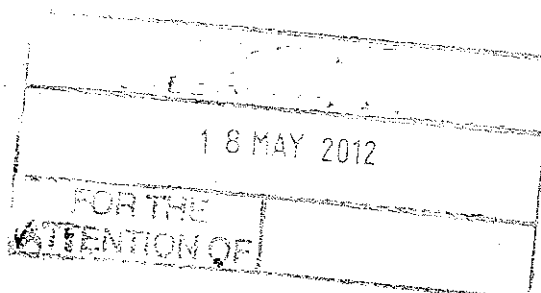


Director of Development Services
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe BB7 2RA

Martin Nugent
01254 828060
D3/11/0896



Drafted 18 May 2012

Dear Sir

**Planning Application, Ribble Valley District
3/11/0896 Old Methodist Chapel, Lower Chapel Lane, Grindleton**

I refer to your correspondence of 2 May 2012 concerning the above application and the revised site plan that was provided.

In line with my comments regarding previous applications at this site, my concern has been the provision of an adequate number of safely accessible car parking spaces for this location, recognising the limitations of the immediate highway infrastructure.

Access for vehicular traffic to this site at the junction of Lower Chapel Lane and Back Lane, Grindleton is not ideal due to the narrow width of the approach from Main Street. There is minimal visibility for vehicles exiting Lower Chapel Lane onto Main Street due to the alignment of the junction and the proximity of an adjacent boundary wall. There is no prospect of securing a physical improvement at this location that would change this situation significantly. Any development of new residential property on Lower Chapel Lane will attract additional vehicular activity at this location.

However, Lower Chapel Lane already serves as the access to a number of residential properties and a working farm. The impact of two residential dwellings, formed from within the footprint of the existing Methodist Chapel, will have a negligible impact on the number of vehicle movements to/from Main Street.

Furthermore, the creation of two residential dwellings will "normalise" vehicular activity to the chapel. By establishing the proposed residential use it will be possible to anticipate with a strong degree of confidence the level of subsequent pedestrian and vehicular activity from the site. This contrasts with the extant legitimate uses for the site and the potential levels of traffic generation that could follow on the basis of existing permitted uses.

My concern at this time, therefore, relates to the viability of the four car parking spaces being proposed.

This most recent proposal has successfully identified four off street parking spaces within land under the applicant's control for the use of residents to the two proposed residential units. It has also utilised a satisfactory car parking module, with all of the spaces complying with standard 2.4m by 4.8m dimensions. This allows all vehicles to park fully off the highway, without the potential for vehicles overhanging the footway and causing a hazard to pedestrians and other road users.

It would be desirable for the layout of the four spaces to enable vehicles to enter and exit in a forward gear as there is a potential hazard where any vehicle has to reverse onto the highway and is a particular concern for pedestrian where, as in this instance, there is no adjacent footway.

By virtue of the location of the chapel and the width of adjacent roads, motorists will be required to reverse either to or from these spaces. This is not an ideal means of safely accessing these spaces and Back Lane is an unadopted road in a poor state of repair that also serves as a pedestrian route for residents

However, Lower Chapel Lane is very lightly trafficked as it passes the chapel and there are no physical obstructions to forward visibility for motorists wishing to manoeuvre from the proposed parking spaces.

In considering the highway safety implications of the proposed development I am satisfied that the creation of two residential dwellings will not have a negligible impact on vehicle activity on Lower Chapel Lane or at its subsequent junction with Main Street.

I am also inclined to view positively the implication of establishing the proposed residential use as it will define the subsequent level of pedestrian and vehicular activity from the site, in direct contrast with the extant legitimate uses for the site.

For the reasons set out above, I have no objection in principle to this application on highway safety grounds.

Martin Nugent

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