

Ribble Valley Borough Council

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Your ref: 25.0100

Our ref: D3.25.0100

Date: 24<sup>th</sup> March 2025

**App no: 25.0100**

**Address: Land at The Eagle at Barrow Clitheroe Road Whalley BB7 9AQ**

**Proposal: Proposed hotel development comprising two-storey building (use class C1) with associated parking and landscaping, bin store, air conditioning units and new pedestrian access.**

The submitted documents and plans including 'Proposed site plan 2023/91/02-Rev G, Stantec Transport Statement dated February 2025 have been reviewed and the following comments are made.

### **Proposal**

The application seeks approval for a new 38-bed Hotel on land adjacent to The Eagle Public House which is currently partly car parking for the Pub and partly a grassed area.

### **Sustainability**

Bus services M2 (Burnley – Clitheroe), 280 (Preston – Skipton) and 22 (Clitheroe – Shadsworth) (services 280 and 22 are subsidised by LCC) runs along Clitheroe Road with bus stops within approximately 100m from the centre of the site. These bus stops need upgrading to quality bus stop standard with bus shelters.

There is a Local Cycling and Walking Infrastructure Policy (LCWIP) for Ribble Valley published March 2024. Clitheroe Road is identified as a strategic route between Whalley and Barrow with measures identified for improved cycle infrastructure by widening existing shared footway/cycleways or making new on road cycle provision on Clitheroe Road.

The provision of high quality secure and covered cycle parking at the Hotel would support sustainable travel. We would seek measures for cyclists to enter the Hotel via the new pedestrian access on Clitheroe Road with a dropped crossing point, signage and lining on Clitheroe Road to highlight this.

We would seek measures to support pedestrians to cross Whalley Road to access the bus stops.

We would consider the site to support sustainable modes of travel subject to mitigation measures including the upgrade of the bus stops and enhanced pedestrian and cycle infrastructure and parking.

### **Traffic Impact**

TRICS has been used to generate a trip analysis for the Hotel using 'Hotel, food and drinks'.

The proposed hotel is forecast to generate a total of 10 two-way trips during a weekday AM peak hour and 15 two-way trips during a weekday PM peak hour. It is noted that the Hotel peaks will fall outside the background peak on the network.

Due to the scale of the development we would not require any further junction analysis of the adjacent network.

No traffic data has been collected on Clitheroe Road. From data collected in previous years we understand the daily vehicle flows to be around 5000 2-way movements.

We have a history of complaints from elected members and residents regarding vehicles speeding along Whalley Road between Whalley and Barrow which causes difficulties for pedestrians to cross the road.

We consider it necessary and seek to secure mitigation to introduce measures to reduce vehicle speeds and to provide a formalised crossing point, alongside the site, to allow pedestrians and cyclists to travel safely and easily on the adjacent highway network.

### **Site access**

Clitheroe Road is classified C549 and subject to a 30mph alongside the northern part site, increasing to 40mph alongside the southern part.

There is an existing access on Clitheroe Road serving the public house and the proposed Hotel will utilise the existing vehicle access. A new separate pedestrian access is proposed on Clitheroe Road linking the main entrance.

Visibility splays at the existing site access cross the grass verges which is land within the control of the applicant. Splays of 2.4m by 43m to both sides of the site access are shown on the drawing 333100728/100/006 which is within the Transport Statement. There is no speed data to support the provision of the visibility splays which are suitable for a 30mph speed limit. We have complaints of speed related concerns on Whalley Road and the Parish Council deploy Speed Indicator device (SPIDs) on Whalley Road as a deterrent to drivers exceeding the speed limit.

Subject to the provision of a traffic calming scheme of enhanced signing and lining and the provision of a central pedestrian refuge alongside the Hotel frontage we would anticipate that vehicle speeds would be reduced sufficiently to comply with the proposed visibility splay for a 30mph speed limit.

We would request that tactile paving is added to the site access dropped crossing points.

## Parking

There are currently 111 car parking spaces provided for the public house and this will be reduced to 78 spaces which is a loss of 33 spaces as a result of the proposal.

TRICS has been used to generate trip rates and parking accumulations for the existing (Public House) and proposed (Public House and Hotel) uses. No linked trips have been included to provide a more robust assessment and a 90% a room occupation (based upon all arriving by car) has been assumed at 7am.

The combined (Pub and Hotel) maximum occupancy during a weekday peak 8pm - 9pm is 75 cars parked within the site. This equates to an occupancy rate of 96%. The Saturday peak occupancy 7pm - 8pm is 69 cars parked within the site. This equates to an occupancy rate of 88%.

There are no parking standards included within the Ribble Valley Core Strategy however we would apply a standard which is used across Lancashire of 1 space per bedroom for the Hotel and a ratio of 1 space per 8sqm for the public house. This equates to 149 spaces which comprises 111 spaces for the 887sqm floor area for the public house and 38 spaces for the 38-bed Hotel. An element of linked trips with guests staying at the Hotel and dining or attending an event at the Public House would be expected therefore the total 149 spaces would be reduced to accommodate this. A reduction of 30% would equate to 104 spaces which is a shortfall of 26 spaces.

We would request additional information is collected and submitted to validate the car parking provision on the basis that the submitted analysis is theoretical (based upon TRICS survey data or parking standards) and that the public house is already well established, and the traffic generation can be collected and analysed in its own right.

The public house advertises that it operates events (weddings, birthdays, etc) for up to 120 guests on the first floor which has not been included in the Transport Statement parking analysis. We currently have no complaints on file of a parking issue arising at The Eagle public house which indicates that the current car parking provision of 111 spaces is sufficient to accommodate the demand. There is a concern that the reduction in car parking will result in overspill car parking onto Whalley Road and nearby side roads which will likely be detrimental to highway users.

We would request car parking occupancy surveys of the car park and on Clitheroe Road in the vicinity of the site are carried out on a weekend day and evening when an event is occurring. We would request the maximum number of customers which can be accommodated on site at the public house on the ground and first floors at any one time is provided.

There is no provision for a coach, we would request this this is addressed to confirm or otherwise if this is likely to be required at the site.

There are 8 disabled parking spaces and 2 electric vehicle charging spaces proposed, these should be 10% of the overall provision. There are 6 bicycle parking spaces (3 sheffield stands) proposed and these stands will need to be covered and secure and

increased to 10% of the car parking provision. Motorcycle parking is required at 4% of the car parking provision.

## **Servicing**

Drawing 333100728/100/001B contained within the Transport Statement shows a 11.3m long refuse vehicle entering the site in forward gear, turning within the site, before exiting the site in forward gear back onto Clitheroe Road. The bin store is located on the southern edge of the Hotel and staff will need to move the receptacles (45m) to the northern edge of the Hotel for the refuse vehicle.

Drawing 333100728/100/002B shows a 10m rigid vehicle entering the site in forward gear, turning within the site, before exiting the site in forward gear back onto Clitheroe Road.

These are considered acceptable.

## **Off-site highway works**

To mitigate the impact of the development on the highway network we would consider this to be our initial assessment for the off-site highway works.

1. The upgrade/provision of 2 quality bus stops on Clitheroe Road to support all users to travel to/from site sustainably.
2. Traffic calming measures, signing and lining and a new central pedestrian island on Clitheroe Road to provide an uncontrolled crossing point on Clitheroe Road to link the site to the southbound bus stop.
3. Cycling infrastructure upgrade to allow cyclists to enter Hotel via shared pedestrian/cycle access on Clitheroe Road.
4. Tactile paving on the site access dropped crossing points.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first trading.

## **Conclusion**

Lancashire County Council acting as the Highway Authority would request further information is collected and provided to validate the proposed car parking provision at the site and is amended accordingly with the required secure and covered cycle and motorcycle spaces.

Subject to this and the securing of the off-site works mitigation measures the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

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Lancashire County Council

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