

handling treatment to be applied. With waste produced on a site with a historic landfill, we strongly recommend appropriate testing to take place on all wastes produced to ensure the proper classification.

If materials that are potentially waste are to be used on site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (WFD) (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc...' in order for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply.

Non-waste activities are not regulated by us (i.e. activities carried out under the CL:ARE Code of Practice); however you will need to decide if materials meet End of Waste or By-products criteria (as defined by the Waste Framework Directive).

The 'Is it waste?' tool allows you to make an assessment and can be found here: <https://www.gov.uk/government/publications/isitwaste-tool-for-advice-on-the-by-products-and-end-of-waste-tests>

You can find more information on the Waste Framework Directive here: <https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste-framework-directive>

More information on the definition of waste can be found here:

<https://www.gov.uk/government/publications/legal-definition-of-waste-guidance>

More information on the use of waste in exempt activities can be found here:

<https://www.gov.uk/government/collections/waste-exemptions-using-waste>

More information on classification can be found here: <https://www.gov.uk/how-to-classify-different-types-of-waste>

The Duty of Care code of practice can be found here:

<https://www.gov.uk/government/data/waste-duty-care-code-practice-2016.pdf>

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours sincerely

Nicola Farr
Sustainable Places - Planning Advisor

Direct dial 02030 255023

Direct e-mail nicola.farr@environment-agency.gov.uk

Place Directorate

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



To: Lincoln City Council

Application Ref: 2020/0662/FUL

Proposal: **Demolition of existing building and redevelopment to provide a supermarket (Use Class E), two retail units (Use Class E) and a drive thru restaurant (Use Class E), car parking and associated external works including landscaping**

Location: **The Moorland Centre, 3 Moorland Way, Lincoln, Lincolnshire, LN6 7TN**

With reference to the above application received 1 October 2020

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

Requests that any permission given by the Local Planning Authority shall include the conditions below.

CONDITIONS (INCLUDING REASONS)

Highway Informative 03

The permitted development requires the formation of new and amended vehicular accesses. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For approval and specification details, please contact vehiclecrossings@lincolnshire.gov.uk

Highway Informative 08

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

Highway Condition 33

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

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;

- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No part of the permitted development shall commence operation until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development.

Note to Officer

Please note that the proposed amendments to the northern-western access (directly adjacent to M&S Foodhall) require stopping up and dedication of public highway, which has been agreed by all parties.

The Transport Statement submitted is robust and the analysis of trip generation considers all trips to the site to be 'new' trips, as opposed to linked, pass by or diverted trips, as it can be reasonably expected that a proportion will be. The residual trip generation is lower than the consented fall-back use of the site at peak times. Due to the consented fall-back use of the site and associated higher trip generation, we do not think it is necessary to request further assessment of the cumulative impact of the proposed development on the surrounding network.

Whilst local stakeholders have referred to recent accidents and "near misses", there has been no recorded Personal Injury Accidents (PIA) in the vicinity of the bend on Moorland Way in the last 5 years. Again, we note that the residual trip generation is lower than the consented fall-back use of the site, and that includes the use of the existing northern junction onto Moorland Way beyond the bend.

Swept path analysis has been provided demonstrating that articulated vehicles can use the service yard to the north of Moorland Way and access and egress the public highway in a forward gear.

There are good sustainable transport links to the site, including the shared footway/ cycleway on Tritton Road, Hirebike station at the site frontage, regular bus services and proposed cycle parking provision within the site. The Travel Plan details the developers commitment to sustainable transport, which is accepted.

It is not reasonable to raise an objection to the proposals in accordance with NPPF Paragraph 109 as the development will not have a severe impact on highway safety or

capacity.

Case Officer:
Becky Melhuish
for Warren Peppard
Head of Development

Date: 21 December 2020



LINCOLNSHIRE POLICE

POLICE HEADQUARTERS
PO Box 999
LINCOLN LN5 7PH
Fax: (01522) 558128
DDI: (01522) 558292
email
john.manuel@lincs.pnn.police.uk

Your Ref: App. 2020/0662/FUL

2nd October 2019

Development & Environmental Services
City Hall, Beaumont Fee
Lincoln, LN1 1DF

Town and Country Planning Act 1990
Consultation on Planning Permission

Address of the proposed development:
The Moorland Centre, 3 Moorland Way, Lincoln, Lincolnshire, LN6 7TN

Demolition of existing building and redevelopment to provide a supermarket (Use Class E), two retail units (Use Class E) and a drive thru restaurant (Use Class E), car parking and associated external works including landscaping

Thank you for your correspondence and opportunity to comment on the proposed development.

Lincolnshire Police has no objections to this application.

Please do not hesitate to contact me should you need further information or clarification.

Crime prevention advice is given free without the intention of creating a contract. Neither the Home Office nor the Police Service takes any legal responsibility for the advice given. However, if the advice is implemented it will reduce the opportunity for crimes to be committed.

Yours sincerely,

John Manuel MA BA (Hons) PGCE PGCPD Dip Bus.

Force Designing Out Crime Officer (DOCO)

Customer Details

Name: Ms Catherine Waby

Address: St Mary's Guildhall, 385 High Street, Lincoln LN5 7SF

Comment Details

Commenter Type: Amenity Group

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment:NO Objection

Comment: In this energy conservation environment that we have entered, we note that there is no mention of the main roof being either built from material that acts as a solar panel or covered in solar panels. We would like to suggest that all major developments such as this one, should now embrace the principle of solar panels. In an attempt to break up the stark industrial nature of the site, we would further like to suggest that the landscaping proposal be improved.