

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: [REDACTED]
Email: [REDACTED]
Your ref: 3/2025/0147
Our ref: 3/2025/0147/HDC/KW
Date: 16 September 2025

Location: Peel Street Business Estate Peel Street Clitheroe BB7 1RA
Proposal: Proposed demolition of existing buildings and erection of six 2-bed and one three-bed apartment building together with a two storey business centre and associated parking and bin store.
Grid Ref: 374509 441572

Dear Stephen Kilmartin

With regard to your consultation letter dated 3 September 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority (LHA) 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 or capacity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed demolition of existing buildings and erection of six 2-bed and one three-bed apartment building together with a two storey business centre and associated parking and bin store at Peel Street Business Estate Peel Street Clitheroe BB7 1RA.

The LHA are aware of the planning history at the site which is listed below:

3/2022/0536 - Proposed demolition of existing buildings and erection of nine 2-bed apartments over three storeys together with a two storey business centre and associated bin, cycle stores and car parking. Refused.

3/2018/0323- Change of use from car sales to motorcycle sales, repairs, MOTs and motorcycle rider training centre. Permitted.

Continued...

3/2009/0081- Side extension and change of use from car sales to non-food retail. Withdrawn.

3/2008/0764- Change of use from car sales to non food retail and extension to existing building. Withdrawn.

Site Access

The LHA are aware that the site is accessed off Peel Street, which is an A classified road subject to a 30mph speed limit.

The LHA have reviewed drawing number ALP/23 Dwg 03A titled Site Plan and are aware that the existing access which serves the existing commercial buildings will be altered following the proposal. The LHA have reviewed the proposed access and are aware that the width of the access complies with the LHAs guidance.

The applicant has also provided an amended swept path analysis drawing ALP/23 Dwg 07A which shows the swept path of a large rigid truck using the access, the applicant has widened the access slightly to enable the vehicle to enter and exit the site without any over running which is acceptable to the LHA. The drawing also included a vehicular visibility splay drawing. This shows that the required vehicular visibility splays of 2.4m x 43m can be achieved in both directions and is therefore acceptable.

The LHA note that the access will be surrounded by 2m footway provisions leading for the adopted highway, which will support accessible pedestrian facilities. There is also separate pedestrian gates at both ends of the site, which will allow direct access to each building without needing to walk through the car park, removing any pedestrian and vehicle conflict. The formalised pedestrian route will be used for easy access onto Peel Street, where local amenities are found.

The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Highway Safety

There has been one serious Personal Injury Collisions recorded within 200m of the site, however, taking into account the circumstances of the incident, attributed to a driver error at a stop sign, the Local Highway Authority (LHA) has determined that there are no preexisting concerns regarding highway safety in the area

Internal Layout

The LHA has reviewed the amended site plan, drawing ALP/23 Dwg 03Aa and note that the site complies with inclusive mobility guidance and the majority of the footpaths within the site are 2m wide throughout the site which is acceptable the LHA. Where footpaths fall below 2m they are over short distances which is acceptable.

The LHA have reviewed drawing number ALP/23 Dwg 03 titled Site Plan and are aware that 19 standard car parking spaces will be provided at the site to serve both the Apartment and Office blocks alongside 3 disabled bays and 3 motorcycle spaces.

For the site to fully comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, the LHA require 14 spaces to be provided for the 6x 2-bed apartments and 1x 3-bed apartment. 17 spaces to be provided for the office block, given the internal floor area. Therefore, the LHA would normally require 31 spaces to be provided.

However, in this case the LHA will accept the shortfall. This is because given the location of the site, the LHA deem it to be sustainable with the site being located within the centre of Clitheroe. Therefore, occupants of the site can take advantage of being in close proximity to key local amenities such as supermarkets which are located within walking distance of the site and can take advantage of regular public transport services by bus or train, with Clitheroe Interchange being a short walking distance away.

Should occupants of the site not want to travel by public transport and the provided car park is full to capacity, the site is within walking distance of a number of Pay and Display car parks and only 80m away from a free car park located on Peel Street. As a result of these factors, the LHA will accept the shortfall in parking at the site.

The LHA has reviewed the proposed parking allocation and note that 7 car parking spaces will be permanently allocated to residential occupants of the Apartments, these are to be marked out with the apartment number as shown on drawing ALP/23 Dwg 03A. 12 car parking spaces will be permanently allocated to the office development. This includes standard bays, a proportion of the disabled bays and motorcycle bays, which will be shared as appropriate based on user need. The applicant has also advised that a ANPR camera system will also be used to control parking within. This proposal is acceptable to the LHA.

Conditions

1. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:
 - 24 Hour emergency contact number;
 - Details of the parking of vehicles of site operatives and visitors;
 - Details of loading and unloading of plant and materials;
 - Arrangements for turning of vehicles within the site;
 - Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures;
 - Measures to protect vulnerable road users (pedestrians and cyclists);
 - The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - Wheel washing facilities;

- Measures to deal with dirt, debris, mud or loose material deposited on the highway as a result of construction;
- Measures to control the emission of dust and dirt during construction;
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works;
- Construction vehicle routing;
- Delivery, demolition and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
 - There must be no storage of materials in the public highway at any time.
 - There must be no standing or waiting of machinery or vehicles in the public highway at any time.
 - Vehicles must only access the site using a designated vehicular access point.
 - There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
 - A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing Ihsstreetworks@lancashire.gov.uk
 - All references to public highway include footway, carriageway and verge.
2. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with the approved plan drawing number ALP/23 Dwg 03A. Thereafter the onsite parking provision shall be so maintained in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework.

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number ALP/23 Dwg 03A have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework.

4. No part of the development hereby approved shall commence until a scheme for the construction of the off-site works of highway improvement namely:
 - An improved metaled and kerbed vehicular crossing has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.
 - The existing access shall be physically and permanently closed and the existing verge/footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads (concurrent with the formation of the new access).

Reason: To limit the number of access points to, and to maintain the proper construction of the highway and in order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

5. No use hereby permitted shall be occupied until visibility splays 2.4 metres back from the centre line of the access and extending 43 metres on the nearside carriageway edge in both directions have been provided at all accesses/junctions, as shown on the approved plans. 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. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

6. The development hereby permitted shall not be occupied until such time as the access and any turning space has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 10 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework.

7. Off-street parking shall include provision of electrical supply suitable for charging electric motor vehicles.

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

8. Prior to development details of all cycle stores (including design, materials and finishes) shall be submitted to and approved in writing by the local planning authority. The approved cycle stores shall be provided and available for use prior

to the occupation of the associated plot or in the case of the flats prior to occupation of the first flat. The cycle stores shall be retained at all times thereafter.

Reason: In the interest of providing suitable storage for cycles and sustainable modes of travel.

9. The surface water from the approved driveway/hardstanding/car park should be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.

Informatives

- The works referred to in Condition 4 will require the applicant to enter into a Section 278 highway agreement with Lancashire County Council as Highway Authority.
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

T: [REDACTED]

W: <http://www.lancashire.gov.uk>