

From: Jack Spees [REDACTED]
Sent: 30 June 2025 15:10
To: Planning
Subject: Application 3/2025/0357
Attachments: 1200-D001A(P2).pdf; 1200-D002A(P2).pdf; 1200-D026(P2).pdf; Access Route - Showing Proposed Passing Place views.pdf; BNG Exemption Passing Places.pdf

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Dear Stephen,

With regard the comments from LCC Highways please find the below.

Suggestion to increase road and site traffic infrastructure to accommodate future proposals. Unfortunately we are unable to say when, or if, we will deliver our longer term vision of a training and education centre. It is our intention, but we have not commenced planning, designs or other activities including searches for funding for this longer term aspiration. We feel it is not appropriate for us to invest in the site infrastructure now with uncertainty of a training and education centre.

Request to increase the road width. As a conservation charity we are keen to reduce our environmental impact and feel that this request is unnecessary given our levels of activity, and conflict with our Charitable objectives. It will also reduce our income significantly (grazier rent, and agri-environment schemes) from the grassland, which would impact on the viability of the wider plans. However, we acknowledge that we need to make some adjustment to enable vehicles to pass, and keep the main highway clear. As such we have undertaken a site visit to identify locations that would be suitable for 2 passing places. Please find attached photos and drawing 1200-D001A(P2) and D026(P2).

D026(P2) also details the entrance to the access road from the main carriage way, which includes the site lines which are in compliance with the site line requirement as per table 7.1 from Manual for Streets and the traffic speed of 30mph which is the identified speed limit at this location. We will also complete the recommendations identified on the existent enacted planning application, that have not yet been completed ((e.g. movement of the hedges and fences to improve site lines).

D002A(P2) sets out the revised parking requirements at site, showing 3 disabled parking places, one with EV charge point, and 3 other EV charge points in standard parking spaces. It also shows the inclusion of a cycle park shelter. The cycle shelter shall be as Ringwood Cycle Compound - Single sided compound to house up to 12 cycles (https://www.shelters4less.co.uk/Shelters-Walkways-Canopies/Cycle-Compounds/Ringwood-Cycle-Compound-Single-Sided?srsId=AfmBOop1ycOYNDZlsxu3Ml_j5TgFKLPEUV3fUWJamL6DIU-iovHFKHCD)

As the site will not be open to the public, and owing to the nature of the work undertaken, and comments about widening of the road, we do not intend to incorporate a footway. Employees based at the site are largely outdoor workers. Current visitors to our offices based at Ribblesdale Works travel from distances that mean they travel by private car. Although public transport in the form of a bus stop is nearby, we have never had a visitor arrive by bus. On three occasions we have had visitors arrive on foot walking from the train station. We do not feel this level of usage justifies the creation of a footpath.

Thanks

Jack Spees

Chief Executive

www.ribbletrust.org.uk



email in error.