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Your ref: 3/2024/0834
Our ref: 3/2024/0834/HDC/KW
Date: 03 February 2025

Location: 69 King Street Whalley BB7 9SW
Proposal: Proposed conversion of an existing retail unit with accommodation at first floor over into a boutique hotel with restaurant including three storey extension to side, two and three storey extensions to rear, building up and extension of existing rear outriggers with addition of windows and rooflights, roof terraces, new flue above ridge level, new bin store to side, new boundary treatment to side and rear and use of land to front and side for outdoor dining.
Grid Ref: 373309 436239

Dear Stephen Kilmartin

With regard to your consultation letter dated 13 January 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 proposed conversion of an existing retail unit with accommodation at first floor over into a boutique hotel with restaurant including three-storey extension to side, two and three storey extensions to rear, building up and extension of existing rear outriggers with addition of windows and rooflights, roof terraces, new flue above ridge level, new bin store to side, new boundary treatment to side and rear and use of land to front and side for outdoor dining.

Site Access

The LHA understands that the proposal will utilise the existing pedestrian access from King Street, which is a B classified road subject to a 30mph speed limit. As well as an

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existing vehicle access on George Street which is an unclassified road subject to a 20mph speed limit.

Given the proposed extension, this area would become unsuitable for vehicles in its proposed form, therefore it would be required that the applicant enter into an appropriate legal agreement with Lancashire County Council to have the current vehicle crossing removed if the application is to be granted permission.

Internal Layout

The LHA require further information regarding the floor area of the proposed dining areas and the number of covers the site can achieve. This information will support the LHA in determining demand. This should cover not only the indoor dining area but also the outdoor dining area too.

The LHA usually require a site which has a restaurant to provide 1 car parking space per 8 square metres of dining floor area.

Parking

Whilst applicant own and/or controls the existing car park at the western end of the retail/residential block on George Street there are concerns that this parking has already been allocated to the previous developments which have already occurred between 1-7 George Street. The car park supports the retail businesses on the ground floors during the day and supporting the apartments on the upper floor during the night. An onsite visit has already found that this parking is at full capacity, therefore there are concerns that this is likely to continue and should the current proposal be granted permission this would displace parking which has already been allocated onto the surrounding roads.

An onsite visit also found that the on-street parking in Whalley Village Centre is limited to mostly short stay with periods of no return therefore would not be an appealing location for hotel guests. The onsite visit also noted that much of the parking is already at full capacity and therefore could not support larger developments.

Whalley Village Centre has limited long stay parking provisions which is likely to be utilised by hotel guests. There are two car parks in the vicinity of the site situated off Accrington Road, one of which is short stay and supports the Co-Op which like much of the local on street parking is limited to 2hrs. The car park opposite which is managed by Local Parking Security Limited does however allow 24hr parking at a charge. Although during a site visit this car park was also found to have only limited capacity.

In addition, the applicant states they can provide a 16 space car park at The Sidings however this for valet parking which not all guests may consider necessary. The applicant should provide further information as this has not been included within the red edge of the development. There is a concern that this parking arrangement may also interfere with already approved planning development for the business units which reside in this area.

The application states that the site will have the equivalent of 10 full time members of staff, mixed between full time and part time. It is not clear if 10 member of staff are required for the hotel and/or the restaurant, this should be clarified.



Going forward the LHA would expect the applicant to provide a clear parking plan for any suggest parking provisions supported by a parking survey undertaking over the course of a week.

Sustainability

Whilst there are sustainable transport options within Whalley Village Centre, the LHA is of the opinion that most trips related to the hotel use of the applicant would be limited to private cars given the types of customers likely to stay at a location such as this.

Although no information has been provided around the times in which staff are due to start and finish work. Whilst public transport and local employment should be encouraged. Establishments which are open 24 hours like hotels and restaurants which are open late it is likely that public transport will not be an option for staff members who work unsociable working hours, therefore the LHA will also need to consider the parking demands of the staff.

Conclusion

In conclusion, Local Highway Authority (LHA), has identified several critical concerns regarding the proposed development's impact on highway safety and parking adequacy. The current submission lacks comprehensive assessment, particularly in terms of parking provisions.

The LHA requires the applicant to address these issues by providing detailed information on the number of covers expected for the dining areas, as well as a clear parking plan supported by a parking survey. Additionally, the applicant must clarify the arrangement and capacity of off-site parking facilities, including valet parking at The Sidings, and ensure that any parking solutions do not interfere with existing planning developments.

Given the limited availability of long-stay parking in Whalley Village Centre and the high demand for parking, the LHA is concerned about the potential repercussions of the proposal on the existing parking demands in Whalley. Furthermore, the anticipated reliance on private vehicles by hotel guests and the need to accommodate staff parking for those working unsociable hours underscores the importance of a robust parking strategy. Failure to address these concerns satisfactorily may result in the LHA's objection to the proposed development.

Yours sincerely

Kate Walsh

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