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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: 14 August 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 28 July 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 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 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. The following comments will address both applications.

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. Although the access is currently gated and the proposal suggests retaining the gates, the LHA would not support gates positioned adjacent to the highway. Should the applicant wish to retain gates at the access, they must be set back at least 5 metres into the site to ensure vehicles can enter without obstruction.

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The walls adjacent to the access appear to exceed 0.9 metres in height; therefore, visibility splays should be provided to ensure clear sightlines for vehicles exiting the site, particularly in relation to pedestrians and other road users.

To ensure adequate intervisibility between highway users at the access, visibility splays set 2.4 metres back from the near edge of the carriageway and extending 25 metres along the nearside carriageway edge in both directions should be provided. (This requirement is based on Table 7.1 of Manual for Streets.)

The visibility splay should be wholly within land controlled by the applicant and/or the adopted highway. Nothing shall be erected, retained, planted, or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level that would obstruct the visibility splay of the proposed access. The applicant should provide accurate details of the required sightlines prior to the LHA determining the application.

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 pedestrian access into Unit 2. As this area will no longer serve as a vehicle access, the footway should be reinstated across this frontage. This will require the applicant to enter into a Section 278 Agreement. A manhole cover is also located within this area and will need to be replaced; this should be addressed during initial Section 278 discussions.

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.

A further pedestrian access will be provided on Whalley Road, set back from the highway, to serve the proposed four-bedroom dwelling.

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 A. While concerns have been raised regarding the access arrangements, the LHA has also reviewed the parking provisions shown on the submitted plans. It should be noted that any changes to the access arrangements may affect the internal parking layout.

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.

Four parking spaces are allocated for the flats. Drawing number PL02 Rev A 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 LHA also has concerns regarding parking bay No. 6 due to its proximity to the gates. When fully opened, the gates would obstruct the bay, rendering it unusable. The applicant should also consider cycle and refuse storage provisions, which are likely to be accommodated within the outdoor/parking area.

Given the above, the LHA recommends that the applicant reconsider the parking layout and overall provision within the site.

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.

Conclusion

In summary, the retention of gates adjacent to the highway, visibility splays, and the positioning of parking bay No. 6 present concerns that must be addressed. Furthermore, the current parking provision does not fully meet the LHA's standards for residential and commercial uses. The applicant is advised to reconsider the site access, provide visibility splays, and amend the parking layout. Cycle and refuse storage should also be incorporated into the design to support sustainable travel and operational needs.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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