

Nicola Gunn

From: Planning
Subject: FW: Rugby pavilion

From: Jamie Potter <jamie.potter@levittbernstein.co.uk>
Sent: 25 January 2021 11:01
To: John Macholc <John.Macholc@ribblevalley.gov.uk>
Cc: Adrian Dowd <Adrian.Dowd@ribblevalley.gov.uk>
Subject: RE: Rugby pavilion

John,

Further to the comments from Adrian, we would like to provide the following responses:

LCC Highways comments

Further to our previous commentary on this matter (in our e-mail on 20/02/2021) the suggested methodology for delivery of materials is to offload to smaller vehicles as required. Larger vehicles will remain perpendicular to the track, utilising a mini crane on the vehicles to transfer the materials to the smaller vehicles. The applicant does not propose the junction upgrades for these reasons. With regards to preventing debris on the public highway, a wheel wash facility could ensure clean vehicles leave the site. A site organisation/ construction method statement from the appointed contractor/supplier could be supplied if required, as a condition of approval.

Lancashire Fire and Rescue comments

We have spoken this morning to Sam Edwards at Lancashire Fire and Rescue to discuss the comments and the application in further detail. Sam advised that the usual threshold that triggers the fire service to cite B5 is; a development of 4 or more dwellings or a building of 280m², neither of which apply in this situation. In the case of this application, the citation was precautionary – when we explained the building was un-serviced electrically, uninsulated, 44m² in floor area and occasionally occupied, Sam agreed that it was probably not applicable in this circumstance, also recognising the constraints of the setting and the low fire risk of the building – if the building was as the target of arson (which we agreed was very unlikely) then the fire engine would in an emergency go down the track break through the gate to gain access. I advised that you may be in further contact. Please also note the highlighted text to the following paragraph from the regulations:

15.7 Access routes and hardstandings should comply with the guidance in Table 15.2. Requirements can only apply to the site of the works. It may not be reasonable to upgrade the route across a site to a small building. The building control body, in consultation with the fire and rescue service, should consider options from doing no work to upgrading certain features, such as sharp bends.

We can confirm therefore that no changes are proposed to the track.

First aid

The pavilion affords the college provision for local first-aid, without the need to first move injured pupils all the way to the main college buildings. The most serious injuries requiring ambulance pick-up would be dealt with no differently to how they are now; an ambulance would pull up on the track or highway, depending on conditions (when driving along the track may be possible) and the injured pupil would be stretchered to the ambulance. However the pavilion will also afford an enclosed space for local and interim first aid treatment before an ambulance arrives, greatly improving the present situation.

Kind regards,

Jamie

Jamie Potter
Senior Architect

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From: John Macholc <John.Macholc@ribblevalley.gov.uk>

Sent: 21 January 2021 12:26

To: Jamie Potter <jamie.potter@levittbernstein.co.uk>

Cc: Adrian Dowd <Adrian.Dowd@ribblevalley.gov.uk>

Subject: Rugby pavilion

Jamie,

Adrian's comment regarding the revised plans. Do you wish to make any further comments in relation to his concerns regarding the Fire and Rescue observations.

Regards

John

From: Adrian Dowd

Sent: 21 January 2021 11:55

To: John Macholc <John.Macholc@ribblevalley.gov.uk>

Subject: RE: 1 church street Clitheroe and Rugby pavilion Stonyhurst

Hi John,

Application 3/2020/0845
Rugby pavilion, Stonyhurst

I have considered the revised plans and information received from the agent yesterday and maintain my recommendation of refusal.

My report only summarised consultee comments and you do not appear to have seen the following:

LCC Highways comments and recommendation:

“There is however a concern regarding the junction of the access track and Avenue Road. It is expected that there will be a number of large and heavier vehicles using this track and there is a concern that the highway structure may be damaged at the join of the two surfaces”.

*“Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials. **Reasons: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users”.***

Lancashire Fire and Rescue comments and recommendation:

*“The proposed Planning Application has been noted and the Fire Authority gives its advice in respect of **access for fire appliances** and water supplies for firefighting purposes to the site. The following recommendations are made to make the applicant aware of **conditions which will have to be satisfied on a subsequent Building Regulation application**. The conditions may affect the elevation of the building and access to them. **These recommendations must be included if this application passes to another party prior to ACCESS - DOCUMENT B, PART B5**. It should be ensured that the scheme fully meets all the requirements of Building Regulations Approved Document B, Part B5 ‘Access and facilities for the Fire Service’”. The attached information identifies required specifications for turning facilities and access route specifications (the latter including minimum carrying capacity in tonnes).*

In my opinion, there is some justification for the proposal in respect to the provision of first-aid. However, the ability to access the site for emergency vehicles (including ambulances?) is a more important issue.

The above comments from Lancashire Fire and Rescue suggest an inevitability to the provision of the access upgrade. There will be no opportunity for the statutory consultees (Historic England and The Gardens Trust on a Grade II* Historic Park and Garden) to consider the proposed works to The Avenue other than in this planning application. In this regard, I am mindful of the objections received to the mill conversion access.

Adrian

Tops for resident satisfaction – 79% of residents are satisfied with Ribble Valley as a place to live (Perception Survey 2018)

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