

Revised Highway Comments



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To: Lincoln City Council

Application Ref: 2021/0130/FUL

Proposal: **Erection of five 3 and 4 storey buildings and twelve 2 and 3 storey town houses for student accommodation with vehicular access from Riseholme Road (Resubmission)**

Location: **Land Adjacent To Yarborough Leisure Centre, Riseholme Road, Lincoln**

With reference to the above application received 19 February 2021

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that any permission given by the Local Planning Authority shall include the conditions below.

CONDITIONS (INCLUDING REASONS)

This is a revised response to address the previous request for sustainable transport provision.

In LCC's response (as HLLFA) to this application in May 2021 and to the previous submission reference 2019/0943/FUL, we requested that the applicant be financially obligated to increase a commercial Stagecoach evening service to serve additional weekdays.

Since the initial request was made in December 2019, the public transport sector has changed significantly. Stagecoach are no longer running their existing evening service which we asked the applicant to increase. The applicant approached Stagecoach to discuss the costs of providing the service requested, and although we shall not mention the exact figure in this response, LCC find it to be cost prohibitive and not reasonable in scale to the development proposal. As such, we resubmit our previous response to this planning application with this request omitted.

Highway Condition 00

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

stage of the proposed development.

The Construction Management Plan and Method Statement shall include;

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

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

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

Highway Condition 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 Informative 03

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

Highway Informative 08

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

Case Officer:

Date: 26 January 2022

Becky Melhuish

**for Warren Peppard
Head of Development Management**

Previous report of 1st December 2021

Application Number:	2021/0130/FUL
Site Address:	Land Adjacent to Yarborough Leisure Centre, Riseholme Road, Lincoln
Target Date:	3rd December 2021
Agent Name:	Globe Consultants Ltd
Applicant Name:	Mrs S Kane
Proposal:	Erection of five 3 and 4 storey buildings and twelve 2 and 3 storey town houses for student accommodation with vehicular access from Riseholme Road (Resubmission)

Background - Site Location and Description

Site Description and Proposal

This application, on land in front of Yarborough Leisure Centre, proposes to build four 2/3 storey buildings fronting Riseholme Road to form townhouses with five 3/4 storey buildings positioned behind. The development would consist of 293 bedrooms of accommodation for students with ancillary on site reception, laundry facilities and warden accommodation. A new vehicular access will be formed to Riseholme Road and 17 parking spaces provided within the site for accessible unloading and staff parking only.

The land in question is allocated as a site for residential development in the adopted Local Plan. It is currently owned by the City of Lincoln Council with an agreement to sell to the applicants.

The site is currently grassland located on the west side of Riseholme Road with the Lincoln Castle Academy & Yarborough Leisure Centre situated to the north and west. To the south are residential dwellings fronting Riseholme Road and Yarborough Crescent. To the North is the old caretaker's bungalow which is also in private ownership. There is a strong line of trees which form the eastern boundary with Riseholme Road.

Site History

A previous application (2019/0943/FUL) was refused by Planning Committee on 26th February 2020 for the following reason:

“The application as proposed would be harmful to the character and local distinctiveness of the site and its surroundings by reason of the height and massing of the proposed buildings contrary to the provisions of Policy LP26 of the Central Lincolnshire Local Plan.”

The previous application included 295 bedspaces together with teaching facilities, support space, an on-site café and academic space.

Amended Scheme

Following the previous refusal, the University revised their brief and appointed a new design team. The submitted scheme has been reconsidered and redesigned by the newly appointed architect. The key changes can be summarised as:

- Amended layout which reduces the footprint of the buildings and increases the setback from Riseholme Road
- Reduced scale and mass of development
- Removal of teaching space from the proposal and provide student accommodation only, in the form of townhouses and cluster flats consisting of 293 bedspaces
- Reduction of parking spaces (given these were previously only to be used in connection with the teaching space)
- Retention of trees to the front of the site (albeit whilst allowing a new access to be formed and thinning where necessary)

Case Officer Site Visit

Undertaken on 17th November 2021.

Policies Referred to

- Policy LP1 A Presumption in Favour of Sustainable Development
- Policy LP2 The Spatial Strategy and Settlement Hierarchy
- Policy LP9 Health and Wellbeing
- Policy LP10 Meeting Accommodation Needs
- Policy LP12 Infrastructure to Support Growth
- Policy LP13 Accessibility and Transport
- Policy LP14 Managing Water Resources and Flood Risk
- Policy LP16 Development on Land affected by Contamination
- Policy LP26 Design and Amenity
- Policy LP29 Protecting Lincoln's Setting and Character
- Policy LP32 Lincoln's Universities and Colleges
- National Planning Policy Framework

Issues

The key issues for consideration are:

- Principle of Use
- Visual Amenity
- Impact on Residential amenity
- Traffic and Pedestrian Safety
- Drainage/SUDs
- Trees and Landscaping
- Archaeology
- Contaminated Land

Consultations

Consultations were carried out in accordance with the Statement of Community Involvement, adopted June 2006.

The applicant has also undertaken their own pre-application engagement via a leaflet drop to local residents encouraging comments on the revised scheme through an online portal/ email or in writing or a call to Globe Consultants.

Comments have been received as part of the consultation process. They can be viewed in full online at [comments](#) or at the end of this report. Concerns from neighbouring properties include but are not limited to: traffic/parking impacts from the development, scale of the buildings, loss of green space, risk of flooding and increased noise and disturbance.

Statutory Consultation Responses

Consultee	Comment
Lincolnshire Police	Comments Received
Lincoln Civic Trust	Comments Received
Education Planning Manager, Lincolnshire County Council	Comments Received
NHS England	Comments Received
Upper Witham, Witham First District & Witham Third District	Comments Received
Highways & Planning	Comments Received

Public Consultation Responses

Name	Address
Miss Charlotte Heaton	53 St Nicholas Street Lincoln Lincolnshire LN1 3EQ
Mr Charles Rawding	2 Thonock Close Lincoln Lincolnshire LN1 3SW
Mr Andrew Nolan	The Old Cobblers 18 Rasen Lane Lincoln Lincolnshire LN1 3EY
Mr Nicholas Fox	65 Manton Road Lincoln Lincolnshire LN2 2JL
Mr Brett Still	6 Riseholme Road Lincoln Lincolnshire LN1 3SL
Mrs Karen Johnston	237 Laughton way north Lincoln LN2 2AW
Mrs Mavis Pearman	11 Thonock Close Lincoln Lincolnshire LN1 3SW
Mr R And Mrs A E Carter	19 Thonock Close Lincoln Lincolnshire LN1 3SW
Chris And Lesley Bowater	113 Yarborough Crescent Lincoln Lincolnshire LN1 3NE
Mr And Mrs J Stewart	15 Thonock Close Lincoln Lincolnshire LN1 3SW

Jeremy Wright	69 Nettleham Road Lincoln Lincolnshire LN2 1RT
Tony Moir	
Mr Roy Bratty	46 Somme Close Lincoln LN1 3WA
P Kempton	126 Yarborough Crescent Lincoln Lincolnshire LN1 3LX
Mr And Mrs Langdale	9 Thonock Close Lincoln Lincolnshire LN1 3SW
M J Riley	19 Riseholme Road Lincoln Lincolnshire LN1 3SN
Mr John Noone	13 Riseholme Road Lincoln Lincolnshire LN1 3SN
Alan Williams	130 Yarborough Crescent Lincoln Lincolnshire LN1 3LX
Mr Christopher Reid	12 McInnes Street Lincoln LN2 5NP
Mr Mark Harris	4 Riseholme Road Lincoln Lincolnshire LN1 3SL
Mr Dayton Smith	8 Sedgebrook house Laughton way North Lincoln LN2 2AN

Mrs Kathryn Gill	70 Riseholme Road Lincoln Lincolnshire LN1 3SP
Mrs Susan Nock	39 Riseholme Road Lincoln LN1 3SN
Ms Caroline Steel	128 Yarborough Crescent Lincoln LN1 3LX
David and Claire Cann	
Mr Vladimir Kubjatko	50 St Nicholas Street Lincoln LN1 3EQ
Mr Jonah Luke Pain	46 Riseholme Road Lincoln LN1 3SP
Mrs V Nadal	126 Nettleham Road Lincoln Lincolnshire LN2 1RX
Ann Hipkin	
Mr Peter Ricketts	11 Bellflower Close Lincoln LN2 4UD
Miss Kelly Burns	9 Riseholme Road Lincoln Lincolnshire LN1 3SN

Consideration

National and Local Planning Policy

Principle of Use

Central Lincolnshire Local Plan (CLLP) Policy LP2 advises that the Lincoln Urban Area will be the principal focus for development in Central Lincolnshire, including housing. Policy LP1 and the National Planning Policy Framework (NPPF) also advise that housing applications should be considered in the context of the presumption in favour of sustainable development.

The site is a residential allocation in the adopted Central Lincolnshire Local Plan and has an indicative number of thirty nine dwellings attributed to the site. Officers are satisfied that the principle of the proposed use in this location is acceptable. The development will help the continued growth and associated economic benefits that BGU brings to the City which would also be in accordance with CLLP Policy LP32.

Developer Contributions

Due to the nature of the proposed use as student accommodation the development is not Community Infrastructure Levy (CIL) liable nor is there a requirement for S106 contributions relating to education, playing fields or play space.

A request from NHS England has been received advising that the development would put additional demands on the existing GP services for the area, and additional infrastructure would be required to meet the increased demands, with Lindum and Minster Medical Practice being the likely most impacted site. A commuted sum has therefore been requested to contribute to the development of additional clinical space in this setting. This request would be in accordance with CLLP Policies LP9 and LP12. The applicant has agreed to sign a S106 agreement securing the contribution and will be finalised should the Planning Committee be in support of the application.

Visual Amenity

The application site, as described above, is open land bounded by trees on the Riseholme Road frontage. The surrounding context is of two and some three storey dwellings on Riseholme Road with the larger scale of buildings at the Leisure Centre to the west along with the adjacent school buildings. Riseholme Road is a main approach road into the City.

The proposal is for four buildings containing 12 townhouses of two storey facing Riseholme Road with a third storey in the roof space. The two buildings to the south of the access road would be behind the significant tree buffer between the site and Riseholme Road. Between the houses are a couple of smaller single storey structures (similar in scale to domestic garages). These are to be constructed with matching brick. The single storey main reception is also similar in scale. The dormers within the townhouses vary from house to house in order to break the rhythm and add interest to the elevations. With regard to materials, the townhouses are red brick with slate tiles with the dormers created in zinc or similar metal material.

Behind the townhouses towards the west of the site are three main blocks, one lower three storey building closest to the southern boundary and two 4 storey buildings linked with a 3-storey block to the north west which form clusters of rooms with shared kitchen facilities arranged in groups of 6-9. The 4 storey buildings present their end gables to the east and west which reduce the overall scale when viewed from outside of the site. These blocks have been designed with generous window openings with elegant frames set within deep reveals into brick work. They have a variety of perforated metal shades providing solar control allowing optimum daylight whilst allowing the windows to be opened safely for ventilation. The roofs of the blocks are flat but have tall parapets for safe maintenance and discreetly hide any low-level roof

plant services or projections avoiding the need for exposed metal handrails. Lifts are central so that overruns do not project too high.

There are 14 accessible rooms distributed throughout the blocks and adjacent kitchens will be designed to provide accessible facilities. Additional Facilities: also include a reception desk (operated 24/7), management offices, laundry / cleaning storage space and laundry facilities and a meeting room.

The scale and massing of the previous proposal was the sole reason for refusal. The scale and massing of the development has been significantly reduced from the original proposals. The larger four storey elements of the proposal are positioned to the north-west of the site, furthest away from Riseholme Road and residential properties on Yarborough Crescent. The variation in scale and the breaking up of the buildings into smaller blocks gives interest to the longer views, particularly from the north; a set of buildings of the same height could be unduly repetitive. The careful modelling of these buildings and the stepping down to a more domestic scale adjacent to Riseholme Road means that the scale can be satisfactorily accommodated without the development feeling overbearing.

Furthermore, the revised layout of the buildings on the site has been carefully designed to ensure they provide external space, which is useable by the future residents, equally, a reduced amount of parking from the previous proposal has created a more attractive environment which is not dominated by an access road and parking spaces.

With regard to the materials the careful blend of traditional and more contemporary materials, alongside the modelling and variety introduced into the different buildings means that the development does not appear over dominant in the street, the relationship to the main campus is created but the development also successfully compliments the local area. It is considered that the revised proposals have brought significant positive changes in this regard and the proposal is appropriate in terms of making a positive contribution to local character and distinctiveness and responding to the established character of the area. In accordance with Policy LP26 of the Local Plan and paragraph 130 of the NPPF.

Energy Efficiency

The submitted Design and Access Statement details the low energy design principles that have been established in order to minimise energy demand of the proposed buildings, they include:

- Improved Building Envelope 'U' Values and Air Permeability
- Mechanical Ventilation via high efficiency heat recovery units with low energy fans
- Variable speed pumping where appropriate
- High efficiency heat generating plant
- High efficiency electrical panel heating with automated controls.
- Low energy (LED) lighting

- Natural Daylighting
- Smart Building Management System incorporating Zoning and Metering
- Incorporation of Air Source Heat Pump technology to support the domestic hot water demand of the student residential accommodation blocks increasing generation efficiency

Impact on Local Residents

The design and scale of the buildings have been carefully considered to minimise any physical impact on adjacent residents in terms of overlooking, loss of light or the creation of an overbearing development. The previous application was considered acceptable in terms of its impact on neighbouring properties and as the scale has been reduced, impact from the physical buildings of the current scheme is still considered appropriate.

With regard to the impact of the use, the site will be managed by BGU themselves. They have strict rules in relation to behaviour and indeed in relation to car use and parking which means that whilst students will be expected to not have a car, any who do will not be able to park it in local streets. Residents in Thonock Close have an understandable concern about this but it is matter that can be managed. The proximity of the accommodation to the main campus and the good public transport connections to the City Centre, which is in any event within easy walking distance, means that there is no reason for students to bring a car and BGU are clear that those who choose to do so and who seek to park it locally will be open to further action.

There will be an increase in students in and around the site and on Riseholme Road as a consequence of the development but there are no grounds for asserting that this would be harmful to the amenity of local residents. This is a busy part of the City due to the activity already generated by Castle Academy during the day and by Yarborough Leisure Centre on evenings and weekends and as a consequence any increase in activity generated by this site is unlikely to be unduly noticeable. Equally more people walking along Riseholme Road, a main approach road into the City, does not in itself constitute harm.

It is considered that the use proposed and the scale of development can be satisfactorily accommodated within the local area without undue harm to residential amenity in line with Policy LP26 of the Central Lincolnshire Local Plan.

Traffic and Pedestrian Safety

17 car parking spaces are provided, 14 allocated to the accessible units on a need's basis and 3 for staff parking. The access road is suitable for fire engine access, refuge vehicles and maintenance vehicles. Four spaces will have electric charging points. Cycle parking is also available at the site.

The main access for pedestrians, and only access for vehicles, is via the main entrance off Riseholme Road. This entrance is controlled via the reception building which is manned 24 hours. There is space for vehicles up to the size of a large taxi to drop off next to reception and exit by reversing into a dedicated space behind, separated from the pedestrian route by a kerb and bollards.

The application has been the subject of consultation with the Highway Authority at the County Council and their comments are appended to this report. The Highway Authority consider the site to have good visibility and geometry for the intended use and within a site that is sustainably located with good access by foot, cycle, and bus routes. They consider the proposals to also include adequate cycle parking provision.

The proximity of the main campus to the south east means that there will be a level of pedestrian movement between this site and the campus across Riseholme Road/Yarborough Crescent and the Highway Authority is satisfied that this can happen safely. Each leg of the roundabout junction has within it a pedestrian island and, as adults, the students can be expected to negotiate crossing the road safely.

The advice from the Highway Authority also contains a request for this site to fund increased bus services to and from the City Centre, officers have discussed this request with the Highway Authority and advised that we do not consider such a request to be reasonable or proportionate. It does not therefore meet the tests set out in legislation in relation to off-site contributions from development.

The Highway Authority do not raise any objections to the application in respect of, highway safety or traffic capacity subject to recommended conditions regarding the submission of a construction management plan and implementation of the submitted travel plan.

Subject to the recommended conditions, officers consider the development would promote the use of sustainable modes of transport for users of the site and would not have a severe impact on the transport network in accordance with paragraph 111 of the NPPF and LP13 of the CLLP.

Drainage/SUDs

The applicants have submitted a drainage strategy that demonstrates that the positive drainage of the site as a result of the development will deal with any potential surface water. Further ground investigation work and design work has been undertaken since the previous application and the drainage proposals demonstrate that all surface water run-off can be discharged via infiltration to the ground without the requirement of an overflow to the mains sewer in Riseholme Road. The strategy has been designed to accommodate 1 in 100-year rainfall event plus 40% uplift for climate change allowance. The drainage strategy will ensure that there is no increased risk of flooding.

The strategy has been considered by the County Council as Highway Authority and Lead Local Flood Authority (LLFA) who have raised no objections to the proposed arrangements. The development would therefore satisfy the requirements within paragraph 167 of the NPPF and LP14 of the CLLP.

Trees and Landscaping

The applicant has provided a detailed assessment of the current and proposed landscaping throughout the site. This includes retention of the front tree buffer area to Riseholme Road which was previously proposed to be removed in its entirety. The

existing trees within the buffer will be thinned to remove specimens that are in poor condition, dead, or too crowded. Beneath the trees it is proposed that woodland wildflowers will be planted into the existing grass. In the area to the north of the entrance new trees will be planted to extend the existing belt.

The trees on the site frontage are a notable feature locally and therefore members will recall their removal in their entirety proposed on the previous application was a contentious issue. Officers consider the revisions to maintain this buffer will have a positive impact on the wider area.

The tree planting and landscaping strategy for the wider site sets out detailed planting proposals. New planting includes, trees, planters, low level planting around buildings, wall shrubs and climbers as well as grassed areas. Overall, the proposals represent a net gain in trees, giving long term benefits to tree cover in this part of the City in accordance with Policy LP26 of the CLLP.

Archaeology

Riseholme Road follows the route of roman Ermine Street and so there is some potential for archaeology within the site. As with the previous application, it is proposed that a condition will be able to deal with any such matters during the course of construction.

Contaminated Land

A remediation scheme has been submitted with the application to address any potential contamination within the site. The City Council's Scientific Officer has considered the information and is satisfied that subject to conditions requiring implementation of the remediation scheme, any potential contamination has been successfully considered in line with Policy LP16 of the CLLP.

Conclusion

The previous refusal reason relating to height and massing of the buildings have been overcome by the revised application. The development would relate well to the site and surroundings, particularly in relation to siting, height, scale, massing, and design. The proposal allows BGU to continue to develop and ensures that there is little impact on their neighbours and the wider City.

Technical matters relating to highways, contamination, archaeology, and drainage are to the satisfaction of the relevant consultees and can be further controlled as necessary by conditions. The proposals would therefore be in accordance with the requirements of CLLP Policies and the NPPF.

Application Determined within Target Date

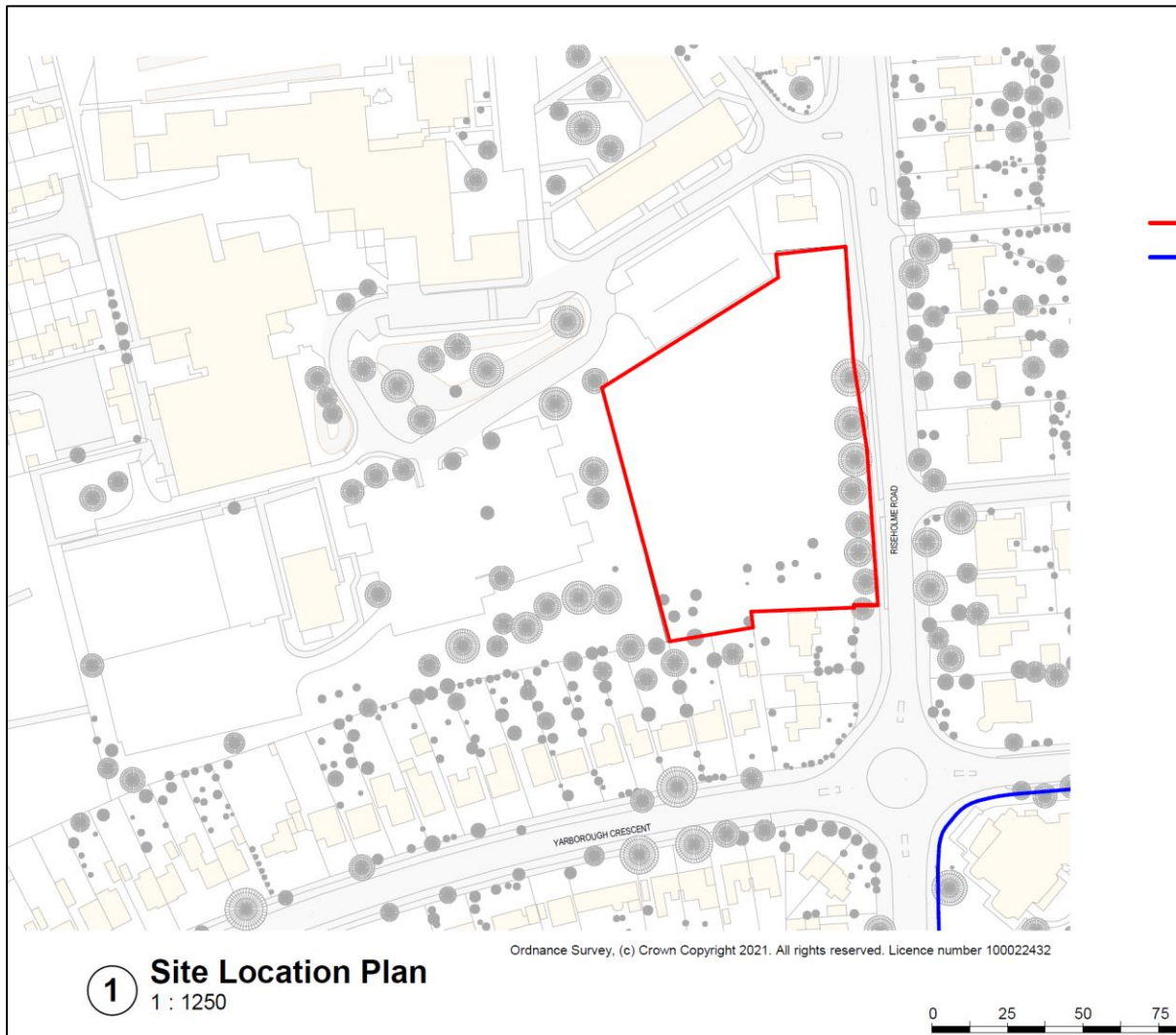
Yes – with extension of time.

Recommendation

Delegate the application to grant upon signing of the S106 subject to the conditions set out below.

Conditions

1. Development to commence within three years
2. Hedge and tree protection to be in place at all times during construction
3. Materials
4. Highway conditions
5. Archaeology
6. Remediation shall be implemented in accordance with submitted remediation strategy
7. Submission of construction management plan
8. Retention of parking spaces at all times
9. Development to proceed in accordance with submitted Travel Plan
10. Landscaping to be implemented in accordance with the submitted landscaping plan





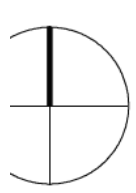
① Ground Floor Plan
1:200

Site Layout



10 No Cycle Lockers,
3 with solar charging
for e-bikes

- B Internal furniture removed LJS 10.02.21
- A Cycle Lockers Added LJS 21.01.21



- KEY**
- Pedestrian Route
Compliant with Part M
 - Accessible Spaces
10 No with additional width to allow for unloading
 - Accessible Spaces
4 No for students with disabilities not requiring unloading space
 - Staff Spaces
3 No for operation and maintenance team
 - Cycle Parking
16 No Sheffield stands providing space for 32 bicycles
 - Parking Space with Electric Charging
Twin or single charging unit

**RISEHOLME ROAD
FOR BGU**

Access & Parking

DWG NO: 4220/P02 REV NO: B

Scale: 1:500 @ A3 Date: 10th February 2021 Status: Planning

LIVINGSTON EYRE ASSOCIATES
UNIT SEVEN 14 HORTON SQUARE LONDON N1 6HT
TEL: 020 7247 8811 WWW.LIVINGSTONEYRE.CO.UK
LONDON OFFICE: 14 HORTON SQUARE LONDON N1 6HT

Access and Parking Arrangements

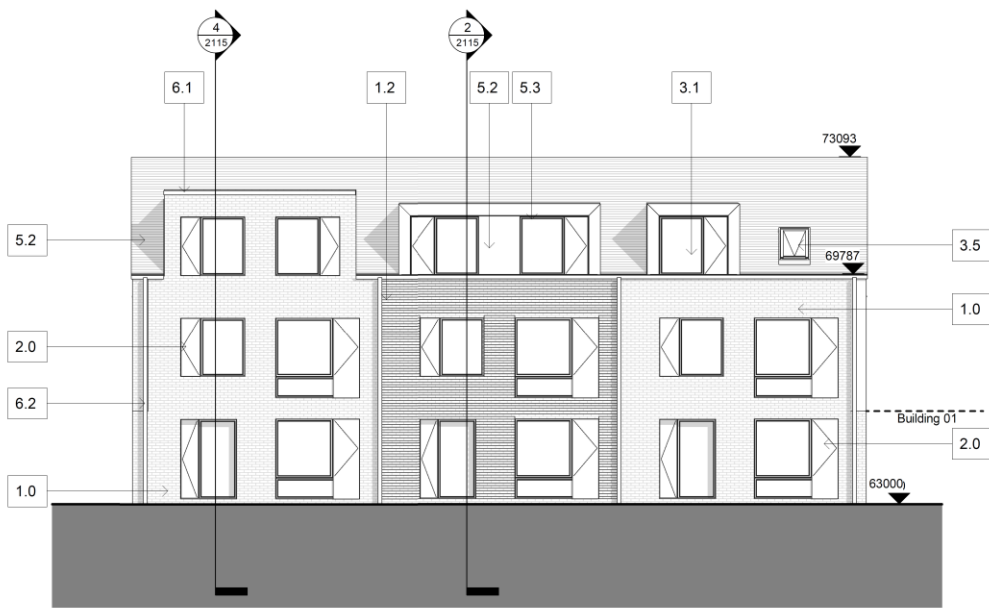


Landscaping Proposals

Elevations of townhouses fronting Riseholme Road



1 West Elevation
1 : 100



3 East Elevation
1 : 100

Floorplans of the townhouses fronting Riseholme Road



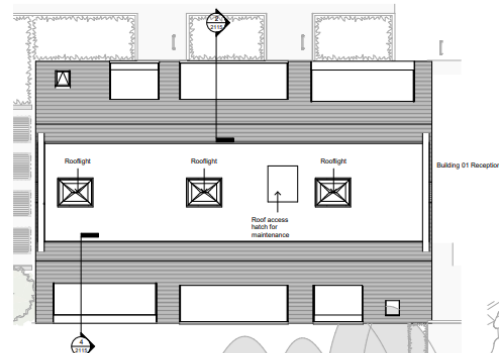
① Level 0 GA Plan
1 : 100



② Level 1 GA Plan
1 : 100



③ Level 2 GA Plan
1 : 100



④ Level 4 Roof Plan
1 : 100

Elevations of 3/4 storey buildings to the rear of the site



1 North Elevation
1 : 100



2 South Elevation
1 : 100



1 East Elevation
1 : 100

Elevations of 3 storey buildings to the rear of the site



① East Elevation
1 : 100



② West Elevation
1 : 100



Street view elevation with trees and hedge retained

View from Riseholme Road

Section through the site



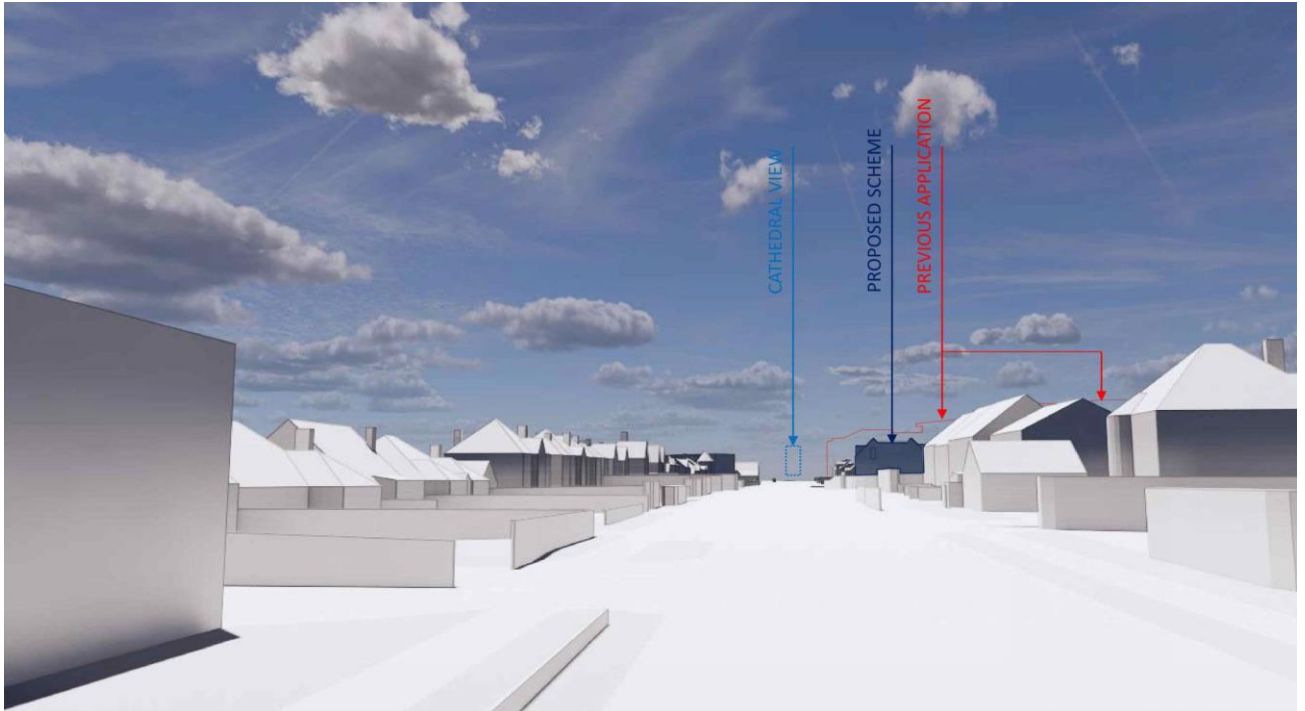
The buildings facing Riseholme Road are a similar scale to the residential properties opposite



Section through the main access road into the site showing the 2 and 3 storey residential properties facing Riseholme Road, looking north

Comparisons to previously refused application





Key view of approach to site with current and past and proposed schemes



Colour Visuals from inside the site



South facing garden court



View of apartment blocks 4, 5, and rear of townhouses from south



View from Riseholme Road



From within the site



From within the site



Riseholme Road



Housing development to the north of access to Castle Academy/ Yarborough Leisure Centre



Access into Castle Academy/ Yarborough Leisure Centre

Neighbour Comments

Miss Kelly Burns - 9 Riseholme Road Lincoln Lincolnshire LN1 3SN (Objects)

Comment submitted date: Mon 22 Mar 2021

I live at 9 Riseholme Road, Lincoln, England, LN1 3SN. Directly opposite. The traffic on this road is already dangerous and this would make getting out of my house worse and dangerous. Also the views from my house would be an eyesore. I live in an Edwardian villa in a historic part of Lincoln, do I really have to look at high rises, listen to students at all hours and have 500 cars pull out in front of my drive? This would certainly bring down the value of my house too. Can you not find somewhere to convert near the high street? There is so little green space as it is!

Mr Charles Rawding -2 Thonock Close, Lincoln, Lincolnshire, LN1 3SW

This development of residencies for 293 students will bring further problems for parking in Thonock Close, which is opposite to the proposed development. Although there is a stated BGU policy of not allowing students to bring cars if they are resident on campus, it is one which over the past few years does not seem to be policed very well. The Close is often very full with day students as well as some for a few weeks as they are in residence on the campus. As residents of number 2 Thonck Close we need easy access to our drive. This is often not possible when we have the University students mass parking. If you add just a few more cars from this new development then I fear it will become very very difficult for both the residents of the home and of Thonock Close. Emergency vehicles often have found it difficult to get access to the Close because of the double parking. If BGU can guarantee that no extra cars will be parked on the Close then maybe this will not have the detrimental impact I fear but as I stated at the beginning BGU's enforcement has been found wanting these past few years. (Some comments redacted due to sensitive nature)

David And Claire Cann (Objects)

Comment submitted date: Mon 22 Mar 2021

Having looked at the new plans for the proposed development, we still think that the scale and style of the proposed buildings still do not fit with the area. The publication that the developers distributed to residents suggested from the pictures that the scale would be 3 storey, however the development has a significant number of 4 storey buildings, which are very large buildings, considering that Riseholme Road is a residential road. Even the 3 storey buildings are out of scale for the road. I also do not think that the flat roofs of the 4 storey buildings fits in with the road. The amount of building, and the large number of students the space will accommodate also seems large for the relatively small space.

There has been a lot of building on Riseholme Road, and the loss of more green space would be a real shame. During the first lockdown the space was used by local

residents for exercise and recreation, highlighting that local residents benefit from this green space, and it would be great if it could remain. The retention of more trees is a positive improvement from the initial plans, but does not compensate for the total loss of the green space.

My final comment is about parking. Though residents will not be able to have cars, the university has admitted that it has no jurisdiction over visitors. During times when students are at university cars park all over the local area, including on Thonock Close, Newport and Yarborough Crescent. In particular cars park very close to the roundabout which can be dangerous. Over the last 12 months, since the Covid -19 pandemic there has been very few parked cars in the local area, which highlights that students and staff are likely to be responsible for these cars. Having so many more students living in the local area is likely to make this situation worse.

Thank you for consideration of our concerns as a resident of Riseholme Road.

**Mr Andrew Nolan The Old Cobblers 18 Rasen Lane
Lincoln Lincolnshire LN1 3EY (Objects)**

Comment submitted date: Wed 17 Mar 2021

Uphill Lincoln at the moment retains it's historic aspect with its mixture of attractive buildings, trees and open green spaces. The bottom of Lincoln has been devastated by massive concrete buildings obliterating views of the cathedral and castle. This should not be allowed to happen Uphill.

Attending meetings at the University I have heard that there have been up to 600 rooms vacant within the city boundaries. Is further accommodation really needed? Under the present climate with students reassessing their university options, I believe there is every chance that the flats could be built but remain unoccupied. Purpose-built student accommodation is already overwhelming Lincoln, and is often only required by first year students because of its cost.

**Alan Williams 130 Yarborough Crescent Lincoln
Lincolnshire LN1 3LX (Objects)**

Comment submitted date: Mon 15 Mar 2021

Dear Sir/Madam

I wish to register my Objection to the proposed building of the student accommodation on the land adjacent to Yarborough leisure centre. Sorry but the website isn't working.

I note this is a resubmission with a minor tweak of 17 parking spaces and access from the road.

My objections are that the planned buildings are totally out of character especially with the proposed heights of the structures.

Secondly there is the risk of further flooding as the roundabout at the Yarborough Crescent junction floods every time there is decent rainfall due to poor road construction, currently fixed with a council temporary flood sign!

My main concern is parking, 293 students and 17 parking spots (3 are for staff the remaining disabled access). Bishop Grott is already causing parking issues on Yarborough Crescent with students parking whilst attending day classes, they are blocking driveways, parking on the bus stop. Longdales Rd has cycle lanes either side as does Riseholme, Yarborough Crescent has no restrictions yet is the main access road from the A15 into the city centre, emergency vehicles and HGV's are regular users of the road. There is a cycle lane that drops from the pavement onto the bus stop on Yarborough, the parking is causing cyclists to have to emerge into the traffic that speed off the roundabout turning left off Newport. I have witnessed a disabled person in a motorised chair knocked over whilst trying to cross in the dark at this location. 293 students are not all going to cycle (I doubt if many at all will) I envisage them parking and causing restriction to Yarborough Crescent. Noise issue, Bishop Grott already causes noise pollution with the loud music, I can only see this increasing with over 200 students coming back from the City nightlife (look what happened in the West End)

Yours faithfully
Alan Williams
130 Yarborough Crescent

**Mr Christopher Reid 12 McInnes Street Lincoln LN2
5NP (Objects)**

Comment submitted date: Fri 12 Mar 2021

While I note that some improvements have been made to this application since the previous version in terms of height and the retention of more of the trees, I still have a number of concerns about the proposed development.

As before, I believe there remain issues around access onto the site, with the proposed access off Riseholme Road being, in my opinion, inappropriate given the proximity to the roundabout and Thonock Close, and that the access should have been off of the road into the Leisure Centre, which would negate those problems and not put further stresses on the road network. As previously stated, this would also improve pedestrian safety were access moved as it would bring pedestrians out by the crossing and would limit the number crossing closer to the busy roundabout.

I also have some concerns about the newly proposed make up of the development being of "town-houses" which, to me appears to be of large individual properties, similar in style to HMOs, something that, were it an existing property being converted, would cause a number of concerns around noise in particular, something which, in smaller bedroom clusters I do not think would be as much of an issue, but there are a number of 8 bedroom properties being proposed.

I acknowledge that the applicants hope that limiting parking spaces will discourage people from bringing cars and that steps will be taken against those students that do bring cars and park them nearby, however I do not believe that in reality this is feasible, unfortunately, there are those who will bring cars to university, and if there

is no parking facilities available will find somewhere else to park, quite possibly in residential streets such as Thonock Close, where there are already issues around parking, something that will only be made worse. The proposed mitigations, will not, in my opinion, be sufficient to stop them as they have also not been able to prevent the issue in the past. In my opinion, further car parking would be needed on the scheme to properly mitigate this issue.

Finally, I would also question what work has been done to assess the expected demand for this accommodation, given recent changes to learning during the pandemic and whether this is expected to remain consistent with historic levels. It is also suggested this development would allow those private lets to be used for general housing tenants, so I would be grateful if some assurance could be given that engagement has been done with these landlords to see if this is the case or if they would continue aiming to let to students.

Mrs Kathryn Gill 70 Riseholme Road Lincoln Lincolnshire LN1 3SP (Objects)

Comment submitted date: Fri 12 Mar 2021

021/0130 FUL

2832- Land fronting Riseholme Road, Lincoln

10th March 2021

I would like to register my objections regarding the proposed BGU Development, Riseholme Road, Lincoln.

The proposal for the University accommodation seems totally out of keeping with the residential dwellings surrounding them. The scale and height of the buildings is too much for the plot size and the four storey buildings are too high and will overlook all the nearby dwellings. 293 students staying in this small area is gross overcrowding and is this fair on the students or the local residents? The students will need to cross two already very busy roads to get to University and will be isolated from the rest of the campus.

The green spaces and wildlife opportunities are so small as to be insignificant and half of the mature trees will be culled which is a disappointment as the trees provide a significant eco structure. In recent years there has been a considerable loss of accessible greenspace in this part of the city and this green area is used by local residents.

Car parking in the area is already a problem, when the University is open every space along Newport has student cars parked. The documentation only allows for twenty car parking spaces, which is nowhere near enough even with a proposed ban on student cars. It seems highly unlikely that BGU would be able to prevent students and visitors from parking on nearby streets. There is already congestion around Riseholme Road roundabout and this development will add further to the problems. Why build a new student block at all at such an uncertain time, how many students will physically attend University in the near future? Will all of the huge student house developments in central Lincoln for the University of Lincoln be needed in the future? It would be unfortunate if the new buildings were built and not needed,

causing huge expensive and unnecessarily alienating the local community. Surely it is prudent to wait until the current crisis is passed before making a decision based on past information? I think any decision should be deferred for at least a year.

Regards
Ingrid Gill
Riseholme Road resident.

Mrs Susan Nock 39 Riseholme Road Lincoln LN1 3SN (Objects)

Comment submitted date: Thu 11 Mar 2021

I strongly object to this proposal.

I am disappointed but not surprised that the council has sold this last green open space on Riseholme Road, the fourth recently to be allocated for intensive development. This policy of intensively developing every scrap of open space in Lincoln is so short sighted.

I note that this development is likely to contravene the new regulations that have been agreed as part of the Government's response to the Climate Change Emergency which Lincoln City Council has signed up to.

In the local plan this site was identified as having the potential for 39 dwellings and this would respect the character of Riseholme Road which is largely residential 2 storey houses

The recently built 6 pairs of houses adjacent to this site on the north, were built after planning approval for 3 storeys was refused as it would be out of character for this area. How then can this development including 4 large blocks of 4 storey accommodation be considered appropriate?

Policy LP32, states that university 'developments will be supportedprovided that these are well integrated with and contribute positively to their surroundings'.

How can 4 storey blocks be considered as being well integrated with, and contributing positively to, a low rise residential area like Riseholme rd.

Clearly this proposal is contrary to this policy so once again; How can this development be considered appropriate.

This revised proposal still accommodates 290 students who will need to cross a very busy road which is the designated route for heavy vehicles accessing the ring road, and yet no pedestrian crossing or traffic control is included in the proposal.

The brochure circulated to local residents as part of the initial consultation does not mention the height of the constructions and the illustrations only show 2 and 3 storey buildings. Perhaps this is because they know that this was not what the Planning Committee meant when they instructed the Bishop Grosseteste University to think again about their proposal.

This development would be better suited to the sports field owned by the University

and I am sure that we will soon see a proposal for yet more accommodation on another green field.

My proposal would be to; Limit it to 3 storeys, keep the green landscaping, add a pedestrian crossing or traffic controls.

Mr Nicholas Fox_65 Manton Road Lincoln Lincolnshire LN2 2JL **(Objects)**

Comment submitted date: Wed 10 Mar 2021

The development would destroy an important public recreation space.

It would create extra congestion on Riseholme Road.

It would create much more pedestrian traffic at the Bishop Grosseteste roundabout which is already dangerous for people crossing.

Mrs Karen Johnston_237 Laughton way north Lincoln LN2 2AW **(Objects)**

Comment submitted date: Tue 09 Mar 2021

Type of development would be completely out of character for the area. Added to that, it is one of very few small green spaces left. We need to preserve this small green space and use brown field sites for building.

Mr John Noone_13 Riseholme Road Lincoln Lincolnshire LN1 3SN **(Objects)**

Comment submitted date: Mon 08 Mar 2021

The site of the proposed development (designated CL703 on the Central Lincolnshire Local Plan 2017) has been used as a much loved but 'un-specified' local green space for many years by local people and school children. As CL703 it was defined as a 1.16 hectare site with a potential for 39 dwellings. Although it would result in the loss of a rare public green space in the Riseholme Road area and as such would probably not be supported under the forthcoming new local plan, this type of development would be in accord with LP26 in that 2 storey residential dwellings would respect the existing character and identity of the area.

At an average occupancy of three, 39 dwellings would accommodate 117 people whilst BGU still proposes to house 293 on a fraction of CL703 (0.8 out of 1.16 hectares). This ambition can only be achieved by increasing the height and massing of buildings contrary to the original intent of the Local Plan and LP26.

Furthermore, amenity considerations, as laid out in the Local Plan are also key and

parts m.,n.,o. and p. are all compromised by the proposal as high density student accommodation is not compatible with neighbouring land use which is suburban housing. Properties on the Eastern side of Riseholme Road and those on the Northern side of Yarborough Crescent will be overlooked and, considering the height and massing of the re-proposed buildings, there will be inevitable overshadowing and loss of light to surrounding residents especially those on the Eastern Side of Riseholme Road where the dwellings, despite their own scale, are at a considerably lower elevation than those of the proposed development site and will lose a significant amount of afternoon/evening light as a result.

Support in principle for development by Lincoln's universities and colleges was given under LP32 2017 but only provided that "these are well integrated with and contribute positively to their surroundings". The original proposal by BGU was rightly rejected as being contrary to elements of LP26 because of the height and massing of the proposed buildings. The revised proposal also contributes nothing to its surroundings except increases in congestion, noise and a major loss of public amenity.

The consultation document circulated to local residents prior to submission of the revised application inferred 2 and 3 storey buildings this time (via the use of artists impressions) however the truth is 4 storey blocks that remain totally out of keeping with the residential dwellings surrounding them. BGU has a large playing field on campus, some of which it is understood to be considering for re-use as car parking or selling for private development. Surely better to use part of its existing estate for this development than to blot the local landscape with this patently out of place, ill-advised and most unpopular proposal?

Ms Caroline Steel_128 Yarborough Crescent Lincoln LN1 3LX (**Objects**)

Comment submitted date: Mon 08 Mar 2021

As with the previous application, I am not objecting to the principle of some development on the land in question, but the height and density of the proposed development appear to be out of keeping with the character of the surroundings. However, if the development is approved, the retention of the band of trees alongside Riseholme Road is welcomed. 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.

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 associated with improvements to A15 junction with the by-pass have resulted in a net loss of biodiversity recently. While some environmental enhancements are proposed, a net

gain for biodiversity is unlikely. If approval is given, it should be conditional on a net gain in biodiversity (including a clear maintenance plan to prevent deterioration) and no net loss of accessible greenspace. Enhancements elsewhere on the BGU campus could be considered.

Car parking in the area is a problem and it is very hard to believe that BGU would be able to prevent students and their friends from parking on nearby streets. When BGU is operating 'normally' parking by students/staff/visitors often makes it dangerous to drive in and out of my property. If BGU could control the situation now I would have more faith in future success.

Miss Charlotte Heaton_53 St Nicholas Street Lincoln Lincolnshire LN1 3EQ **(Objects)**

Comment submitted date: Mon 08 Mar 2021

I object to the building of student accommodation on this land.

There is limited green space and I believe this land should remain as it is

Mrs V Nadal_126 Nettleham Road Lincoln Lincolnshire LN2 1RX **(Objects)**

Comment submitted date: Mon 08 Mar 2021

I am objecting on the grounds that this development will further reduce Lincoln City's green spaces and that it is not appropriate to build this right next to a secondary school. This beautiful green space with mature trees providing shade in the spring and summer months is used by families, dog walkers, children after school and exercise classes. It is absolutely essential that it is kept for the good of the community. It could be used to reduce t pollution in the area by planting more CO2 & NO reducing plant species

(<https://www.theguardian.com/environment/2021/feb/18/experts-identify-super-plant-that-absorbs-roadside-air-pollution>) therefore contributing to health and welfare of the community even further (including students at BG). Congestion at this part of Riseholme Road is particularly bad and often leads to traffic issues as the traffic trails back to the roundabout with Yarborough Crescent/Newport/Longdales Road. It is very clear that this entire development could easily take place on the existing campus at Bishops Grosseteste University, four times the size of this proposed site. All the infrastructure and access roads are in place and there is sufficient space for a free car park for potential residents.

Mr Vladimir Kubjatko_50 St Nicholas Street Lincoln LN1 3EQ **(Objects)**

Comment submitted date: Mon 08 Mar 2021

I definitely do not like idea of drunk students to invading even more this historical centre. There is enough trash to deal with the ones we have here already. More would be unbearable and I would be looking to moving out of area. Has anyone

thought that Yarborough school might want to use that space in near future for educating our own children...????

Mr Peter Ricketts_11 Bellflower Close Lincoln LN2 4UD **(Objects)**

Comment submitted date: Mon 08 Mar 2021

The building is in a sensitive location on the approach to the city and a busy thoroughfare. Four storey high developments such as this proposal are unacceptable. Three storey if sufficiently well designed, spaced and landscaped may be acceptable.

Mr Dayton Smith 8 Sedgebrook house Laughton way North Lincoln LN22AN **(Objects)**

Comment submitted date: Mon 08 Mar 2021

Trees are more important than a block of flats for a uni. Keep the trees no to the flats

Mr Roy Bratty_46 Somme Close Lincoln LN1 3WA **(Objects)**

Comment submitted date: Sun 07 Mar 2021

Absolutely no need for this to go on the green field next to the school. 4 story blocks will overlook the residential properties. It will put stress on the already busy roundabout.

P Kempton 126 Yarborough Crescent Lincoln Lincolnshire LN1 3LX **(Objects)**

Comment submitted date: Thu 04 Mar 2021

With regard to this application I must assume that as a re submission my concerns voiced on the original application are still on record.

On the face of it nothing appears to have changed. The configuration of the buildings has changed but the scale and height have not. We still have three and four storey buildings when all around are only two. The car parking space has been removed and replaced by "accommodation contracts" to prevent students bringing vehicles onto the site. That is fine, but those vehicles will be spread around this area like confetti. If they think this will work their naivety borders on ridiculous and the congestion caused by on road parking will be even worse.

The student capacity has been reduced from two hundred and ninety five down to two hundred and ninety three wow two less.

Trees will be destroyed to put in another access road when one already exists. The gated access may reduce traffic when completed but will be a nightmare with the continual flow of construction vehicles during the building process so close to the roundabout it is a road safety issue.

With regard to congestion caused by on road parking considering "the consultants" who are a local firm they appear to have no knowledge of the local area and attempt to "muddy the water" by blaming the street parking and congestion on;

The Leisure Centre - which has its own free car park

The school - which has its own free car park

The Co-op - which has its own free car park

The vets - which has its own free car park

All other amenities are over one kilometre away on Bailgate with car parking facilities and the residents, which in this location all have drives mostly capable of accommodating two/three cars.

The blame for this congestion falls directly onto the shoulders of the BGU they have a car park but of course "they charge to use it" and reading the terms and conditions and the "hoops" to be jumped through I am surprised it is used at all.

Complaints regarding irresponsible parking have always fallen on deaf ears and will continue to do so.

This entire development could easily take place on the existing campus, four times the size of this proposed site. All the infrastructure and access roads are in place and enough for a free car park to avoid congestion. For some reason they resist this and want to keep this in reserve as a "land bank" for when they have used up all other options and exploited all avenues.

**Mrs Mavis Pearman_11 Thonock Close Lincoln
Lincolnshire LN1 3SW (Objects)**

Comment submitted date: Wed 03 Mar 2021

My concerns relate to:-

the loss of yet another open green space in Lincoln, in addition to which the erection of tall buildings thereupon, would hinder access to light.

the inevitable further increase in traffic in the area and worsening queues at the nearby traffic island, with worsening difficulties for pedestrians (including school children and the elderly) trying to cross the road at that point.

Tony Moir (**Objects**)

Comment submitted date: Tue 02 Mar 2021

I would like to promote my objection to the above proposed application on several point listed.

1. We have recently moved into Thonock Close, and feel this development will devalue our property.
2. From our back garden and kitchen window we can view the tree screen currently in place and therefore a higher storey building will impose and be viewed from my property. The original application was lower storey buildings, why the sudden change? Any noise created from the accommodation will be heard in Thonock Close, and as we are night shift workers will affect our health and well being.
3. Parking will impact on Thonock Close, as providing significantly low limits of student parking onsite will encourage students to park at the nearest opportunity, Thonock Close. This will impact on the street, as well as impose on Emergency services attending the street.
4. The addition of a further entrance to the application will impact on entering and exiting from Thonock Close.

I hope the committee would consider the affect of the above on such a small cul de sac street, and once again reject the application.

Ann Hipkin (**Objects**)

Comment submitted date: Mon 01 Mar 2021

This Application from BGU varies very little from 2019/0943/FUL which was rejected last year and I would once again like to submit my objections to the current one.

There is no question that this build will impact greatly on the uphill area of this beautiful City and the LN1 postcode in particular. This is the prime postcode when buying and selling properties and, therefore, house prices will be affected if this application is granted the go ahead. It is a joke to imply the parking in the area will be unaffected as lockdown has proved, firstly, that many students can work from home and secondly, it has cleared Thonock Close, where I live, of the ongoing problem of student parking. The new plans cater for 293 students on site, with only 20 parking bays. This is an impossible ratio and one which will most definitely cause on-street parking nearby, which will be impossible to monitor. Complaints have been made over the years to BGU on this subject and they have been ignored, so why should that situation improve. It is an ongoing source of annoyance and danger when vehicles are parked so close together. The University should accommodate their students AND their vehicles, and if they cannot then maybe they are over-subscribed.

I am delighted to note that this new application intends to retain the trees fronting Riseholme Road when in the 2019 report they were deemed diseased . Is this to placate objectors to the new plan?

The detriment to the various services i.e. access road and water supply is a further cause for concern as both and more are already over-subscribed. Why does yet another beautiful green space in the City have to be utilised in this way. The fact that one third of the population of Lincoln is now taken up by students means we are swamped with them and I feel the Committee Members should have this in mind when determining this Application. Riseholme Road is already a very busy entrance/exit access for the City and more traffic will only make it a dangerous one.

I would ask the Committee to take on board these comments and once again reject the application.

Yours faithfully

Ann Hipkin

**Mr Brett Still_6 Riseholme Road Lincoln Lincolnshire LN1
3SL (Objects)**

Comment submitted date: Sun 28 Feb 2021

We are strongly opposed to the application on the basis of the following issues deemed permissible in the planning letter: scale and height, overlooking our property, highway safety and congestion and noise and disturbance. In addition, our established right of way access to the land has been blocked and we wish to object.

For scale and height, building 3, which sits closest to our property boundary, has three storeys. In the original plans a smaller scale office and teaching space was proposed next to our fence line. This new building proposal is of much greater scale and marked as student accommodation. I am concerned it is not in keeping with the comments from the previous council meeting regarding the number of storeys permissible. Having a three-storey building immediately next to an existing residential property would be overshadowing. From our north facing windows all we will see is a towering wall. As well, the overall site plan now has substantially more buildings compared to the original plans increasing the density of buildings on the site.

For overlooking our property, building 4 at the west side of the site has east facing windows which will look directly into our yard reducing privacy for our family. Also, there is a bedroom window on the south wall of building 3 which looks directly at our bedroom window.

For highway safety and congestion, we are concerned by the extra pedestrian traffic on the roundabout adjacent. In the original plans provisions for pedestrians to cross

was reviewed and a decision was made that no changes were necessary. We still object to this and believe a better crossing system is needed. Road traffic has been on the increase every year and with the addition of students using the roundabout to access the campus this will create additional congestion especially at peak times.

For noise and disturbance, we are strongly opposed to the building closest to our boundary being student accommodation. Again, relating to the original plans, an office and teaching space was proposed. This would suite our needs better as the building would mainly be occupied office hours and presumably vacant in the evenings (a reasonable compromise). However, now that student accommodation has been proposed for 24 students closest to our fence line noise and disturbance will increase. There are three communal lounge areas on the ground floor which will most likely be used well into the evenings and late at night. On the rare occasional that there have been people on the field late at night, the noise flows through to our property especially into the back bedrooms. With communal areas so close to my property this will create serious noise disturbance. We are also concerned with the large lawn area close to our property which will most likely encourage students to gather and linger late into the evening again creating more noise and disturbance.

As a further point we would like to raise the issue of our established right of way being blocked. On the plans a grounds maintenance store will sit immediately behind our back gate blocking our access. We have spoken to someone from the consultancy company, and they have advised that the council was aware of the gate access but that the issue had been resolved. It has not. We have not been contacted by anyone from the council nor have we been invited to join any consultation talks regarding such matter. If this matter was resolved without our knowledge, then we must object. We use the gate on a regular basis to access the land and it has been there for over 20 years providing an established right of access. We are disappointed that we were not consulted on this matter.

**Mr Jonah Luke Pain_46 Riseholme Road Lincoln LN1
3SP (Supports)**

Comment submitted date: Thu 25 Feb 2021

I'm quite happy with the alterations made to the application and am confident the designs are adequate for both the area and the new student residents.

My only concern not addressed in the application but not detrimental to my stance is the parking planning.

As long as BGU is confident they would support local residents in prohibiting incoming students/moving day parents from parking on adjacent property car parks (eg. the one covering 46-66 Riseholme Road), then I'm quite happy with everything and look forward to seeing the new designs in action.

Mr Mark Harris 4 Riseholme Road Lincoln Lincolnshire LN1 3SL (Objects)

Comment submitted date: Wed 24 Feb 2021

I am very concerned about the new development effecting the light in my property and garden.

<p>1</p> <p>CITY OF 06 MAR 2021 LINCOLN COUNCIL</p>	<p>15 THROCK CROSE LINCOLN. LN1 3SW</p>	<p>2</p> <p>Further we understand several residents in and around our close have put their properties up for sale which speaks for itself.</p>
<p>Mr Walters,</p> <p>In response to your letter dated 19 Feb regarding the proposed development on land adjacent to Gressingham Leisure Centre Riseholme Rd Lincoln we wish to register our objection to this proposal on many of the issues.</p> <p>Traffic noise, especially in case of student parking in recent times causing disturbance will now be greatly increased by air pollution from building contractor vehicles plus utility vehicles & then more student parking.</p> <p>The danger to pedestrian crossing the road to the college will inhibit our ability to pass in and out of our close doesn't back well on the main road with the increased traffic.</p>		<p>We have lived here in Throck Crose since 1997 at which time it was a very peaceful area to be in as we approached retirement. We appreciate and acknowledge times are changing but do not expect to be affected with the prospect of being overrun by the student revolution now cropping up in all areas.</p>
		<p>This proposal should once again be rejected out of hand and consigned to the bin.</p> <p>Sincerely 28/03/21 [REDACTED]</p> <p>WE VALUE OUR CLOSE AND OUR AREA.</p>



19 Thunock Close
Lincoln LN1 3SW

Simon Walters MBA .ACIS . MCMI
Directorate of Communities & Environment
City Hall
Beaumont Fee
Lincoln
LN1 1DF

REF 2021 /0130/FUL
2832 - Land fronting Riseholme Road

27 th Feb 2021

Dear Mr Walters

Re Proposed Planning Permission Land adjacent to Yarborough
Leisure Centre

The re application as presented by Bishop Grosseteste's architect's
is a purely a cosemeticized version of the original application .

It fails to address the main issues which indeed in many cases are
by their very nature , being un resolvable.

To name but a few :

Parking issues during construction and very much so after
completion

Traffic impact during construction and very much so after
completion

Surface Water and Grey water management

The presented plans wholly fail to blend with the existing
architectural and landscape and vista .



Introduction of additional pressures to already over loaded local services e.g doctors , dentists , hospitals , and all local service related utilities .

Student accommodation identifies with anti social behaviour , in terms of nocturnal activity , increased levels of noise disturbance , etc which given the LNI areas propensity for mid age to a existing retirement population bias is in appropriate .

Parking being one of the largest considerations as Bishop Grosseteste' s assertion of managing traffic and parking is an absurd ill thought resolution . B . G. have on authority to manage cars parked on the highway or indeed to checked number plates to find who owns said vehicles , never the less confront owners to remove vehicles .

During the Covid Lock Down there have been no parking issues in local residential streets notably in Thonock Close . The absence of students and lecturers at B.G. have meant there are no students and lecturers using Thonock Close as convenient free parking seven days a week. Once the University re opens we will presumably go back to being faced with the same parking issues , and if the development is allowed to proceed , even more parking pressures will prevail . Impacting access to residents properties and problems for utility and emergency service vehicles to attend as necessary.

Indeed Thonock Close strongly presents a case for full yellow linage to be introduced to protect residents and ensure safety in regard of maintaining basic access rights to their properties and also for the needs of utility vehicles and emergency vehicles to access and service said properties .

Local residents in and around Thonock Close , and Riseholme Road are becoming so un happy with B.G. 's arrogant attitude and lack of empathy with local residents well being that they are selling their properties and moving away , several have already sold and gone others have their properties on the market for this very reason. It is definitely not



something for B.G. to be proud off despite alluding that their initiative is to be caring neighbours within the local neighbourhood.

Given Road safety concerns , utility services concerns , parking issues , lack of architectural empathy , and indeed considering the very big question does the Historic LNI area need further high density modern themed development to be imposed and become burdensome . I believe the Planning department have a very large responsibility to make a informed and very careful considered decision with regard to this application , given the strength of feeling within the local area .

In closing the amount of concerns from local people and for that matter professional bodies with an interest in the application , balanced against the letters of support , indeed if any , will identify with the strength of feeling , and lack of support for what will become in time un necessary as students begin to access remote studies and realise the non necessity to attend the University Campus .

Yours sincerely

Mr R . & Mrs A . E. Carter

9 Thonock Close
Lincoln
LN1 3SW

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

8th March 2021

Your Ref: 2021/0130/FUL

Dear Mr Manning

We wish to object to BGU's new plans for student accommodation on Riseholme Road.

Although the town houses seem to be an improvement on the previous plans, we feel three storeys is too high for buildings fronting onto Riseholme Road and four storeys is too high for the blocks.

This is a prime residential area of uphill Lincoln and has been turned into student land. We have lived in this area for over 50 years and have watched BGU take over, without any thought for local residents.

We are still concerned about the lack of on-site parking. There will be some students, who even though they signed an agreement, will think they can get away with parking in Thonock Close. Some will think the rules don't apply to them and will consider the close to be their own personal car park. How do BGU propose to monitor this? Are we to rush out of our houses and follow drivers up the close to see if they cross Riseholme Road to go the new blocks or if they go towards BGU?

The difference in the close has been very noticeable during the last year, as it is during BGU holidays. There are occasions when cars are parked on both paths and residents have to walk on the road. This is dangerous and unsafe. Parking restrictions are needed if only to cover university hours. If nothing is done, this problem will only get worse.

There is also the loss of green space to consider as there are no public parks and very few open spaces in uphill Lincoln. We also have concerns about noise and loud music from student gatherings.

We are pleased the trees and hedges will be left in place and more added.

We urge the committee to reject this application until all the issues have been resolved.

Yours sincerely



Mr D Langdale



Mrs M Langdale

Chris & Lesley BOWATER

115 Yarborough Crescent
Lincoln
LN1 5NE

11 March 2021

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

The proposed development:
Land adjacent to Yarborough Leisure Centre, Riseholme Road, Lincoln

Dear Sir

In respect to the above mentioned proposal, our objections in reality do not differ from those stated in previous planning applications.

As a resident on Yarborough Crescent for more than forty years, and previously a staff member at what was Yarborough High School and having close working relationship with the Bishop Grosseteste College, now University, we are well positioned to have a considered view.

We have seen the growth of passing traffic on Riseholme and on the Crescent since the rerouting due to the building of the by-Pass. Heavy haulage traffic has added to the existing bus route, the increase of private motor vehicles, as well as traffic to and from the school and the Leisure Centre. Serious concern is to be made for students attending the school crossing the road coming from Ermine, Longdales Road and area. There'll be inevitably an increase of traffic to and from the proposed buildings.

It is suggested that students won't be permitted to park private vehicles on the site thus kicking the 'parking can' literally down the road, to nearby roads such as ours, Thonock Close, and others. This is already a cause of dispute under present arrangements.

We have lived, not overlooked, for the duration of our time being on Yarborough Crescent. We suspect that the building proposals will adversely affect our property values, a selling point being the fact that we are not 'immediately' overlooked. The proposed heights of buildings are not that clear on the plans. The objective has been to give an artists impression from the viewpoint of Riseholme Road. 'The look' from Yarborough Crescent seems not to have been considered.

We believe that the increase of student accommodation in the City is disproportionate to the current and future requirements. There will be huge sociological and financial changes on the horizon, due in large to COVID, affecting the take up for University places. This is a well documented perspective.


Trees were planted along the fence line of our properties presumably for ecological and/or screening purposes. What will happen to them?

This proposal still doesn't satisfy our concerns and therefore doesn't meet with our approval

Yours sincerely,

Rev Canon Chris and Lesley BOWATER

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



13/03/21

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

Dear Mr Manning,

OBJECTION: 2021/0130/FUL | Erection of five 3 and 4 storey buildings and twelve 2 and 3 storey town houses for student accommodation with vehicular access from Riseholme Road (Resubmission) | Land Adjacent to Yarborough Leisure Centre Riseholme Road Lincoln

Firstly, I would like to make it clear that I would have liked the site to stay as it is, for the continued benefit and enjoyment of the local community. Sadly, Rik Metcalf and other councillors are so greedy and short-sighted they stealthily agreed the sale of the land without full and reasonable consultation with residents, they'll be no green space left at all soon! So much for the council's climate declaration. Rant over ☹️.

Being a recognised primary "Gateway to the City" this proposed development will have a negative visual impact. This 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.

This new application is still totally out of character with the area, basically BGU are applying to build a self-catering hotel complex in the midst of residential housing, there is no vehicle parking provision planned at all and BGU's claim that students will not bring cars is ridiculous.

Another point to consider is BGU are very likely, at a later date to use these facilities as a hotel in the summer months as they already do with their existing on-campus facilities. With this in mind I feel the application has to be considered as a purely commercial development and not residential and vehicle parking has to be re-considered in the light of this.

The new design is still 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.

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.

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.

49% of the established trees will be lost (31 removed from the existing 63) and this has not been effectively mitigated in the plans.

The existing well used footpath across the site which has been established for over 40 years will be lost.

BGU are still trying to cram too much onto this site. The northern most block (building 6) is only 4.3 meters from the eastern site boundary (next to Riseholme Road) and 4.6 meters from the northern site boundary. The building is beyond the existing building line. Although, all looks good on the artist impressions this is not enough space for any landscaping to screen the building from the main road. Probably just enough space for a few shrubs?

The Planning Noise Assessment commissioned by BGU shows concerns for internal noise levels in all rooms facing Riseholme Road (to be mitigated by special glazing.) The assessment tests were conducted on 7th and 8th of December 2020 when Lincoln was in tier 3 lockdown. Traffic volumes would be significantly higher under normal conditions and I wonder if this needs to be looked at again. I urge you to read the conclusions of the noise report and draw also your attention to items 6.3.7, 7.1.4 and 8.3 with additional consideration to the time the tests were conducted. My own house is approximately 16 meters from the road and I certainly experience road noise, but no noticeable air pollution. Obviously, eastern facing rooms in this new development, particularly in building 6 are going to experience both.

Not wishing to be cynical, but the timing of the noise assessment test is reminiscent of the original site usage survey carried out in mid-winter which unsurprisingly showed little usage.

Summing up, to be fair, would any of you sitting on this committee want 300 students moving in next door to you? when BGU have ample space on their existing campus to fulfill their requirements for additional accommodation. A solution which would in fact be much safer and better for the students themselves.

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 we should be protecting the few green spaces we have left.

Yours sincerely,



M.J. Riley

Our ref: jw1122 corrected

69 Nettleham Road
Lincoln
LN2 1RT

14 March 2021

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

Dear Mr Manning

OBJECTION: Planning Application: 2021/0130/FUL: BGU Student Accommodation on Riseholme Road, Lincoln

Although Bishop Grosseteste University [BGU] is a much valued institution in Lincoln, and the current application has improved from the completely unacceptable first application, it still has major adverse issues. **I therefore strongly object to this Planning Application for the following reasons:**

Loss of Green Space for Recreation and Health

This site is a much used and valued local green space. In Lincoln generally, every available piece of land is being developed, and the City is being impoverished of open space. Riseholme Road has recently lost four similar green spaces to development, including some on land owned by Lincoln City Council, like this site. If it is developed, the nearest open green spaces such as the West Common and Arboretum will be over one mile away.

Lincoln City Council has a responsibility to provide local green space for residents. Although this site has been designated for residential development, the City does not have to sell it for development.

It could work in partnership with BGU to provide the better solution recommended below.

Inappropriate Development on Riseholme Road

It is extremely inappropriate to locate such a dense development for 293 students in this quiet residential area. **By far the most suitable location for this development would be on BGU's own campus.**

Height, Massing, and Layout

The previous application was refused because it would be harmful to the character and local distinctiveness of the site and its surroundings by reason of the height and massing of the buildings, contrary to Policy LP26. This current application is still out of character in this residential area. In particular, the 4 storey blocks are higher than anything nearby. They will appear particularly intrusive when driving south towards the Cathedral along Riseholme Road. The blocks next to the southern boundary are close to existing housing and will also appear very intrusive.

Access, Traffic, and Walking Routes.

Riseholme Road is daily congested with slow moving queues of traffic. Each ad-hoc development constructs its own access road onto Riseholme Road, and drivers can find it virtually impossible to pull out into the main queue.

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

The consultants highlight the short walking route to the main campus, but ignore the difficulties and danger of 293 students crossing two busy main roads in groups at peak times to get there, particularly Riseholme 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

Site parking is restricted to 14 student spaces. This is a massive under provision. There appears to be no consideration of problems at beginning and end of term, when the belongings of 293 students have to be delivered or collected. At minimum, each bedroom should be allocated a small separate store where students' belongings could be kept when their rooms have to be totally vacated during vacation.

Sustainability and Lack of Solar Panels on Rear Roofs

The application and Energy Statement emphasises the 'Green' credentials of the development. It is therefore surprising that solar photovoltaic panels are not specified for rear facing west and south roofs, where visual intrusion would be minimal.

Removal of 31 Trees

I support the concerns of your Arboricultural Officer regarding removing trees from within a tightly grown group of trees. Over the years, trees achieve a mutual cohesive balance, and thinning out some trees that might be considered sub-standard could expose the remainder to high risk of instability and storm damage. It would be far better to allow trees to remain, even if they are category C trees.

Also, many of these trees need to be felled to form the separate entrance. If the entrance had been combined with the existing one from the Sports Centre, this tree loss could have been avoided

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

An Alternative Proposal

BGU has a sports field on campus four times larger than this application site. BGU have already recorded that it was considering selling some of this land for development, and using some for additional car parking, provided that Sports England lifted its constraints against building on sports facilities. However, Sports England could agree to development if BGU provided equivalent sports facilities elsewhere.

It would be a far better option if BGU decided to build this student accommodation on campus.

This land could be released from Sports England constraints if BGU bought the Riseholme Road application site solely for sports. This would keep it open and green, and next to Yarborough Leisure Centre, with whom BGU has already explored potential sports developments and a partnership. As there are some concerns regarding the future of the Leisure Centre, closer collaboration and support from BGU is desirable. It seems a perfect fit.

The accommodation for 293 first year students could then be built more conveniently on campus, and where it also would not be an intrusive or contentious development.

I therefore urge the Planning Committee to encourage Bishop Grosseteste University to

- **build this student accommodation on part of the sports field on campus**
- **acquire and provide an equivalent sports area adjacent to Yarborough Leisure Centre**
- **develop a supporting partnership with Yarborough Leisure Centre**

Yours faithfully

Jeremy Wright
B Sc, MICE, Chartered Engineer.

Consultees Comments

Lincolnshire Police

Comment Date: Tue 23 Feb 2021

No objections.

Lincoln Civic Trust

Comment Date: Tue 16 Mar 2021

OBJECTION

We accept that this is a far better plan than the previous application but we still have many concerns.

Our concerns are:

' Considering the application is to build on what is currently a green space, there has been little done to provide for a reasonable amount of green environment. The reason for this, is the requirement to house 290 plus students, which given the City of Lincoln Council's predictions quoted in the latest strategy report that by 2026 the demand for student accommodation will have 'greatly reduced', we feel the provision to be excessive and unnecessary. It is also predicted after the pandemic, many students will carry out more of their courses 'virtually' from home, only visiting Universities for tutorials and examinations.

' If the application were to accommodate a lesser number of students (as mentioned above), it would firstly facilitate the reduction of the 4-storey flat roofed 'plain blocks' to 3-storey (more in keeping with the area) buildings and would secondly allow for more 'green' space provided between the buildings and thus fulfilling the 'green' agenda. It should be remembered that this is predominately a residential area and has been an open space for some years.

' Our comments regarding access are the same as for the first application, as we fail to understand why the 'overall' site should need 'another' vehicle entrance/exit onto Riseholme Road. There is already a perfectly adequate access to the Sports Centre and the Castle Academy (with central bollards and slip roads etc) which with the addition of traffic lights would provide a much better and safer access to the whole site to the benefit of all three organisations and the public. This is a dangerous stretch of road as due to the nature and design of the road, vehicles passing at this point are at or even over the speed limit and the whole area would benefit from proper traffic control. We would suggest that a purely pedestrian access be made at the southern end of the site to allow students to walk to and from the main Longdales Road site

' Furthermore, there is a complete lack of safety measures for the students moving on foot between the two sites. The roundabout offers little protection or assistance from the constant flow of vehicles. In fact, the roundabout creates its own dangers as drivers approaching the roundabout are constantly looking to their right to see if they can easily enter the flow. This means that their awareness of pedestrians approaching from the left can go completely unsighted. We are amazed that Highways seem oblivious of this danger and that they have not insisted on better

pedestrian protection.

' Concern must be raised over the lack of consideration of car parking. Whilst we understand the Council's and Universities position to discourage the use motor vehicles, it is inevitable that some students, particularly mature students, WILL bring motor vehicles and this will inevitably lead to the residential streets around the university being further blighted by cars parked in residential streets.

' With the pressure now on everyone to consider the 'green' agenda, it is unbelievable that the flat roofed buildings do not have solar panels on them. This would be a big step towards the carbon free environment that is desired and Bishop Grosseteste University ought to be leading by example.

' We would also echo the comments of the Arboriculturist and are dismayed by the number of trees to be removed.

Education Planning Manager, Lincolnshire County Council

Comment Date: Thu 18 Mar 2021

The County Council has no comments to make on this application in relation to education.

Upper Witham, Witham First District & Witham Third District

Comment Date: Fri 12 Mar 2021

Witham 3rd Extended Area - the board has no comments on this application, the development does not affect the interests of the board.

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

To: Lincoln City Council

Application Ref: 2021/0130/FUL

Proposal: **Erection of five 3 and 4 storey buildings and twelve 2 and 3 storey town houses for student accommodation with vehicular access from Riseholme Road (Resubmission)**

Location: **Land Adjacent To Yarborough Leisure Centre, Riseholme Road, Lincoln**

With reference to the above application received 19 February 2021

Notice is hereby given that the County Council as Local Highway and Lead Local Flood Authority:

Requests that any permission given by the Local Planning Authority shall include the conditions below.

CONDITIONS (INCLUDING REASONS)

There are few amendments to this resubmission compared with the previous application with regard to highway and drainage matters. As such, the response remains largely unchanged.

Vehicular access to the site is acceptable, with good visibility and geometry for the intended use. The site is located in a sustainable location with good access by foot, cycle and bus to the university, local amenities and facilities in the city centre. As noted later in the response, we request additional weekday evening bus services to serve the development for three years post final completion. Students residing in the accommodation will be prohibited from bringing a private vehicle to university by means of a stipulation in their contract and as such will be reliant on sustainable transport modes. The proposals include adequate cycle parking provision with associated infrastructure such as lockers and e-bike charging facilities. There is sufficient car parking provided within the site for staff and those living in accessible accommodation. Refuse collection will be undertaken within the site curtilage and swept path analysis has been submitted to demonstrate the manoeuvre can be undertaken by the intended vehicle.

Further investigative and design work has been undertaken on the drainage proposals since the previous submission to demonstrate that all surface water run-off from the site can be discharged

via infiltration to ground without the requirement of an overflow to the mains sewer in Riseholme Road. The strategy has been designed to accommodate 1 in 100 year rainfall event with 40% uplift for climate change allowance.

Highway Condition 00

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

The Construction Management Plan and Method Statement shall include;

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

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

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

Highway Condition 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 Informative 03

The permitted development requires the formation of a new/amended vehicular access. These works will require approval from the Highway Authority in accordance with Section 184 of the Highways Act. The works should be constructed in accordance with the Authority's specification that is current at the time of construction. Relocation of existing apparatus, underground services or street furniture will be the responsibility of the applicant, prior to application. For application guidance, approval and specification details, please visit

<https://www.lincolnshire.gov.uk/licences-permits/apply-dropped-kerb> or contact vehiclecrossings@lincolnshire.gov.uk

Highway Informative 08

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

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.

Case Officer:
Becky Melhuish
for Warren Peppard
Head of Development Management

Date: 6 May 2021

NHS Lincolnshire Clinical Commissioning Group

Application Number: 2021-0130

**Location: Land Adjacent To Yarborough Leisure Centre, Riseholme Road,
Lincoln**

<p>Impact of new development on GP practice</p>	<p>The above development is proposing 293 dwellings which, based on the average of 1 person per dwelling for the Lincoln City Council area, would result in an increase in patient population of 293.</p> <p>The calculations below show the likely impact of this new population in terms of number of additional consultation time required by clinicians. This is based on the Department of Health calculation in HBN11-01: Facilities for Primary and Community Care Services.</p> <p>Consulting room GP</p> <table border="1" data-bbox="472 824 1193 1099"> <tr> <td>Proposed population</td> <td>293</td> </tr> <tr> <td>Access rate</td> <td>5260 per 1000 patients</td> </tr> <tr> <td>Anticipated annual contacts</td> <td>$0.293 \times 5260 = 1541$</td> </tr> <tr> <td>Assume 100% patient use of room</td> <td>1541</td> </tr> <tr> <td>Assume surgery open 50 weeks per year</td> <td>$1541/50 = 30.8$</td> </tr> <tr> <td>Appointment duration</td> <td>15 mins</td> </tr> <tr> <td>Patient appointment time per week</td> <td>$30.8 \times 15/60 = 7.7$ hrs per week</td> </tr> </table> <p>Treatment room Practice Nurse</p> <table border="1" data-bbox="472 1182 1193 1458"> <tr> <td>Proposed population</td> <td>293</td> </tr> <tr> <td>Access rate</td> <td>5260 per 1000 patients</td> </tr> <tr> <td>Anticipated annual contacts</td> <td>$0.293 \times 5260 = 1541$</td> </tr> <tr> <td>Assume 20% patient use of room</td> <td>$1541 \times 20\% = 308.2$</td> </tr> <tr> <td>Assume surgery open 50 weeks per year</td> <td>$308.2/50 = 6.165$</td> </tr> <tr> <td>Appointment duration</td> <td>20 mins</td> </tr> <tr> <td>Patient appointment time per week</td> <td>$6.165 \times 20/60 = 2.1$ hrs per week</td> </tr> </table> <p>Therefore an increase in population of 293 in the Lincoln City Council area will place extra pressure on existing provisions, for example- extra appointments requires additional consulting hours (as demonstrated in the calculations above.) This in turn impacts on premises, with extra consulting/treatment room requirements.</p>	Proposed population	293	Access rate	5260 per 1000 patients	Anticipated annual contacts	$0.293 \times 5260 = 1541$	Assume 100% patient use of room	1541	Assume surgery open 50 weeks per year	$1541/50 = 30.8$	Appointment duration	15 mins	Patient appointment time per week	$30.8 \times 15/60 = 7.7$ hrs per week	Proposed population	293	Access rate	5260 per 1000 patients	Anticipated annual contacts	$0.293 \times 5260 = 1541$	Assume 20% patient use of room	$1541 \times 20\% = 308.2$	Assume surgery open 50 weeks per year	$308.2/50 = 6.165$	Appointment duration	20 mins	Patient appointment time per week	$6.165 \times 20/60 = 2.1$ hrs per week
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<p>GP practice(s) most likely to be affected by the housing development</p>	<p>Due to the fact that patients can choose to register at any practice that covers the area of the development, and there are no waiting lists for patients, all practices that provide care for the region that the development falls within are obliged to take on patients, regardless of capacity.</p>																												

¹ Source: Lincolnshire Research Observatory 2011 Census Data

	<p>The development could impact on the following practices: Lindum Medical Practice Minster Medical Practice The University Surgery Abbey Medical Practice Glebe Park Surgery</p> <p>Due to the location of the development the 2 practices that would be impacted the most are Lindum and Minster Medical Practices.</p>
<p>Issues to be addressed to ensure the development is acceptable</p>	<p>Lincolnshire Clinical Commissioning Group (LCCG) wishes for the Section 106 contribution from the development of 293 dwellings on the land off adjacent to Yarborough Leisure Centre, Riseholme Road, to contribute to the development of additional clinical space in both Lindum Medical Practice and Minster Medical Practice.</p> <p>Nationally the NHS Long Term Plan, published in January 2019, seeks to improve the quality of patient care and health outcomes. The plan builds on previous national strategies, including the General Practice Forward View (2016), and includes measures to:</p> <ul style="list-style-type: none"> • Improve out-of-hospital care, supporting primary medical and community health services; • Ensure all children get the best start in life by continuing to improve maternity safety including halving the number of stillbirths, maternal and neonatal deaths and serious brain injury by 2025; • Support older people through more personalised care and stronger community and primary care services; • Make digital health services a mainstream part of the NHS, so that patients in England will be able to access a digital GP offer. <p>The strategic direction both nationally through the development of Primary Care Networks (PCN) and locally through the Sustainability Transformation Plan, is to provide primary care at scale, facilitating 100% patient population coverage by primary care and services being delivered in the community in an integrated way. Included within the PCNs is the requirement to provide on-line access to services and appointments, as well as the introduction of additional roles to enhance the delivery of primary care, including Clinical Pharmacists, Physiotherapists, Social Prescribers, Emergency Care and Mental Health Practitioners.</p> <p>Due to the location of the development the two practices impacted on are Lindum and Minster Medical Practices. The practices are within the LCCG IMP Primary Care Network where the housing is being developed. There is a huge variation in the type, age and suitability of current premises within the PCN.</p> <p>The Lindum Medical Practice currently has 14 clinical rooms within in the surgery with between 90-100% utilisation depending on the day of the week. The practice is providing primary care to a patient list size of 9,419 (list size as on 1st Jan 2021).</p>

	<p>Minster Medical Practice currently has 13 clinical rooms within in the surgery with a minimum of 90% room utilisation. The practice is providing primary care to a patient list size of 10,356 (list size as on 1st Jan 2021).</p> <p>Both practices have significant challenges managing room capacity; their existing clinical space does not provide sufficient capacity to manage the projected patient increase.</p> <p>The PCN is working to employ additional staff to increase capacity within primary care and as more care is moved to the community from secondary care closer to individuals home. The additional clinical rooms will enable the provision of further clinical staff and services to meet the patient needs.</p> <p>The additional clinical rooms will also facilitate both collaboration and integrated working of health and wellbeing services, to meet the projected increase in the patient population. Whilst supporting the sustainability of key services in the community enabling an equitable health care provision across the patient population.</p>																																										
<p>Fairly and reasonably related in scale and kind to the development.</p>	<table border="1" data-bbox="472 766 1335 1010"> <thead> <tr> <th></th> <th>Average list size per GP</th> <th>Required m2</th> <th>£ per m2</th> <th>Total cost</th> <th>£per person</th> </tr> </thead> <tbody> <tr> <td>GP team</td> <td>1,800</td> <td>170</td> <td>2,300</td> <td>£391,000</td> <td>217</td> </tr> <tr> <td>GP furnishings</td> <td>1,800</td> <td></td> <td></td> <td>£20,000</td> <td>12</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>229</td> </tr> <tr> <td colspan="5">Contingency requirements @ 20%</td> <td>46</td> </tr> <tr> <td colspan="5">Total per resident</td> <td>275</td> </tr> <tr> <td colspan="5">Total per dwelling (resident x 2.3)</td> <td>632.50</td> </tr> </tbody> </table> <p>The table above shows the contribution formula which is based on the needs of a Primary Care Health Team and associated administration support. By applying average national list sizes to these groups and identifying the required area and furnishings, a total cost of £275 per patient is determined. This figure is multiplied by 2.3 (the average number of persons per dwelling for Lincoln City Council) to provide a funding per dwelling of £632.50.</p>		Average list size per GP	Required m2	£ per m2	Total cost	£per person	GP team	1,800	170	2,300	£391,000	217	GP furnishings	1,800			£20,000	12						229	Contingency requirements @ 20%					46	Total per resident					275	Total per dwelling (resident x 2.3)					632.50
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<p>Financial Contribution requested</p>	<p>The contribution requested for the development of £80,575.00 (£275 x 293 dwellings.)</p> <p>The contribution amount has been set at £275 rather than the normal £632.50 due to the development being for student accommodation which normally has 1 resident per dwelling rather than 2.3.</p> <p>Please note that the expectation is that the appropriate indexation rate and any late payment penalties would also be paid on top of the value specified above.</p>																																										
<p>Trigger point</p>	<p>After reviewing the practice response regarding their capacity to accommodate the increase in patient numbers arising from this development, it's requested that the trigger point for the release for funds for health care be set at payment of all monies upon completion of 50 percent of the dwellings for each phase of the development. This will ensure the practices are not placed under undue pressure.</p>																																										

	<p>To ensure that there is sufficient time carry out the works and allow the s106 funds to be spent in the most appropriate way, a repayment period of 10 years from receipt of the final payment transfer (for the entire development) to the relevant NHS body will be required.</p>
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Alex Newton
Locality Improvement and Delivery Manager
4th March 2021