

Ribble Valley Borough Council

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Your ref: 25.0100

Our ref: D3.25.0100

Date: 9th September 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.

Further to the original comments dated 24th March 2025, the submitted document 'Stantec Technical Note dated 18th August 2025' has been reviewed and the following comments are made.

Sustainability

The Technical Note disputes the need for the bus stop improvements and pedestrian crossing enhancements on Clitheroe Road on the basis that the level of bus users forecast to be generated by the Hotel does not justify that additional infrastructure.

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 are agreeable.

The provision of high quality secure and covered cycle parking is not discussed in the Note. Cycle hoops are proposed on the original layout.

We would consider the NPPF *paragraphs 115 a) sustainable transport modes are prioritised...., b) safe and suitable access... for all users, paragraph 117 a) give priority first to pedestrians and cycle movements...., facilitating access to high quality public transport, b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport*, relevant to this proposal and measures to support pedestrians, cyclists and bus passengers are requested as originally requested to support sustainable travel for all users.

Without any supporting measures, it is likely that people with disabilities and reduced mobility would not be able to access sustainable travel modes.

Site access

A 7-day ATC was undertaken between Friday 30th May and 5th June 2025 at a point 85m south of the site access within the 40mph speed limit. 85thile speeds of 36.8mph northbound and 37mph southbound were recorded.

The Highway Authority dispute the conclusion that these speeds recorded within the 40mph speed limit reflect that drivers are complying with the speed limit within the 30mph section.

If a count was undertaken at the site access to accurately record the speeds within the 30mph section then an accurate conclusion could have been made.

However, it is anticipated that the recorded speeds are likely to be relevant for the site access with drivers maintaining this speed in the 30mph section, which would require splays of 2.4m by 57m to the southside and 58m to the northside.

As previously stated, 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.

The Technical Note disputes the need for the traffic calming measures on Clitheroe Road. The Highway Authority would dispute that adequate visibility splays are provided at the site access.

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.

As requested by the Highway Authority, car parking occupancy surveys were undertaken on Friday 30th May 2025, Saturday 31st May 2025, and Wednesday 4th June 2025. All three surveys were conducted between 11am and midnight. The Saturday 31st May survey was discounted and repeated on Saturday 12th July 11am-midnight during a wedding at the public house.

The peak hour was recorded at 17:45 on all survey days, Wednesday records a maximum of 25 vehicles, Friday 41 vehicles, and Saturday 47 vehicles.

The proposed provision of 78 spaces at the site for both the 38-bed Hotel and the Public House is anticipated to be suitable based upon the existing demand demonstrated by the survey data.

The applicant states that there are no coaches anticipated 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. This can be dealt with by condition.

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.

Items 1 and 2 are disputed by the applicant as being necessary. Items 3 and 4 are agreeable to the applicant.

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 are satisfied with the proposed car parking provision at the site and the required secure and covered cycle parking can be conditioned if the application is approved.

The off-site works of mitigation measures are not agreed and the Highway Authority would reiterate the requirement for these based upon securing infrastructure to provide a safe and suitable access and to support sustainable travel for all users in accordance with the NPPF.

Should the application be considered for approval we would request that the following conditions are stated on the decision.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

Reason: To mitigate the impact of the construction traffic on the highway network.

2. Within 3 months of commencement a scheme for the site access and off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first occupation of any dwelling.
 - a. Dropped kerb/tactile paving at the site access
 - b. Cycle access on Clitheroe Road to Hotel entrance
 - c. Upgrade of 2 bus stops on Clitheroe Road to quality bus stop standard
 - d. A new central pedestrian refuge on Clitheroe Road and associated signing and liningReason: To mitigate the impact of the development traffic on the highway network.
3. Prior to the first use of the Hotel the parking and service areas shall be constructed in a bound porous material and marked out and made available for use and maintained for that purpose for as long as the development is trading. Reason: To ensure adequate parking provision is provided.
4. Prior to first use of the Hotel a secure and covered cycle store for at least 4 bicycles shall be provided and maintained thereafter for as long as the development is trading. Reason: To support sustainable travel.
5. Prior to the first use of the Hotel at least 4 electric vehicle charging points shall be provided. Charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle currently. Reason: To support sustainable travel

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