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Your ref: 3/2025/0147
Our ref: 3/2025/0147/HDC/KW
Date: 04 August 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 21 July 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority 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. Without this information, the Local Highway Authority is unable to provide final highway advice on this application.

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 Withdrawn.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 Withdrawn.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 03 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.

However, the applicant has now provided a swept path analysis drawing which shows the swept path of a large rigid truck using the access, the LHA will require the access to be extended by a further 0.5m. This is because, as a large rigid truck is entering the site, as shown on the swept path drawing, it meets the kerb line of the footway. Therefore, the LHA are concerned that should a pedestrian be using the footway at the same time as a rigid truck entering the site, a potential conflict could occur, as well as concerns about potential damage to the kerb line. As a result, the LHA require the access width to be extended to prevent this conflict and any damage occurring to the footway.

The applicant has 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 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.

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 would look for the footways within the development to be in line with inclusive mobility guidance as such the LHA would look for 2m footways throughout the site. An absolute minimum of 1m over short distances of up to 6m if there are localised obstructions such as trees and street furniture can be acceptable. As such the LHA would request that the internal footway provisions are reviewed and amended where required.

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 applicant has included an operating statement detailing how the parking provisions will be allocated. The applicant has suggested that 10 car parking spaces will be permanently allocated to residential occupants of the apartments. These will be clearly marked and reserved for resident use only. 12 car parking spaces will be permanently allocated to the office development. This includes standard bays and a proportion of the disabled 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.

The LHA would request a slight amendment to the proposed parking provisions, where the residential side of the development has a total of 7 parking spaces, with each apartment allocated 1 space. The preferred option to the LHA would be to mark each residential space with the apartment number on each bay that is allocated to each apartment. This will reduce conflict between residents and allow potential residents to understand their allocated parking before signing a lease.

This then allows a total of 12 spaces to be open for the commercial side of the development and the disabled parking bays and motorcycle spaces to be open for those who require use.

Conclusion

In conclusion, the applicant has now provided further drawings which show an acceptable visibility splay. A swept path analysis drawing has also been provided which shows the swept path of a large rigid truck using the access, the LHA will require the access to be extended by a further 0.5m to address conflict with the proposed access kerb line and footway provisions. Further attention is also still required to ensure the sites internal footway provisions are compliant with inclusive mobility. The LHA has also requested a slight amendment to the parking provision allocation; this should be clearly marked on an amended site plan.

Yours sincerely
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