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Your ref: 3/2026/0073
Our ref: 3/2026/0073/HDC/KW
Date: 02 March 2026

Location: Poor Parts Barn Hellifield Road Bolton-By-Bowland BB7 4LU
Proposal: Conversion of a redundant barn to an affordable local needs occupancy residential dwelling. Installation of a package treatment unit.
Grid Ref: 379667, 450117

Dear Ben Taylor

With regard to your consultation letter dated 10 February 2026, 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 conversion of a redundant barn to an affordable local needs occupancy residential dwelling. Installation of a package treatment unit at Poor Parts Barn, Hellifield Road, Bolton-By-Bowland.

Site Access

The site has an existing field gate access on to Hellifield Road which is classified as the C594 with a national speed limit fronting the site access.

The access will require improvements following the intensification of use within the site, the access shall be hard paved for 10m into the site to ensure no debris is transported onto the network. The proposed gate is set back over 10m behind the highway edge, which is acceptable for the nature of the development. Access improvement or alteration will require the applicant to enter into a Section 171 agreement with Lancashire County Council.

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To ensure adequate intervisibility between highway users at a new access, visibility splays set 2.4 metres back from the near edge of the carriageway, extending 215 metres along the nearside carriageway edge in both directions, should be provided. This is based on guidance from DMRB CD109 Chapter 2 Design Speed.

The LHA understand that a visibility splay has been provided for the site access, which is 2m x approximately 28m Southbound and 32m Northbound. Given that the access leads to a classified road, the visibility splay should be set back 2.4m and the extent for 215m along the nearside edge of Hellifield Road in line with the posted speed limit.

Alternatively, the current sight line may be acceptable if the applicant can provide an observed traffic speed study, which indicates the 85th percentile traffic speeds are less than detailed above. The traffic study would need to be carried out by an approved specialist showing the 85th percentile traffic speeds in both directions, the number of vehicles, types of vehicles and the speed of vehicles passing the access.

The visibility splay should be wholly within the land which the applicant controls and/or the adopted highway, and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay of the proposed access. The red edge drawing should be supported with a blue edge to highlight if the surrounding land falls within the applicant's control, in particular where visibility splays cross outside the adopted highway.

The applicant should provide accurate details of the required sight line requirement before determining the application.

Internal Layout

The LHA have reviewed the Proposed Site Plan and is aware that the dwelling complies with the parking standards as defined in the Joint Lancashire Structure Plan. There is also room to turn within the site, allowing for ingress and egress in forward gear.

Sustainability

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The development must include covered and secure cycle storage to ensure adequate parking provisions and to promote cycling as a sustainable mode of transport.

In addition, given the nature of the application, the development is expected to incorporate at least one electric vehicle (EV) charging point to further encourage sustainable travel choices. In line with Department for Transport (DfT) guidance on Electric Vehicle Charging in Residential and Non-Residential Buildings, charge points must deliver a minimum power output of 7 kW and be equipped with a universal socket capable of charging all types of electric vehicles.

Conclusion

The information submitted to date does not demonstrate that the proposed development can be served safely and acceptably from a highway perspective. Visibility splays at the proposed access are required in line with the splays detailed above or in line with the 85th percentile traffic speeds supported by a traffic count.

The applicant is therefore required to submit the additional details outlined in this response to allow the Local Planning Authority to reach an informed decision on the highway implications of the proposal.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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