

1. In response to KCC Highways and Transportation's comments (at paragraph 6.09 on pages 28 and 29 of the agenda) an amended plan showing additional cycle parking has been provided. The use of the car and cycle parking will be controlled by lease, and the car parking spaces will be numbered (rather than being a planning matter).
2. With regard to turning space for a fire tender, the planning agent states:

*“There is a requirement to have all parts of any building within 45 metres of any point attainable by a fire tender. The whole of the existing building at the front is within 45 metres of a fire tender parked in Preston Street. With respect to the existing building at the rear - and which is already in residential use - that is not within 45 metres of that fire tender. That is a situation that occurs quite often in metropolitan built-up areas...*

*He continues, “...In such case, as part of the Building Regulations application and which the Fire Brigade are consulted on, we would normally agree with the Fire Brigade/Building Control, either a dry riser [A Metal hydrant pipe without any water in it - It usually will rise up a staircase and allow a tender to connect at the bottom and hoses at each level ] within 45 metres and which the Fire Brigade attach their hose to and which obviates the need for the tender to get to within 45 metres, or we have a sprinkler system depending on what we and the Fire Brigade decide is the appropriate system in the prevailing circumstances of the particular case. So, in this case, we will negotiate with Building Control and the Fire Brigade, at the appropriate time. “*

3. In response, KCC Highways and Transportation have clarified that *“...whilst we would always in the first instance seek to determine full access to all parts of a development, the alternative arrangements described by the architect are adequate, subject to a satisfactory agreement with Building Control and the fire service.”*
4. Further to Paragraph 8.20 of the report (bottom Page 31 and top of Page 32 of agenda), Members should note that there is actually a two-storey building (housing three one-bedroom dwellings) between the application site and the houses fronting Union Street to the rear. This relationship will not change as a result of this application and is considered to be acceptable in this town-centre location.
5. In conclusion, officers remain of the view that planning permission should be granted subject to conditions as set out on Pages 33 to 36 of the agenda.