



CITY OF
YORK
COUNCIL

Jonathan Carr
Ext: 1323

Our Ref: 98/00857/FUL and 98/00858/LBC
Your Ref:

22 July 1998

Dear Mr Groom,

Change of Use, Alterations and Extensions to Existing Restaurant and Offices to Form 39 Flats at 17-20 Skeldergate

I refer to your client's Planning and Listed Building Consent applications for the above and to our recent conversations relating to highway issues in particular.

As stated verbally, Officers may be prepared to accept the level of parking proposed given the site's City Centre location, provided it is clearly understood that there would be no possibility of future occupants obtaining permits for nearby Resident Parking schemes. Having sought to resolve this point of principle, there are a number of more detailed issues which need to be addressed to satisfy highway and pedestrian safety concerns, as follows:-

- a) Please could you show on plan how cars would enter and leave bays 5 and 6 without having to enter or leave Skeldergate in reverse gear.
- b) Garage 4 is inadequate in length, and would be unusable with inward opening doors. Outward opening doors would unacceptably protrude over the highway. Please could you reconsider the details of this garage.
- c) Queens Staith is prone to flooding and the Council power jets the silt off afterwards. This will cause silt to be washed into the garages and onto the face of the building. The applicant must enter into a Section 106 Agreement indemnifying against claims by residents/visitors/owners against the Council for displaced water and silt.
- d) Details of the cycle parking areas are required. Normally Sheffield stands should be placed 1.0m apart and can serve 2 bikes; the spacing currently shown appears to be over ambitious.
- e) The plans should include the disabled parking spaces as previously discussed.
- f) Details of servicing location(s) and bin store locations are required.
- g) No details of garage 5 have been submitted.

Environment and Development Services

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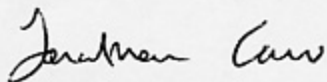
h) Works to provide a footway along Queens Staith abutting the site to improve pedestrian safety as required at adjacent sites should be undertaken. This could be included in a Section 106 Agreement .

The issue of the level of affordable housing which should be provided is still being considered. An assessment of the development costs you identified is being undertaken to ascertain whether a lower number of affordable units than the 10 for sale initially required (or 6 for rent in view of the development costs as originally acknowledged) could be accepted. I expect to have the results of this assessment imminently, and will contact you on receipt to move the issue forward.

In the meantime please could you consider address the highway concerns above and submit revised details/ assurances where necessary to resolve the points raised.

Yours Sincerely,

Jonathan Carr
Development Control Officer



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