

Jane Tucker

From: Rachel Horton
Sent: 14 December 2010 16:22
To: Jane Tucker
Subject: FW: 32 & 34 Pimlico Road

From: Nugent, Martin [REDACTED]
Sent: 14 December 2010 15:42
To: Rachel Horton
Subject: RE: 32 & 34 Pimlico Road

Good afternoon Rachel,

Thank you for providing me with a copy of the most recent amended plans (13.12.10) for application 3/2010/0800. The proposed layout shown confirms that five off street car parking spaces can be achieved from within the development.

The three spaces to the rear of No.32 have been slightly repositioned to maximise the gap for residents to the south of the plot, of approx 600mm. As I have described previously, the 2.4m by 4.8m modular space is designed to take into account the ability of the driver or passenger to access the vehicle. Therefore, space to open the doors is included in the overall dimension. For those parking to the outside, there is an additional 400mm shown to the southern space. When considered in conjunction with the 600mm gap from the boundary wall, this secures a 1.0m minimum access width.

The fire door has been relocated from the Breakfast Room of No.32 to the north and exits from a room linking the kitchen and downstairs bedroom. My concern is that the door is shown as opening inwards rather than out towards the communal yard shared with No.34. I would recommend that this doorway design is amended.

Subject to the correction of the fire door design, I have no objections to the proposed development as detailed on the amended drawings.

Martin Nugent
Public Realm, Ribble Valley
LCC Environmental Services East
[REDACTED]

From: Rachel Horton [REDACTED]
Sent: 14 December 2010 14:33
To: Nugent, Martin
Subject: 32 & 34 Pimlico Road

Martin

I would be grateful if you could forward a sentence confirming that you have no objection to the amended plans for 32 & 34 Pimlico Road that I gave you this morning.

14/12/2010

Rachel Horton

From: Nugent, Martin [REDACTED]
Sent: 22 November 2010 17:01
To: Rachel Horton
Subject: RE: 32 Pimlico

Afternoon Rachel,

The five parking spaces identified on the site plans are consistent with a 4.8m by 2.4m module that is designed to accommodate a range of private vehicles. If by "larger", Councillor Berryman may be describing a vehicles that would not be accommodated within one of these spaces. In this instance, the vehicle should be parked elsewhere as it will be causing an obstruction by projecting onto the back road leading to the fire station car park.

However, if we are discussing a large family estate or saloon, the modular space is designed to take into account the ability of the driver or passenger to access the vehicle. Therefore, space to open the doors is included in the overall dimension. For the motorists parking in the middle of the three spaces, there is (notionally) double the amount of "opening" space across the shared area. For those parking to the outside, there is an additional 400mm shown to the southern space and approximately 800mm shown as available for the northern space.

On this basis, I am confident that a route from the fire door through the parking area and to the back lane will be available at all times.

Martin Nugent
Public Real, Ribble Valley
[REDACTED]

-----Original Message-----

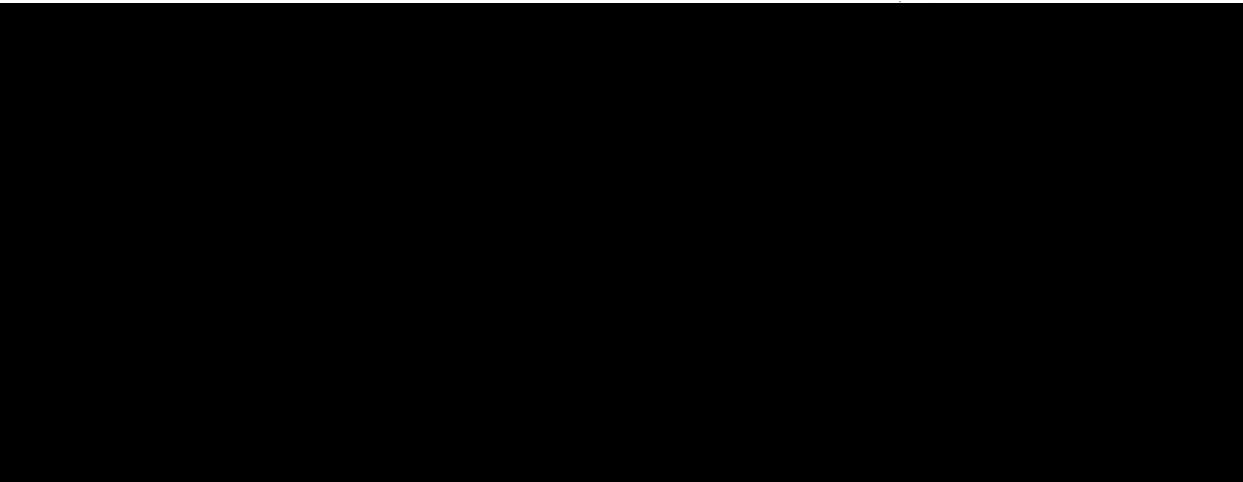
From: Rachel Horton [mailto:~~mailto:Rachel.Horton@RibbleValley.gov.uk~~]
Sent: 16 November 2010 15:33
To: Nugent, Martin
Subject: FW: 32 Pimlico

With regards to the application at 32 & 34 Pimlico Road Clitheroe please could you provide your comments regarding the e-mail below from Councillor Berryman.

What he is referring to is if all the parking spaces to the rear of the guest house are occupied by larger vehicles there will be no space for guests to walk round the cars to exit the property to the rear from the fire escape door.

Regards

Rachel



[REDACTED]

> Subject: RE: 32 Pimlico
> Date: Tue, 16 Nov 2010 13:49:22 +0000
> From: Rachel.Horton@ribblevalley.gov.uk
> To: [REDACTED]

> [REDACTED]

> The comments from highways is on the website. He has advised to put a condition on any subsequent approval which should address any issues regarding the blocking of the access and my report for committee has included this.

> The committee agenda which shall include my report will be on the website a few days before committee.

> Regards

> Rachel

> [REDACTED]

> From: [REDACTED]
> Sent: 16 November 2010 13:03
> To: Rachel Horton
> Subject: 32 Pimlico

> Rachel

> I've now got the plans up, for some reason yesterday I couldn't scroll down past the map page.

> Looking at the plans the first question that comes to my mind is the blocking of the fire escape
> route to the rear of the building, if a car be parked there. Is this a planning issue or is it building regs?

> Dave

> Best in the country for customer satisfaction - 94 per cent of Ribble Valley residents are satisfied with life in the borough (Place Survey 2009)

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Rachel Horton

From: Rachel Horton
Sent: 15 December 2010 17:41
To: [REDACTED]
Subject: RE: Amended plans for 32 & 34 Pimlico Road

[REDACTED]

From: [REDACTED]
Sent: 15 December 2010 09:43
To: Rachel Horton
Subject: Re: Amended plans for 32 & 34 Pimlico Road
Importance: High

Dear Rachel,
Many thanks for sending us details of the amended plans for 32 & 34 Pimlico Road. We appreciate the steps that have been taken to address both our concerns and those of other Pimlico Road residents, however we continue to take professional advice on this matter and will let you know our full comments ASAP.

We understand that some of the Fire Authority's concerns have been addressed by the moving of the 'fire exit' door and the Highways engineer is stating that the width of the parking space at the rear of no.32 is sufficient but the opinion that the vehicles should not park right up to the rear of the extension leaving a metre gap has still not been resolved.

In response to the above, the County Surveyor has confirmed that he is 'confident that a route from the fire door through the parking area and to the back lane will be available at all times'. His view is on the basis that a larger vehicle that could not be accommodated within one of the three spaces should be parked elsewhere as it will be causing an obstruction by projecting onto the back road. He states that the 'modular space is designed to take into account the ability of the driver or passenger to access the vehicle. Therefore, space to open the doors is included in the overall dimension'. Thus he is satisfied that the space between the cars would allow adequate movement of members of the public from the fire escape door, through, and out of the parking area.

In addition, the Fire Safety Enforcement Officer at Lancashire Fire and Rescue Service has been contacted for his opinions regarding the suitability of the fire escape. He has confirmed that 'the Fire Authority would have no objection to the 3 parking spaces providing there is a Metre gap clearly marked between the building and the 3 spaces'. Upon discussing this provision with the officer they are of the opinion that vehicles should not park right up to the rear of the extension.

This, of course, could be resolved by a metre reduction in the depth of the extension from 4225mm to 3225mm.

We would also like clarification with regard to the windows on the extension as the new plan now appears to show them as double doors again?

We would be grateful to hear from you on these points, thank you.

Yours

Mark & Jill



I note that 16.5.3 of BS9999:2008, page 65 states;

Direction of opening

The door leaf of any doorway or exit should, where reasonably practicable, be hung to open in the direction of escape, and should always do so if the number of persons that might be expected to use the door at the time of a fire is more than 60.

As 5no parking spaces are acceptable from a highways requirement based on the building size, I assume we are not expecting an occupancy anywhere near 60 persons at any one time in 32 Pimlico Road. Therefore the door does not need to open in an outwards direction according to the British Standards. An outward opening door would possibly impede on external vehicular and pedestrian movements in the external space we have sought through several amendments to achieve, in addition to being more susceptible to increased infiltration and weather penetration compared to a traditional inward opening external door.

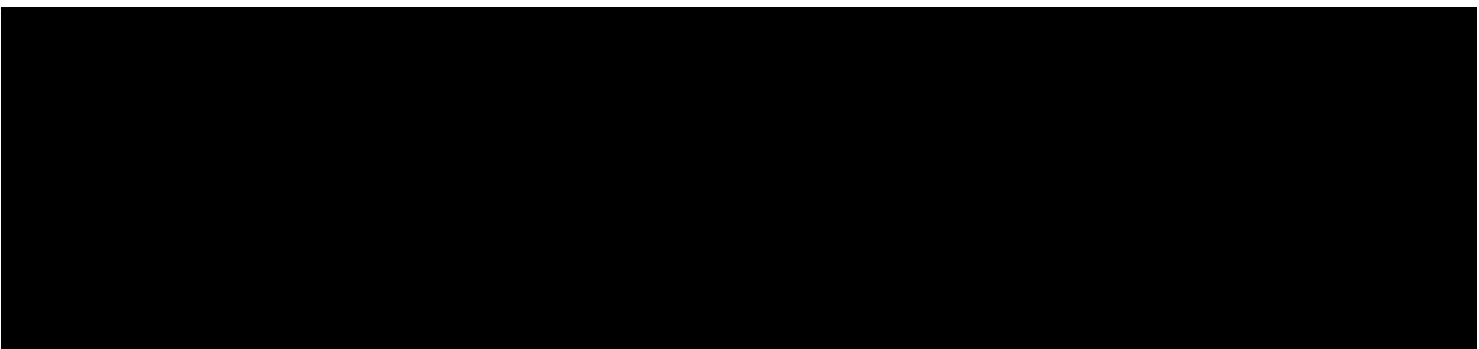
I will confirm to yourself the response from the Fire and Rescue Service if the layout is satisfactory from their view on fire escape design. I will arrange for copies of the plans to be dropped off tomorrow if the plans meet their requirements.

Yours sincerely, Alasdair Harrison.

sunderland peacock and associates ltd.

hazelmere pimlico road clitheroe lancashire BB7 2AG





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Martin Nugent

Public Realm, Ribble Valley

LCC Environmental Services East