

COMMITTEE UPDATE – item no. 4a and 4b on the agenda - 15/01891/FULM and 15/01892/LBC application and listed building consent for the Partial conversion of ground and first floor offices into 34 residential apartments

Highway Network Management – Satisfied with the car parking provision. Concerns were originally raised that location and quality of the cycle parking provision was inadequate. With the proposals to enclose the cycle parking highways are now satisfied with the details submitted.

The site is considered to be in a particularly sustainable location; Guildhall Ward has the lowest number of cars per household. Although in a sustainable location the limited off-street parking means that without viable sustainable travel alternatives being promoted the development has the potential to attract multiple car ownership but without the off-street parking facilities to accommodate them. Highways seek measures to incentivise sustainable travel either by providing a bike and free bus passes for six months or a contribution towards city car club for each occupier.

An additional condition in relation to cycle parking is being sought as follows:-

Prior to the development commencing details of the cycle parking areas, including means of enclosure, shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the cycle parking areas and means of enclosure have been provided within the site in accordance with such approved details, and these areas shall not be used for any purpose other than the parking of cycles.

Reason: To promote use of cycles thereby reducing congestion on the adjacent roads and in the interests of the amenity of neighbours.

Comments of the Crime Prevention Officer – comments are intended to assess the development in terms of its likely effect on crime and disorder and identify design solutions that will help to reduce vulnerability to crime.

An analysis of incidents in a small area around the site shows that in the period 1st August 2015 to the 31st July 2016 there were 41 crimes and 47 anti social behaviour incidents. The National Planning Policy Framework in decision taking seeks safe and accessible environments. The Planning policy Guidance says that community safety should be central to the planning and delivery of new development' taking proportionate security measures should be a central consideration to the planning and delivery of new developments and substantive retrofits.

The application does not show how crime prevention has been considered and incorporated into the scheme. The information should be requested.

The most obvious feature of the scheme that could pose a potential crime risk is the riverside cantilever walkway at first floor level. The walk way is a public right of way

and will run directly along side windows/doors of flats 20 to 33. Glazing would be extremely vulnerable. The windows are currently fitted with ordinary 4mm glass. In order to prevent a smash and grab attack from the walkway it is recommended that glazing along the walkway windows is replaced with laminate glass or alternatively fitted with internal secondary glazing. The current unoccupied offices have suffered break-ins hence the introduction of security shutters.

The cantilever walkway at ground floor level does not pose the same risk as there is no public access and security measures are in place.

The First floor cantilever walkway is currently poorly lit and existing lighting should be upgraded whilst also ensuring that the amenity of future residents is not affected by creating light pollution.

The current security lighting on the walkway is not operating a fit for purpose CCTV system should be installed. Domed security lighting should be fitted to specifically cover the walkway.

The doorways at first floor level facing the walkway could create a potential hazard.

Access to the bike store should be controlled by fob or swipe card entrance and the door should be self closing.

The cycle parking in the car park should be enclosed in a totally secure structure. Theft in the car park has been carried out by squeezing through the gap at the bottom of the ground floor grilles and brickwork. Any locking mechanism to the removable grille must not be able to be manipulated by persons standing on the escape platform.

Car parking for the flats should be specifically and clearly allocated as there are only 27 spaces for the 34 flats.

Delivery of mail should not be to individual flats but should be a central collection.

A management plan should be put in place to ensure maintenance and order is maintained once the building is occupied.

The applicant has had discussions with the Crime Prevention Officer about his concerns and agreed with him measures that can be put in place to resolve the concerns raised. Including securing the cycle stores, attaching safety film to the existing windows, improved CCTV coverage and enhanced lighting. A full crime prevention statement and details of the proposed design measures to be employed are conditioned.

A condition to be attached to both the listed building and full applications is proposed to ensure that crime prevention measures are achieved as follows:-

Prior to the commencement of the development, a statement of crime prevention measures to be incorporated in to the design of the scheme together with a detailed

method statement for the implementation of the measures shall be submitted to and agreed in writing by the LPA. The scheme shall include (but is not restricted to):

- Details of lighting to the first floor public walkway
- A CCTV security camera system covering the walk way and other areas identified as vulnerable as part of the crime prevention statement.
- Measures to improve the glazing along the first floor walk way
- Details of enclosure and security of the cycle parking in the multi storey car park and the locking mechanism for doors within the cycle parking located in the existing lift shaft and bin store.
- Details of security measure to be placed on the opening to be created on to the platform of the escape stairs.

Thereafter the scheme shall be implemented to the satisfaction of the Local Planning Authority before any dwelling is occupied. Crime prevention measures shall accord with the advice set out in the National Planning Policy Framework and complies with the aims and objectives of 'secure by design'.

Reason: In the interest of the amenity of existing and future occupiers of Rowntree Wharf and to comply with the requirements of the National Planning Policy Framework and Planning Policy Guidance.

Waste Management Officer – The comments of the waste Management Officer have been sought on the provision for waste facilities. Waste management comment as follows:-

Account has not been taken of the bins for the commercial property as Waste Management only deals with household waste. Using the correct bin capacities (the bin sizes should be 240, 360, 660 and 1100 litres) the developer has enough residual waste capacity with a weekly refuse collection. We will not increase the frequency of collection any higher than weekly but I think what they have and what they propose is adequate. If more collections are required the developer will have to employ a private contractor or our Commercial Waste Services.

The capacity for recycling however is well under what is required. They are short the equivalent of around 6 x 1100 litres in their existing arrangements. The additional properties will add a further 3 x 1100 litres under capacity. The reduced capacity for recycling will impact on the general waste bins as residents are unable to recycle and the developer may find that they cannot cope with the quantity of waste being generated. We would recommend that they found room for another 9 x 1100 bins for recycling. We cannot increase the frequency of the recycling collections any more so if additional collections are required for recycling the developer will have to employ a private contractor or our Commercial Waste Services.

In Waste Management's experience it is found that when recycling bins are in separate bin stores to the general waste bins then less recycling is done as people have to make a special effort to go to the recycling store. If possible I think the developer would find it beneficial to split the general and recycling bins between the stores so that residents can recycle at the same time as they put out their general waste.

Officers are satisfied that proposed condition 7 will satisfactorily address the provision of additional recycling requirements for the site.

Additional conditions sought with regard to noise from plant or machinery as follows:-

Details of all machinery, plant and equipment to be installed or re-located in the premises which is audible within the premises and outside of the site boundary, when in use, shall be submitted to the local planning authority for approval. These details shall include maximum (L_{Amax}(f)) and average (L_{Aeq}) sound levels (A weighted), octave band noise levels they produce and any proposed noise mitigation measures. All such approved machinery, plant and equipment shall not be used on the site except in accordance with the prior written approval of the local planning authority. The machinery, plant or equipment and any approved noise mitigation measures shall be fully implemented and operational before the proposed use first commences and shall be appropriately maintained thereafter.

Reason: To protect the amenity of occupants of the proposed flats and also occupants of nearby properties.

Flood Escape Steps – A condition requiring the design details for the flood escape steps is attached as condition 8 of the full application on page 32. Officer would like to add to the wording of this condition to ensure that sufficient height is achieved below the stairs at ground level. The condition is amended as follows:

No development shall commence until there has been submit to and approved in writing a large scale detail of the proposed flood escape staircase on the east side of the multi storey car park building. **The details submitted shall ensure a minimum of 2.4 metres is achieved between the ground floor level and the underside of the platform to the staircase.** The escape staircase shall be implemented in accordance with the approved details before any dwelling is occupied and shall continue to operate in accordance with the scheme for the life time of the development unless otherwise agreed in writing with the Local Planning Authority.

Reasons:

To reduce the risk and impact of flooding of the proposed development on future occupants of the building. The information is being sought prior to commencement to ensure that an appropriately designed means of escape is provided to serve the proposed dwellings.

This condition should also be attached to the listed building application.

The plans drawing condition 2 will need to have the drawing numbers inserted.