

Land adjacent to Yarborough Leisure Centre- consultation responses

Neighbour responses

Customer Details

Name: Mr PHILIP GOODRICH

Address: 115 YARBOROUGH CRESCENT LINCOLN

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development on one of the few remaining green spaces in uphill Lincoln is totally unsuitable for a relatively small site. The scale and in particular the height of the proposed development is completely out of character with all the surrounding properties. This will lead to a loss of privacy for residents on Riseholme Road & Yarborough Crescent.

There is also the issue of disturbance & noise as has been witnessed in the Carholme Road area where the quality of life for residents has been compromised. T

Customer Details

Name: Mr Michael Smith

Address: 110 Yarborough Crescent Lincoln

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Living in the neighbourhood we are already suffering the dangers of student parking regularly along Yarborough Crescent, which has got worse over the last few years, with student numbers increasing, this site will only exacerbate the problem. There are no restrictions along Yarborough Crescent at the moment, so we need some safety measures included in these proposals, but preferably no further student development in an already congested area!

Mike MacDougall Not Available (Neutral)

Comment submitted date: Mon 02 Dec 2019

Hi I would like to make the point that the proposed development for 295 new student flats on Riseholme road for Bishop Grosseteste University will effect the local traffic situation and increase the strain on local amenities so could I ask you to take this into account regarding the proposed development at the Ravendale Sports facility.

regards Mike MacDougall

Customer Details

Name: Mr John Noone

Address: 13 Riseholme Road, Lincoln, Lincolnshire LN1 3SN

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having had very little time to digest the contents of this application, although it appears comprehensive there seem to be several inaccuracies within the BGU documentation. These should be considered as well as the broader question of whether high-rise, high density, relatively unsympathetic development of one of this city's few remaining green spaces is appropriate.

The BGU submission describes the area of the proposed development as 'brownfield' land, however this classification is contradicted by both the Archaeological Survey forming part of the application and LCC's own online Brownfield Land Register (<https://www.lincoln.gov.uk/downloads/download/89/brownfield-land-register>).

Furthermore, the submission refers to 3-storey buildings in proximity to the site. Southward along Riseholme Road from the Lincoln by-pass Riseholme Roundabout there is only one 3-storey building at the very northern end of the road (a block of flats) from there onwards there are no other 3-storey or higher buildings within 200m of either side of the road until the Newport roundabout where the commercial building referred to in the proposal has a 3-storey turret but is otherwise only 2-storeys high.

The submission also refers only to residential property on to its southern boundary. However, the eastern edge of Riseholme Road is lined by residential property from the Newport roundabout northward to the Coop filling station. Up until the entrance to Yarborough Leisure Centre all of those properties directly overlook the proposed development and although reference is made to keeping the development to 1 and 2 storeys at the southern end to promote a "sensitive and neighbourly manner", this ethos has not been extended to the 3 storey block located directly on

the roadside opposite 4 dwellings.

Of note, almost 300 students living in this development would overwhelm the capabilities of the small local Co-op petrol station food store as the nearest supermarkets are all approximately 2-3km away and, of course, according to BGU they will not have cars. Also, the roundabout approach roads to the south east that the students would need to cross to travel to and from the main campus classrooms and bars have poor pedestrian sight-lines and no formal crossings with the attendant higher risks of injury accidents occurring.

Finally, there is no precedent along the predominantly low-rise residential Riseholme Road for a maximum 5-storey, high-density, inner-city style housing project such as this. Contrary to the statements made by Globe Consultants Ltd on behalf of BGU referring to the LP1 Policy of the Central Lincolnshire Local Plan "A Presumption In Favour of Sustainable Development", whilst the proposal most certainly has an economic objective, in terms of the wider local community, it does not meet the requirements of the social or environmental objective statements, benefitting no one except the university and depriving local residents of yet another green space in the city. It would be a grave mistake to give approval to this considerably over-ambitious development plan in its present form.

Customer Details

Name: Miss Alison Wright

Address: 66 Riseholme Road LINCOLN

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My concerns are regarding the planned road on to an already busy Riseholme road and the location as there is currently a bus stop on the same side which is frequently used. There is enough traffic taking into account the school and leisure centre.

I also object to the planned student accommodation, especially the fact it may be 4/5 storeys.

Mr K. Manning
Planning Manager
Directorate of Communities & Environment
City Hall
Beaumont Fee
Lincoln LN1 1DF

29 th November 2019

Dear Mr Manning

ref Proposed New Teaching Space Riseholme Road Lincoln

Living in Thonock Close LN1 3SW directly opposite to the proposed multiple development , we have concerns regarding several potential issues which will impact on the local environment and existing residents.

LN1 3SW already identifies on local searches as being a flood risk area , there are current on going issues with surface water on the highway and pavements , also the residential home on the junction of Thonock Close and Riseholme road frequently has issues with sewerage surfacing on the pavement and the AWA are very regular visitors to that address .

The proposed substantial development will generate further substantial amounts of water , from the roofs of the new properties , from the introduction of roadway and pavement hard standings , and also from waste water and sewerage . Collectively adding a significant volume of water and grey waste for dispersal in an area which is already struggling , despite having a large existing area of green space and also well established tree growth which absorb a lot of the existing water but obviously not enough given the existing issues , and of course the new development is proposing to remove the green space and the established trees .

Car Parking is another issue , already local residents are experiencing considerable problems from in considerate parking , mainly caused by the University . Thonock Close especially has been experiencing substantial access problems ,presenting un reasonable inconvenience to local residents , and in many cases illegal parking is being experienced. Not only do students them selves have cars , so do the lecturers and the University also attracts large numbers of visiting students relatives and friends . At the very least if the planning application where to proceed yellow lineage would be a minimum consideration for Thonock Close , as the elderly residents cannot use there mobility scooters safely , and service vehicles i.e. dust carts, street sweepers , ambulances and fire engines all are being denied reasonable access .

The proposed development is to offer living space for several hundreds of students , but on



the wrong side of the road , so at peak times when Riseholme road is at its busiest with work traffic there will be hordes of students attempting to cross the road to the University , in itself a very dangerous scenario.

Equally vehicular access to the development has been proposed by way of a new access point nearly opposite Thonock Close , this will again add un reasonable pressure to an already over stretched piece of road , it would be much more sensible to enhance the existing entrance in and out of Yarborough Academy and place traffic lights to generate a safely managed structured flow of traffic in and out of the development.

Noise and disruption to the locality is another consideration and by the very nature of the proposed residential demographic , the potential for noise , litter and a casual approach to residential responsibility can only be expected . It is not reasonable for the University to state that they are only responsible for students who stay on campus as they surely have a implied responsibility by way of good neighbourhood relations to ensure the reasonable behaviour of their students both on and outside of campus.

We would welcome the opportunity to discuss all and any of the above issues with yourself , or colleagues and would also request that any issues we have mentioned which may fall outside of your remit are handed to the relevant bodies .

Yours sincerely

Mr R. & Mrs A.E. Carter

Customer Details

Name: Mrs Phyll Dean

Address: 1 Thonock Close Lincoln

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Concerns in regard to Highway Safety. The entrance to the proposed development is close to the turning into Thonock Close, which is already a dangerous manoeuvre with a bus stop directly opposite and the amount of parked cars at the top of the Close on both sides of the road and across the pavements (mostly due to students already), making turning in extremely unsafe. In addition to this at certain times of the day the traffic is queuing all the way either from or to the Riseholme roundabout, along Riseholme Road and having even more traffic in the area trying to get in and out of the new entrance doesn't bear thinking about.

113 Yarborough Crescent

Lincoln

LN1 3NE

3rd December 2019

Mr K. Manning

The Planning Manager

Development Team Directorate of Communities and Environment

City Hall Beaumont Fee

Lincoln LN1 1DF

Your Ref: 2019/0943/FUL

Re: Proposed development of land adjacent to Yarborough Leisure Centre, Rischolme, Lincoln

Dear Sir,

We live at 113 Yarborough Crescent, LN1 3NE

I have elected to write in person rather than fill in an application document on line.

We want to express in the strongest possible way our concerns and opposition to the above proposed development.

We have lived here for 40 years in 2020. I was actually former Head of Music at the then Yarborough School (Lincoln Academy) for several years.

As general comments our concerns are:

- The policy of claiming and developing land by the University in the City is disproportionate – the cash rich University System is not benefiting the teaching staff or education quality, or the ambience and quality of the City.
- The infrastructure of the area, roads, medical facilities, refuse collection etc are already under enormous pressure. There will be inevitably be an increase of footfall (295 potential students + staff and visitors) and despite published claims an increase in vehicles accessing the site. This adding to the 'new builds' already in progress that will undoubtedly add more traffic to this route.
- Disruption on Riseholme Road by Heavy Construction Vehicles.
- It overloads the existing site – school pupils, staff, leisure centre members, staff, clubs etc

Specifically.

- Riseholme Road is already under immense pressure at peak hours, with traffic coming from the By-pass and from the A15. Log Jams are frequent, both ways. Heavy haulage traffic adds to the chaos. Safety is therefore an added concern with children from the school crossing the roads. There will be unprecedented outrage at the first traffic casualty due to these issues!
- Existing students, guests and visitors to Bishop G already park almost the full length of Yarborough Crescent, making for a hazardous channel for traffic to pass through. (Yarborough Crescent was never designed to be a main trunk road into the City)
- We are appalled at the idea of a 5 Story block – the teaching blocks at the Castle Academy are 2/3 storey.
- We have co-existed as neighbours with the school over the years – a student block is not on our list of desired neighbours.
- There will be an inevitable loss of light. The 'Big Sky' replaced by bricks and Concrete.
- Adverse affect on our House value.

This 'Proposed Development' is already being cited in the LINCOLNITE – has this been already 'passed by stealth'?

Suggestion

There is already empty land (Sports Field) adjacent to the current college. Why can't this be used?

Then, a Sports field 'share' can be done with the Lincs College excellent sports facilities, at Ravendale Road, 300 metres from Bishop G (not too far for sports people!)

I await a response to this.

Sincerely

Chris & Lesley Bowater

Mr K Manning
Planning Manager
City Hall
Lincoln



Your Ref 2019/0943/FUL

2nd December 2019

Dear Sir

Land Adjacent to Yarborough Leisure Centre Riseholme Road Lincoln Lincolnshire

The proposed development is on the site of Lincoln Castle Academy home to nearly 1,000 pupils aged between 11-18 years, as well as the Yarborough Leisure Centre attracting young mothers with children, disabled and those with other problems. A second vehicular access can only increase the potential for accidents by 50%.

Having viewed the plans for this proposed site I find the inclusion of a vehicular access so close to the Newport roundabout positively dangerous especially when this site already has a perfectly adequate entrance. The plans appear to show very limited parking spaces adjacent to buildings which may be sufficient for the sixty residential students and staff but what, if any facilities are available for persons attending non- residential courses.

The congestion this will bring if the University does not address this problem will only worsen an existing one. At present Broadway, Newport and Yarborough Crescent are blighted by irresponsible students parking often across residents drives.

This problem was solved a few years ago by introducing cycle lanes on Longdales Road and Riseholme Road.

If the University has no intention of addressing this problem could the cycle lanes be extended to encompass these blighted areas.

Having visited the site I cannot see how this development can take place without the destruction of up to 100 matures trees and saplings. At a time when the whole country is being encouraged to plant a tree. This is surely hypocritical.

Lastly what is wrong with extending on their existing campus. It has ten times more capacity than this development requires, four vehicular accesses, three pedestrian accesses. It would be shielded from public view and would not spoil an entrance road into a cathedral city.

Highway safety, design, appearance, effect on trees and public safety for Yarborough school children.

Sorted in one.

No problem.

Yours faithfully

Mr P G Kempton 126 Yarborough Crescent, Lincoln LN1 3LX

From: [REDACTED]
Sent: 09 December 2019 09:32
To: Technical Team (City of Lincoln Council)
Subject: Ref : 2019/0943/FUL

I wish to register my amazement and disappointment at the proposed development numbered above and hope you will take on board my comments when considering this application.

I have several items of observation which need, in my opinion, further consideration. The area in which this land sits is within a private residential area which is already up to capacity when you consider, should this go ahead there will be NINE roads leading onto/off between the Yarborough Crescent roundabout to the Riseholme Roundabout. At peak times this is a stretch of road already very congested. I do not accept the argument that the development is for students and therefore less traffic will be involved, because there are very few students these days who do not have a car and I defy anyone to deny this. BGU have taken on too many students and are unable to cater for them. This is the bottom line. I live in Thonock Close and thus far the impact from student parking is unacceptable. The University playing field should be extended to take the overflow of cars parking or they lower their intake capacity.

There is also the issue of drainage with this proposed site. We already sit in a flood risk area which has been clearly stated on documents given to prospective property buyers. How can this increase in population in the area be sustained by the system we currently have?

I strongly recommend that SHOULD this application be approved by the people who have no idea of the total impact this will have on the area, they ask themselves WHY most of the green sites within our city and particularly around this University, are being snatched never to be replaced. The particular trees which front Riseholme Road, I understand are to be felled and replaced by sparse saplings and a hedge!!! These beautiful existing ones were planted by the first intake of students into Yarborough School in 1971 and now stand proud and majestic, forming a small copse. There is no rhyme or reason for their demise.

All in all it is absolutely imperative that this application is given the intense scrutiny it calls for and is rejected. There is a very strong community feeling about this by folk who value the area they chose to live in. I would suggest a site further out of the city towards Scampton say, is an alternative which would not impact on this area of natural beauty.. The Universities are taking over my once beautiful city and this cannot be denied when one third of the population will be made up of students by 2021.

I sincerely hope you have read my comments and understand the strength of my feelings, along with many others.

PLEASE CONSIDER THIS ITEM MOST CAREFULLY.

Ann Hipkin

Your Ref: -

2019/0943/PL

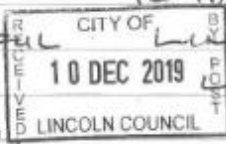
15 THORNOCK CROSS

CITY OF LINCOLN

10 DEC 2019

LN13SW

Mr. Manning



In reply to your letter dated NOV 28 2019, re the proposed development next to Yarnborough Leisure Centre, my wife and I would like to make our objection to their situation on the grounds of Highway Safety, increased congestion bringing noise, disturbance & air pollution.

It is apparent to us in ever increasing numbers that the people who lived in this neighbourhood and indeed have done for many years are being subjected to the complete and utter disregard for their living standards now and it appears that the future is being threatened by the incessant need to expand to

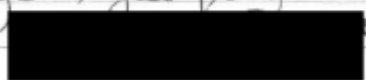
students as has been obvious in our local area recently.

More traffic on Richey Road will only make our situation worse, even now when exiting Thorncroft Close most often turn right to go towards the bypass one finds it easier to go left to round Newport Roundabout to continue ones journey.

We hope you will take our comments in consideration at future meetings

Yours faithfully

09/12/19.



Customer Details

Name: Mr Stuart Curtis

Address: 3 Castle Street Lincoln

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Many children walk through here on the way too and from school. It's a lovely green area and these buildings will dwarf every other building in the area. Traffic along this road is already horrendous without adding a lot more traffic to it.

Mr Peter B Hurst
2 Riseholme Road
Lincoln
LN1 3SL

To: K Manning (Planning Manager)
City Hall, Beaumont Fee,
Lincoln, LN1 1DF

11 December 2019

Dear Mr Manning,

***Land Adjacent To Yarborough Leisure Centre, Riseholme Road, Lincoln, Lincolnshire,
Erection of a three storey building for new teaching space and erection of five
buildings for student accommodation, of three, four and five storeys with vehicular access
from Riseholme Road.***

I write to raise objections to the proposals which I have now been able to view online. In summary:

- 1) I consider the architectural style and scale of the proposal to be out of keeping with its location near the main entry to Lincoln's historic centre from the north.
- 2) The accommodation block nearest to Riseholme Road is three stories tall. This is out of proportion to the immediately adjacent semi-detached houses on the western side of the road as well as the larger houses on the opposite side.
- 3) The easternmost accommodation block is far too close to the road. The building line of the first houses in Riseholme Road is set back behind front gardens. Where the new blocks are to go there is a pleasing long line of trees that will be removed. Were the blocks to stand farther back (to the west) these trees could be retained as an important visual amenity as well as helpfully breaking up the view of the architecturally undistinguished buildings proposed.
- 4) The overall density of buildings of the scale proposed is far too great. If the block nearest the road were set back, one of the rearmost blocks would likely have to be deleted. This would at least allow a slightly more open spacing of the residential buildings.
- 5) The staggered effect of the three, four and five storey blocks on a very tightly packed site will fail to mitigate the impression of 'city centre' high density building. This design is entirely unsuitable in this residential area.
- 6) Students leaving the accommodation blocks for the teaching buildings to the eastern side of Newport will understandably cross Riseholme Road at various points convenient to them. A traffic light controlled crossing stands a significant distance to the north of the new project – entirely the wrong location. Riseholme Road from the

roundabout northwards is always very busy with heavy traffic. Sensible safety consideration should be urgently re-considered, taking proper account of the large numbers of students to be accommodated by these proposals.

- 7) Notwithstanding claims to the contrary, students do and will bring their cars and increase pressure in residents parking in the immediate area. Given the numbers to be accommodated in the proposed blocks, only a small percentage using their own cars locally will create a considerable pressure on residents who are already hard-pressed by high traffic and parking demands.

In summary, there are many points of general and detailed criticism to be raised. The project is clearly an attempt to squeeze the maximum possible number of student accommodation places onto the smallest available space. Due consideration of the local residents and of the ambience of this area of Lincoln must be taken much more strongly into account.

Yours sincerely



P B Hurst

Our ref: jw1077

69 Nettleham Road
Lincoln
LN2 1RT

16 December 2019

Attn: Mr Kieron Manning, Planning Manager
City of Lincoln Council
City Hall, Beaumont Fee
Lincoln
LN1 1DF

Dear Mr Manning

OBJECTION to Planning Application 2019/0943/FUL: BGU development, Rischolme Road, Lincoln.

I strongly object to this proposal.

- It is the wrong development in the wrong place. It would be difficult to envisage a more inappropriate development for this location
- It is a gross overdevelopment of the site. Despite repeated claims to the contrary by the architects, it will have a massive impact which does virtually nothing to respect the character of the surrounding area and the interests of local residents.
- The charm of Lincoln is being eroded by ad-hoc oversized dense developments without any strategic planning in Lincoln. This is a prime example.

I have no personal interest in this site, and am solely concerned that the residual character of uphill Lincoln is not further eroded by damaging developments.

I recognise the desire of Bishop Grosseteste University to enhance its teaching and student accommodation provision. However, the University does own other land and there are other options. I suggest that the University completely reconsiders its proposals.

I urge the Planning Committee to refuse this application.

Detailed Objections

The Character of Rischolme Road

This is a main gateway into the City from the north, and it is pleasant with distant views of the cathedral visible between the trees lining both sides of the road. It is largely residential, with bungalows and two storey housing generally well set back with large front gardens, and with green verges. All the homes adjacent to this site are two storeys only. Educational and sports facilities are set well back from the road and have minimal impact when entering the city.

All this contributes to a green, garden atmosphere, and the feeling that Lincoln is a city that is well cared for.

Loss of Green Space

Rischolme Road was until recently provided with four green spaces. However, intensive housing development has recently been built right up to the roadside on former open space north of the cathedral quarry, adjacent to the Lincoln Imp pub, and between Ermine East and the bypass.

This BGU's proposed development is on the last open green space left on Rischolme Road, which with its hedgerow trees fronting the road, contributes greatly to the 'soft' green feel of this approach route. It is well used. As it is next to the Sports Centre, the most obvious use would be to keep it for sports, maintaining it as green open space.

Scale, Mass, Impact and Screening of the Proposed Development

This development abuts closely to all four boundaries, and on Rischolme Road, it is right next to the existing hedge, in contrast with all the adjoining residential homes which are well set back. Its three storeys would line the road, with overhanging flat roofs and massive glazing on the teaching block, and this forms a direct attack on the ambience of the adjoining houses.

The consultants state that most of the existing and screening hedgerow trees 'will be taken out', and 'strategic thinning of the existing tree line ...will help to enhance the relationship of the development to its surroundings'. The consultants should be asked to justify this extraordinary suggestion.

They further state that 'On approach to the Cathedral Quarter along Rischolme Road, this aspect of the development will help to create a new landmark for this area of Lincoln'. It will certainly create a landmark, but it will be a jarring one totally out of sympathy with its surroundings.

It appears that this development seeks to replicate, but in a more intrusive way, the recent completion of BGU's Constance Stewart Hall which is sited on the Longdales Road roundabout. This massive glazed structure now dominates this location, and again is completely out of sympathy with the adjacent 2-storey homes.

The consultants further state that 'there should be a considered approach to scale and massing to support the residential scale of Rischolme Road.' Not only has their approach failed to support the residential scale of Rischolme Road, but 5 storeys on much of the site is greatly excessive, as there is nothing in the area that approaches this height.

This site is a gross overdevelopment, with blocks so tightly packed that there is inadequate access for fire engines.

Is there a need for more Student Accommodation?

The applicants speak about the need for more student accommodation by BGU on its campus for first year students. However, they provide no detailed information on the demand for student housing in Lincoln generally. In the past few years there has been unprecedented construction of purpose built student housing in Lincoln, and more has received planning approval. The University of Lincoln recently opposed a new development, stating that there was now sufficient provision for future demand. Some accommodation providers and developers have indicated that the student market 'is now over the top'.

The demand for universities can very quickly alter, and is affected not solely by economic and market factors, but by political decisions. If the growth of our two Lincoln Universities falls below expectations, then it is likely that some student blocks may be empty. These student rooms will be very difficult or impossible to convert to homes for couples or families and, like several blocks on the Rischolme campus, could become unused.

Access, Traffic, Parking and Walking Routes.

Rischolme Road is daily blocked with slow moving queues of traffic, which at peak times stretch almost from the bypass roundabout to Longdales Road. Each ad-hoc development has its own access road onto Rischolme Road, and drivers can find it virtually impossible to pull out into the main queue. Incredibly, Lincolnshire County Council just accepts each incremental development on its own, rather than developing a strategy to address what has now become a traffic nightmare, not only here, but throughout much of Lincoln.

This development is typical in proposing yet another separate access. It seems obvious that instead this development should combine its access with that of the adjacent Sports Centre and Castle Academy, and provide a traffic light controlled junction with Rischolme Road.

The consultants highlight the short walking route to the main campus, but ignore the difficulties of crossing two busy main roads to get there, particularly Rischolme Road and Longdales Road. It is essential that controlled pedestrian crossings are installed on these two roads, and also on Yarborough Crescent and Newport.

Site parking is restricted to 40 cars only for 295 students. This is a massive under provision. The implication that additional cars could be parked on campus is laughable, as this car park is at overcapacity, with students regularly parking on residential roads outside the campus.

For all the above reasons, I urge the Planning Committee to refuse this planning application.

Yours faithfully

Jeremy Wright

B Sc, MICE, Chartered Engineer.

Customer Details

Name: Mrs Angela Pixsley

Address: 68A Riseholme Road Lincoln

Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: I have no objections in principle. However notice needs to be taken about the increase in traffic on an already busy Riseholme Road and the impact of another access road. The roundabout needs pedestrian crossings currently, this development must ensure they are in place. Currently there is often flooding at the roundabout on the corner with Yarborough Crescent and Riseholme Road, this needs sorting anyway but certainly with the new developments. It's a shame there are going to be higher than three stories as this is out of keeping with the locality.

Customer Details

Name: Mrs susannock

Address: 39 Riseholme Road LINCOLN

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to the planning proposal as I consider it to be poorly thought out, inappropriate to the area and detrimental to the health and wellbeing of both the students and local residents.

My reasons are as follows

1) Felling of mature trees

The Arboricultural Impact Report only makes a passing reference to a group of trees known as TG1.

Unlike all the other trees on site which have been measured, categorised and individually placed in the Tree Schedule, TG1 warrants only a single line in the schedule.

And yet this a group of approximately 45 trees, which are nearly 50 years old. (They were planted in 1971 to commemorate the opening of the Yarborough school.)

The Tree Schedule states that TG1 is a group of top-quality trees, Category A.3;

A.3 (BS5837);

Category A

Trees of high quality with an estimated remaining life expectancy of at least 40 years

Item 3

Mainly cultural values, including Conservation. Trees, groups or woodlands of significant conservation, historical, commemorative or other value (e.g. veteran trees or woodpasture)

The report does not identify how many trees are in TG1 and so it is impossible to gauge the impact of the statement that most of them will be felled. In truth there could be anything up to 40 Cat A trees which would be felled if this application is not stopped.

In my opinion the lack of information about these 45 Category A.3 trees seems at best an

oversight and at worst a deliberate attempt to mislead the planning application process.

I object to the plan on the basis that it involves the felling of approximately 40 mature trees which we now know are critical to air quality, the reduction of CO2 gasses, and our wellbeing now and in the future.

2) Buildings inappropriate height and density

The development includes buildings of four and five storeys and is not in keeping with the surrounding buildings which are a maximum of three storeys high. NB A recent adjacent housing development was limited to two storeys for the same reasons.

The density of the buildings and the lip service paid to providing green spaces means that this will not be a healthy environment.

3) Loss of access to green spaces

Following recent construction projects in the area we have precious few green spaces left..

Many health bodies have now identified that green spaces are critical to our wellbeing. (see Public Health England report "Local action on health inequalities: Improving access to green spaces")

The development is on a green space regularly used by school children in their playtime (but not so much in February 2017 when the two week Independent Usage Report took place!).

Customer Details

Name: Mr Gavin Sykes

Address: 9 Riseholme Road Lincoln

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I would like to raise concerns relating to aesthetic, noise and traffic.

The building fronting Riseholme Road to the left side is very attractive. The housing block to the right is not, it is overly high, the window sills will fill up with drinking trophies in the guise of countless vodka bottles, post-it notes and rainbow flags proclaiming to the world that the incumbent students are grown up, independent adults. The renders presented at the consultation of pristine buildings do not indicate the actuality of what will remain once the 'young adults' move in. I'd like to know what alternative plans have been produced with architecturally appealing lecture blocks fronting Riseholme Road, with accommodation out of site to the rear?

We have lived on Riseholme Road for more than 10 years and I have a good understanding of noise pollution created by those passing our home. We have grave concerns that 1st year students living away from home for the first time have a different concept of what is acceptable behaviour, to that held by adults. I invite BG to explain how they intend to manage drunken students behaviour and what steps might or might not be taken to reduce the impact of music being played prior to a night out on the town. One of our daughters graduated from BGU in 2019, we have an insight as to how they like to party.

It has been explained that student parking is to be prohibited on the proposed development and as such, I feel that it is short sighted to expect that students will not park/temporarily abandon their cars on Thonock Close and furthermore that visitors/parents will not park on Thonock Close. In effect, traffic chaos will ensue and yet, BGU feel that this will not be the situation. Thonock Close will potentially become a parking annex with a turning circle which ensures that cars will stream in and out searching for the nearest place to park.

I very well understand the need for growth and that education adds great value to the city, but I feel that any and all development should be sympathetic and enhance our city. The new BGU building on the roundabout is a great example of architecture which enhances rather than detracts. More like that and less 4 and 5 story high rise fronting main roads please.

The responsibility to create a beautiful city rests with you.

|

Customer Details

Name: Mr Stewart Kerrison

Address: 15 Riseholme Road, Lincoln, Lincolnshire LN1 3SN

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to the planning proposal to erect an extension to Bishop Grotteste University Lincoln on the piece of land on the west side of Riseholme Road. Historically the University has been located on Longdales Road and Newport. With this proposal it will be spreading onto Riseholme Road. I feel that the character of the area will be adversely affected. I feel that the whole procedure regarding the development has been somewhat surrounded in secrecy, misinformation and bending of the truth

1 A survey was carried out to ascertain how much the open area was used, this was carried out in January of 2017 one cannot think of a better time to carry out the survey if you want to get a negative result as this is one of the coldest times of the year when obviously less people would be using the facility. Even then 4,083 people using the area is not an insignificant number. Here is a link to the weather in Lincoln for that month in 2017

www.timeanddate.com/weather/uk/lincoln/historic?month=1&year=2017

2 BGU had an open day (having said that it was poorly signposted & the doors were locked) to inform locals by hand delivered letter. Unfortunately a very few people actually received the letter advertising the event. In fact, the residents of Thonnock Close, who possibly will be affected by parking of vehicles on their Close.

3 Regarding parking of vehicles BGU assured everyone that student residents would not be allowed to bring their cars to the City. I understand that this is the case with students residing in HIMO's throughout the city at present and the ruling does not work as student's parked cars are an issue at present.

4 In the last year or so Riseholme Road has lost several green areas

a The old allotment which is now being developed as a housing estate.

b The green area now Ashlar Close

c Also, the area now Graham Taylor Way.

d It has also been voiced that the area that is at present the Cathedrals Quarry is to be built on. Even if it is not developed there is no public access to the Quarry

Other parts of the City have the South Common West Common, but uphill apart from this small green area where the development is proposed; we have nothing.

5 To not repeat other objections, I concur with Susan Nock's comments i.e.

1) Felling of mature trees

2) Buildings inappropriate height and density

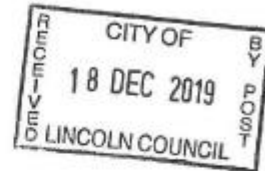
3) Loss of access to green spaces



19 Thonock Close
Lincoln LN1 3SW



Mr. K. Manning,
Planning Manager,
Directorate of Communities & Environment,
City Hall,
Beaumont Fee,
Lincoln.
LN1 1DF



15th December, 2019.

Dear Mr. Manning,

Yellow Linage Thonock Close - Residents parking

Further to our letter regarding the proposed Planning on Riseholme Road , we would like to add this addendum.

The short length of Riseholme Road between roundabouts is currently faced with multiple junctions from existing or new developments , by the time that the University add a new junction and the proposed housing development located in the Old Quarry is established , there will be approaching 10 such junctions. Which together with obstacles will make the already, at peak times ,over loaded arterial road unsafe.

At the point of the suggested new entry road to Bishop Grott , there is also a bus stop , quite much used by Yarborough school children and both young and elderly local residents . The bus activity makes for congestion and backing up of traffic , this will rapidly worsen if the proposed new road entry proceeds.

Further one has to consider times of public events i.e. running , cycling, etc which all course past the new development increasing potential difficulties .

To summarise Riseholme Road already is over loaded at peak times of the day , adding the Bishop Grott. proposed development , together with the two new housing developments , one actual, one pending will make it both un tenable and dangerous .

Finally We have met with Bishop Grott. and have shared concerns which they had not altogether been aware of and now they share in our concerns , also parking issues with particular regard to Thonock Close where discussed the Uni realise the magnitude of that very problem and that again at peak time it is beyond all reason , Bishop Grott. suggested to us that we should have yellow line parking restriction in Thonock Close and that they were fully supportive of this initiative.

We very much hope that you can take these points in consideration in reaching your informed planning decision.

Yours sincerely,

Roger and Angela Carter.



Customer Details

Name: Miss Brenda Kelly

Address: 41 Riseholme RD Lincoln

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I wish to register my objection to this planning proposal. The buildings are far too high for this residential area and the buildings are too densely situated. It will stand out like a sore thumb and is not in keeping with its surroundings. Also the loss of trees along Riseholme rd is not necessary.

Customer Details

Name: Mrs ingrid k Gill

Address: 70 Riseholme road Lincoln

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As a past graduate from BGU I understand their need for a suitable educational establishment near the main site however, I object to the plans on the grounds of scale, overcrowding and tree preservation.

The proposed buildings are not in keeping with the area, being too large, of an ultra-modern design and excessively high. The scale and height of the development will dominate the surrounding location as five stories is taller than any local buildings and will tower over the school and neighbouring houses.

To have 295 students living in this small complex is selfish planning, and it will be cramped and overcrowded. Riseholme road is a peaceful community area and these additional students will cause extra noise and disturbance to the neighbourhood. It also has a very small area for parking, which may lead to car users parking dangerously causing traffic obstructions or parking in the nearby streets.

Riseholme road has lost a lot of trees recently due to planning developments along the road, how many of the 86 + trees on this site will be felled due to 'thinning'? Previous plans on Riseholme road developments have shown replanting of trees, but these plans have not been realised.

Customer Details

Name: Mr Brett Still

Address: 6 Riseholme Road Lincoln

Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

Comment: My property is 6 Riseholme Road Lincoln LN1 3SL and I immediately borders the land for the proposed new development site. I therefore have some concerns that I wish to have addressed before approval is obtained. These are outlined as follows

1) There is a timber fence which runs along the border of my property and the proposed development site which belongs to the owners of the new site. This fence has been there for many years and is in desperate need of repair with a number of holes and rotting panels. I have two young children and I am concerned that introducing new dwellings will increase the security risk for my property and also infringe on my privacy with new residents living so close to my property boundary. I would therefore request that the provision of a new fence be included to replace the existing timber fence. This fence should be of solid construction and minimum height of 8 foot (preferably 10 foot). This would help to alleviate any privacy and security concerns for me and my family.

2) I would like to request that the building closest in distance to my fence line within the current plans be a reasonable distance from the fence line to alleviate any overhang affects and prevent infringement into my property.

3) I am greatly concerned for the safety of pedestrians trying to cross from Riseholme Road onto Newport Road at the round about during peak times. I have seen an increase in road and pedestrian traffic over the last 5 years and it is sometimes impossible to cross safely at the round about during peak hours. In fact I have seen a number of near misses with motorists turning a corner quickly and failing to indicate. This is especially an issues when school has finished at 3 pm

and children are trying to get home along Newport Road. I would therefore request that the provision of a pedestrian crossing be included at the round about to safely navigate across Yarborough Crescent and Longsdale road. This should be controlled by a traffic light system to make crossing with children much safer. Failing this the introduction of a lollipop person (similar to the one currently on the round about at Burton road) during morning and evening school times would make crossing much safer.

4) Car traffic along Riseholme Road has increased significantly in recent years and it is often difficult to enter and leave my property via vehicle. This will only continue with the current development of new housing already taking place only metres further down the road adjacent to the Co-Op petrol station. The completion of the new housing near the Co-Op plus the completion of the new university site will only further add to the already congestion road and one of the main access roads entering Lincoln City from the North. I would like to see provisions for how this will be addressed.

I do not straight out object to the new development because I believe in growth and development for the city but I want to make sure that proper consideration is taken to ensure the current infrastructure can handle such expansion.

Reagards,
A concerned neighbour

Customer Details

Name: Ms Caroline Steel

Address: 128 Yarborough Crescent Lincoln

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: While not objecting to the principle of some development on the land in question, the height and density of the proposed development appear to be out of keeping with the character of the surroundings. Riseholme Road is one of the 'gateways' to the city, with views to the cathedral. The new BGU building overlooking the roundabout has an interesting iconic design: the architectural merit (although not entirely clear from the documents) of the proposed buildings does not appear to be high.

Car parking in the area is a problem and, unless some arrangement is made to use the adjacent Leisure Centre car parks, I suspect there will be more parking on nearby streets. Current parking by students/staff/visitors to BGU often makes it dangerous to drive in and out of my property: this is likely to get worse.

Finally, there has been a significant loss of accessible greenspace in this part of the city in recent years. While this area could be considerably enhanced (for wildlife and for people), it does function as part of the city's green infrastructure. Other building off Riseholme Road and the large scale clearance of trees and shrubs at the junction with the by-pass have resulted in a net loss of biodiversity. As far as I can see, with the loss of trees, other vegetation and soil (rich in organisms and sequestering carbon), there will be a further decline. All developments should result in a net gain for biodiversity: approval should be conditional on this.

9 Thonock Close
Lincoln
LN1 3SW

Mr K Manning
Planning Manager
City of Lincoln Council
City Hall
Beaumont Fee
Lincoln
LN1 1DF

18th December 2019

Your ref: 2019/0943/FUL

Dear Mr Manning

Objection to Planning Application 2019/0943/FUL

The proposal of ugly development of land on Riseholme Road by BGU is out of proportion to properties in the surrounding areas. This is a prime residential area of uphill Lincoln and completely unsuitable for this type of development as the storey blocks are not in keeping with nearby properties. Most buildings on Riseholme Road and surrounding areas are 2 storeys.

In addition, this development will make an already very busy and congested road much worse. Trying to cross at the Riseholme Road/Newport roundabout is already difficult and verging on being dangerous. It is only a matter of time before a serious accident occurs. A light controlled crossing should be put in place at this roundabout to help prevent this.

There is a well-used bus stop opposite Thonock Close. Will this be left in place or removed? It is used by residents of Thonock Close, Riseholme Road, Longdales Road, Yarborough Crescent, leisure centre visitors and pupils of Lincoln Castle Academy. Perhaps this question can be passed to the relevant authority?

There is also the loss of well-established trees to consider. Replacement trees will take many years to reach the same stage of maturity as the existing ones. There is a large area behind BGU, therefore this should be considered for this development where it would not spoil the main northern entrance in the city.

How do BGU propose to prevent student parking in residential streets? Thonock Close has been experiencing parking problems for a number of years, caused mainly by students and BGU visitors. Yellow lines on this road would help towards solving this problem which will only get worse. Why can't the existing leisure centre access road be used?

In 2017, City of Lincoln Council delivered a notice to properties entitled *'Together, let's deliver Lincoln's ambitious future'*. One of the remarks reads *'A place where green spaces are protected, preserved and enhanced'*. This development will go against this. The uphill area of Lincoln is being ruined by excessive building projects.

THEREFORE, TO CONFIRM FOR REASONS DETAILED ABOVE, WE STRONGLY OBJECT TO THE PLANNING APPLICATION.

Yours sincerely

D. Langdale

M. Langdale

Customer Details

Name: Mrs Elizabeth Earskine

Address: 33 Riseholme Rd Lincoln

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to this development. It would dwarf all the other buildings in the area and along Riseholme Rd. The new houses next to the Yarborough School field were limited to two storeys and this should be the same. The buildings are too tightly packed in will be overbearing and the roads will be narrow and dark.

Also felling the trees will ruin the look of the street as well as ignoring the value of trees in lowering air pollution on what is a very busy road right next to a school where children play. These trees were planted by children when the school opened. I bet they didn't think that some 50 years later they would be chopped down by the same council that celebrated their planting!

Hi Steve

With reference to your recent email, please see below our response to the planning application;

The staff, students and governors of Lincoln Castle Academy would like the following issues to be considered in relation to planning application 2019/0943/FUL.

- Lincoln Castle Academy is a rapidly growing school with the current Year 7, 8 and 9 year groups significantly oversubscribed with further expansion likely due to the significant amount of housing being built on Riseholme Road, Nettleham Road and in the North of Lincoln. The growth over the past three years has been rapid and the number of students travelling to and from the academy by car has grown exponentially since 2017.
- Although the planning application is titled land adjacent to Yarborough Leisure Centre this land is, in fact, far more adjacent to Lincoln Castle Academy with all of the traffic implications commensurate with a growing establishment, students both on foot and on bicycles, buses entering and leaving the site and parents requiring access for their vehicles. The recent tragic death of a North Kesteven Academy student and the subsequent potential reconfiguration of traffic serves as a cautionary note in relation to this application.
- Recent developments at Yarborough Leisure Centre have increased the footfall and traffic flow and placed significant pressure on car parking availability on the site. Traffic flow on Riseholme Road is especially slow at peak periods adding to the frustration for commuters, staff, students and visitors to Lincoln Castle Academy.
- The Lincoln Castle Academy site has been identified as one needing significant improvement work and it is highly likely that there will be a considerable amount of building on the site in the next few years to help address the shortfall, lack of suitability and poor condition of the buildings.
- The predominant objection to this application surrounds the safety and well-being of all stakeholders of Lincoln Castle Academy ranging from traffic dangers through to air quality related to the diminution of green space and trees.
- Riseholme Road is a main artery for traffic coming from and entering Lincoln and this application, if successful, will add considerably to the traffic, the danger and the associated frustrations of delay and disruption.

Many thanks

Kind regards

Mark Straw


Trust Business Manager



Riseholme Road, Lincoln LN1 3SP

Tel: 01522 550000

M.J. Riley
19, Riseholme Road
Lincoln
LN1 3SN



01/01/2020

Mr K Manning (Planning Manager)
City of Lincoln Council
City Hall
Beaumont Fee
Lincoln
LN1 1DF

Dear Mr Manning,

Re: 2019/0943/FUL | Erection of a three-storey building for new teaching space and erection of five buildings for student accommodation, of three, four and five storeys with vehicular access from Riseholme Road. | Land Adjacent to Yarborough Leisure Centre Riseholme Road Lincoln Lincolnshire

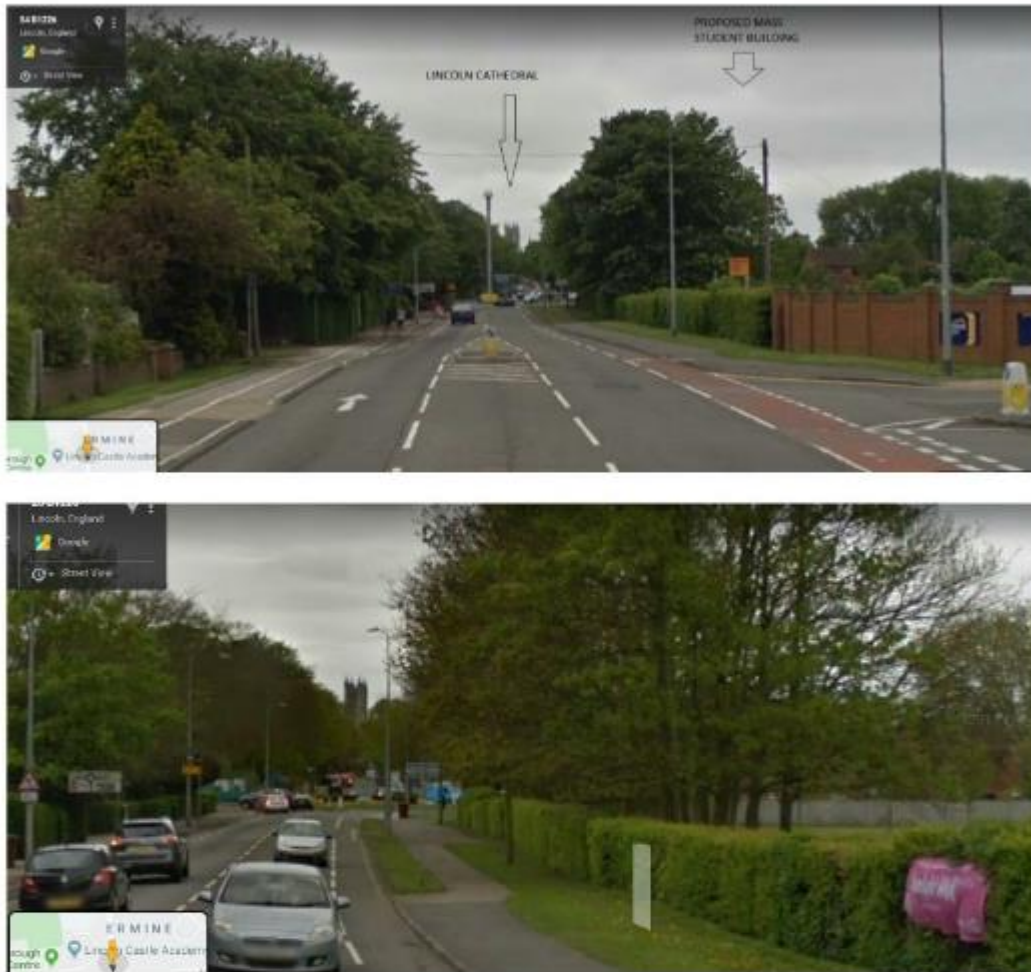
Firstly, I find it difficult to understand how the council can be impartial in any decision regarding the application when they are the vendors of the land which in my opinion is being sold in a clandestine manner! The council only fulfilling their minimum legal obligations regarding informing the public of the disposal. If letters inviting consultation had been sent out, there would have been many more objections.

The Supporting Planning Statement prepared by Globe Consultants in my opinion contains so many inaccurate points that none of it can be treated with any credibility. To state that the "Application Site comprises a sizable portion of undeveloped, brownfield land" is ludicrous. The site is an attractive and popular open area of recreational grassland with established trees and a footpath which has been used for accessing the Yarborough Leisure Centre and the now Lincoln Castle Academy for over 40 years.

Being a recognised primary "Gateway to the City" this proposed development will have a negative visual impact. The following extract is taken from the Central Lincolnshire Local Plan 2012/2036 Section 2 Central Lincolnshire Context in Relation to Policy LP29.

2.1 Lincoln Cathedral is one of the most important medieval buildings in Europe and its prominent, visually dominating position, towering over the City is an important symbol for the area. There are also important views into and out of the City, principally to and from the Lincoln Ridge, all fundamental to the City's setting and character. This character has evolved in part from the alignment of roman roads, location and nature of common land and physical restrictions of flood risk and ground conditions. Potential impacts can include views being blocked by development, poor design and insensitive positioning.

Supporting photos.



The development will also have an adverse effect on the residential amenity of neighbours by reason of noise, disturbance, overlooking, loss of privacy, and overshadowing. It will totally change the character of the neighbourhood.

The development is not in line with the local plan. Student accommodation is not residential housing and the teaching facility is a commercial development. It does not accord with Policy LP5.

The design is over-bearing and out-of-scale, character, and appearance when compared to the existing residential properties in the vicinity and does not comply with Policy LP26.

Views from existing properties will be lost, adversely affecting the residential amenity of neighbours.

Traffic on Riseholme Road gets extremely busy at rush hours and any increased volume of traffic would be detrimental to the area. Also, the pedestrian crossing points at the adjacent roundabout, particularly the Longdales Road crossing point are not good.

Provision for on-site vehicle parking is totally inadequate when parking in the local area is already under strain and to suggest students will not bring their cars to Lincoln is ridiculous.

The sad loss of established trees has not been effectively mitigated in the plans.

The existing well used footpath across the site has been established for over 40 years and an application for a "Definitive Map Modification Order" looks promising.

I strongly urge the committee to refuse the planning application for the above reasons. Given the councils recent admirable decision to declare a climate emergency surely, we have to be protecting the few green spaces we have left.

Yours sincerely

A black rectangular box used to redact the signature of M.J. Riley.

M.J. Riley

Customer Details

Name: Miss Tracey Nicholls

Address: 7 Martin Street Lincoln

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This has been proven to be a highly utilised area by pupils of Lincoln Castle Academy. The tree report carried out is incorrect there are trees more than 150mm in diameter. Please don't take another green space. Over the years on Riseholme Rd alone the grasses area off Blankey Crescent, the allotment and the belt of land adj the bypass have all been developed and enough is enough.

Christopher Reid Not Available (Neutral)

Comment submitted date: Thu 23 Jan 2020

Please accept the below comments on this current application.

Green Space and Environment

This application will remove a large area of green space in uphill Lincoln, a commodity that is becoming increasingly scarce. More should be done in the application to retain green areas and as much existing of the existing trees and hedges as possible, replacing those that there is no option but to remove.

Entrance

The proposed entrance to the new site is just across from the entrance to Thonock Close and close to the exit from the roundabout. Introducing a new turning here will lead to further congestion at the roundabout about and difficulties for those turning right from Thonock Close or right from the new site. A more appropriate entrance, in my view, would be from the existing road in towards Yarborough Leisure Centre, which would alleviate some of the potential issues.

Pedestrians

The proposal here would mean hundreds of students that would have to get from the site, across Riseholme Road and onto Longdales Road to access the university. Moving the entrance to the access road for the Leisure Centre would also have the effect of encouraging these people to cross at either the pedestrian crossing slightly north on Riseholme Road, or just further away from the busy roundabout, improving safety for road users and pedestrians.

Site Traffic

Consideration should also be given to ensuring that site traffic not be allowed to use Thonock Close as an area to wait. Residents there already struggle with parked cars, and the introduction of large site traffic will only make this matter worse.

Car Parking

There are only a limited number of parking spaces at the proposed development, which given environmental considerations is to be applauded. However, the university need to be clear to students living here that they not simply park elsewhere, in the nearby residential areas who already have issues with students parking during the day.

Statutory consultee and external responses

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



To: Lincoln City Council

Application Ref: 2019/0943/FUL

Description of development

Erection of a three storey building for new teaching space and erection of five buildings for student accommodation, of three, four and five storeys with vehicular access from Riseholme Road.

Address or location

Land Adjacent To Yarborough Leisure Centre, Riseholme Road, Lincoln, Lincolnshire

With reference to the above application received 26 November 2019

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 Condition 01

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;

- 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, including 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 02

No part of the development hereby permitted shall be occupied before adequate cycle parking provision is provided for use by staff and visitors of the teaching unit in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

Travel Plan

The Travel Plan Update has been updated since application 2019/0745 (50 car parking spaces) for which feedback was provided dated 1st October and resubmitted to support a further application for a 3 storey teaching space building alongside five student accommodation buildings off Riseholme Road.

Ref	Travel Plan Reference	LCC Comment
1	General	<p>Whilst the document is comprehensive in the detail it provides in terms of what facilities and management is in place it does not provide results of the surveys undertaken which would have indicated whether the measures in place were working and whether the target set in 2010, to reduce single occupancy car journeys to the site by 10% was achieved.</p> <p>Given the passage of time and the number changes undertaken to the university and growth in the area, it is recommended that a survey of both staff and students is undertaken to provide a baseline against which new a new target and monitoring period can be set.</p> <p>The County Council now use an online travel plan management tool to assist in monitoring of travel plans. This tool, STARSfor, allows users to collect data and information linked to the site and input into the system. Paper versions of the survey can be used. The process allows access for the site TPC and the LA and therefore more efficient than paper and enables more effective monitoring for both parties of the Travel Plan. It is strongly recommended that the TPC uses this system to undertake resident surveys and help with the monitoring of the Travel Plan which could ultimately lead to accreditation and recognition Further information can be found at https://www.modeshiftstars.org/.</p>

Recommendation: That the University is conditioned to continue with Travel Plan monitoring and a survey undertaken in the spring of both staff and students to provide a new baseline against which monitor a new target.

Highway Condition 27

The permitted development shall not be occupied until those parts of the approved Travel Plan that are identified therein as being capable of implementation before occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented for as long as any part of the development is occupied.

Reason: In order that the permitted development conforms to the requirements of the National Planning Policy Framework, by ensuring that access to the site is sustainable and that there is a reduced dependency on the private car for journeys to and from the development.

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 attenuation details and discharge rates which shall be restricted to 5 litres per second;
- 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 hereby permitted 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, the permitted development.

Sustainable Transport Provision

There is an existing commercial Stagecoach evening service which operates on a Friday and Saturday. We request that this service be increased to operate Monday - Saturday. This service should be in place prior to occupation of the student accommodation and continue for 3 years post final completion.

An obligation for delivery of this service should be sought from the developer and secured by condition. The developer is to be responsible for the provision of this service and may wish to enter into a contract with the transport provider to deliver this. The contract would be between the developer and the transport provider and negotiated between the two. The developer should be required to undertake due diligence to ensure that the likely cost of the provision is met.

LCC's Transportation department could provide support if required.

Highway Informative 03

The permitted development requires the formation of a new 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 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.

Case Officer:

Becky Melhuish
for Warren Peppard
Head of Development

Date: 28 January 2020



Planning Applications – Suggested Informative Statements and Conditions Report

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

AW Site 153985/1/0073500
Reference:

Local
Planning
Authority:

Site: Land Adjacent To Yarborough Leisure
Centre Riseholme Road Lincoln
Lincolnshire

Proposal: Erection of a three storey building for new
teaching space and erection of five
buildings for student accommodation, of
three, four and five storeys with vehicular
access from Riseholme Road.

Planning 2019/0943/FUL
application:

Prepared by: Pre-Development Team
Date: 2 December 2019

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: Drainage strategy, ref drawing 17-0667 SK001 Development will lead to an unacceptable risk of flooding downstream. Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. A full assessment cannot be made due to lack of information, the applicant has not identified a connection point to manhole 8901. We therefore request a condition requiring an 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.

Anglian Water has reviewed the submitted documents, Drainage strategy, ref drawing 17-0667 SK001. The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is acceptable. We request that the agreed strategy is reflected in the planning approval.

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)

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

Surface Water Disposal (Section 4)

CONDITION No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority. 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)

Surface water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution, including:
 - Development hectare size
 - Proposed discharge rate (Our minimum discharge rate is 5l/s. The applicant can verify the site's existing 1 in 1 year greenfield run off rate on the following HR Wallingford website -<http://www.uksuds.com/drainage-calculation-tools/greenfield-runoff-rate-estimation> . For Brownfield sites being demolished, the site should be treated as Greenfield. Where this is not practical Anglian Water would assess the roof area of the former development site and subject to capacity, permit the 1 in 1 year calculated rate)
 - Connecting manhole discharge location
- Sufficient evidence to prove that all surface water disposal routes have been explored as detailed in the surface water hierarchy, stipulated in Building Regulations Part H (Our Surface Water Policy can be found on our website)

Witham 3rd Extended Area – the board has no comments on this application

Abi Gilbert

Technical and Operations Assistant

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

J1 The Point
Weaver Road
Lincoln
LN6 3QN

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

Kind regards

Nicola Farr

Sustainable Places - Planning Advisor

Environment Agency | Ceres House, Searby Road, Lincoln, LN2 4DW

nicola.farr@environment-agency.gov.uk

External: 020 302 55023



Creating a better place
for people and wildlife



Chief Fire Officer: Les Britzman

My Ref: YS
Your Ref: 2019/0943/FUL

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

Lincolnshire Fire and Rescue
Skegness Fire Station
Churchill Avenue
Skegness
Lincolnshire
PE25 2RN

Sent by email to developmentteam@lincoln.gov.uk

3 December 2019

Dear Sir or Madam

**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING CONSULTATION - Land Adjacent To Yarborough Leisure Centre
Riseholme Road Lincoln**

I refer to the planning application reference 2019/0943/FUL. The Fire Authority object to the application on the grounds of inadequate access for fire appliances.

It is the opinion of the Fire Authority that in order to remove the objection the following measures are required :

Access to buildings for fire appliances and fire fighters must meet with the requirements specified in Building Regulations 2010 Part B5. These requirements may be satisfied with other equivalent standards relating to access for fire fighting, in which case those standards should be quoted in correspondence.

Should you wish to discuss this matter, please do not hesitate to contact me on the telephone number below.

Yours faithfully



Ysanne Spafford
Fire Safety Inspector



LINCOLNSHIRE POLICE

POLICE HEADQUARTERS

PO Box 999

LINCOLN LN5 7PH

Fax: (01522) 558128

DDI: (01522) 558118

email

john.manuel@lincs.pnn.police.uk

Your ref: 17/0525/FUL

29th November 2018

K Manning (Planning Manager)
City Hall, Beaumont Fee,
Lincoln, LN1 1DF

Land Adjacent To Yarborough Leisure Centre, Riseholme Road, Lincoln, Lincolnshire,

Erection of a three storey building for new teaching space and erection of five buildings for student accommodation, of three, four and five storeys with vehicular access from Riseholme Road.

Thank you for your correspondence and the opportunity to comment on this Application.

Lincolnshire Police do not have any objections to this development however I would like to make the following general recommendations in relation to the safety and security of this development.

Perimeter and Boundary Treatment.

A secure access controlled boundary and fence line remains a principle recommendation and would enhance the security and safety of students and staff.

Should a secondary internal fence line be considered this should have the benefit of creating a secure courtyard within the campus and should as stated have a 1.8 metal welded or decorative design with commensurate gating with uniform access control system.

In a Home Office report "University student safety in the East Midlands" it was identified that 62% of incidents in University campuses went unreported to any authority with 74% of on-campus incidents unreported to campus security departments, yet 69% of students in University accommodation saw burglary as a problem and not unsurprisingly 67% saw people behaving in a drunk and disorderly manner as a problem

<http://www.homeoffice.gov.uk/rds> Home Office Online report 61/04 University student safety in the East Midlands Rosemary Barberet, Bonnie S. Fisher, Helen Taylor

The safety and security, (perceived or otherwise) of students whilst staying away from home usually for the first time, is one of the primary concerns, of many parents and guardians. It must be stressed that a legal 'duty of care' exists in respect of all students, staff, and residents.

The principle of access control refers to the design of building and space to actively keep unauthorised people out and would encompass these aims;

- 1) to limit the likelihood that offenders will become aware of that area as a potential target;
- 2) to make it more difficult for offenders to navigate into, out of and within an area they have should they select it as a target;
- 3) to increase the physical difficulty of entering a building or space should offenders become aware of the area as a target;
- 4) to increase the difficulty *psychologically* for offenders to enter and move around an area without feeling conspicuous (anonymity);
- 5) to remove any excuse for potential offenders to be within a private or semi-private space and maximising the 'users' confidence in challenging non-legitimate users of space.

This design would also allow for significant permeability and uncontrolled public access to the campus and particularly unrestricted access to the student accommodation.

Recommendations – Student Accommodation

Windows

All ground floor windows and those that are easily accessible from the ground must either conform to PAS 24:2016¹ or equivalent standard. At ground floor or accessible levels, lower hinged forward tilting window sets are to be recommended with **window restraining** devices making access difficult.

All ground floor and easily accessible glazing should incorporate one pane of laminated glass to a minimum thickness of 6.8mm or glass successfully tested to BS EN 356:2000² to category P2A,

With effect from January 1st 2011 all laminated glass must be certificated to BS EN 356 2000 rating P3A unless it is protected by a roller shutter or grille.

External doors

The potential for unwanted guests will be considerable at this location and therefore robust measures should be installed to ensure the security and safety of student residents. Access may be gained via either of the shown entrances and the risk of 'follow through' entry gained. **I would recommend that an air-lock style entrance vestibule is incorporated into the design** (to help prevent unauthorised follow through access) commensurate with an access control system, with an electronic door release, and visitor door entry system that provides colour images, and clear audio communications linked to each individual unit.

In such an environment it is not uncommon for unwanted access to be gained by way of 'follow through' (or tailgating) access, placing staff and students at risk of crime and anti-social behaviour.

Under no circumstances should a trade person release button or similar uncontrolled access method be used.

The secured by design requirement for all dwelling external doors is PAS 24:2016 or equivalent (3rd party tested - doors of an enhanced security) or WCL 1 (WCL 1 is the reference number for PAS 23/24 and is published by Warrington Certification Laboratories).

¹ 'Specification for enhanced security performance of casement and tilt and turn windows for domestic applications'

² Glass in building. Security glazing - resistance to manual attack

It is further recommended that within and between the floors of the various accommodation block access control measures are provided that restricts access for residents providing additional safety and security meaning that small residential units are compartmentalised. This would give residents control over who they permit in to their respective flat units.

Access to Places of Height

It is important that access to places of height (prevention of suicide) is secured on all levels and should include the provision of substantial windows and locking systems together with fixed and secured 'window restraining' devices. Any points of access to the roof area or other place of height should be secured by way of 'appropriate' fire compliant locking systems.

The provision of external ledges or elements of the building line that could be used as a platform should be avoided, particularly at places of height, and would effectively contribute to reducing the means to access such places.

Perimeter Treatment.

Perimeter treatment to include appropriate fencing and commensurate gating is included to at least 1.8 m non-climbable LPS 1175 Security rating 1 (SR1) .1.9 Long & Fulton 'Modena' style fencing BS1175 SR1 or to similar SBD standard.

The detailed provision and design of the fencing and gating indicated will provide an adequate level of boundary control and help create a good defensible and secure zone within the student complex. It is important that any gating is commensurate in height with the boundary fencing system, access is integrated with the overall security control system envisaged for the complex and should seek the opportunity to eliminate unauthorised 'follow through' or gates being left open. All points of access should be covered within the proposed monitored CCTV system.

Whilst I would argue that the above border and boundary control should be maintained at all times the option for opening some or all of the points of access during prescribed times remains an option.

Cycle Storage and Security

Lincoln City in keeping with many University cities suffers a level of cycle thefts therefore:

- avoid furniture (for example railings) that might be used as ad-hoc cycle racks.
- include arrangements to promptly remove cycles or component parts that are left in situ.
- suitable signage should be deployed to inform user of this process.

Secure bicycle parking should be made available within an appropriate roofed building, with all **round surveillance** that is within view (no more than 100 metres) of occupied buildings or CCTV, using ground bolted cycle stands. Construction should be of Galvanised steel bar (min thickness of 3mm) filled with concrete and a – minimum foundation 300mm with welded anchor bar. This facility should have adequate vandal resistant, dedicated, energy efficient lamps illuminated during hours of darkness³. A design-focussed and inviting cycle rack/shed would encourage safe and secure bike use where residents feel confident to leave their cycles. If this is not achieved evidence strongly supports that cycle use will be reduced and residents will find alternative means to store cycles, i.e. in rooms or corridors.

Internally the locking system must be operable from the inner face by use of a thumb turn to ensure that residents are not accidentally locked in by another person.

³ www.bikeoff.org/design_resource

Bulk head anti vandal lighting should be a feature of this design.

It is noted that the current proposed cycle storage areas do not appear to comply with the above criteria which is designed to provide protection, security and safety for users. Clear lines of sight with good natural surveillance,

CCTV – Public Domain.

The range and scope of any CCTV system on this site may be directly related to the proposed minimum staffing levels (i.e. reception and/or security staff).

It is important that all points of access or other identified vulnerable locations are covered by the CCTV system.

Such a scheme should be designed to monitor all vulnerable areas and be fit for purpose. Any system should be to a minimum standard of BSI EN 50132-7:2012⁴ Police Response is dependent on the system being installed to BS 8418:2010.

A useful reference to help achieve this goal is the "CCTV Operational Requirements Manual 2009 ISBN 978-1-84726-902-7"⁵

Communal Areas & Mail Delivery – Entrances and Reception Areas.

Where communal mail delivery facilities are proposed and are to be encouraged with other security and safety measures to reduce the need for access to the premises, communal letter boxes should comply with the following criteria:

- Located at the main entrance within an internal area or lobby (vestibule) covered by CCTV or located within an 'airlock style' entrance hall
- Be of a robust construction (Federation Technical Specification 009 (TS009)
- Have anti-fishing properties where advised and appropriate
- Installed to the manufacturers specifications
- Through-wall mail delivery can be a suitable and secure method

The proposal of a reception area that is in full view with good natural surveillance, clear lines of sight is supported as good practice and will add to the safety, security and reassurance of residents.

Should the applicant / developers require further detailed advice or information please go to www.securedbydesign.com and access the current "SBD Commercial Guide 2015 V2" and/or the "Resilient Design Toolkit for Counter Terrorism".

Yours sincerely,

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

Force Designing Out Crime Officer
john.manuel@lincs.pnn.police.uk

⁴ British Standard European Norm (BS EN) 50132-7:2012 covers CCTV surveillance systems for use in security applications.

⁵ Published April 2009 by the Home Office Scientific Development Branch available via the following link [CCTV OR Manual](#)

Consultee Details

Name: Ms Catherine Waby

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

Email: lincolncivictrust@btconnect.com

On Behalf Of: Lincoln Civic Trust

Comments

OBJECTION - We object most strongly to this application.

1. Whilst we understand the requirement for additional teaching facilities given the limited availability on the main campus site on Longdales Road, we are concerned about the loss of open space in this residential area. Riseholme Road has seen the recent loss of two open space sites further along the road and this will remove the only last open space on the road.

2. If we must accept the loss of open space, the development sends the current situation in completely the opposite direction. The overall mass of the site is far too great with three storey buildings at the road edge, which is in nearly all cases is a storey higher than the properties in the area, to five storey buildings at the rear. Contrary to the comments by the Architects that the road is featureless and that the high quality student accommodation will help improve the outlook of the area, we feel that the featureless buildings proposed (standard non-descript office block) will further destroy a pleasant edge of town residential area.

3. We note that Highways appear to have yet to submit a reply and we would hope that given that Riseholme Road is a major artery to the north of the City that another access point onto this busy road is unacceptable. A new access should be created which would incorporate the existing access to the Leisure Centre and the Castle Academy and be traffic light controlled. This would limit the number of access points onto Riseholme Road and solve the difficulty faced by drivers turning right into or out of the existing access. This should also incorporate the existing pedestrian crossing into the light sequence and create one crossing on either side of the junction to be operated at the same time.

In conclusion we find some of the comments made by the Architects to be ludicrous and full of flowery nonsense and they should be chastised for presenting such material for serious debate. We would, therefore, ask the Planning Committee to 'reject' this application and ask the developer to think again.

Hi Simon

Many thanks for the below consultation. The County Council has no comments to make on this application in relation to education.

Kind regards

Simon

Simon Challis
Strategic Development Officer
Corporate Property

Lincolnshire County Council | County Offices | Newland | Lincoln | LN1 1YL