

Ribble Valley Borough Council

Phone: 0300 123 6780

Email: developeras@lancashire.gov.uk

Your ref: 25.0688

Our ref: D3.25.0688

Date: 2nd October 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

The submitted documents and plans have been reviewed and the following comments are 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

Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD

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 is proposed to be widened to 5.5m however this is not considered acceptable and will require widening to 7.5m to accommodate the articulated wagons which are using the site access. This was observed during my site visit.

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 maybe limiting access through the site for articulated vehicles.

Conclusion

Lancashire County Council acting as the Highway Authority would request further information regarding the reason for the proposal and that the access is proposed at 7.5m carriageway to accommodate the large commercial vehicles.

Kelly Holt
Highway Development Control Engineer
Highways Network Management
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk

