

Ribble Valley Borough Council

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Your ref: 25.0688

Our ref: D3.25.0688

Date: 13<sup>th</sup> November 2025

**App no: 25.0688**

**Address: Former Genus Site (Units 1-21 Mitton Road Business Park) Mitton Road Whalley BB7 9JY**

**Proposal: Proposed reinstatement of previously approved phase 1 entrance, including a timber fence between phase 1 and phases 2/3**

Further to our original comments date 2<sup>nd</sup> October 2025, the amended plans have been reviewed and the comments under the 'access' section have been amended. The parking comments remain the same and the information is still requested before a final conclusion on the proposal can be made.

## **History**

3/2015/0235 - Proposed demolition of existing commercial premises and construction of 4 no. small industrial buildings to house 21 starter units of approx. 70sq m per unit, site access improvements and extensive new tree planting. Approved.

3/2025/0975 - Discharge of condition(s) 6 (details of external lighting), 7 (contaminated land), 8 (drainage), 9 (surface water), 11 (bat and bird boxes), 12 (highways), 13 (materials), 14 (trees and woodland), 16 (Landscaping) on Planning Permission 3/2015/0235.

3/2016/0710 – Application for outline planning consent for extension to industrial estate including access. Approved.

*Transport Statement comment - The proposed new entrance onto Mitton Road will have better visibility than the current site entrance, which will be retained for use by the cottages, cyclists and pedestrians.*

*Highway comment - The existing access is to be retained for the 2 cottages and an emergency access, no indication is given as to the method to be employed to prevent unintentional use*

*2.4m by 90m vis splay conditioned.*

3/2017/0080 – Application for outline planning consent for extension to industrial estate with all matters reserved.

*Highway comment - I note from the submitted plan that the intention would be to create a single point of access to the whole site with the existing access becoming redundant , albeit retained for access to the 2 dwellings and as an emergency//pedestrian /cycle access to the site. On this basis I would raise no objection to the proposal on highway grounds but would request that the following conditions be attached to any permission that may be granted.*

3/2107/0714 – Extension to existing industrial estate (Class B1, B2 and B8 use) to include car parking, landscaping and service infrastructure. Approved.

Condition 22 – The existing access shall be physically and permanently closed at its junction with the internal estate road except for emergency situations. Provision shall be retained for the unobstructed passage of pedestrians and cyclists concurrent with the formation of the new access

### **Proposal**

The application seeks to widen an access on Mitton Road which is currently restricted by condition to serve the cottages, pedestrian/cycles and as an emergency access for the commercial units. It is noted that the internal measures to restrict access are not implemented.

The access is proposed to serve Phase 1, 16 commercial units and the cottages. These units are currently served from the new access serving the wider site, phases 1 and 2.

Internally a fence will be erected to separate Phases 1 and 2 for all vehicles, pedestrian and cycle movements.

There is no information submitted to outline the reason for this proposed change to the access arrangements.

### **Access**

Mitton Road is subject to a 30mph speed limit, increasing to the national speed limit approximately 150m north of the site access.

The visibility at the site access is considered acceptable. Splays of 2.4m by 90m to both sides are required and can be achieved over the highway or applicants land.

The access has been increased in width from 5.5m to 7.5m as previously requested. The radius to both sides needs to increase from 6m to 12m to accommodate the longest articulated vehicles.

The access widening will need to be completed under a S278 agreement with Lancashire County Council.

### **Parking**

The proposed internal separation of Phases 1 and 2 will prevent access to the communal parking areas for the Phase 1 units. It is recommended that pedestrian



access is maintained between Phases 1 and 2 for overspill car parking unless additional information is submitted to demonstrate that the proposal will not impact upon parking.

Upon visiting site, it was evident that cars were parking in undesignated areas and that this may be limiting access through the site for articulated vehicles.

### **Conclusion**

The access is proposed at 7.5m carriageway to accommodate the large commercial vehicles, and subject to the radius being increased to 12m, this is acceptable in principle.

Lancashire County Council acting as the Highway Authority would request further information regarding the reason for the proposal and the parking provision and pedestrian access before the decision is made.

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