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Your ref: 3/2025/0647
Our ref: 3/2025/0647/HDC/KW
Date: 16 October 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 25 September 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 (LHA) 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.

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. Therefore, the LHA have no further comments to make regarding the access.

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Internal Layout

The applicant has provided information regarding the proposed building's internal dimensions, which is 309 square meters. When considering the parking standards, detailed in the Joint Lancashire Structure Plan, the LHA would usually apply for Class use F2 1 parking space per 22 square meters, which results in the proposal usually being required to provide a total of 14 parking spaces.

The applicant has provided a proposed parking plan, drawing 1720 – 201, which shows the formalisation of the marked bays within the existing car park accessed via Shawbridge Street. Whilst the LHA acknowledges that this car park has existing approval, the LHA do have concerns over intensifying the use of this car park due to the limited width of Shawbridge Street and the lack of separated pedestrian facilities. As such, the LHA would not support any intensification of the use of this car park due to the substandard access

The LHA also acknowledges that the parking provisions, previously agreed under application 3/2021/0690, would only serve players, management, match officials and club media. The access road between Bright Street and the car park is privately maintained and without a separate footway; as such, there are also concerns over the use of this car park due to the substandard layout and lack of separate footways and street lighting.

Operating statement

The LHA would condition that any events held at the proposed clubhouse do not clash with any other use of the facility, and that football events will not take place at the same time as community events. Each private booking should take place no earlier than 15 minutes after the last function.

Travel strategy

Given the unsuitable access to on-site car parking provisions, the LHA would look for a travel strategy to be provided by the applicant that can be shared with those who book private use of the clubhouse and advertised on the website. This should detail the use of local public car parking facilities that can support additional capacity, such as the car park on River Lea Gardens, as well as highlighting key public transport options. Similar to the information provided within the transport consideration section of the revised design and access statement. However, the LHA does not support the promotion of the use of the car accessed from Shawbridge Street. The applicant should encourage sustainable transport options such as local bus and train services as well as cycling provisions. The applicant should provide this information before the LHA can provide further comments.

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.

Conclusion

The LHA therefore requests that the applicant provide a comprehensive travel strategy promoting sustainable transport modes. Until such information is submitted and assessed, the LHA is unable to offer its full support for the proposal.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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