

<b>Application Number:</b>	2022/0159/OUT
<b>Site Address:</b>	Corner Of Sincil Street & Waterside South, Lincoln
<b>Target Date:</b>	27th May 2022
<b>Agent Name:</b>	Lichfields
<b>Applicant Name:</b>	Lincolnshire Co-operative Ltd
<b>Proposal:</b>	Redevelopment of site to provide a new hotel, together with landscaping and associated works, including demolition of all existing structures on the site and demolition of pedestrian footbridge across Melville Street

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

Application is for Outline planning permission for the erection of a hotel at the corner of Waterside South and Melville Street. Approval is sought for the access, with all other matters; appearance, landscaping, layout and scale, reserved. The proposed hotel is for approx. 150 beds, with front of house and restaurant facilities provided at ground floor level. As submitted the application was for a 7-storey structure.

The proposal was subject to pre application discussions and has also been negotiated during the course of the application and revisions secured and revised plans received. The main changes to the scheme comprise the removal of a storey, and the realignment of the building to move the building line back from Melville Street.

Whilst all matters except access are reserved, given the location of the site within the Cathedral and City Centre conservation area and the potential effect of the hotel on views of the historic hillside and Cathedral, indicative details indicating the potential height, scale, massing and design parameters of the building were required as part of the Outline submission.

The revised proposal is for the erection of a hotel 6 storey's high, on a slightly amended footprint and axis within the site than previously submitted. The revised proposal still aims to provide approx. 120- 150 beds, with front of house, restaurant and hotel services to the ground floor. The proposal will provide 6350m<sup>2</sup> of gross new internal floorspace.

As the application is for Outline permission, the detailed design of the hotel has not been finalised however a design code has been provided as part of the application, along with an indication of height and massing. The final elevational treatment and materials palette to be agreed at the Reserved Matters stage.

Formerly the Coop City Square Shopping Centre and car park, the site is currently vacant. All existing structures on the site will be demolished. The application also therefore proposes the demolition of the existing footbridge which spans Melville Street and lands within the NE corner of the application site. The proposed hotel site is 1911m<sup>2</sup> in area and is located immediately south of the River Witham.

The site is part of the wider Cornhill Quarter redevelopment scheme and close to the recent developments of the new Central Car Park and the City Bus Station.

The site is located within the Cathedral and City Centre and Conservation Area No.1

The site lies within the Central Mixed Use Area.

An application for full planning permission has also been submitted on behalf of McCarthy Stone for a scheme of apartments and associated parking and living facilities, with ground floor retail, for the remainder of the City Square Shopping Centre site to the east of the application site (2022/0128/FUL).

### **Site History**

No relevant site history.

### **Case Officer Site Visit**

Undertaken on 7<sup>th</sup> February 2023.

### **Policies Referred to**

- Policy LP1 A Presumption in Favour of Sustainable Development
- Policy LP17 Landscape, Townscape and Views
- Policy LP26 Design and Amenity
- Policy LP26 Design and Amenity
- National Planning Policy Framework

### **Issues**

- Local and National Planning Policy
- Demolition in the conservation area including existing buildings and footbridge.
- Effect on established key views including the historic hillside and Cathedral
- Effect on the character and appearance of the conservation area
- Effect on Residential Amenity
- Vitality and Viability of the City Centre
- Highways
- Flood Risk/ Drainage
- Land Contamination
- Air Quality
- Fume Extraction
- Trees and Landscaping
- Ecology

### **Consultations**

Consultations were carried out in accordance with the Statement of Community Involvement, adopted January 2023.

### **Statutory Consultation Responses**

Consultee	Comment
Historic England	Comments Received
Environment Agency	Comments Received

Lincs Bat Group	Comments Received
Lincolnshire Wildlife Trust	No Response Received
Environmental Health	Comments Received
Highways & Planning	Comments Received
Lincolnshire Police John	Comments Received
Councillor Chris Burke	No Response Received
Councillor Sue Burke	No Response Received
Councillor Helena Mair	No Response Received
Lincoln Civic Trust	Comments Received
Education Planning Manager, Lincolnshire County Council	Comments Received
Anglian Water	Comments Received
Upper Witham, Witham First District & Witham Third District	Comments Received

### **Public Consultation Responses**

Name	Address
Mr Mark Wheater	Mr Mark Wheater
Mrs Annette Faulkner	65 London Road Spalding PE11 2TN
Mr Paul Scott	Thesiger Street Lincoln LN5 7UL

## **Consideration**

### **Policy**

LP1 is relevant. The Local Plan states that when considering development proposals the local authority "will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The districts will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Central Lincolnshire. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise."

### **Public Benefits of the Development**

With regard to the planning balance, the proposal will result in a number of improvements within both the immediate area of the application site and the wider city centre and city as a whole. These include-

- supporting the City's status as a visitor destination and helping to meet an identified need for additional visitor accommodation within the city centre;
- Townscape benefits - replacing a largely undeveloped site, gap site.
- Removing the unsightly pedestrian footbridge over Melville Street.
- Increasing activity to Waterside South and Melville Street and adding visual interest to the local area,
- Improvements to the local public realm and function of this part of the Cornhill Quarter;
- Economically providing a significant level of investment within the city with benefits both during the construction phase and going forward with the hotel, thereby helping to enhance the overall vitality and viability of the city centre.

LP25 of the CLLP is relevant and states that;

"Development proposals that affect the setting of a Listed Building will be supported where they preserve or better reveal the significance of the Listed Building."

With regard to Conservation Areas, LP25 states "Development within, affecting the setting of, or affecting views into or out of, a Conservation Area should preserve (and enhance or reinforce it, as appropriate) features that contribute positively to the area's character, appearance and setting."

Policy LP26 Design and Amenity is also relevant stating "All development, including extensions and alterations to existing buildings, must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all."

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

## Removal of the Footbridge and Highway Implications

The application proposes the removal of the existing footbridge spanning across Melville Street, required in order to facilitate the new hotel building. The removal of the footbridge is also considered to be to the benefit of the townscape, in that the footbridge partially obscures views of the historic hillside.

The Planning Statement indicates that the removal of the footbridge will be undertaken by the applicant, without incurring any costs to the Council or Highway Authority.

A formal response from the Highway Authority on the as revised plans is yet to be received, however an interim response on the as submitted plans raised no objections in principle to the development subject to a number of conditions.

The removal of the footbridge is considered to be an improvement to this part of the city centre in townscape terms. The Highway Authority has stated its support for the removal of the footbridge, with necessary mitigation.

The Highway Authority has however stated that the loss of the footbridge will need to be off set and has requested a Section 106 contribution of £500,000 as mitigation for the removal of the footbridge, to provide improved walking and cycling infrastructure at this location.

The Highway Authority states;

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

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

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

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

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

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

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

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

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

In response, the applicant through the Planning Statement has stated that they do not consider that the requested contribution meets the tests within the NPPF (para. 57), which states that planning obligations must be sought only where they meet all of the stated tests.

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

The applicant justifies this response by indicating that with the removal of the footbridge, highway users will still have alternate options to cross Melville Street that are comparable to the footbridge. Therefore, the requested obligation cannot be said to be necessary in order to make the development acceptable.

A Transport Statement has been submitted with the application.

The submitted TS concludes that there will be no highway issues associated with the development.

As part of the Transport Assessment, the applicant also undertook a Pedestrian Environment Review System (PERS) audit on Broadgate to support the application.

In its formal response the Highway Authority stated;

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

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

The Planning Statement also concludes that;

"The removal of the footbridge is supported by the County Council, and will be a significant improvement to this part of the city centre in townscape terms, that will be undertaken by the applicant, without incurring any costs to the Council."

A view therefore has to be taken as to whether or not the request meets the tests of para 57 of the NPPF. On balance, Officers have concluded that the request does not meet the tests in that the applicants study indicates that there are alternative arrangements in place within the area which will accommodate the loss of the footbridge. It would also be reasonable to anticipate that expected trip generation from the proposed hotel development would be to and from the nearby transport interchange to the south, being from the Railway Station, Bus Station and Car Park, and then west into the City Centre, and not increasing trip generations East across Melville Street.

### Site Context and Analysis

On site it is clear that the current arrangement of buildings for the former City Square Shopping Centre and the adjacent car park, was that the relationship of the existing built form to both Sincil Street and Melville Street is poor and can be improved both visually and in term of forming a sense of enclosure.

The submitted Landscape Proposals document undertaken by Re-form summarises the existing built form:

"The current plot contributes little to the surrounding footpath and street network turning its back on all surrounding routes. Tall brick walls up to 2m in height prevent views and restrict permeability through the site. Surfacing and materiality is of low quality and largely poorly maintained."

The Design and Access Statement identifies the opportunities the redevelopment of the site could attain including:

- forming consistent frontages along Melville Street,
- increase activity and interest along adjacent streets through active frontages including animating the riverside,
- create new views of the Cathedral,
- creating a gateway building into the city centre,

### Effect on Visual Amenity

As originally submitted, the scheme was a part 6, part 7 storey building located at the back edge of the pavement and resulted in the removal of established street trees. Concerns were raised regarding the impact of the new hotel on established views of the historic hillside and in particular encroaching and partially obscuring views of the Cathedral.

The scheme has now been revised to lower the building by one storey to form a part 5, part 6 storey building, set back the building further from the back edge of the pavement to Melville Street and rotating the building slightly on its axis and replacing the existing street trees within the site application boundary fronting Melville Street with a row of new trees, including four London Plane trees. Previously the row of street trees was to be removed with no replacement trees proposed along Melville Street.

The Design and Access statement concludes that the revised development will "Enhance the character of the surroundings, reflecting both historic form and materials in a contemporary manner, establishing a gateway and destination on a currently underdeveloped site."

Waterside South suffers from a lack of enclosure to the site edge. It is clear on site that the area around and including the application site is poor in terms of urban form, street level activity, local distinctiveness and good architectural design. It is considered that the development provides an opportunity to re-establish historic urban grain and increase density within the area, providing an active frontage to both Riverside South and Melville Street and re-enforcing enclosure to the riverside.

The Planning Statement identifies that "the indicative design of the proposed hotel has been carefully considered to ensure the nature, massing and scale of development is compatible with neighbouring development.

Compared to the current site, the proposed scheme introduces beneficial changes in terms of enclosure, design and materials (controlled by Design Code), activity and building alignment."

Although all matters are to be reserved with the exception of access, a range of indicative plans and a design code have been submitted as part of the Outline application, to explore the potential parameters for a 150 bed hotel building on the site. As the scheme progresses further, detailed architectural and interior design will be developed and illustrated for a future reserved matters application.

The proposed revised hotel scheme (reduced in height and rotated) is considered to be an acceptable new addition within the conservation area. The scheme would be an enhancement to the street scene by developing this gap site whilst retaining the trees and removing the pedestrian footbridge over Melville Street. By replacing a largely undeveloped site and the poor-quality pedestrian footbridge over Melville Street, the submitted Design and Access Statement indicates that the proposed development introduces either neutral or beneficial effects to views.

In relation to townscape and visual amenity, the proposal is considered to be a positive replacement of the vacant car park, while the revised plans maintain the long views of the Cathedral from the South of the city.

The new hotel is positioned at the back of the pavement along Melville Street creating a strong frontage to the street edge. Ground floor uses proposed along Melville Street and Waterside South include communal areas such as the lobby, bar and restaurant offering activity and passive surveillance to the surrounding streetscape, a significant improvement on the current arrangement.

The proposed indicative design has been revised during both pre application and during



the course of the application, further to concerns regarding the proposed height and location of the building and the effect on the historic hillside and Cathedral.

The Design and Access Statement includes the design rationale for the development. The layout of the design is strongly north- south in orientation. It refers to the historic grain of the area and its medieval burgage plot layout.

The building form is a simple linear element reinforcing the highway edge typical of the local urban block form. The overall massing is simple in form which the D&A Statement states reflects the Victorian industrial mills in the area.

The importance of a building 'cap' is explored in the D&A Statement. A distinctive top to the proposed development is desired. This will break down the scale and uniformity of the mass, whilst providing visual interest from long distance views, and a more refined architectural response to the immediate context."

### Design Code

An outline design code submitted with the application explores the details that inform the design, with respect to building form, massing, and the approach to external appearance. The Design Code highlights considerations that are commonly applied to hotel building types and capture fundamental design principles. The Design Code helps identify principles of design.

Principles identified by the Design Code-

### Key Views and Effect on Heritage Assets.

Concerns were raised by both Officers and Historic England to the plans as submitted, in relation to the effect on heritage assets in the area and in particular the effect on the Cathedral by partially obscuring views of this grade I listed building from established viewpoints from the south. In particular from Pelham Bridge and Melville Street, where currently views of the Cathedral are framed by existing built form on both the east and west sides of Melville Street.

Policies LP25 and LP17 are relevant. The proposal for a hotel at this site needs to demonstrate that it will not be harmful to and from key views within the city.

LP17 states that;

All development proposals should take account of views in to, out of and within development areas: schemes should be designed (through considerate development, layout and design) to preserve or enhance key local views and vistas, and create new public views where possible. Particular consideration should be given to views of significant buildings and views within Central Lincolnshire | Local Plan - Adopted April 2017 A Quality Central Lincolnshire 5 49 landscapes which are more sensitive to change due to their open, exposed nature and extensive intervisibility from various viewpoints.

The application is also required to assess the potential effects of the proposed development on the setting and the significance of the heritage assets.

With regard to Heritage Assets, the key feature is the historic hillside and importantly the

grade I listed and Scheduled Lincoln Cathedral. There are also a number of other listed buildings and schedule monuments in the vicinity of as part of the historic hillside including the Lincoln Castle, St Michael on the Mount and the Bishops Palace, King Edward House, 22 and 24 Melville Street, and public houses the Witch and Wardrobe and the Green Dragon.

A Heritage and Townscape Assessment has been undertaken including a consideration of the impact of the development on established views or views from heritage assets within the context of the site. The HTA concludes that there is either minor neutral, negligible neutral or moderate neutral, on views from key sties as a result of the development.

The submitted HTA assess the impact of the hotel on each of these heritage assets and concludes in each case, the setting of the listed buildings will be either enhanced or preserved, and that in all cases, significance will be preserved.

The application submission has included a Design and Access Statement which provides an analysis of the proposed hotel and the potential effect on the historic hillside and Cathedral. A series of photomontages has been utilised to test the impact on townscape from several viewpoints to show the proposed hotel in the context of the existing built form, including a kinetic view sequence from Pelham Bridge and at points along Melville Street.

Concerning the revised proposals, the Planning Statement indicates that "In all cases, significance will be preserved.", in that all the assets identified will not be harmed by the development.

Policy LP17 is therefore considered to be met, whereby the character of the townscape is protected and enhanced with the proposals making a positive contribution to the character of the area. Key local views are also unharmed with the revised proposals.

The HTA concludes that

"Overall, the proposed hotel (reduced in height and rotated) is considered to be an acceptable new addition within the views. The scheme would be an enhancement to the street scene by developing this gap site whilst replacing the trees and removing the pedestrian footbridge over Melville Street."

It should be noted that there is some effect by the proposed hotel, even with the revised proposals on the views of the Cathedral when viewed from this southern viewpoint. From the drawings provided to show the indicative massing, scale and location, the hotel will impinge on the silhouette of the Cathedral and in particular clipping the most westerly side of the west tower to the Cathedral.

The application provides an assessment on the length of this particular view whereby views of the cathedral maybe be partially obscured by the proposed development. As originally proposed the length of view sequence interrupted was approx. 160m, the revised proposal has reduced this to approx. 75m. On balance, with all the other benefits of the scheme considered, the effect is not considered sufficiently harmful to warrant a refusal with the Western tower of the Cathedral remaining largely revealed. The existing effect of Thorngate House is also a material factor when assessing the impact of the new development, with some views of the hillside/ Cathedral already being partially obscured by this previous development which sits in between the application site and the Cathedral.

Historic England has been consulted on the revised proposals. A formal final response on the revised plans has yet to be received.

### Land Contamination

The proposal has been assessed by the City Councils Scientific Officer. Due to past uses on the site and in the vicinity, there is the potential for contamination to be present and therefore a preliminary risk assessment should be submitted either prior to determination of this application or conditioned for consideration at the RM stage.

### Air Quality

Whilst not providing on site parking, it is anticipated that guests using the hotel will in part arrive by car and use the adjacent Central Car park, therefore leading to an increased demand for electric charging facilities. A section 106 contribution towards additional charging facilities within the adjacent multi storey car park is therefore requested.

### Fume Extraction

The proposal has been assessed by Environmental Health. It is assumed that the hotel will be served by a commercial kitchen and extract system. A condition should therefore be included on the outline permission for details of kitchen extraction including details of noise and odour control.

### Noise

EH state that the development is likely to be significantly affected by existing noise sources such as the adjacent highway, MSCP and the numerous commercial and industrial uses in the vicinity of the site. The new development is also identified as introducing new noise sources into the area. Therefore, a noise assessment is requested should permission be granted, required prior to the commencement of development on site.

Given the potential for issues associated with noise, vibration and dust during the demolition and redevelopment of the site a Construction Environmental Management Plan is also requested by EH to be submitted and approved prior to the commencement of the development to be imposed by condition.

Lincolnshire Police has no objections to the proposal.

### Flooding and Drainage

The Environment Agency has no comment to make on the application.

The application form states that the surface water drainage of the site will be via a sustainable drainage solution. Details of the drainage are to be considered reserved matters stage. The Highway Authority indicated on the initial response that the scheme should incorporate a SUDs system through details to be submitted at the RM stage. The preference for a sud's scheme was also indicated by AW.

Anglian Water has indicated assets owned by AW are in the area and that the site layout should take this into account, or if not possible to accommodate, sewers will need to be

diverted at the developers cost. prior to the commencement of development. There is capacity in the area for the foul drainage.

Lincolnshire County Council has no requests in relation to the development and education provision or contributions.

A Preliminary Ecology Appraisal compiled by Inspired Ecology Ltd is submitted with the application. An extended Phase 1 Habitat survey was completed on 20th August 2021 when an ecological walkover survey was undertaken, and a subsequent desktop study undertaken in December 2021.

The nature of the site, being a building and large area of surface carparking, the site was identified as having little potential for amphibians, reptiles and badgers. The trees adjacent to the site provide opportunities for nesting birds. No signs of roosting by bats were found on site. The on-site building was assessed as having low bat roost potential and the ecology report advised will require a single nocturnal bat survey during the active bat season, as it will be removed as a result of the proposals. This can be subject to a condition.

#### Landscaping and Loss of Trees.

A Landscape Strategy Document has been submitted with the application undertake by Reform.

The location of the hotel impacts upon a line of 6 existing established trees and would necessitate their removal. The Landscape Strategy document states that a survey has been undertaken by a qualified arboriculturist, while the City Councils Arboriculturist has also considered the development proposals.

The trees are predominantly early mature to mature London Plane and 1 Lime. The Strategy identifies that the trees all are prominent from busy publicly accessible areas and as such they have high visual amenity value. The trees have occasional minor structural defects yet generally are in good condition and have good prospects.

The revised proposal and the resulting realignment of the building now also allows for replacement trees to be planted along Melville Street, including four London Plane trees, as set out within the updated Landscape Strategy.

This is viewed as a positive change to the original scheme submitted for the Outline application.

The proposed planting scheme although in the Outline stage, identifies a scheme where 4 new single stemmed replacement trees are proposed and another 8 multi stemmed species in between. London Plane and Silver Birch are amongst those proposed, 2m in height at planting This will help off set the loss of the existing trees on site which are to be felled to accommodate the new hotel.

Additional low-level planting is also proposed along the Melville Street frontage, helping to provide a pleasing environment and helping enhance the quality of the street scape to Melville Street.

The indicative Landscaping scheme also proposes a scheme of hard landscaping utilising

block paving in palette of colours and textures, again to the benefit of the visual amenity of Melville Street which is presently a relatively poor environment.

The Civic Trust provided comments on the original proposal prior to the revised scheme. Although welcoming the use, The Trust objected to the application, concerned that the height and location of the development will result in encroachment onto Melville Street and restrict the street scene, loss of the footbridge as a means of crossing, vehicular traffic flow and the loss of the trees.

An objection has also been received from a member of the public regarding the loss of the footbridge.

### **Central Lincolnshire Local Plan Review**

Review of the Central Lincolnshire Local Plan commenced in 2019. The 1st Consultation Draft ("Reg 18") of the Local Plan was published in June 2021, and was subject to public consultation. Following a review of the public response, the Proposed Submission Draft ("Reg 19") of the Local Plan was published in March 2022, and was subject to a further round of consultation. On 8th July 2022, the Local Plan Review was submitted to the Planning Inspectorate in order for it to commence its examination.

The Draft Plan may be a material consideration, where its policies are relevant. Applying paragraph 48 of the NPPF, the decision maker may give some weight to relevant policies within the submitted "Reg 19" Plan, with the weight to be given subject to the extent to which there may still be unresolved objections to those policies (the less significant the unresolved objections, the greater the weight that may be given).

### **Application Negotiated either at Pre-Application or During Process of Application**

Yes.

### **Financial Implications**

None.

### **Legal Implications**

None.

### **Equality Implications**

None.

### **Conclusion**

It is considered that the proposed hotel will help meet the need for visitor accommodation in the city centre, and provide wider public benefits through improvements to public realm and increased activity to Melville Street, investment within the city and contributing to the vitality and viability of the city centre.

The revised scheme as shown on the indicative plans would be an enhancement to the street scene by developing this gap site and removing the pedestrian footbridge over

Melville Street, to the benefit of the character and appearance of the conservation area.

Revisions to the proposal have secured improvements including maintaining views of the Cathedral and the historic hillside and replacement planting of trees.

The proposed outline application for the principle of the development of the site for a hotel is therefore considered to be in accordance with both local and national planning policy.

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

Yes.

### **Recommendation**

That the application is Granted Conditionally, subject to the signing of the section 106 for the provision of electric vehicle charging points within the adjacent Central Car Park.

### **Standard Conditions**

- 1) The development to which this permission relates shall not be commenced until details of the following (hereinafter referred to as the "reserved matters") have been submitted to and approved by the Local Planning Authority.
  - (a) The layout of the Building(s)
  - (b) The scale of the building(s), including the height, massing and internal planning.
  - (c) The external appearance of the building(s), to include details of all external materials to be used, their colours and textures.
  - (d) Means of access to, and service roads for the development, including road widths, radii and sight lines, space for the loading, unloading and manoeuvring and turning of service vehicles and their parking; space for car parking and manoeuvring.
  - (e) A scheme of landscaping for those parts of the site not covered by buildings to include surface treatments, walls, fences, or other means of enclosure, including materials, indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.
- 2) Application for the approval of the reserved matters shall be made to the local planning authority within three years of the date of this permission.
- 3) The development hereby permitted shall be begun either within three years of the date of this permission or within two years of the date of approval of the last of the reserved matters to be approved, whichever is the later.
- 4) Bat survey prior to demolition of the building on the site
- 5) Fume Extraction
- 6) Noise report for both the generation of noise and effect of adjacent noise on the building
- 7) Standard Preliminary Risk Assessment for Land Contamination

- 8) Archaeological WSI to be submitted with the Reserved Matters application
- 9) Construction Environmental Management Plan
- 10) Details of a surface water drainage scheme