

Consultee Comments

Revised Consultation Response:

From: Mair, Helena (City of Lincoln Council)
Sent: 10 April 2019 21:44
To: Manning, Kieron (City of Lincoln Council)
Subject: Re: planning application 2019/0035/out

Dear Kieron,

A little late I'm aware but hopefully not too late.

I have had a look at the revised plans and I am pleased to see some changes that consider the local architecture and landscape with regards to design and materials. However my comments regarding 47 flats as an overdevelopment still stands in my option.

I am also disappointed to see a three story development on the side of Queen Street as I do not think that this sits well with the small building on opposite side and will create the dark small entrance to road.

I am not so concerned about the height on the High Street elevation even though there is a two story building to the south.

My concerns regarding parking issues still remain although I understand that this is not a material consideration. As I have already expressed there is a high concentration of HMO properties locally which will put pressure on local Parking for residents. Which ultimately creates unhappy communities.

I hope that my comments will be considered.

With thanks
Helena Mair

Initial Consultation Response:

From: Mair, Helena (City of Lincoln Council)
Sent: 04 March 2019 22:08
To: Manning, Kieron (City of Lincoln Council)
Subject: planning application 2019/0035/out

Dear Kieron,

I have been contacted by local residents about the development which is proposed for the Golden Cross pub on the High Street reference number 2019/0035/out

I have looked carefully at the development and below are my comments. I would be grateful if you would add these to the other objections and I would also like to register

to speak at the planning committee when the decisions are being made. Please could you confirm that you have these comments and that I can speak at the meeting,

1 To me a development of 47 flats on the corner of Queen Street feels like an overdevelopment of the site.

2 I have concerns that the erection of a three story building on the corner of Queen Street will not be in character for Queen Street and not even for that part of the High Street. The application states that "the proposed development seeks to deliver a modern building on the site, which specifically responds to the identified character of the conservation area in terms of design, scale and urban form". I disagree with the statements of scale as the three storey building towers over anything in the local area and I have particular concerns about the corner of Queen Street being made tight, dark and overbearing. I would prefer to see the Queen Street part of the building reduced to two storeys which would be more in keeping with the rest of the street.

3 I understand that parking is not a consideration for planning but I do have concerns that 47 dwellings with 4 parking spaces is going to create even more pressure on street parking in an area where there is no residents parking and the High Street has double yellow lines. I would also ask if local HMO concentration is already adding to the pressure on parking.

Thank you for your help with this matter.

Kind regards

Cllr Helena Mair

Lincoln Civic Trust

OBJECTION: Whilst it is unfortunate to lose another public house on High Street, we do understand the economics of the situation and understand the reasons behind the application.

However, the proposed structure is not in-keeping with the local environment in that its massing and height are far too prominent and would disturb the street scene.

Our 'Objections' are as follows

1. There are no three storey buildings on the eastern side of High Street for some distance in either direction. There are some on the western side but this is a totally different street scene to the eastern side.

2. The proposal is to build the new structure to the edge of the pavement which given its overall size will dominate the scene.

3. We do not consider providing 4 spaces for 47 apartments as adequate provision. It will lead to greater on-street parking which given the width of Queen Street and others in the vicinity, and the concentration of housing in the area, is totally unacceptable.

4. The design of the building particularly on the High Street elevation is very poor and nondescript.
5. The general suitability of providing large student accommodation given the distance from any educational facility.

Lincolnshire County Council (as Education Authority)

From: Capital_Development <Capital_Development@lincolnshire.gov.uk>

Sent: 29 March 2019 15:14

To: Technical Team (City of Lincoln Council)

Subject: RE: Reconsultation on Planning Application

Hi Paul

The County Council has no comments in relation to school based education on this student housing application.

Kind regards

Simon

Simon Challis
Strategic Development Officer
Corporate Property
Lincolnshire County Council

Lincolnshire 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)

HP00

Within seven days of the new access being brought into use, the existing accesses onto Queen Street and High Street shall be permanently closed and returned to footway construction with full height kerbs in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason: To remove vehicle access points in the public highway that are not required and no longer serve their intended use.

HP01

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

The Construction Management Plan and Method Statement shall include:

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

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

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

HP02

When application is made for approval of the 'Reserved Matters', that application shall show details of an adequate amount of safe, secure and sheltered cycle parking provision.

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.

HP33

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

- be based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development;
- provide details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- provide attenuation details and discharge rates which shall be restricted to 7.6 litres per second;
- provide details of the timetable for and any phasing of implementation for the drainage scheme; and
- provide details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

No dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full, in accordance with the approved details.

Reason: To ensure that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development.

INFORMATIVES:

HI03

The permitted development requires the formation of a new/amended vehicular access. Applicants should note the provisions of Section 184 of the Highways Act 1980. The works should be constructed to the satisfaction of the Highway Authority in accordance with the Authority's specification that is current at the time of construction. For further information, please telephone 01522 782070.

HI08

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

Case Officer:

Becky Melhuish

for Warren Peppard

Flood Risk & Development Manager

Lincolnshire Police

Latest Comments:

Please note attached re-submission of my original response, the comments remain valid particular in respect of vehicular and pedestrian access control to and through the under-croft parking area which is Likley to be a source and or location for unwanted ASB or criminal activity.

It is noted that the revised plans do not take cognisance of the contents of my report.

Regards,

John Manuel MA BA (Hons) PGCE PG CPR Dip Bus.

Force Designing Out Crime Officer

Original Comments:

Thank you for your correspondence and opportunity to comment on the proposed development. I would request that you consider the following points that if adhered to

would help reduce the opportunity for crime and increase the safety and sustainability of the development.

Historically Student Accommodation can become vulnerable to crime and anti-social behaviour therefore it is important that the best security arrangements and provision are planned for such premises.

The safety, security and general well being of student should be of paramount importance when considering the detail of this application. The site is centrally located and has an entrance that exits onto a busy area of Lincoln. The following aspects of security should be rigorously applied to this building.

Lincolnshire Police has no formal objections to the planning application in principle but would recommend that the initial advisory recommendations are implemented.

Under-croft Parking and Access.

Access to the proposed internal courtyard and vehicle parking must benefit from secure access control either by way of a full height secured gate and or bio-metric swipe or key fob system (that can be used by vehicles and pedestrians). Failure to ensure that this important element of security is addressed is likely to result in anti-social behaviour and other unwanted activity or behaviour and additional compromise the security and safety of residents.

External doors and windows

The potential for unwanted guests will be considerable at this location and therefore robust measures should be installed to ensure the security and safety of student residents. Access may be gained via either of the shown entrances and the risk of 'follow through' entry gained. I would recommend that an air-lock style entrance vestibule is incorporated into the design (to help prevent unauthorised follow through access) commensurate with an access control system, with an electronic door release, and visitor door entry system that provides colour images, and clear audio communications linked to each individual unit. Under no circumstances should a trade person release button or similar uncontrolled access method be used.

This development whilst within a busy area of Lincoln is away from the main area of student accommodation and does not appear to have any reception or security staff therefore secure access control is essential.

An Industry standard approved CCTV system should be installed covering all communal points of entry and lobby areas. This system must be able to capture and record all persons using the entry system.

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

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

All ground floor windows and doors and those that are easily accessible from the ground must conform to improved security standard PAS24: 2016. **All ground floor windows should have window restrainers and effective locking systems.**

Access to Places of Height

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

I would recommend that all ground floor and easily accessible windows have at least one pane of laminated glass.

Individual Flat or Unit Doors.

Flat entrance door-sets should meet the same physical requirements as the 'main front door' i.e. PAS24:2016. The locking hardware should be operable from both sides of an unlocked door without the use of the key (utilising a roller latch or latch operable from both sides of the door-set by a handle). If the door-set is certified to either PAS24:2016 or STS 201 Issue 4:2012 then it must be classified as DKT.

Student Accommodation – Communal Areas & Mail Delivery

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

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

Under no circumstances would I recommend the use of a 'Trade-man's Button' or other form of security override.

Lighting

Lighting should be designed to cover the external doors and be controlled by *photoelectric cell* (dusk to dawn) with a manual override. The use of low consumption lamps with an efficacy of greater than 40 lumens per circuit watt is required; it is recommended that they be positioned to prevent possible attack.

Cycle Storage Structure (if to be included)

Generally pedestrian access doors-sets to commercial units should be certified to LPS 1175 security rating 2. The access controlled door should be designed in such a way that the hinges and door-sets are of a non-lift nature and non-tamper proof. The door locks must be operable by way of a thumb screw turn to avoid any person being accidentally locked in the cycle storage area.

Lighting within cycle storage area; automatically activated passive infra-red lighting should be considered rather than permanent lighting to which other users become accustomed and therefore activation would not draw any attention. Lighting units should be vandal resistant energy efficient light fittings.

Bin Storage

External bins stores and home composting containers (supplied to meet 'Code for Sustainable Homes' 'Was 3') should be sited and secured in such a way that they cannot be used as a climbing aid to commit crime.

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

Please refer to *Commercial Guide 2015 & New Homes 2016* which can be located on www.securedbydesign.com

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

Yours sincerely,

John Manuel MA BA (Hons) PGCE PG CPR Dip Bus.
Force Designing Out Crime Officer

Witham Third District Internal Drainage Board

Thank you for the opportunity to comment on the above application. The site is within the Witham Third District Internal Drainage Board area.

The Board has no objection to the proposed development provided it is constructed in accordance with the submitted details and Flood Risk Assessment. However should anything change in relation to the method of surface water disposal and/or in relation to the flood risk assessment etc then this Board would wish to be reconsulted.

Comment and information to Lincolnshire CC Highway SUDs Support

Where Surface Water is to be directed into a Mains Sewer System the relevant bodies must be contacted to ensure the system has sufficient capacity to accept any additional Surface Water. It is noted the discharge is to combine sewer with an attenuated discharge.

Regards

Guy Hird
Engineering Services Officer
Witham Third District Internal Drainage Board

Neighbours and Other Consultation Responses

***Jonathan Whiting, Director of Jonathan Whiting Independent Funeral Directors
(1-5 Queen Street, Lincoln)***

We object to the proposed development of the above property to student accommodation on the following grounds;

Site and Surrounding Context

We accept the comments in the Planning, Design and Access Statement, paras 2.6 - 2.12 but feel paras 3.24 and 3.25 are very relevant in that the proposed building is highly dominant in its position on the High Street, dwarfing existing buildings in the vicinity. The lower, southern, High Street is predominantly smaller, two storey, buildings.

With reference to the Heritage Statement, paragraph 3.1.13 states that the Golden Cross was built c.1863. The pub was actually built in the mid 1950s. Prior to that a small cottage occupied at least part of the site. It is thus unlikely that the siting of the pub was to acquire trade from the medieval market as implied in para 4.4 of the Planning, Design and Access Statement and para 3.2.2 of the Heritage Statement.

Need for Student Accommodation

Para 3.3 Existing student accommodation in the immediate area. Along with development work in the immediate area of the university there are already a number of varying options for students wishing to live in the south High Street area;

Monson Street, 30 rooms

Travellers Rest, Canwick Road 27 rooms

Park View, St Botolph's Crescent, 52 rooms

Studenthousinglincoln.co.uk list 370 rooms in existing housing in the Sincil Bank and High Street areas (not including the above)

National Planning Policy Framework

Para 3.23 states CLLP Policy LP32 “In principle, development proposals will be supported where they support the ongoing development of higher and further education establishments in the City, provided that these are well integrated with and contribute positively to their surroundings.” We do not agree that this development will be well integrated and contribute positively to its surroundings or the local community.

The Proposed Development

4.12 We understand the plans submitted at present for the proposed development are only indicative and acknowledge the attempt to be sympathetic to the existing environment, (para 4.2) however, we do believe the proposed building to be significantly more substantial than others in the immediate vicinity and will have an overwhelming impact.

4.16 The height of the proposed building abutting approximately half of our boundary with the development will cause an 80- 90% reduction in the natural light entering our reception area and the area leading to the chapel of rest, a section of our property which we designed to be light and inviting for the bereaved.

4.1.2 (and paras 3.6 and 8.5 Transport Assessment) Footways run along both sides of Queen Street but the left hand footway has to be used by cars when there are parked cars on the right hand side. The streetlighting in Queen Street is turned off at midnight. There are no bus stops on Queen Street, there are, however, bus stops for both directions approximately 40 metres along both Dixon Street and High Street.

4.1.4 We do not agree with the Transport Assessment conclusion that the development would generate almost no vehicular trips. There are many reports indicating a significant minority of students do use cars, the provision of student parking places at the university site and the existence of car insurers specialising in insuring students would support this. The number of student owned cars may not significantly impact traffic congestion on an already busy junction but would impact parking in the area with only four spaces available on site. There are a small number of, time restricted, parking spaces on the High Street, the limited parking on Queen Street (on one side of the road only) is unrestricted and under considerable pressure from existing residents, there being 19 houses in Queen Street (between High Street and Knight Street) and space for approximately 9 average size cars. Dixon Street allows parking after 6pm and on one side only, this is already extensively used by residents of Dixon Street.

Transport Assessment para 7.1, simply stating ‘This results in a low student car ownership, and hence a lack of demand for car parking.’ does not demonstrate that this is either true or what will happen at this development. We also note that planning application 2013/0045/F for 6 dwellings at the western end of Queen Street was withdrawn after Lincolnshire County Council Highways objected on the grounds that Queen Street was incapable of supporting the extra traffic that would be generated.

Start and end of term days when all students are arriving/departing over a short time period are of particular concern, whilst this is only six times a year, congestion will be considerable with demand for parking spaces far in excess of availability.

General notes from a resident's perspective.

A significant part of our boundary is shared with the site in question, we have a reasonable expectation to enjoy the use of our land and property without undue interference or disturbance from the development. In our case the primary use of our property is the pursuance of our business which we believe would be detrimentally affected by the proposed development but we also live on the premises and believe the presence of a large number of students will have a detrimental effect on personal life.

The transient nature of student life means the development would be unoccupied for several periods through the year, this could increase the potential for crime and anti-social behaviour, 'The potential for unwanted guests will be considerable at this location...', Lincolnshire Police Comments to the proposed development.

As residents of our property we are concerned about noise. As our business provides a 24 hour service, seven days a week, our 'down' time and especially sleep are very valuable to us. We are concerned that late night noise and disturbance on a regular basis will make life unpleasant and will affect our ability to work. There are currently regular occurrences of noisy groups of young adults, apparently drunk, making their way along the High Street and then into the side streets particularly during the early hours of Saturday and Sunday mornings. These incidents will only be increased by putting a high density of students in the area.

Press reports from other areas of the city indicate a potential problem with anti-social behaviour, students partying late into the night or gathering outside the property. There are a number of families with young children and other vulnerable people in the immediate area who will feel intimidated by such groups and the noise they generate. With the transient nature of students this will be a repetitive problem.

We also have concerns about litter and rubbish disposal. To a considerable degree our yard and drive act as a funnel for wind borne rubbish and we have to constantly pick up and dispose of this. We are worried that the quantity of litter will increase markedly with so many students in such close proximity. Also, young people have a reputation for not being organised in their rubbish disposal, uncollected household waste would quickly lead to problems with smell and vermin in the vicinity.

General notes from a neighbouring business perspective.

The size and position of the proposed development would completely block the view of our business premises from the High Street. The ability to see our premises from the High Street, from the point of view of pedestrians and car drivers waiting at the traffic lights, has been a major factor in establishing our presence here and building on that over the years. The loss of this facility will have a detrimental effect.

Car parking is a major concern to us as mentioned above. From a business point of view we anticipate the development causing a problem with students and their visitors parking on our

property. This has been an ongoing issue for us to date, the current landlord of the pub has been proactive in 'training' most of his customers not to park on our driveway but the issue still occurs. Even with the normally low level of custom at the pub this issue arises on average once or twice a week, but with the pubs operational hours this is usually in the evening, so although an issue it is slightly less disruptive and at least we can speak with the landlord to have the vehicles removed. We do not expect a group of students, here for a brief period of time, will reduce the problem but rather increase it.

All the work we carry out is a service to the local community, everything we do and our ability to do it in a timely manner, affects the bereaved. Our driveway is used by customers and some staff during the working day and for staff attending call-outs at night and weekends. A considerable percentage of our call-outs are on behalf of the coroner and police, under contract with Lincolnshire County Council. We are obliged to attend incidents within one hour, (this is monitored by the County Council) this will be impossible to do if access to our premises is blocked by parked vehicles. If a call-out is from a bereaved family considerable distress is likely to be caused if we are unable to attend when requested due to our access being blocked. Additionally, if such inconsiderate parking were carried out during the working day this could prevent a funeral taking place, this would have a devastating effect on a bereaved family and also on us as a business. In 17 years here we have had two instances when this has been close to happening, but this development would increase this risk, as they would be parking for more than an hour or two and would be uncontactable.

We believe the traffic analysis provided with the application to be flawed. On looking at the student accommodation traffic analysis provided by the TRICS database and used for the analysis/report, the surveys were dated 2011 and 2013. Transport Assessment para 6.4, Table 6.2 shows a predicted total of 14 trips per day, we think it reasonable to expect that car use among students has increased in the ensuing six years. Also, the data used for traffic generated by the pub is skewed to larger pub/restaurants, Wetherspoons, Harvester and similar. The Golden Cross does not serve food and is rarely busy except for football match days. On average we (as neighbours over the last 17 years) would estimate their traffic generation as never more than 10 vehicle movements per day, usually much less. The assertion, Transport Assessment, para 8.6, that as a result of the development 'the daily reduction of vehicular trips is expected to be -243 when compared against the existing public house use' appears, at the very least, disingenuous with the very low number of vehicle movements at present from the Golden Cross and given the fact that the university provide some parking for students, indicating the presence of a demand for such facilities.

Our other main concern is the potential for noise, disturbance and anti-social behaviour. One of the reasons we chose our premises is that whilst having easy access to the High Street, being 30 metres back and partially shielded from the main road, our site is surprisingly quiet and peaceful, providing an atmosphere of tranquillity and reflection. This is very important to our customers and thus to our business as a whole. We expect the majority of students to be reasonable neighbours but, given the nature of our business, we are concerned that a small minority could cause disproportionate harm to both our clients and our business. One incident of unruly behaviour or lack of consideration could cause significant distress to a bereaved family. Given that there is a predilection for drinking among some students, (Alcohol Change UK's report 'Student Choices and Alcohol Matters' November 2010 Researchers: Dr Gillian

N Penny and Sarah Armstrong-Jones, School of Social Sciences University of Northampton: Research indicates a pattern of 'binge drinking' or 'drinking to get drunk' and a greater risk of problematic drinking in young, especially single, adults generally (Goddard, 2006, Pincock, 2003, Engineer, Phillips, Thompson, and Nicholls, 2003). Students in particular seem to be at risk of harmful patterns of consumption. For example, Gill (2002) found that students who progress to higher education [HE] show an increase in consumption relative to their peers in the general population.), it is inevitable that an incident will occur, probably within a short timescale. We are similarly very concerned about the risk of 'pranks'. The Funeral Directors next door could prove to be an irresistible target, the consequences of any 'prank' would be devastating for everyone involved, most particularly the bereaved families caught up in it.

Another cause of concern for us is overlooking. Our yard area would be overlooked by up to 19 of the rooms in the proposed development. The yard is used for parking, vehicle washing and preparation and for access and egress to the building for the deceased. The deceased are always either on a stretcher, fully covered, or in a closed coffin and we always reverse vehicles into the yard to shield the view from passers-by in the street. We would expect the site boundary to be defined by a suitably high solid wall, this would prevent overlooking from the ground floor rooms but would still leave 14 rooms able to see into our yard and, more importantly, into the building where we work.

Our final concerns are with the demolition and construction phase which would have a massive impact on our business albeit for a defined period of time. We understand these issues would be dealt with at a later stage in the planning process.

Conclusion

We feel our business is blighted by the proposed development, most particularly by the noise, anti-social behaviour and car parking issues we have raised as well as the other issues of overlooking and litter, all of which would combine to have a considerable effect on our clients and thus on our business.

Mr Mathew McGinlay (4 Queen Street, Lincoln)

Customer objects to the Planning Application

As a very close resident to the proposed development site I must object to this planning application.

Queen Street is an extremely narrow street which unfortunately people choose to drive down without taking proper care and attention to check for pedestrians, the street is so narrow that this frequently means that cars mount the pavement to proceed.

As the proposed development plot currently stands there is some visibility both to the high street and to Queen street. The proposed building would reduce that visibility to

near zero, making what is already an iffy street to walk down safely even more dangerous.

Queen street is a long way for students to be commuting when there are plenty of other opportune locations closer to the centre of town. The proposed building feels like an unfortunate case of landlord or developer greed and would actually be a great location for the local community rather than the more ephemeral student population.

I also have concerns about the noise such a building would generate especially with how many proposed rooms there would be. I wouldn't like to tar all students with the same brush but generally speaking they have a liking for loud music, drunkenness and partying and unlike the pub that currently fills the plot there is nothing in the law which says that they have to be quiet after a certain time.

The houses around this site are primarily families and young professionals, a sporadic but large increase in late night noise would be extremely detrimental.

Mr Jonathan Bellshaw (7 Queen Street, Lincoln)

Customer objects to the Planning Application

I must object to this most unsuitable planning application. A couple of years ago a planning application was turned down for housing on the site adjacent to this proposed development a lot of that was due to the increase of traffic. The site is not suitable for the proposed development as Queen Street is an extremely narrow street with the only way for vehicles to get down is by driving on the footpath. This will be worse not only during the building process but also with the number of cars that will be associated with the property.

I note that the documents state that there are over 200 movements a day with the pub associated with vehicles but they have clearly never visited the pub as at most there would be less than 20 a day.

The lack of car parking is a concern as there is already a lack of parking for local residents especially given the number of multiple occupancy homes in the immediate vicinity. The information used to back up that students don't have cars is based on historic data and not an accurate reflection.

I also do not believe that there is a need for this type of accommodation in the area for students.

The proposed plans does not appear to me to tie into the councils plan of building affordable homes nor does it link into the wider proposed regeneration of the Sincil Bank area.

We are also concerned over the amount of noise that will come form so many students in the area given the well publicised issues elsewhere with students.

The proposed development is not in keeping with a conservation area either.

We urge the council to reject this application as it will not benefit the community in the long term and does not address other issues such as loss of light by neighbouring properties. I would also say that it is disappointing that the developers have not sought to speak to local residents.

Mr Calum Watt (77 Canwick Road, Lincoln)

Customer objects to the Planning Application

As a local resident I feel it is a shame that this pub, which is a valuable community asset is to be demolished. Although I acknowledge that probably cannot be saved if the landowner is determined to change it's purpose, I nevertheless must make some comment on the impact of the current plans on the surrounding area and as well as some concerning features of the design itself, which has, I think, some serious flaws which need to be addressed.

Having read all of the supporting documents for this application, while I am pleased to see that there has been a thorough assessment of the impact of the proposed new building on the surrounding area. However, I am afraid I must disagree with some of the conclusions reached regarding it's compatibility with the local environment.

My principle objection is the buildings' height. It is noted in the Planning Design and Access statement the conclusions of the LPA suggesting that the rear of the development could be lowered to just two stories. I agree with this view and would go further and say that the front of the development should be lowered to a similar height to the surrounding buildings. I make this point because the present design seems quite overbearing and I would be concerned that the residential area would be negatively affected especially considering the already dense and confined nature of Queen Street; many of the dwellings along this street do not even have back gardens while the road is usually choked with parked cars. I feel that having a very imposing modern building at the end of the street would have a very negative impact on the feel of the area and on local residents.

The aesthetics of the building should also be reviewed. Fairly recently the Council has rejected applications on the basis of the designs being "bland" in nature. While it would be futile for a new building to be completely disguised convincingly as a Victorian one, the sudden appearance of a hideously obvious post-modern building, as depicted in the drawings surely cannot be described as staying in keeping with the Conservation Area. Part of this problem may be solved quite simply by removing the particularly ugly and unnecessary grey cladding on the ground floor and ensuring that the brickwork used is as close as possible to the dark tones of the surrounding buildings.

I would also like to make some comments in reference to those made in the statement by the Police with the regards to security. It would appear from the plans that any visitor to the building (or indeed resident seeking to access the upper floors) would be entering directly into what is effectively the ground floor flat. In order to comply with the Police recommendations this would imply that the doors to each corridor as well as presumably to the kitchen itself must be equipped with lockable security doors. I

would suggest that were this to be the case the residents would likely find the process of locking and un-locking the kitchen door in particular every time it is used tedious and inconvenient and are likely to simply leave or even prop it open. This would be a clear fire risk as well as a security one.

Further, the number of rooms that are planned per kitchen seems to me excessive. On the Ground floor, there are 13 rooms planned for one kitchen and on the First and Second Floors this number rises to 17. I do not know whether the one oven depicted in the drawing is merely an illustration of the use of the room but I find it inconceivable that anyone could look at these plans and think that living in those conditions would be desirable - surely in any dwelling there must be reasonable space for each resident to be able to comfortably cook and consume their own meals? The present plans would leave any individual competing for space in one kitchen amongst the equivalent of about 4 average sized families of adults, which hardly seems liveable.

I would suggest that both problems of security and space would be solved by re-configuring the plans slightly to allow for at least two kitchens per floor and the creation of two flats both with one security door that is separate from the communal hallway, the stairwell and the lift.

Thank you for taking the time to read my comment and I look forward to seeing the outcome.

Mr. Derek Broughton (38 Clive Avenue, Lincoln)

Revised Consultation Response:

I have subjected the revised plan for the above to visual inspection, and would wish to comment as follows

1 The overall overarching massing of the plan remains the same, with the revision of adding a group of purely faux chimneys to the roof line and increase number of first floor windows seeming to be a rather feeble attempt to soften the visual impact of the overall bulk of the building, and to correlate with the existing 19C roof chimneys and roof line.

2 As in the initial comment, in terms of quality of life, nothing has been done to redress the fact of ground floor doors opening direct onto the street.

3 There is still no mention whatever of the detrimental impact of the bulk of such a large building on the Whiting premises ,for the reasons as in the initial comments.

4 There is still no indication of a proposal for the fenestration, or indeed anything,, for the eastern elevation overlooking the Whiting premises

5 As in the initial comment , I would consider a matter of great concern that the proposal does still appear to lack any comprehension, understanding, or even mention, of the premises and the impact thereon, of the premises now to be very seriously overlooked to the eastern elevation.

Initial Consultation Response:

DECLARATION OF INTEREST 1

Undersigned is sitting member of Lincoln City Council Historical Environment Advisory Panel , and as such I wish to make comment on the above application which is situated in a Conservation Area.

SUBMISSION 1

1.1 Comment is made in the application that the height (3 stories) is a positive architectural statement . but examination of the drawings in the proposal would suggest that the immediate impression suggests it would be overpowering in relation to its immediate surroundings , and indeed to the whole of the east side of the High Street south from this point-agreed there are buildings to three stories to the north of this point , but Smith Street gives an effective stop line to their progression south.

1.2. If comparison is made with other new build student accomodation in the City the ground floor logically has been devoted to shopping,admin,meeting,or similar areas,whereas for this development it would appear also be used as living space, with fenestration immediately on to the street-this does raise the question what would be the effect on quality of life for the occupants if in the interests of privacy and an acceptable level of noise , the window could not be opened and always needed drawn blinds or similar.

1.3. It should be considered also that due to the location of the premises, for between 5%-10% of the days in any one year, the footfall is also vastly increased due to the site being on a major access route to the Lincoln City football stadium.

1.4 It may be a matter of concern that in the transport assessment section of the proposal there appears to be a lack of clarity or understanding of the availability of public bus and rail transport in the Lincoln area, viz- Section 5.1 states Lincoln local bus services 6 and 9 (Birchwood Estate) have out of town destinations of Horncastle, Louth, Mablethorpe, and Skegness, whilst Section 5.23 gives details of Rail services to the west of the City (and for some reason including one Village stop out of 3) on the Lincoln -Newark route, whilst ignoring completely all the routes East of Lincoln - Grimsby- Boston-Skegness-Peterborough

DECLARATION OF INTEREST 2

Daughter of undersigned is an employee of Jonathan Whiting, Funeral Director, Queen Street, and after various conversations, I would further wish to add comments:

SUBMISSION 2

It is surely a matter of concern and question that the Desktop Study section 1 Envirocheck listing, whilst providing a very comprehensive listing of commercial /industrial premises within possibly a kilometer radius, after careful reading, and re-examination, provides no mention whatsoever of a much used commercial premises literally on the doorstep of the proposed development, viz. Jonathan Whiting Undertakers, which in view of its context to the proposed development, and the impact the said development would have on those unmentioned premises, is surely disturbing and unexplainable in its omission.

On close examination of the application, there can only be found (and even then indirect and not mentioned by name), on one occasion any reference to the Whiting premises-in the section two desktop study, geo-environmental section, section 2..2.3, comment is made "Retail and industrial development is generally present immediately beyond the south and east boundaries of the site".

In view of the already stated reservations in vertical massing which exist concerning the height of the proposed structure with respect to the High Street elevation, and the partial nod to this in respect of the reduction to the Queen Street elevation, I do wish to make comment in respect of the impact of the proposal would have on the stated "industrial premises" to the east boundary, I.E. The premises of Jonathan Whiting.

It is a reasonable assumption that the nature of the Whiting business could be aptly described as "sensitive", and I feel that if the proposal were to go ahead, the effect on said business could only be described as detrimental for the following reasons:

2.1 Visual impact and daylight intrusion- a three story erection as proposed in relation to the hours of sunlight would materially affect the environment of the Whiting premises, which would now be in shade for a large proportion of the day.

2.2 Overlooking - It must be a matter of great concern that in the proposal as submitted, there is no east elevation provided, such that no estimation can be made in respect of the impact on the yard and working area of the Whiting premises.

2.3 The west elevation of the business would now be overlooked by windows to three stories high , which would enable a view not only of any vehicle movements in the yard area, daytime maintenance and preparation of vehicles for funerals , plus a 24 / 7 collection and movement service.

2.4 Overlooking- The main working 3 storey working and preparation building of the Whiting Premises would now be similarly overlooked, on all floors , which in view of the aforesaid sensitive nature of the business , and the interests of public decency, would necessitate the expense of the installation of some form of obscured glass or similar

2.5 By nature of the business , it is at times a 24 hour operation, and also one demanding great respect - unfortunately whilst the vast majority of any student population can be described as law abiding , regrettably the possibility could be said to exist that with the yard reception area now in full view, and movements possible at any time of day or night ,they may not be given the due respect they may deserve .

2.6 In the instance of Whittings , more than the average out of hours movements can be predicted as they hold the contract for any Movements and removals specified by the Lincoln Coroners Office.

2.7. Parking is an acknowledged problem in the area , and in spite of placing traffic cones across the Whiting yard entrance, the company is regularly inconvenienced by unauthorised parking on the premises, and is a matter of constant concern that the day may arise on one occasion that they are unable to meet a designated funeral time due to being unable to leave the premises.

1.3. It should be considered also that due to the location of the premises, for between 5%-10% of the days in any one year, the footfall is also vastly increased due to the site being on a major access route to the Lincoln City football stadium.

1.4 It may be a matter of concern that in the transport assessment section of the proposal there appears to be a lack of clarity or understanding of the availability of public bus and rail transport in the Lincoln area, viz- Section 5.1 states Lincoln local bus services 6 and 9 (Birchwood Estate) have out of town destinations of Horncastle, Louth, Mablethorpe, and Skegness, whilst Section 5.23 gives details of Rail services to the west of the City (and for some reason including one Village stop out of 3) on the Lincoln -Newark route, whilst ignoring completely all the routes East of Lincoln - Grimsby- Boston-Skegness-Peterborough

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Mr Sam Harrison (18 Rosbery Avenue, Lincoln)

Customer objects to the Planning Application

I would like to object to this proposal, as this pub, like the others in the area is a community space that will not be replaced if it's demolished. There are several pubs in the area, but they are surrounded by a large number of residential dwellings, and the different flavours and communities of people need somewhere to go.

I also think the renderings of the building shown in the picture are completely in keeping with the local area, in fact they are to my eyes, totally hideous. Lincoln's tourism is in a large part due to the historic nature of it's buildings, and as they are gradually demolished, the character of the city is being lost. This pub is beautiful, historic, and large space useful to the community. We've already lost lots of Lincoln pubs in the past few years, including the tragic destruction of the beautiful Burton Arms, once my local. We also lost the city vaults, another pub in this area, presumably due to economic reasons - it's now a restaurant. In a society where community is being heavily eroded in recent years, I think we will regret the repurposing of a community centre to service not students, but a housing bubble. Student lodgings are not in short supply in Lincoln, in fact as I understand they can't be filled.

As pubs are slowly being replaced by bars serving harder drinks and providing less entertainment and social space, casual drinking is turning into binge drinking and it's causing a problem. Once the Golden Cross is gone, it will be another fracture in the community we know and love.

Thankyou for your time :) x

Jan. L. Bogucki (12 Sidney Terrace, Lincoln)

I write this letter as an objection:

I object to the design, as it looks out of Charter for this area in the South of the City of Lincoln.

First part, of my objection is the design of the building, it looks like an ugly building, design, overbearing, as a three story, building on the High St, it feels, and looks out of charter, for this area! there seems to be any lack of any green issues - i.e solar panels, or bikes? etc .. and as it does not seem to match or fit in the two story building next to it? I would have an issue with the colour of the porposed brickwork? Permission should be, to refuse for development, - on the grounds of a very poor design, and fails, to back, the opportunities, available for improving the character and quality of the area, plus its negative - visual impact on the neighbourhood.

One Q with this building, so close to the city, why the need for parking, in this development, as it is Queen St one

waytraffic

in such a narrow street, such as parking already on over the pavements on Queen St, as all the streets in the area - are blocked by parked cars at peak times, on over the pavements

one point, the flats for students, would and are - so close to the city, one bus stop 5 min walk?

as all the local streets are already - blocked by parked cars at times.

One Q

This part of the High St,, a junction with Dixon St, at times, peak traffic piles, back as far as South Park roundabout or

the City centre, would you look at this?

cars parked on the pavement at times? queing traffic - noise air quality ?

this must have an impact on this development?

my second point: is Queen St - very narrow - just try to getting down a narrow St, like this on football days,?

the area is congested by people, by traffic... yet no mention- why

and there is loss of an local asset, yet no mention, there is nothing in this development for the local community?

Of any local housing, which is much more needed, than this development (student flats) - it seems,

this part of Lincoln, is heading for an unbalanced community. and lacking any family amminties

this starts to alter the demographics in the area,

yours sincerely

Mr Jan L. Bogucki Local resident

Mr Ralph Spencer (1 High Street, Scampton)

Customer objects to the Planning Application

1. This building although unappealing is an intrinsic part of high st community. It should not be demolished
2. there is enough student housing in Lincoln already
3. more considerarion should be given to social housing
4. no parking facilities.
5. there is derelict land round the corner suitable for housing