

Technical Note 1



Project: Freda's Peanut Butter, Bee Mill, Ribchester

Subject: Transport Related Consultation Responses

Date: 15th December 2025

1. This Technical Note has been prepared to provide additional information following receipt of the Lancashire County Council (LCC) Highways consultation response (dated 11/1125). The consultation response is included at **Annex 1** of this document.

2. Each of the issues raised are dealt with in turn as follows (consultee comments in bold italics):

Car Parking

3. ***The LHA have reviewed the Existing and Proposed Plans and are aware that the internal gross floor area is 354 square meters. In line with the parking standards as defined in the Joint Lancashire Structure Plan a Class B2 use should provide parking at a ratio of 1 space per 45 square metres. Applying the Joint Lancashire Structure Plan parking standard yields a requirement of 8 parking spaces. The current provision, therefore, represents a shortfall of three spaces.***

4. ***Whilst the applicant has stated that no customers will visit the site, they have not shared the number of employees likely to be employed at the site, which may help provide a clearer picture of the parking demand. As such the LHA would request that the applicant provide an estimate of how many staff members are likely to be employed within the site and their likely working hours.***

5. The Applicant has provided further information on the numbers of employees at the site in the short term as follows:

- 3 full time employees (which include one employee and the two owners of the business)
- 2 part-time employees who would likely work on separate days.

6. It should also be noted that the two owners would walk to the site as they reside nearby and as previously stated, customers do not visit the site with all sales going directly to retailers or directly to the customers via on-line sales. Accordingly, there would be a short-term demand for two car parking spaces on the site at any one time. The site would only operate during normal working hours (Monday to Friday).

7. It is acknowledged that there may be future growth in the business however such growth would be limited by the capacity of the existing building. At full capacity then employee numbers could be as follows:
 - 5 full time employees (which include three employees and the two owners of the business)
8. If full capacity is reached, then parking demand could be for three car parking spaces. Therefore, even at full capacity, there would still be a surplus of two spaces with the five spaces proposed.
9. Notwithstanding the above, it is understood that the Applicant's landlord has offered to make an additional space available to the unit should this be required. It is therefore hoped that the information presented above provides LCC, as the local highway authority, sufficient comfort that the parking should not be an issue with the current proposals.

Service and Delivery Plan

10. As part of the assessment for the proposed B2 development, the LHA requires a detailed Service and Delivery Plan to understand how servicing and deliveries will be managed on site.

11. Information provided should include the following:

- **Types of vehicles expected to access the site**
- **Frequency and timing of deliveries and collections**
- **Designated delivery areas and swept path analysis for the largest vehicle expected to access the site to demonstrate safe manoeuvring**
- **Detailed access arrangements, including widths**
- **Service and delivery routes on the wider network.**

12. This information is essential to assess the operational impact of the development and ensure safe and efficient access for service and delivery vehicles.

13. Based on the current operations at the existing site in Cornwall, it is envisaged that the servicing/delivery will be as follows.

14. Collections of finished product:

- Royal Mail (small van) – 1 per day (Mon-Fri)
- DPD (Transit van) – 1 per day (Mon, Wed and Fri only)
- Pallet collection (small rigid HGV or Luton van) – up to 2 per month

15. Delivery of raw product and consumables:

- Jars and peanuts (small rigid HGV or Luton van) – up to 2 per month
- Additional Ingredients and packaging (transit van) – up to 2 per week

16. As can be seen, servicing and delivery movements are anticipated to be very infrequent, particularly when compared to the other uses on the site. All the above deliveries/collections will take place within normal working hours (i.e. Mon-Fri 8am to 5pm).
17. As illustrated on the image below, the existing Bee Mill site currently has a one-way system in operation for access to the units along the southeastern boundary. As can also be seen, there is sufficient width for a delivery to take place across the unit frontage without detriment to the access for other units on the site. Drawing No. A4747-H-01 (**Annex 2**) demonstrates, via swept path analysis, that access is available for the largest HGV anticipated and such vehicles are able to enter and leave the site in a forward gear. However, the image below clearly demonstrates that access is achievable by a large articulated HGV.



18. Given that deliveries and collections will be undertaken by third party companies, the Applicant does not have control of routes taken by these vehicles on the wider network. However, in relation to the Royal Mail/DPD movements, these would be undertaken as part of an established route and, accordingly, such vehicles are likely to be passing the site in any event. With regards the occasional deliveries of raw materials and consumables, these are likely to arrive/leave the site via the A59 and M6 J30 on the strategic highway network.

Conclusion

19. It is hoped that the information presented above adequately addresses the issues raised by LCC in the Highways Consultation Response particularly when compared to the existing Class E use which could be significantly more intensive in terms of trip generation and parking demand. Consequently, it is hoped that LCC, as Local Highway Authority, can now support the proposals within the current planning application.

Annex 1 – Highways Consultation Response

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0754
Our ref: 3/2025/0754/HDC/KW
Date: 11 November 2025

Location: Unit B Bee Mill Preston Road Ribchester Lancashire PR3 3XL
Proposal: Proposed change of use from Class E to Class B2 for peanut butter production.
Grid Ref: 364839 435365

Dear Maya Cullen

With regard to your consultation letter dated 3 November 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority (LHA) does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed change of use from Class E to Class B2 for peanut butter production at Unit B, Bee Mill, Preston Road, Ribchester, Lancashire.

Site Access

The site will be accessed via existing access points on to Preston Road which is classified as the B6245 and subject to a 20mph speed limit fronting the site access. The LHA are aware that the site access points to Bee Mill Industrial Estate will remain unaltered following the proposal.

Internal Layout

The LHA have reviewed the Existing and Proposed Plans and are aware that the internal gross floor area is 354 square meters. In line with the parking standards as defined in the Joint Lancashire Structure Plan a Class B2 use should provide parking at a ratio of 1 space per 45 square metres. Applying the Joint Lancashire Structure Plan parking standard yields a requirement of 8 parking spaces. The current provision, therefore, represents a shortfall of three spaces.

Continued...

Whilst the applicant has stated that no customers will visit the site, they have not shared the number of employees likely to be employed at the site, which may help provide a clearer picture of the parking demand. As such the LHA would request that the applicant provide an estimate of how many staff members are likely to be employed within the site and their likely working hours.

Operating statement

As part of the assessment for the proposed B2 development, the LHA requires a detailed Service and Delivery Plan to understand how servicing and deliveries will be managed on site.

Information provided should include the following:

- Types of vehicles expected to access the site
- Frequency and timing of deliveries and collections
- Designated delivery areas and swept path analysis for the largest vehicle expected to access the site to demonstrate safe manoeuvring
- Detailed access arrangements, including widths
- Service and delivery routes on the wider network.

This information is essential to assess the operational impact of the development and ensure safe and efficient access for service and delivery vehicles.

Conclusion

Following review of the submitted details, the Local Highway Authority (LHA) notes that the proposed change of use from Class E to Class B2 at Unit B, Bee Mill, Preston Road, Ribchester, raises several matters requiring clarification before a full highway assessment can be completed.

The absence of information on employee numbers will assist in the appraisal of the sites parking demand and operational pressures. In addition, a Service and Delivery Plan is required to demonstrate how vehicles will safely access, manoeuvre and service the site without detriment to highway safety or the wider network. Further information should set out the types of vehicles expected to access the site, the frequency and timing of deliveries and collections, the designated delivery areas and vehicle tracking for the largest vehicle expected to access the site, the access arrangements and the service and delivery routes on the wider network should also be provided.

Yours sincerely

Kate Walsh

Assistant Engineer

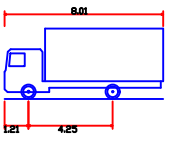
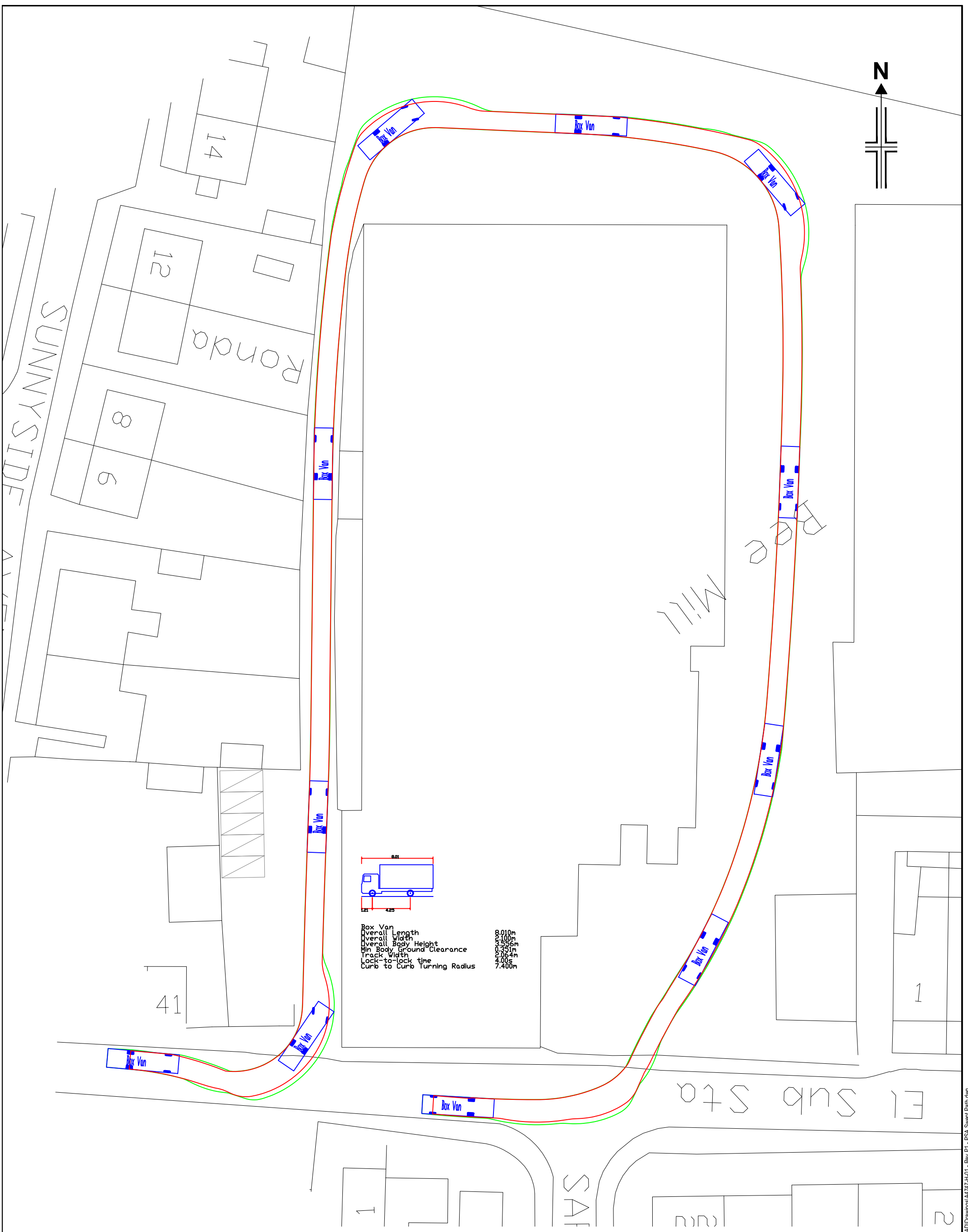
Highway Development Control

Highways and Transport

Lancashire County Council

T: 0300 123 6780

W: <http://www.lancashire.gov.uk>



Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min. Body Ground Clearance 0.351m
 Track Width 2.024m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 7.400m

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P1	15/12/25	For Planning	GS	DLW	DLW
REV	DATE	AMENDMENT DETAILS	DRAWN	CHECKED	APPROVED



PSA Design Ltd
 The Old Bank House, 6 Berry Lane
 Longridge, Preston, PR3 3JA
 Tel. 01772 786066
 www.psadesign.co.uk
 mail@psadesign.co.uk

Client	Freda's Peanut Butter
Job	Bee Mill, Ribchester
Title	Box Van - Swept Path Analysis

Drawn	Date	Scale	Drwg No.
GS	15/12/25	N.T.S.	A4747-H-01
Check	Appr.	Sheet Size	Rev.
DW	DW	A3	P1

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