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From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 14 August 2025 13:59
To: Planning
Subject: Planning Application Comments - 3/2025/0141 FS-Case-740280625

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Planning Application Reference No.: 3/2025/0141

Address of Development: Bolton Fold Farm, Alston Lane

[REDACTED]

13/08/2025

Ribble Valley Council
Council Offices
BB7 2RA

Re: Objection to Regularisation of erection of three commercial buildings 3/2025/0141 – Bolton Fold Farm.

Dear Sir/Madam,

I am writing to object to the above Regularisation of erection of three commercial buildings on the grounds that the proposed development would result in a substantial and unsafe increase in traffic on roads that are clearly unsuitable for the anticipated volume and type of vehicles. The erection of these buildings was originally assumed to be under general permitted development for agricultural use. The transport statement doesn't consider the effect from traffic being directed onto Cross Lane near Alston Lane School to turn left to the site back up Alston Lane, often now a pinch point for all road users.

1. Nature of the Roads

The local road network serving the proposed site comprises Cross Lane and Alston Lane, which are narrow, contain several blind bends, and in places are less than 3 metres wide. They lack pedestrian footways, have limited passing opportunities, and visibility splays fall well below recommended standards in the Manual for Streets.

These constraints already present hazards to drivers, pedestrians, and cyclists. Congestion and near misses are common during peak hours, particularly where parked vehicles or agricultural machinery further narrow the carriageway.

2. Impact of the Proposed Development

Based on the scale and nature of the proposal, it is reasonable to estimate that it would generate in excess of 30 additional vehicle trips per day, with at least half of these being heavy goods vehicles (HGVs) or similar large delivery vehicles.

Such an increase would lead to:

- Frequent conflicts between opposing vehicles on sections too narrow for two to pass safely.
- Increased risk to pedestrians and cyclists on roads without pavements or verges.
- Greater wear and deterioration of the road surface due to HGV weight and frequency.
- Higher likelihood of obstruction and delays, especially during peak delivery times or construction phases.

Given the physical limitations of these roads, they are wholly unsuitable for a sustained HGV presence.

3. Conflict with Planning Policy

The proposal conflicts with:

- National Planning Policy Framework (NPPF) Paragraph 111 – Development should be refused if it would result in an unacceptable impact on highway safety or if the residual cumulative impacts on the road network would be severe. The predicted increase in vehicle numbers, particularly HGVs, meets both criteria.
- Manual for Streets – Guidance on visibility, road width, and capacity for mixed traffic is not met.

4. Supporting Evidence

Please find attached images taken at key pinch points illustrate the restricted road width and poor visibility. Traffic observations conducted on 16/06/2025 already record frequent vehicle stand-offs and reversing manoeuvres.

5. Conclusion

The anticipated 30+ daily vehicle movements, including a significant HGV component, would overwhelm this fragile local road network, causing safety hazards and operational blockages. The development therefore fails to comply with both national and local highway safety policies.

I therefore respectfully request that the regularisation be refused.

Yours faithfully,

