

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

Phone: 0300 123 6780  
Email: [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)  
Your ref: 3/2025/0141  
Our ref: 3/2025/0141/HDC/KW  
Date: 13 August 2025

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

Dear Maya Cullen

With regard to your consultation letter dated 24 July 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

#### **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 regularisation of erection of three commercial buildings (10 commercial units Use Class E) 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.

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

Continued...

**Lancashire County Council**  
PO Box 100, County Hall, Preston, PR1 0LD



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 site plan, drawing number 0 7 C 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 either side 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 B, which shows a 10m Rigid Vehicle turning within the site which shows ingress and egress is possible in forward gear. However, there is a concern that the proposed service and turning area required for such a vehicle impedes on the proposed parking area on the site plans provided, as such, the turning area cannot be considered acceptable. Further consideration is required to ensure that the turning area does not conflict with vehicle parking within the site and that this area remains clear.

Currently, the LHA and Ribble Valley Borough Council do not have parking standards for the new Class E, which was implemented in 2020; as such the LHA use a calculation of 1:35 square meters when calculating the parking provisions for the site, given its location and the mix of businesses within the site. This is also based on parking standards as detailed in the Joint Lancashire Structure Plan, across the previous parking standards for the use classes, which now fall under Class E.

The LHA has reviewed drawing number 1 0 B, titled Proposed Floor Plan (Unit 1) and notes that the total gross internal floor space is approximately 355 square meters for the 7 units within Unit 1. When considering the gross floor area of Unit 1, the LHA would look for a total parking provision of 10 parking spaces. Whilst 14 parking spaces are shown fronting the unit, there are concerns over the manoeuvrability into and out of the spaces, given the limited width of space behind the parking provisions. A 90-degree, standard parking bay should have a minimum of 6m behind the space in order to effectively manoeuvre into and out of the space. As there is less than 6m behind the bay's fronting Unit 1, further consideration should be given to this parking area to ensure it provides acceptable provisions and as such, an amended parking plan should be provided.

The LHA has also reviewed drawing number 1 1 B, titled Proposed Floor Plan (Unit 2) and notes that the total internal floor space of approximately 483 square meters for the 2 units within Unit 2. When considering the parking standards as detailed above and the internal floor area of Unit 2, the LHA would look for 13 parking spaces to be provided for Unit 2.

Currently, only 4 dedicated parking spaces are shown on the plans provided; however, when assessing the space fronting the unit, additional parking could be provided when also taking into consideration the swept path analysis. As such, an amended plan is required showing adequate parking provisions.

The LHA has also reviewed Unit 3, which is shown in drawing number 1 2 B, titled Proposed Floor Plan (Unit 3) and notes that the total gross internal floor space is approximately 729 square meters. The LHA notes that Unit 3 is one single unit. When considering the parking standards as detailed above and the gross floor area of Unit 3, the LHA would look for 20 parking spaces to be provided for Unit 2. Currently, only 4 dedicated parking spaces are shown on the plan provided; however, when assessing the space fronting the unit, these spaces conflict with the turning as shown on the swept path analysis provided. As such, further consideration should be made to the parking provisions and an amended plan should be provided.

To summarise, the LHA would look for provisions of a total of 43 parking spaces within the site. Currently, there is a shortfall of 21 parking spaces; however the usability of some of these spaces is also in question as such, the shortfall is likely to be higher. Whilst the LHA acknowledges that the traffic survey observed a maximum parking accumulation at the site of 11 vehicles, as detailed within the information gathered during the visual traffic survey. The LHA will, however, look to future-proof the site, and as such, provisions should be in line with current guidance as applied elsewhere in Lancashire, so if occupiers of the site change in the future, the parking provisions will likely remain adequate for the proposed uses which fall under Class E. As such, the LHA requires an amended site plan which shows usable parking provisions which do not conflict with turning provisions as highlighted within the swept path analysis.

### **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 improve pedestrian connectivity to and from the site, encourages and promotes sustainable transport, be secured under a Section 278 agreement.

The site shall also further increase its sustainable transport options within the site to encourage and promote sustainable transport use. Therefore, the LHA expect the development to include covered secure cycle storage to ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport. Additionally, due to the nature of the application, it is expected that 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.

Whilst amended plans are being prepared to address other issues within the site, the LHA would look for cycle storage and charging points to be shown on amended parking plans to ensure these provisions do not conflict in the future.

### **Conclusion**

In conclusion, the Local Highway Authority has undertaken a comprehensive review of the proposed development and associated site plans. The existing access from Alston Lane is deemed suitable for the proposed commercial use. The TRICS assessment confirms that the anticipated trip generation is modest and unlikely to adversely impact the external road network, aligning with the applicant's visual survey. However several critical issues must be addressed before the proposal can be considered acceptable from a highways and transport perspective.

Key concerns include a parking provision shortfall, with several spaces compromised by inadequate manoeuvrability or conflict with turning areas. Amended plans must demonstrate usable and compliant parking arrangements. Turning conflicts with the swept path analysis reveal that the turning areas for larger vehicles encroach upon designated parking areas. Sustainable transport enhancements require the relocation of nearby bus stops and the inclusion of secure cycle storage and electric vehicle charging points in the revised plans.

The LHA remains committed to supporting development that aligns with current transport guidance and future-proofs infrastructure for evolving site use. Therefore, the applicant must submit revised site plans that address the identified deficiencies in parking, turning, and sustainable transport provisions to ensure the proposal meets acceptable highway standards.

Yours sincerely

Kate Walsh  
Assistant Engineer  
Highway Development Control  
Lancashire County Council  
T: 0300 123 6780  
W: <http://www.lancashire.gov.uk>