

Moorland Centre- consultation responses

14 Middlebrook Road,
Lincoln,
LN6 7JU
5.4.21

Dear Sir,

Your ref 2021/0275/FUL, re The Moorland Centre development

My views on the proposed development are:

1. There are plenty of food stores/supermarkets near here; we don't need another.
2. There is already a 24 hour drive-thru restaurant (McDonalds) opposite this site; another is not needed.
3. Access to the existing drive-thru already causes considerable traffic hold-ups both on Tritton Road and Moorland Way, with traffic unable to reach the Elite/M & S Food Hall and Sainsbury's car parks because of problems in the McDonalds car park. They seem unable to cope with the number of cars trying to get take-aways at times.

This congestion causes safety problems for drivers and pedestrians, and must cause extra air pollution. I've often seen exasperated drivers taking taking risks at this junction, switching lanes or squeezing into tight places.

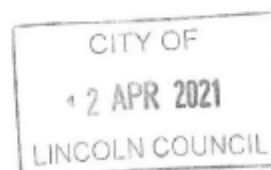
4. I feel that in view of the points raised above the Moorland Way junction would be unable to cope with the extra traffic that will be caused by this proposed development.

5. Please let any development here be something we need, not more of the same.


Yours



Miss M. Bebbington



33 Parksgate Avenue
Lincoln
LN6 7HP



Mr K Manning
Assistant Director-Planning
City Hall
Beaumont Fee
Lincoln LN1 1DF

Dear Sir,

My concerns regarding the proposed redevelopment at the Moorland Centre are as follows-

- 1) the proposed demolition of the existing iconic building
- 2) increase of retail units and food-store, many available nearby
- 3) drive-through restaurant, already a McDonalds and a fish & chip shop
- 4) car parking, will the existing area be enough for the extra units
- 5) traffic - already tail-backs entering and leaving from Tritton Road
- 6) lighting – not mentioned. M&S frontage lit up 24/7, car park lights on until midnight. Very distracting to nearby residents

The car park has often been the place for noisy parties and cars revving, reported to the police on more than one occasion.

Yours sincerely



Mrs Vicki Edwards

21 April 2020



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

Sent via: developmentteam@lincoln.gov.uk and Marie.Smyth@lincoln.gov.uk

Dear Ms Smyth

APPLICATION REF: 2021/0275/FUL
SITE ADDRESS: The Moorland Centre 3 Moorland Way Lincoln Lincolnshire LN6 7TN
PROPOSAL: Demolition of existing building and redevelopment to provide a foodstore (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 (Resubmission)

Jigsaw Planning are instructed by Asda Stores Limited ("Asda") to submit an objection to the above planning application.

As you will be aware, this is the second recent application for this site with the first application, with ref 2020/0662/FUL ("First Application"), being approved in January 2021 and is now subject of a Judicial Review.

The basis of Asda's objection to the First Application centred around highways matters. We can confirm that these concerns remain and the objection prepared by TPS Transport Consultants Ltd is therefore appended to form part of this objection.

In addition to the highways objection, we raise the following:

Biodiversity Net Gain and Green Infrastructure – we note that Natural England have submitted their consultation response dated 7th April 2021. Whilst they do not raise any objection to the proposal they do set out advice in relation to Biodiversity Net Gain and Green Infrastructure. From the Council's website and the documents available thereon we can't see any evidence that the two recommendations are being met by the proposals. If this information is available please could it be made available to us and published on the Council's website.

EIA Screening Opinion – in response to the Judicial Review the applicant's have requested, in their covering letter to support the application, a Screening Opinion from the Council as they acknowledge that the proposal falls within Paragraph 10(b) of Schedule 2 of the EIA Regulations on the basis that the development includes more than 1 hectare of urban development. Again we cannot see evidence that a Screening Opinion has been issued by the Council and request that a copy be made available to us and that it is published on the Council's website. We should also be grateful to receive copies of any additional documents/officer's reports justifying the conclusions reached in the Screening Opinion. This Screening Opinion particularly needs to take account of the Site of Special Scientific Interest (SSSI) known as Swanholme Lakes which lies to the north west of the application site.

We trust this objection will be taken into account and request confirmation of its receipt. We also look forward to receiving confirmation from you on the above point.

Yours sincerely



Katherine Sneed MRTPI
Director

Appendices

1. TPS Transport Consultants Ltd – objection dated 12th November 2020

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



TPS Transport Consultants Ltd



Date: 07 April 2021
Our ref: 348777
Your ref: 2021/0275/FUL

Marie Smyth
Planning Officer
Lincoln City Council

BY EMAIL ONLY



Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 8GJ

T 0300 060 3900

Dear Marie,

Planning consultation: 2021/0275/FUL Demolition of existing building and redevelopment to provide a foodstore (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 (Resubmission).

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

Thank you for your consultation on the above dated 06 April 2021 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

Natural England's further advice on designated sites and advice on other natural environment issues is set out below.

Swanholme Lakes Site of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection.

Other Advice

Biodiversity Net Gain

Natural England suggests that your authority may want to advise the applicant to follow a net gain approach and take the opportunity within this proposal to demonstrate a net gain in biodiversity. The government has announced that it will mandate net gains for biodiversity on new developments in England to deliver an overall increase in biodiversity. The 'Biodiversity Metric 2.0' provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. The advantage of using a recognised metric to deliver net gain is that it provides a clear, transparent and evidence-based approach to assessing a project's biodiversity

impacts that can assist with "de-risking" a development through the planning process and contribute to wider place-making. Further information on the metrics can be found on the following link:
<http://publications.naturalengland.org.uk/publication/5850908674228224>

Green Infrastructure

Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement.

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. As such, Natural England would encourage the incorporation of GI into this development, including additional street trees or green roofs/walls.

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

Should the proposal change, please consult us again.

If you have any queries relating to the advice in this letter please contact me on 02080268500

Yours sincerely

Roslyn Deeming
Senior Planning Adviser
East Midlands Area

Annexe A – Additional Advice

Natural England offers the following additional advice:

Landscape

Paragraph 170 of the National Planning Policy Framework (NPPF) highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland or dry stone walls) could be incorporated into the development in order to respect and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute Guidelines for Landscape and Visual Impact Assessment](#) for further guidance.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 170 and 171). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in [GOV.UK guidance](#) Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

Guidance on soil protection is available in the Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#), and we recommend its use in the design and construction of development, including any planning conditions. Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Protected Species

Natural England has produced [standing advice](#)¹ to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances.

Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 171 and 174 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the [Magic](#) website or as Local Wildlife Sites. List of priority habitats and species can be found [here](#)². Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found [here](#).

¹ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

² <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

Ancient woodland, ancient and veteran trees

You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 175 of the NPPF. Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. Natural England and the Forestry Commission have produced [standing advice](#) for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a SSSI or in exceptional circumstances.

Environmental enhancement

Development provides opportunities to secure net gains for biodiversity and wider environmental gains, as outlined in the NPPF (paragraphs 8, 72, 102, 118, 170, 171, 174 and 175). We advise you to follow the mitigation hierarchy as set out in paragraph 175 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you should consider off site measures. Opportunities for enhancement might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Designing lighting to encourage wildlife.
- Adding a green roof to new buildings.

You could also consider how the proposed development can contribute to the wider environment and help implement elements of any Landscape, Green Infrastructure or Biodiversity Strategy in place in your area. For example:

- Links to existing greenspace and/or opportunities to enhance and improve access.
- Identifying opportunities for new greenspace and managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips)
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network or using the opportunity of new development to extend the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition or clearing away an eyesore).

Access and Recreation

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.

Rights of Way, Access land, Coastal access and National Trails

Paragraphs 98 and 170 of the NPPF highlights the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way, coastal access routes and coastal margin in the vicinity of the development and the scope to mitigate any adverse impacts. Consideration should also be given to the potential impacts on any nearby National Trails, including the England Coast Path. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer.

Biodiversity duty

Your authority has a [duty](#) to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available [here](#).



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

Our ref: AN/2021/131676/01-L01
Your ref: 2021/0275/FUL
Date: 12 April 2021

Dear Sir/Madam

Demolition of existing building and redevelopment to provide a foodstore (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 (resubmission)

The Moorland Centre, 3 Moorland Way, Lincoln, LN6 7TN

Thank you for your consultation of 29 March 2021 regarding the above application.

We understand that this is a resubmission of planning application 2020/0662/FUL which we provided comments on under our ref AN/2020/130979. Our previous consultation comments were provided following review of the Preliminary Risk Assessment & Geo-Environmental Assessment report (ref: 20-1699.01) by Delta-Simons, dated November 2020. An updated version of this report (dated March 2021) has been submitted in support of this application re-submission.

Environment Agency position

The previous use of the proposed development site is understood to have been as a rubber processing works, with available mapping also indicating that the site is underlain by a former landfill site. These former uses present 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.

The application's Preliminary Risk Assessment & Geo-Environmental Assessment report demonstrates 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.

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

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.

Cont/d..

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.

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.

The latest version of the Preliminary Risk Assessment & Geo-Environmental Assessment report states that it has been updated to reflect comments made by ourselves and the Local Authority as part of the original planning submission. We have reviewed the March 2021 version of the report and consider that further information is required in order to fully assess the risks to controlled waters.

The report recommends that supplementary investigation should be undertaken beneath the building footprint following demolition, comprising of limited soil sampling. We are in agreement that ground conditions in the central area of the site require further characterisation, given the identification of strong hydrocarbon odours in boreholes drilled in the central area of the site during initial site investigation work. Should the additional investigation identify significant contamination at the site,

further groundwater assessment may be required. If additional sampling identifies solvent contamination that may pose a potential risk to controlled waters, further monitoring wells may need to be installed to fully assess the risks to the Secondary A aquifer. Best practice for the assessment of dense non-aqueous phase liquids (DNAPL) requires the installation of boreholes to the base of the aquifer.

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 CLARE 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>

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 faithfully

Nicola Farr
Sustainable Places - Planning Specialist

Direct dial 02030 255023

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



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 07929 786955 or email planningliaison@anglianwater.co.uk.

AW Site Reference: 164528/1/0118980

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 foodstore 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: 2021/0275/FUL

Prepared by: Pre-Development Team
Date: 15 April 2021

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 & Outline Sustainable Drainage Strategy dated March 2021. 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. We therefore request a condition requiring 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** - 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. (3) **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. (4) **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. The applicant has indicated on their application form that their method of surface water drainage is via SuDS. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Planning Strategic Enquiry. The Lead Local Flood Authority (LLFA) are a statutory consultee for all major development and should be consulted as early as possible to ensure the proposed drainage system meets with minimum operational standards and is beneficial for all concerned organisations and individuals. We promote the use of SuDS as a sustainable and natural way of controlling surface water run-off. We please find below our SuDS website link for further information:

<https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/>

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:

Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including:
 - Development size
 - Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s)
 - Connecting manhole discharge location (No connections can be made into a public rising main)
- Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website)
- Feasible mitigation strategy in agreement with Anglian Water (if required)

Warren Peppard
Head of Development Management
Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL
Tel: 01522 782070
HighwaysSUDsSupport@lincolnshire.gov.uk

To: Lincoln City Council

Application Ref: 2021/0275/FUL

Proposal: **Demolition of existing building and redevelopment to provide a foodstore (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 (Resubmission)**

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

With reference to the above application received 29 March 2021

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 welcomed as best practice.

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 Management

Date: 13 April 2021

**CITY OF LINCOLN COUNCIL
DIRECTORATE OF DEVELOPMENT & ENVIRONMENTAL
SERVICE**

M E M O R A N D U M

| | |
|---|---|
| To: Development Team Development Control | From: Ian Wicks, Pollution Control Officer |
|---|---|

Planning Ref: **2021/0275/FUL**

Date: **28 April 2021**

Demolition of existing building and redevelopment to provide a foodstore (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 (Resubmission) at The Moorland Centre, 3 Moorland Way, Lincoln

Further to your consultation on the above application, I would make the following comments:

Contaminated Land

I would advise that due to past uses on the site there is the potential for significant contamination to be present. It is noted that the applicant has submitted a contaminated land report in support of their application. As part of the report's recommendations, it is understood that further assessment of the ground conditions will be required once the existing site structures have been removed. As such, I would recommend that the following conditions be attached to any consent granted:

Pre commencement conditions – details to be submitted and approved before work commences on site

▪ **Site Characterisation**

No development shall take place until an investigation and risk assessment has been completed to assess the nature and extent of any contamination on the site and a written report of the findings submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- *human health,*
- *property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,*
- *adjoining land,*
- *groundwaters and surface waters,*
- *ecological systems,*

- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with the Environment Agency's 'Land Contamination: Risk Management (LCRM) Guidance' (available on www.GOV.UK).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

- **Submission of Remediation Scheme**

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

- **Implementation of Approved Remediation Scheme**

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, submitted and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Pre occupation – before occupation/commencement of the use

- **Reporting of Unexpected Contamination**

*In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition (**SPECIFY (1)**) and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition (**SPECIFY (2)**), which is to be submitted to and be approved in writing by the Local Planning Authority.*

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition (SPECIFY (3)).

Where no unexpected contamination is found written confirmation of this must be provided to the Local Planning Authority prior to any occupation of the site.

Reason: *To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out.*

Air Quality and Sustainable Transport

Whilst it is acknowledged that the proposed development, when considered in isolation, is unlikely to have any significant impact on air quality, the numerous minor and medium scale developments within the city will have a significant cumulative impact if reasonable mitigation measures are not adopted.

The NPPF seeks to promote and enable sustainable transport choices and, in doing so, aims to protect and enhance air quality. Paragraph 110 of the revised NPPF states "....applications for development....should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations"

It is noted that this proposed development will include a significant increase in the number of parking spaces. It is also understood from the design and access statement that it is intended to install electric vehicle recharge facilities, although no specific details of the facilities to be installed have been included in the application.

As such, in order to ensure that appropriate electric vehicle recharging facilities are installed, it is recommended that the following condition be attached to the planning consent:

- *Prior to the commencement of the development, details of a scheme for the provision of electric vehicle recharge points shall be submitted to the planning authority for approval. The approved scheme shall be implemented prior to the occupation of the development and shall be maintained thereafter.*

Commercial Kitchen Extraction

It is noted that the development includes a drive through restaurant. Commercial kitchen extract systems can cause significant disturbance when located close to other sensitive development due to both emissions of odour and noise. Therefore if planning permission is granted, I would recommend that the following condition be attached to the consent:

- *Prior to the use commencing, a scheme for the extraction, filtration and abatement of cooking odours shall be submitted to the planning authority for approval. The submitted scheme shall include details of the methods to be employed to control noise and odour from the system. The approved scheme shall be implemented prior to commencement of the use and the system shall be operated and maintained thereafter in accordance with the manufacturer's instructions.*

Operating Hours

The proposed uses have the potential to cause disturbance due to noise, particularly at noise sensitive times. Therefore, if planning consent is granted, it is recommended that the following condition be attached to the consent:

- *The use of the retail units hereby approved shall only be permitted to open for trading between the hours of 7.00am and 11.00pm, Mondays to Saturdays (inclusive), and 8.30am to 9.00pm on Sundays and Bank Holidays.*
- *The use of the drive through restaurant hereby approved shall only be permitted to open for trading between the hours of 6.30am and 11.00pm, Mondays to Saturdays (inclusive), and 8.00am to 9.00pm on Sundays and Bank Holidays.*

Delivery hours

Noise from deliveries can cause considerable noise problems during the noise sensitive hours. With the proposed site being in the vicinity residential properties, it is recommended that the following restriction be applied to delivery hours in order to minimise this impact (it is understood that this hours replicate those at the neighbouring Marks and Spencer store) :

- *Commercial deliveries to and from the development, including the loading, unloading and manoeuvring of associated commercial vehicles, shall only be permitted between of 6.30am and 9.00pm, Mondays to Saturdays (inclusive), and 8.30am to 6.00pm on Sundays and Bank Holidays.*

Similarly, disturbance can also be caused by waste collection during the noise sensitive hours. It is therefore recommended that same hour restrictions are applied to waste collection from the site:

- *Waste collections from the permitted use shall only be permitted between of 6.30am and 9.00pm, Mondays to Saturdays (inclusive), and 8.30am to 6.00pm on Sundays and Bank Holidays.*

External Lighting

There does not appear to be any details provided of external lighting that may reasonably expected to be incorporated into a development of this nature. As such, it is recommended that the planning consent, if granted, includes the following condition:

- *Prior to the installation of any external lighting at the development, an assessment of the offsite impact of all external lighting shall be undertaken and submitted to the planning authority for approval. The impact assessment shall identify any mitigation measures that are necessary to minimise the impact of light from all external lighting. The approved mitigation measures shall be implemented prior to the commissioning of the lighting and shall be maintained thereafter.*

Construction/Demolition Impacts

Due to the close proximity of the proposed development to neighbouring sensitive uses, there is potential for significant problems due to noise, vibration and dust during the demolition/construction phase unless adequate control measures are put in place. As such, I would recommend that the following item be included as a consent condition:

- *Prior to the commencement of the development, the developer shall provide a construction environmental management plan to the planning authority for approval. The construction environmental management plan shall include details of control measures that will be employed to control the impact of noise, vibration and dust from the construction phase on offsite receptors. The approved construction environmental management plan and the control measures it contains shall be implemented throughout the construction phase.*

(Note to applicant: in complying with this condition, regard shall be had to all relevant standards, including British Standard BS5228: 2009 - Code of practice for noise and vibration control on

construction and open sites – Part 1: Noise and Part 2: Vibration; and the Institute of Air Quality Management's 'Guidance on the assessment of dust from demolition and construction (2014)')

- *The construction of the development hereby permitted shall only be undertaken between the hours of 08:00 to 18:00 Monday to Friday (inclusive) and 08:00 to 13:00 on Saturdays and shall not be permitted at any other time, except in relation to internal plastering, decorating, floor covering, fitting of plumbing and electrics and the installation of kitchens and bathrooms; and*

Any deliveries associated with the construction of the development hereby permitted shall only be received or despatched at the site between the hours of 08:00 to 18:00 Monday to Friday (inclusive) and 08:00 to 13:00 on Saturdays and shall not be permitted at any other time.

Regards

Ian Wicks
Pollution Control Officer

Dear Development team

I visited the above address on the afternoon of the 15th of April and would like to provide you with the following comments:

- There is a considerable collection of 26 trees which are orientated parallel with Tritton Road, these specimens are protected by the Tritton Road/Moorland Avenue No.1 Tree Preservation Order 2017; however none of these trees appear to be close enough to the proposed works and redevelopment to recommend the use of protective measures to ensure their safe retention.
- Whilst walking around the periphery of the site it is clear that many trees have been felled in the recent past as they are retained as stumps within the shrub beds which are still in situ; as a result of this work there are no trees within the footprint of the development which warrant protection.
- There are two unprotected *Betula pendula* (Silver birch) identified for retention on site (close to the existing totem sign) these trees are at potential risk of damage as the result of vehicular impact during proposed works, these trees should therefore be adequately protected by barriers prior to the commencement of any demolition or construction work on site.
- There is a considerable section of formally trimmed hedge row which currently exists in the position of the proposed ALDI outward service entrance – this is made up of mixed deciduous species including *Prunus*, *Escallonia* and *Viburnum*, there is minimal native species content within the length of the feature; the hedge line is also essentially isolated as it does not form an effective corridor with associated ecotones or similar habitat types.
- As a result of the above points the hedge line is likely to provide poor biodiversity potential, however it is likely to be excellent habitat for nesting birds.
- The position of the proposed Drive-Thru restaurant is currently populated with a mixture of specimen and ground cover shrubs all of those in situ are commonly planted species none of which are outstanding specimens which warrant retention in my opinion, please see list below:

Lonicera spp
Elaeagnus ebbingei 'Limelight'
Berberis darwinii
Viburnum tinus
Ulex europaeus
Rosa spp
Juniperus communis 'Green Carpet'
Cotoneaster salicifolius
Hebe brachysiphon 'White Gem'
Prunus laurocerasus 'Otto Luken'
Brachyglottis greyi
Clematis vitalba
Erica x darleyensis

If you would like any further information relating to the vegetation on site please do not hesitate to contact me

Kindest regards
Dave

Dave Walker
| Arboricultural Officer

UD-5343-2020-PLN

Dear Sir/Madam,

REFERENCE: 2021/0275/FUL

DEVELOPMENT: DEMOLITION OF EXISTING BUILDING AND REDEVELOPMENT TO PROVIDE A FOODSTORE (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 (RESUBMISSION)

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
Operations Engineer

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

Consultee Details

Name: Ms Catherine Waby

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

Email: Not Available

On Behalf Of: Lincoln Civic Trust

Comments

We do not wish to Object to the Overall Plan

COMMENTS: We wish to comment on the following:

1. There is, once again, no mention of any improvements recommended for the road structure of Tritton Road between the Sainsbury and the Moorland Way traffic lights which filters southbound vehicles into one lane and then back into two lanes at the junction. This causes unnecessary congestion for vehicles passing through the area by the vehicles turning right across the oncoming traffic. The addition of another supermarket is inevitably going to increase the volume of traffic needing to access the site.
2. The Green Agenda.
 - a. It appears on the plans that there are 2 car spaces with charging facilities provided This is surely not sufficient for the number of spaces provided for the supermarket.
 - b. There appears to be no mention of solar panels on the roof of the supermarket which has a perfect roof facing south west. We would urge the developers to relook at this before the development is started.
3. There is an exit route which takes the vehicles leaving the supermarket complex, directly in front of the main entrance doors which from a safety perspective, is not an ideal solution. A re-think should be considered.

Hi Marie,

Thanks for that. I think the DBA is sufficient to fulfil the requirements of NPPF Paragraph 189 for a proportionate assessment of the significance of archaeological heritage assets affected by the proposed development. It was produced following consultation of the Lincoln City HER, and I consider that there would be no justification for further field evaluation in this case.

I concur with the conclusions of the report that there is a negligible potential for archaeological remains to be present on the site and I would therefore advise you that no further work is required on this site.

With all best wishes,

Mac

Alastair MacIntosh

City Archaeologist

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



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 2021/0275/FUL

30th March 2021

Development & Environmental Services

City Hall, Beaumont Fee
Lincoln, LN1 1DF

Town and Country Planning Act 1990 Consultation on Planning Permission

The Moorland Centre, 3 Moorland Way, Lincoln, Lincolnshire, LN6 7TN

Demolition of existing building and redevelopment to provide a food store (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 (Resubmission)

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.

Please refer to *Homes 2019* which can be located on www.securedbydesign.com

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)