

Ribble Valley Borough Council
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Your ref: 3/2025/0564
3/2025/0565
Our ref: 3/2025/0564/HDC/KW
3/2025/0565/HDC/KW
Date: 18 December 2025

Location: 45 - 47 Whalley Road, Clitheroe, BB7 1EE
Proposal: Planning permission for proposed change of use from light industrial to residential (use class C3) and commercial (use class E(c)(iii)) involving internal and external alterations.
Grid Ref: 374236 441280

Dear Stephen Kilmartin

With regard to your consultation letter dated 17 December 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 for change of use from light industrial to residential (use class C3) and commercial (use class E(c)(iii)) involving internal and external alterations at 45 - 47 Whalley Road, Clitheroe. The LHA is also aware that there is a listed building consent application, 3/2025/0565, which will also be addressed in the following comments.

Site Access

The site will be accessed via an existing vehicle access on Turner Street, an unclassified road with a 20 mph speed limit fronting the site. The applicant has provided an amended plan which shows that the existing gates and any proposed gates are to be removed. The access must be properly consolidated and surfaced in bound porous materials (not loose stone, gravel or grasscrete) for the first 5m into the site to prevent debris from being deposited onto the highway.

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The applicant has also provided a visibility splays drawing which shows that visibility can be achieved extending 25 metres along the nearside carriageway edge in both directions.

There is an additional vehicle access that previously served an existing garage. The proposal states that the existing gates are to be replaced with glazed doors to provide access into Unit 2.

An additional pedestrian access with glazed doors will be introduced along the Turner Street frontage, providing access to Unit 1.

The existing pedestrian access on Whalley Road, adjacent to the traffic lights, is to be removed, and the original window layout reinstated. This is welcomed by the LHA.

Further pedestrian access will be provided on Whalley Road, to serve the proposed four-bedroom dwelling. Previously, the LHA raised concerns regarding the positioning of external steps and railings positioned within the adopted highway; these have since been removed and internal steps have been provided within the building.

The four flats on the first floor will be accessed via a separate pedestrian entrance from the car park situated off Turner Street.

Internal Layout

The LHA has reviewed drawing number PL01 Rev D. Currently, six parking spaces are proposed within the parking area, allocated to the residential element of the development.

Two spaces are designated for the four-bedroom dwelling. The LHA would expect three off-street parking spaces for dwellings with four bedrooms or more. Given the sustainability of the area, situated close to amenities and public transport options, the LHA would accept a shortfall of 1 parking space for the 4 bedroom dwelling and will condition that cycle storage is provided within the site to further encourage and promote sustainable transport.

Four parking spaces are allocated for the flats. Drawing number PL02 indicates that three one-bedroom flats and one two-bedroom flat are proposed. In accordance with the LHA's parking standards (as set out in the Joint Lancashire Structure Plan), one-bedroom flats should be provided with one off-street parking space each, and two-bedroom flats should be provided with two.

Although the LHA and Ribble Valley Borough Council have not yet updated their parking standards following the introduction of Class E use, the LHA applies an average of one car parking space per 35 square metres for Class E uses. Based on the internal floor layout, Unit 1 would require two parking spaces, and Unit 2 would require one.

The site does not provide parking for the commercial units, however there are local public car parks within walking distance to the site which can be utilised for future business owners. The site is located within a sustainable location with good access to public transport and local amenities. There are also parking restrictions on the surrounding roads to control on street parking.

Sustainability

The site is located in a highly sustainable location with good access to public transport and local amenities. To further encourage sustainable travel, the development should include covered, secure cycle storage to ensure adequate provision for residents and employees of the commercial units.

Conditions

1. Before the commercial units hereby permitted commence use, a Service Management Plan (SMP) shall be submitted and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. The Service Management Plan (SMP) shall describe the means of servicing and times of deliveries and means provision for servicing/ delivery vehicles. The SMP should identify exactly how and what types of vehicles are anticipated for the commercial uses and their delivery times should also be detailed to demonstrate that the proposed system would work. Any measures described in the SMP shall be implemented for the duration of the sites use.

Reason: To enable all delivery traffic to enter and leave the development site in a safe manner without causing a hazard to other road users.

2. The development hereby permitted shall not be occupied or brought into use until the car parking and turning areas shown on the approved plan(s) have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.

Reason: To ensure the provision of adequate car parking on site and in the interests of highway safety.

3. 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.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
- Measures to control the emission of dust and dirt during construction.
- 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.

4. Prior to first occupation cycle storage provisions for the residential unit shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

Reason: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

5. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.

Informative notes:

- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.
- 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 lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway, and verge.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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