

Development Control  
Ribble Valley Borough Council

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Your ref: 24.0998  
Our ref: D3.24.0998  
Date: 18<sup>th</sup> December 2024

**App no: 24.0998**

**Address: The Compleat Food Group Lincoln Way Clitheroe BB7 1QL**

**Proposal: Proposed alterations to car parking, access and installation of new exit gates.**

### **Summary**

Having reviewed the documents submitted, including 'Proposed site plan and elevations 6961-07B' together with site observations, Lancashire County Council acting as the highway authority raises an objection on highway safety grounds due to the proposed significant loss of off-street staff car parking which would lead to vehicles being displaced onto the adjacent highway Lincoln Way which is likely to be detrimental to large vehicle movements on the Industrial Estate and pedestrian movements.

The National Planning Policy Framework (NPPF) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios' (Paragraph 116).

The Local Highway Authority's advice is that residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework 2024 and earlier editions and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this response.

### **Proposal**

The proposal includes the alteration of the car park to accommodate a HGV loading and storage area and new pedestrian route and installation of exit gates.

### **Access alterations**

Notwithstanding the Highway Authority recommendation as highlighted above, Lincoln Way is adopted highway, unclassified and subject to a 30mph speed limit. The adopted highway extends to include the verge between the boundary palisade

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fence and the carriageway. We would support the removal of the shrubs which are planted within the verge as they appear to be fast growing and with height which will require regular trimming to ensure that the visibility splay for emerging vehicles is not compromised.

The proposal retains the existing vehicle access arrangements with two points of access on Lincoln Way with an IN and OUT in operation as existing.

A new pedestrian access is proposed on Lincoln Way between the two vehicle accesses which will need a section of the verge replacing with footway construction to provide an adequate area for pedestrians to stand and with a dropped kerb crossing with tactile paving at both sides of Lincoln Way.

The new pedestrian access will need to be formed under a S278 agreement with Lancashire County Council.

The proposed pedestrian access and alteration to the exit gates raises no highway safety concern.

## **Parking**

There are circa 81 spaces marked on the existing layout and there are 39 spaces proposed including 4 disabled bays and 4 electric vehicle charging bays. There is a cycle store located in the south east corner of the site for 10 bicycles.

The internal alterations result in a significant loss of 42 car parking spaces and we would raise an objection to this proposal given the amount of loss and the lack of supporting information to demonstrate how the loss of car parking will be managed without causing displacement of car parking onto Lincoln Way.

Lincoln Way itself on both sides has parking prohibited at all times along the development frontage and the nearest section of unrestricted on-street parking is located along Lincoln Way approximately 300m to the southwest. The proposal is likely to result in drivers parking on the existing parking restrictions in contravention of the traffic regulation order and further along Lincoln Way which is likely to cause obstruction to large vehicle movements accessing businesses. Drivers may park partly on the footways to avoid narrowing the carriageway for large vehicles and this will cause obstruction to pedestrians using the network of public rights of way and nature reserve near the site.

Upon visiting the site it was noted that the off-street parking provision located alongside Lincoln Way, opposite the site and not within the ownership edge of the applicant was fully parked. There are signs erected advising that the parking is owned by Ribble Valley Borough Council and is provided for Ribble Valley employees, authorised visitors and visitors to the nature reserve.

There are no floor areas or use class stated on the application form therefore a calculation of the maximum requirement within the parking standards cannot be provided. There are no employee numbers submitted or any other evidence for the existing demand to support the loss of parking.



## **Sustainable travel**

The nearest bus stops are located in excess of 1km walking distance from the site on Chatburn Road and the nearest cycle route is located approximately 1.3km running parallel to the A59.

The walking distance to the nearest bus stops exceeds the guidance in the Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', also the CIHT document 'Guidelines for Planning for Public Transport in Developments' recommends the maximum walking distance to bus stops (400m).

The existing infrastructure is not likely to be conducive to support bus travel. The lack of options to travel sustainably, other than in the private car is a concern given the proposed loss of car parking and will result in continued reliance on the private car.

## **Collisions**

There are two collisions recorded on Lincoln Way along the frontage of the site which resulted in one serious and one slight injury. Both involved car passengers injured when their vehicles collided, one whilst parked on Lincoln Way and rejoining the carriageway and one rear shunt whilst vehicle in front was braking.

## **Conclusion**

To conclude, the proposed development as submitted raises highway safety concerns due to the significant loss of car parking provision.

Lancashire County Council acting as the highway authority considers this is contrary to paragraph 116 of the NPPF.

The loss of car parking provision will result in the displacement of parking onto Lincoln Way and will likely lead to vehicles parking on the existing parking restrictions and/or further along Lincoln Way which will cause an unacceptable conflict with highway users, particularly obstruction to large vehicle movements accessing businesses on the Industrial Estate and obstruction to pedestrians due to vehicles parking partly on the footway.

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