



## 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](mailto:planningliaison@anglianwater.co.uk).

AW Site Reference: 186678/1/0142374

Local Planning Authority: Lincoln District (B)

Site: Corner Of Sincil Street & Waterside South Lincoln

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

Planning application: 2022/0159/OUT

**Prepared by:** Pre-Development Team

**Date:** 5 April 2022

## 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 Carwick 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: The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) **INFORMATIVE** - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (2) **INFORMATIVE** - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) **INFORMATIVE** - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) **INFORMATIVE** - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) **INFORMATIVE**: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

### Section 4 - Surface Water Disposal

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

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

RE: Consultation on Planning Application



Property Strategy <Property\_Strategy@lincolnshire.gov.uk>  
To: Technical Team (City of Lincoln Council)

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

Many thanks for the below consultation, LCC has no comments on the application in relation to education.

Sam Barlow  
Asset Advisor  
Lincolnshire County Council  
County Offices, Newland, Lincoln, LN1 1YL

**From:** LN Planning <LNplanning@environment-agency.gov.uk>  
**Sent:** 07 March 2022 14:21  
**To:** Technical Team (City of Lincoln Council)  
**Subject:** RE: Consultation on Planning Application 2022/0159/OUT

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

Dear Sir/Madam

The Environment Agency does not wish to make any comments on this application. It does not appear to meet any of the criteria listed on our External Consultation Checklist and it was therefore not necessary to consult us.

However, if you believe you do need our advice, please call me on the number below.

Kind regards

Nicola Farr  
Sustainable Places - Planning Specialist Lincolnshire & Northamptonshire Area, Environment Agency Ceres House,  
Searby Road, Lincoln, LN2 4DW (Currently working from home)

nicola.farr@environment-agency.gov.uk  
External: 020 302 55023



Historic England

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

Direct Dial: 0121 625 6870

Our ref: P01467293

31 March 2022

Dear Ms Leatherland,

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

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

Thank you for your letter of 3 March 2022 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

**Summary**

The proposed scheme lies within the setting of Lincoln cathedral (listed Grade I) and within the Cathedral and City Centre conservation area. Views towards the cathedral seen in conjunction with the historic hillside immediately surrounding it contribute greatly to the setting and significance of the cathedral. This includes views from Pelham Bridge.

The proposed scheme is for outline planning permission for a 7 storey hotel. We consider there is an opportunity for a building of significant scale at this location and have no objection to the demolition of modern buildings and structures on this site. However, we consider that as currently proposed the hotel would harm the setting and significance of Lincoln cathedral and the significance, character and appearance of the Cathedral and City Centre Conservation Area. The impact derives from the intrusion in views of the historic hillside when seen in conjunction with the cathedral, and obscuring the west end of the cathedral in some views.

Our advice also reflects policy and guidance provided in the National Planning Policy Framework (NPPF), the NPPF Planning Practice Guidance and in good practice advice notes produced by Historic England on behalf of the Historic Environment Forum including *Managing Significance in Decision-Taking in the Historic Environment* and *The Setting of Heritage Assets*.

The impact of the proposed scheme would be significantly reduced if the height of the



hotel was reduced so that it would obscure less of the cathedral and historic hillside in key views from Pelham Bridge. Accordingly, we advise that the height of the hotel is reduced by at least the upper storey and the impact is verified in kinetic views from the bridge.

### **Historic England Advice**

#### **Significance**

The proposed scheme lies within the setting of Lincoln cathedral (listed Grade I as one of the 3% of listed buildings which are of exceptional architectural and historic interest) and within the setting of a number of other designated heritage assets. The proposed scheme also lies within the Cathedral and City Centre conservation area which was designated in 1968 (amended in 1975) by your authority.

A key part of the cathedral's significance and setting, located as it is on the north escarpment high above the Witham gap and lower city, is that it dominates the city, skyline and surrounding townscape and landscape. This domination was intentional and meant to glorify God and signify the importance of the Church. The historic townscape on the north escarpment and hillside, including the cathedral and Lincoln castle (a scheduled monument), is amongst the most important historic townscapes in the country. It forms a central part of the Cathedral and City Centre conservation area and includes many other highly designated heritage assets as well as the cathedral.

Views towards the cathedral seen in conjunction with the historic hillside contribute greatly to the setting and significance of the cathedral. The views form part of the identity of Lincoln as a historic city. They also make a strong contribution to the significance, character and appearance of the conservation area. Wider and longer views that encompass larger areas of the historic hillside around the cathedral form some of the most iconic views of Lincoln and the cathedral. This includes views from Pelham Bridge.

The view of the cathedral and historic hillside is recent, although it replaces earlier views from ground level in that location. Nonetheless it is seen by many thousands of people a day who use this busy road and so contributes strongly to people's experience of the cathedral and historic Lincoln.

There are relatively few places in the centre of Lincoln where views of the cathedral within its immediate setting of the historic hillside can be seen. The character of the historic hillside in these views is of an irregular townscape with significant tree cover. Due in part to the sloping ground, the lower city townscape merges seamlessly with the historic hillside in these views and appears mainly as a succession of roofs punctuated by trees as well as the spire of St Swithin's church (listed grade II\*). However, Thorngate House intrudes in some views of the cathedral and historic hillside as an uncharacteristically tall building in the lower city, and within the conservation area. It obscures part of the historic hillside in key views.

#### *Impact of the proposed scheme*

The proposed scheme is for outline planning permission for a 7 storey hotel. Given the scale and form of the multi-storey car park to the south of the site we consider there is an opportunity for a building of significant scale at this location. We also have no objection to the demolition of modern buildings and structures on this site. However, we consider that as currently proposed the hotel would harm the setting and significance of Lincoln cathedral and the significance, character and appearance of the Cathedral and City Centre Conservation Area. The impact derives from the intrusion in views of the historic hillside when seen in conjunction with the cathedral and blocking the west end of the cathedral in some views. The proposed hotel would extend above the multi-storey car park in these key views.

#### *Legislation, policy and guidance*

As you are aware, the statutory requirement to have **special regard** to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses (s. 66(1) of the Planning (Listed Buildings and Conservation Areas) Act, 1990) must be taken into account by your authority in determining this planning application.

The statutory requirement to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area (s.72, 1990 Act) must also be taken into account by the local authority in determining this application.

Our advice also reflects policy and guidance provided in the National Planning Policy Framework (NPPF), the NPPF Planning Practice Guidance and in good practice advice notes produced by Historic England on behalf of the Historic Environment Forum including *Managing Significance in Decision-Taking in the Historic Environment* and *The Setting of Heritage Assets*.

Paragraph 194 of the NPPF advises that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Paragraph 195 goes on to say that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

The importance attached to setting is recognised by the NPPF and in guidance and advice. The NPPF defines the setting of a heritage asset as 'the surroundings in which a heritage asset is experienced' (Annex 2). Detailed advice on assessing the impact of



development on the setting of a heritage asset is set out within *The Setting of Heritage Assets*. The guidance and advice on setting outlines factors which may influence the contribution of the setting to the significance of a heritage asset which are relevant here (p9-11). The setting advice also highlights aspects of a development which may influence its impact on the setting and significance of a heritage asset (p12-13).

The NPPF is clear in the requirement to take account of the desirability of sustaining and enhancing the significance of heritage assets and the positive contribution that conservation of heritage assets can make to sustainable communities (paragraph 197, NPPF).

The NPPF goes on to say that when considering the impact of a proposed development on the significance of a designated heritage asset, **great weight** should be given to its conservation (paragraph 199, NPPF). Any harm or loss to significance 'should require clear and convincing justification' (paragraph 200, NPPF).

Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

#### **Position**

The application should specifically assess the impact of the proposed scheme on the significance of the cathedral which it doesn't do at present. Whilst there is an opportunity to put a large scale building on this site, as noted above the proposed scheme harms the significance and setting of Lincoln Cathedral and the significance, character and appearance of the conservation area. The harm would be created, in part, by the hotel extending above the multi storey car park. The impact of the proposed scheme would be significantly reduced if the height of the hotel was reduced so that it would obscure less of the historic hillside in key views from Pelham Bridge. We advise that the height of the hotel is reduced by at least the upper storey. We recommend that kinetic views from along the northbound carriageway are produced to fully understand the impact of the proposed hotel in these views and the effect of lowering the height of the hotel. We consider that this can be achieved using model views rather than new photography.

It is essential that the design of a hotel on this site, including detailed design, is of a high quality and a clear, specific Design Code is required in this respect. We advise that the design code included reads more as a justification of the design approach. We recommend that a much more detailed and specific design code is provided in accordance with national guidance.

#### **Recommendation**

Historic England has concerns regarding the application on heritage grounds. Your authority should take these representations into account and seek amendments,



Historic England

safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

Yours sincerely

David Walsh

**David Walsh**

Principal Inspector of Historic Buildings and Areas

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



**LINCOLNSHIRE POLICE**

POLICE HEADQUARTERS

PO Box 999

LINCOLN LN5 7PH

Fax: (01522) 558128

DDI: (01522) 558292

email

john.manuel@lincoln.pnn.police.uk

Your Ref: App. 2022/0159

4<sup>th</sup> March 2022

Our Ref: PG/

Planning Department  
City Hall, Beaumont Fee  
Lincoln LN1 1DF

**Town and Country Planning Act 1990  
Consultation on Outline Planning Permission**

**Corner Of Sincil Street & Waterside South, Lincoln**

**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**

Thank you for your correspondence dated 2<sup>nd</sup> March 2022 and the opportunity to comment on the proposed development. I have studied the online plans and would request that you consider the following points that if adhered to would help reduce the opportunity for crime and increase the safety and sustainability of the development on this site.

**Lincolnshire Police has no formal objections to the planning application.**

**Reception / Entrances**

This area should be well illuminated and welcoming with the reception staff able to with a clear view of the approaches to the entrance.

I would recommend that the entrance to the reception is an 'air lock' system whereby two sets of doors are used; the first opening will allow a visitor through into a secure vestibule operated by way of controlled form of access with the capacity for entrance to be gained once the first door is secured. Such a considered system will reduce the opportunity for any 'follow through' access by any unwanted access and would provide safety, security and reassurance to staff and guests. The reception should provide suitable staffing or alternative measures or operating systems to allow for 24/7 supervision of security and access to the hotel.



### **Signage.**

Effective use of directional and informative signage can do much to reduce the opportunity for any persons accessing the site and not knowing where they should be. Site maps and clear directions to the reception or security office will reduce any opportunity for unwarranted trespass on the site.

### **Lighting**

Lighting should be co-ordinated with an effective CCTV system and any light fittings protected against vandalism. The overall lighting scheme should be well considered and evenly distribute light avoiding dark shadows, provide good colour rendition, and not cause glare or light pollution and effectively support formal and informal surveillance within the hotel.

A good lighting system can be cost effective and ensure that there will be a witness to any intrusion. It should allow staff and guests to feel secure and safe. Importantly it should make intruders feel vulnerable and that there is an increased likelihood of being challenged.

#### **Internal Lighting**

It is advised most internal lighting is linked to detection devices that turns lighting on and off as required based on movement activity. This type of system reduces energy consumption and will identify the presence and progress of intruders in the building when closed.

Lighting should be designed to cover all external doors

### **Landscaping**

Boundaries between public and what is private space should be clearly defined and open accessible spaces should not allow for any unintended purpose which may cause any form of anti-social behaviour or nuisance. I would recommend that these spaces are defined clearly by low level (carefully considered) planting of limited growth height and maintenance shrubbery (maximum growth height of 1m).

### **External Doors & Windows**

The Secured by Design requirement for all external door sets is PAS 24:2016 (doors of an enhanced security).

All windows must conform to improved security standard BS 7950:1997 All ground floor windows should be laminated safety glazing (BS EN 356 2000 rating P2A) (6.4mm minimum) in windows below 800mm (from floor level) or 1500mm if within 300mm of a doorframe.

All windows should include easily lockable hardware unless a designated fire egress route.

Windows should have secure restraining devices (this is particularly to be recommended on the ground and first floor accommodation to deter and prevent unwanted access. Consideration to top down or bottom-up hinges (subject to fire regulations).

### **CCTV System**

A comprehensive monitored CCTV should be included throughout the site with appropriate signage.

Should it be considered appropriate a police response monitored system to with installation to EN 50131-1, (PD6662 Scheme for the implementation of European Standards), or BS 8418 for a detector activated CCTV system.

### **Rear Access & Drop Off Zones**

I would recommend that the rear (private) access road and drop off zones is provided with access control at both ends of the private roadway. Such access control should include an appropriate and secure gated system that would restrict anonymous and unwanted access.

Whilst I appreciate the requirements and operational needs of the hotel such access control and security measures should ideally be 24/7 but may be during specified periods in which case mitigation should be provided by the effective use of CCTV and or other measures to control access.

I would strongly recommend that this development incorporates the achievement of a full Secured by Design validation which would support and reflect the highest of standards in terms of the safety and security.

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

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

Yours sincerely,

John Manuel  
Force Crime Prevention Design Advisor



Warren Peppard  
Head of Development Management  
Lincolnshire County Council  
County Offices  
Newland  
Lincoln LN1 1YL  
Tel: 01522 782070  
[developmentmanagement@lincolnshire.gov.uk](mailto:developmentmanagement@lincolnshire.gov.uk)

To: Lincoln City Council

Application Ref: 2022/0159/OUT

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

Location: **Corner Of Sincil Street & Waterside South, Lincoln**

With reference to the above application received 2 March 2022

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)

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

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

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

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

A dedicated vehicular access for hotel guests into the Lincoln Central multi-storey car park is



A drop-off area will be provided at the front of the hotel.  
The service street will also be utilised for deliveries and servicing.

The vehicular access as proposed will be block paved and in-keeping with Waterside South, with a tight visible radius but reinforced paving construction either side as protection from overrun.

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

#### Demolition of the footbridge

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

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

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

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

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

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

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

We request a Section 106 contribution of £500,000 as mitigation for the removal of the footbridge, to provide improved walking and cycling infrastructure at this location. At this stage, timescales for delivery of the Broadgate Corridor scheme are unknown, though this will be the preferred mechanism to deliver the required improvements which mitigate the removal of the footbridge and achieve the strategic aims outlined in the Lincoln Transport Strategy. If the Broadgate Corridor scheme is not delivered within a suitable timeframe, the Highway Authority will be required to deliver a project to directly mitigate the removal of the footbridge and provide the necessary east-west connection. This will be through the delivery of a signalised pedestrian crossing.

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

#### Highway Condition 00

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

The Construction Management Plan and Method Statement shall include;

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

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

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

#### Highway Condition 21

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

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



#### Highway Informative 07

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

#### Highway Condition 33

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

The scheme shall:

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide flood exceedance routing for storm event greater than 1 in 100 year;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates, as a betterment of the existing brownfield rates;
- provide details of the timetable for and any phasing of implementation for the drainage scheme;

and

- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

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

#### Highway Informative 02

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

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

#### Highway Informative 03

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



Highway Informative 08

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

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

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

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

Case Officer:

Date: 15 August 2022

*Becky Melhuish*

for Warren Peppard

Head of Development Management

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## **Consultee Comments for Planning Application 2022/0159/OUT**

### **Application Summary**

Application Number: 2022/0159/OUT

Address: Corner Of Sincil Street & Waterside South Lincoln

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

Case Officer: Alex Leatherland

### **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**

#### **OBJECTION**

We have viewed this application in conjunction with 2022/0128/FUL and many of our comments will be the same. We have no objection to change of use from retail and car park into hotel as this seems a sensible use of the site. We would question the viability of the project and would suggest that if the retirement living proposal were to be stretched to cover this site, the height of the proposals could be reduced, the number of car parking spaces could be increased and the access would be more acceptable.

Viewing this application in isolation, our comments are as follows:

1. Although this is an outline application, the suggested building is not in line with the new multi-storey car park and perturbs further into Melville Street creating a narrower corridor and further restricting the street scene.
2. We do not accept any of the arguments put forward for the necessity to remove the pedestrian bridge over Melville Street. We would have no objection to it being re-designed but the total removal takes away a very safe way to cross the main artery that is Broadgate and Melville Street. There have been numerous accidents on the pedestrian crossing near Rumbold Street, as this is a dangerous place to site a crossing with too much going on which distracts drivers. Even with the reduction in traffic facilitated by the opening of the Eastern By-Pass, this route through the city is going to remain a busy and major thoroughfare and completely separating traffic from pedestrians should be the main goal. Removing this bridge is a step in the wrong direction.
3. Traffic flow from the development will have to turn north and hence to travel south, they will have to turn into St Swithins Square then Bank Street and then Silver Street which will bring more traffic into the centre of the city rather than removing it from the area.
4. There appears to be no facility for coaches bringing people to the hotel as the route around the

building looks too tight for coaches to be able to manipulate and no where to park up whilst unloading. The same problem would apply for delivery of supplies to the hotel.

5. We are concerned about the total loss of trees on the Melville Street side with no plans to re-plant

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## Comments for Planning Application 2022/0159/OUT

### Application Summary

Application Number: 2022/0159/OUT

Address: Corner Of Sincil Street & Waterside South Lincoln

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

Case Officer: Alex Leatherland

### Customer Details

Name: Not Available

Address: Thesiger Street LINCOLN

### Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:What kind of idiot wants to knock the bridge over broadgate down.

The only person would be someone who has never used it.

I guess like the stuffing up the lower high street the council will just overrule the objections  
In a closed meeting So much for democratic world.

Sending this comment before going further incase this link disappears!

If "something happens" on broadgate like it has before & shut as its a pedestrian bridge going to  
be one big inconvenience of walking round more so if raining



## **Comments for Planning Application 2022/0159/OUT**

### **Application Summary**

Application Number: 2022/0159/OUT

Address: Corner Of Sincil Street & Waterside South Lincoln

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

Case Officer: Alex Leatherland

### **Customer Details**

Name: Not Available

Address: 65 London Road, Spalding Spalding

### **Comment Details**

Commenter Type: Member of the Public

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

Comment Reasons:

Comment: Thank you for referring this application to Lincolnshire Bat Group for comment. We note this is an outline application, and that the bat part of the Preliminary Ecological Assessment required a nocturnal bat survey to be carried out on Building 1 between May and August 2021. The survey was done in August. Was this carried out?