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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

proposed. Visibility for vehicles turning right into the car park from the hotel is sufficient that they will be able to determine the flow of traffic into the car park from the main entrance before starting their manoeuvre and therefore it will not cause vehicles to idle on Broadgate unable to turn left into the service yard.

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

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