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Your ref: 3/2025/0141  
Our ref: 3/2025/0141/HDC/KW  
Date: 01 December 2025

**Location:** Bolton Fold Farm Alston Lane Longridge PR3 3BN  
**Proposal:** Regularisation of erection of three commercial buildings (10 commercial units Use Class B2, B8 and sui generis) and associated works.  
**Grid Ref:** 360295 435306

Dear Maya Cullen

With regard to your consultation letter dated 12 November 2025, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

### Summary

#### **No objection subject to conditions**

Lancashire County Council acting as the Local Highway Authority (LHA) does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

### Advice to Local Planning Authority

#### **Introduction**

The Local Highway Authority (LHA) are in receipt of an application for the regularisation of erection of three commercial buildings (10 commercial units Use Class B2, B8 and sui generis) and associated works at Bolton Fold Farm, Alston Lane, Longridge.

The site has a number of relevant historical planning applications which are as follows:

3/2024/1029 - Proposed construction of two agricultural workers dwellings with access and parking.

3/2024/0618 - Proposed change of use of a building and yard from agricultural to industrial storage and hardstanding. Replacement of existing walls and roof with new cladding and new roller shutter doors.

3/2023/0650 - Erection of new agricultural building for cow cubicle.

Continued...

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3/2023/0206 - Proposed single storey side extension.

3/2022/0208 - Proposed new buildings Unit 1 and Unit 3 to provide storage of animal feed to include hay/straw and machinery.

3/2022/0094 - Proposed new buildings Unit 1 and Unit 3 to provide storage of animal feed to include hay/straw and machinery.

### **Site Access**

The LHA has reviewed the proposed location plan, drawing number 00C and noted that the proposal will utilise an existing access from Alston Lane, which is an unclassified road subject to a 60mph speed limit. The access was also considered as part of a previous application, 3/2024/0618 for an industrial storage unit. The access is an appropriate width and depth to serve the proposed commercial units. Whilst the internal access track leading from the access to the units is single track width, visibility over the internal track from within the access is good and there is adequate space to give way.

### **Internal Layout**

The LHA have reviewed the internal layout. The applicant has provided further information regarding the vehicles which are expected to travel to and from site as well as detailed tracking shown on the plan titled Proposed Site Layout Swept Path Analysis 10m Rigid, drawing DTP/3707323/ATR001 Rev C, which shows a 10m Rigid Vehicle turning within the site which shows ingress and egress is possible in forward gear. The amendment addresses the previous concerns regarding conflict with vehicle parking areas. The proposal will ensure that the turning area does not conflict with vehicle parking within the site and that this area remains clear for servicing.

The agent has provided further details on the use of each commercial unit within the site. Units 1-7 measure a total of 387m<sup>2</sup>, requiring a ratio of 1 parking space per 45m<sup>2</sup> which is a total of 9 spaces. Units 8-9 measure a total of 505m<sup>2</sup>, requiring a ratio of 1 parking space per 45m<sup>2</sup>, which is a total of 12 spaces. Resulting in a total of 21 spaces.

Unit 10 measures 745m<sup>2</sup>, requiring a ratio of 1 parking space per 200m<sup>2</sup>, which is a total of 4 spaces.

The LHA has reviewed the updated site plan, drawing number 07 D, which shows a total of 26 parking spaces situated along the north edge of the site. As such, there is an appropriate and sufficient parking for the site.

### **Trip Generation**

The applicant has provided a visual traffic survey undertaken between the hours of 8:00am and 9:00am, as well as between the hours of 4:30pm and 5:30pm which is presented within the Transport Statement.

During the observed AM period, 3 two-way moments were noted during this time, no movements to or from the proposed units were recorded. The Bolton Farm side of the access experiences no ingress into the site from Alston Lane, however, 2 Light Goods Vehicles (LGV) and 1 Other Goods Vehicle 2 (OGV2) exited the Bolton Fold Farm side of the access onto Alston Lane during this time as noted within the traffic count data

provided within Appendix 3. There was also a total of 34 2-way vehicle moments along Alston Lane during this timeframe.

In the PM period, 11 two-way movements were observed using the sites access, 5 cars and 2 LGVs accessed the units from Alston Lane and 1 car used the shared access to access Bolton Fold Farm. When reviewing egress from the site onto Alston Lane during this time, 1 car and 2 LGV exited the access from the proposed units. The farm side of the access is noted to have no vehicles exiting onto Alston Lane during this time. A total of 36 two way vehicle moments were noted along Alston Lane during this period.

Within the transport statement, a visual assessment within the site also noted that three vehicles were located at the site prior to the AM traffic counts and before the PM data collection, it was noted that a total of 4 additional vehicles had accessed the site with 7 vehicles located at the development.

As the Applicant has submitted their own visual assessment of the site, the LHA has also conducted a TRICS assessment which demonstrates the approximate level of trips the proposed development as a whole could generate:

For the purposes of TRICS, the LHA has applied the proposal as an Industrial Estate given the mixed uses including storage, distribution and workshop space. The trip rates are assessed per 100 square meters of internal floor area. Therefore, the LHA have had to calculate the trip rates per 100 square metres and the internal floor area of the proposal, which is 1567 square metres, to receive the total proposed trip rates for the development.

Land Use: Industrial Estate (02/D)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates per 100sqm	0.312	0.135	0.447	0.099	0.270	0.369
Trip Generation	4.911	2.129	7.040	1.554	4.255	5.809

TRICS has identified that the peak travel times for the site are 8:00 – 9:00 in the AM and 16:00 – 17:00 in the PM, which is similar to the applicant's assessment. The proposed development, as shown within the table above, could generate approximately 7 two-way vehicle trips at the AM Peak and approximately 6 two-way car trips at the PM Peak, meaning that 13 two-way vehicle trips could occur in the peak hours. The LHA deem the above data provides an accurate reflection of the likely number of trips a proposal such as this could generate and is satisfied that the additional trips associated with the proposal would be unlikely to lead to an unacceptable impact on the external road network.

### **Sustainability**

The site is located within 300m of northbound and southbound bus stops on Preston Road. These bus stops are located adjacent to and opposite, the Public House named the White Bull Inn and serve regular services to Longridge and Preston City Centre.

However, there are localised constraints associated with the location of these bus stops which prevent any improvements from being made. Therefore, given the intensification of the site and to encourage sustainable transport use the LHA require these bus stops to be relocated adjacent to and opposite the dwelling named Rose Villa. As a minimum, bus border kerbing and upgraded bus stop provisions should be provided.

The LHA will request that the relocation of these bus stops, which improves pedestrian connectivity to and from the site, encourages and promotes sustainable transport, be secured under a Section 278 agreement.

The site also offers sustainable transport options to encourage and promote sustainable transport use. A dedicated cycle store has been provided within the site next to unit 7. Additionally, charging points for electric vehicles are included in the development to promote sustainable modes of transport. The DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings states that charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

### Conditions

Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development subject to the following conditions being stated within the decision notice:

1. Within 3 months of commencement, a scheme for the off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first trading of the development:
  - Upgrade to two bus stops situated on Preston Road.

**Reason:** To mitigate the impact of the development traffic on the highway network.
2. The development hereby permitted shall not be occupied or brought into use until the car parking and turning areas shown on the approved plan(s) have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.
 

**Reason:** To ensure the provision of adequate car parking on site and in the interests of highway safety.
3. Off-street parking shall include the provision of an electrical supply suitable for charging an electric motor vehicle.
 

**Reason:** To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions
4. Prior to first occupation cycle storage provisions shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.
 

**Reason:** To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Planning Note:

- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Control Section by emailing [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk), in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours sincerely

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