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**From:** [REDACTED]  
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Dear [REDACTED]

RE: PLANNING APPLICATION NO: 3/2022/0052 - HOLDEN CLOUGH NURSERY.

Holden Clough Nursery is a business situated in a small rural hamlet in an area of outstanding natural beauty, and within an area of agriculture. The access road to the premises is a single carriageway country lane subject to the national speed limit. The lane has no footpaths and in some parts it is of limited width, preventing opposing vehicles from passing simultaneously. The area, and Holden Clough Nursery itself, has a large amount of people passing through or visiting all year round, particularly in the summer months. The lane also provides access to farmers in large agricultural vehicles, often with trailers. There are vulnerable road users including cyclists and motorcyclists, and on occasion horses with riders, and pedestrians. In summer the lane is very busy during the day.

The Nursery is a very popular destination for many people, and is a highly rated business in its specialism. We believe the current car park capacity is for 71 cars. At weekends in the summer months, and during 'special event' weekends at other times of the year, the Nursery car park is full to capacity, displacing many visitor's vehicles on to the lane. The Nursery attempt to address this issue by operating an online booking system to manage the arrival of visitors and on site car parking, which is clearly a very sensible approach. Unfortunately it is not rigidly enforced, and visitors who are not booked in are permitted access. Staff have been heard to ask visitors to park on the lane if the car park is full, and walk in. Ordinarily, one or two sensibly parked cars on the lane would not cause any issues.

However, at peak times numerous vehicles will park on the lane near the exit to Holden Clough on both sides of the junction. There are no parking restriction orders in this location, but parking by the exit is in contravention of Rule 243 of the Highway Code. This practise causes two serious issues:

One) It blocks the sight line of other drivers emerging from the premises, whether turning left or right. They do not have a clear view of the road they are joining and are unable to see road users, such as cyclists, who are often travelling at relatively high speeds (20 to 30mph) as they travel around the bend and down the steep hill. The sight line is also significantly reduced for residents living on the same side of the lane as the Nursery as they attempt to leave their premises.

Two) The lane is narrow, and parking along one side effectively makes it a 'one way street' with limited space to reverse or turnaround. This causes unnecessary congestion on occasion, and we have seen agricultural vehicles unable to move because of it, particularly in the late summer months when they are most busy. This also affects passage for emergency vehicles.

We have witnessed numerous near misses when drivers have had to pull out blind into the road exiting the car park, in an attempt to obtain a clear and safe view. We have also seen inconsiderate parking opposite our driveway making it difficult for use to access or leave our property. Placing cones in the road opposite our driveway has mostly eased our situation, but is not enforceable and not always adhered to.

If the development is to be permitted, its location will reduce the car parking spaces to 68. There would also likely be a slight increase in staff, who may require on site parking whilst at work and further reduce the parking facilities available for visitors. There will be an additional 346 sq metres of building, some of which is to be utilised as a restaurant. This would likely increase foot fall and extend the length of time visitors are on site, and consequently compound the parking issue. There is no bus route within two miles so the vast majority of visitors attend by car.

Our view is, that if planning permission is granted for the building, then conditions of that permission are in place to manage visitor's car parking. This may include more rigid use of the online booking system in busier periods, and road markings on the lane to discourage parking around the car park exit. There is not the infrastructure to cope with the traffic flow and parking at busier times, and our main worry is that of safety for road users.

Yours sincerely,  
[REDACTED]

