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Your ref: 3/2025/0647
Our ref: 3/2025/0647/HDC/KW
Date: 06 November 2025

Location: Clitheroe Football Club Shawbridge Street Clitheroe BB7 1LZ
Proposal: Proposed demolition of existing clubhouse and construction of new clubhouse and community hub.
Grid Ref: 374720 441735

Dear Stephen Kilmartin

With regard to your consultation letter dated 29 October 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 demolition of the existing clubhouse and construction of a new clubhouse and community hub at Clitheroe Football Club, Shawbridge Street, Clitheroe.

The LHA are aware of the recent planning application for the site, which are as follows:

- 3/2025/0125 - Proposed removal of six floodlights and replacement with four floodlights with LED luminaires.
- 3/2021/0690 - Proposed creation of car parking (including lighting) and area of soft landscaping to redundant land behind stands.

Site Access

The LHA have reviewed drawing number 1720 - 102 titled "Proposed Site Plan" and are aware that the site accesses, on Bright Street and Shawbridge Street, will remain unaltered following the proposal. While the LHA acknowledges the established use of these access points, concerns remain regarding the insufficient access width, which may

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constrain vehicle movements and compromise safety, along side the absence of dedicated pedestrian infrastructure, increasing potential conflict between vehicles and pedestrians. These issues may affect the safe and efficient operation of the site, particularly during peak activity periods.

Internal Layout

The applicant has confirmed that the proposed building will have an internal floor area of 309 square metres. In line with the parking standards set out in the Joint Lancashire Structure Plan, the LHA would ordinarily apply parking standards, which requires one parking space per 22 square metres. This results in a requirement for 14 parking spaces to serve the development.

The applicant has submitted drawing number 1720–201, which illustrates the formalisation of marked bays within the existing car park accessed via Shawbridge Street. Although the LHA acknowledges that this car park benefits from existing approval, concerns remain regarding the restricted carriageway width on Shawbridge Street and the absence of segregated pedestrian infrastructure, both of which may compromise safe access.

Furthermore, the LHA notes that the parking provision previously approved under application 3/2021/0690 was intended solely for use by players, management, match officials and club media. The access road linking Bright Street to the car park is privately maintained and lacks a dedicated footway and adequate street lighting. These contribute to concerns about the substandard access road layout and poor pedestrian safety.

In light of these constraints, the LHA does not support any intensification of use of the existing car parking facilities. The applicant is therefore strongly encouraged to promote sustainable travel to and from the site, including walking, cycling and public transport, and to direct visitors and users to nearby public car parks.

Operating statement

The applicant has clarified that at this early stage of development, no specific events or groups have been allocated to the proposed building. However, it is envisaged that operations on non-match days will follow a structured schedule from Monday to Friday, with three fixed booking periods: 10:00–12:00, 13:30–15:30, and 19:00–21:00. These time slots have been selected to avoid peak traffic periods and school-related congestion. Each slot will be reserved for a single group or organisation to prevent conflicts between arriving and departing users and to minimise vehicular movements. Additionally, a traffic management document will be provided to each event organiser, outlining public transport routes and nearby public parking options.

The LHA notes that the site has an existing use as a football ground and that the applicant intends to introduce community events within the proposed building. The LHA advises that events held at the site should not conflict with other uses of the facility, to avoid overlap and manage the site access effectively.

Concerns have been raised regarding the suitability of the access route to the on-site car parking facilities, particularly due to the limited width of Shawbridge Street and the absence of dedicated pedestrian infrastructure. The LHA recommends that sustainable travel information be made available on the applicant's website, and as detailed by the applicant within the design and access statement to each event organiser, including

details of nearby public car parks such as River Lea Gardens, which can accommodate additional demand. The applicant is also encouraged to promote sustainable transport options, including local bus and train services, as well as cycling facilities.

Sustainability

The site is located within a highly sustainable location, which is well served by regular bus and train services within walking distance of the site. The site is also located close to local amenities and facilities. There is a comprehensive package of Traffic Regulation Orders in the area, which should prevent inappropriate parking. The Design and access statement details that secure cycle storage will be provided as required adjacent to the clubhouse which will ensure the provision and availability of adequate cycle parking and the promotion of sustainable forms of transport.

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 vehicle 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.
- 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.

2. No building or use hereby permitted shall be occupied until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.

3. Prior to first occupation cycle storage provisions 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.

4. Prior to the first use, Sustainable Travel Information shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Local Highway Authority. The information shall include details of walking and cycling routes, public transport options and timetables, public car parking facilities and any incentives or schemes available to encourage employees, visitors, and customers to travel sustainably. The approved information shall be made readily available on digital platforms.

Reason: To promote sustainable travel choices, reduce reliance on private car use, and support local transport infrastructure in accordance with the National Planning Policy Framework and relevant local transport policies.

5. No events shall take place at the proposed clubhouse that would result in a scheduling conflict with any other approved use of the facility. In particular, football-related events (including matches, training sessions, or associated gatherings) shall not occur simultaneously with any community-based events (including meetings, classes, or social functions) within the clubhouse or its grounds. Each private booking or event shall commence no earlier than 15 minutes after the conclusion of any preceding function, to allow for adequate transition and avoid overlap. A booking and event schedule shall be maintained by the operator and made available to the Local Planning Authority upon request to demonstrate compliance.

Reason: To ensure the orderly use of the development, prevent operational conflicts between different user groups, safeguard amenity, and support effective management of the facility in accordance with local planning policies.

Informative notes:

- 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
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