

## DESIGN AND ACCESS STATEMENT

Redevelopment of former Whalley Motor Services site  
into new offices at  
18 Accrington Road  
Whalley BB7 9TD



Date: **October 2025**

Job ref: **7261**

## 1.0 Introduction

This document has been produced to support of a pre application advise submission for the proposed redevelopment of the former Whalley Motor Services site.

The Client Green Improve LTD specialize in the installation of cavity wall insulation, internal wall insulation, loft insulation as well as the supply and installation of air source heat pumps, solar PV and smart heating controls.

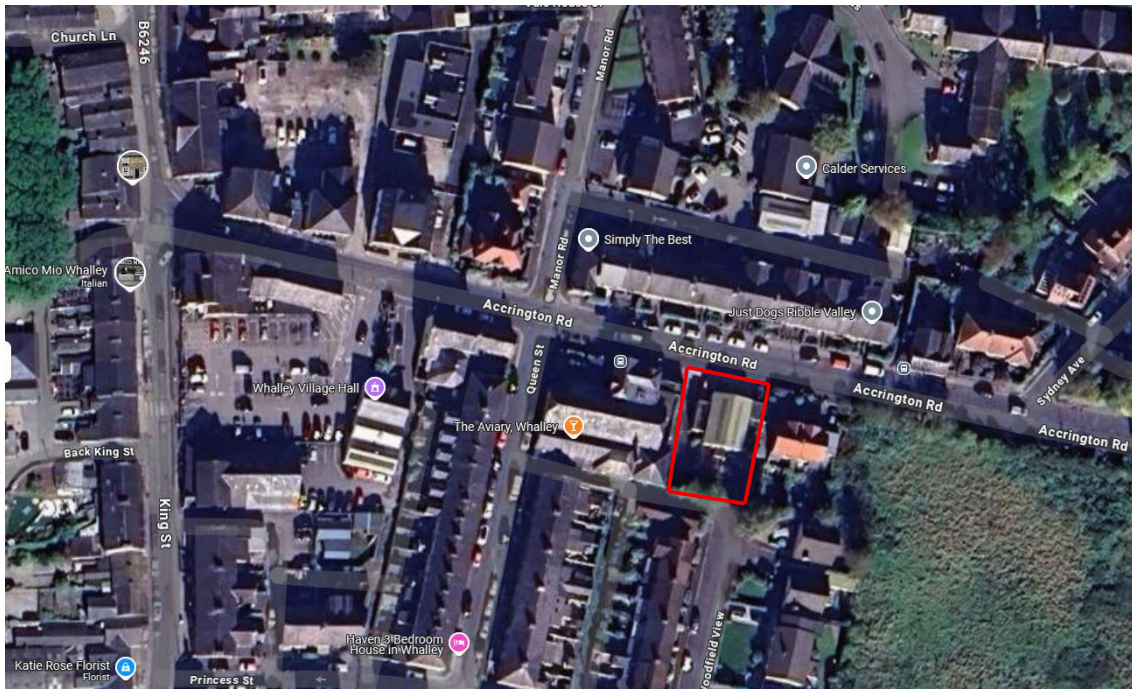
The newly purchased Whalley site is proposed to be used for office facilities only and the commercial / operations side will continue to operate from the existing Carr Hall site.

Their “team’s extensive experience means that we understand the intricacies of energy-efficient installations and funding opportunities better than most. We are dedicated to providing a seamless process, from assessing your eligibility for grants to ensuring top-quality installations that meet the highest standards. With our customer-first approach, we are here to guide you every step of the way, ensuring your home becomes more energy-efficient without hassle or high upfront costs. Green Improve is here to support you in making smart, sustainable choices that benefit both your household and the environment.”

## 2.0 Site Description

Site address:

Redevelopment of former Whalley Motor Services site into new offices at 18 Accrington Road, Whalley, BB7 9TD.



Approximate extents of site outlined in red on map extract above.

The site is located on Accrington Road just outside of the Whalley conservation area.

Located close to the centre of Whalley the site has good access to public transport. The main Whalley bus station is a short walk away, and Whalley train station is around a 10 minutes walk. The bus and railway provides good links to the nearby towns of Clitheroe, Langho, and Great Harwood as well as Accrington and Blackburn.

## 3.0 Existing Building

The Motor Services building is assumed to have been constructed in the late 20<sup>th</sup> century. The construction is course stone with profiled metal cladding above to the front elevation, along with elements of aluminum glazing and brickwork. The sides and rear walls are constructed in masonry with a render finish. The main roof comprises of

profiled cladding supported by steel trusses on masonry piers. Elements of the building appear to have been added on over the years and have flat a roof construction with a bitumen flat roof felt finish.



Part front / Side Elevation, showing mix of materials.



Rear Elevation showing rendered masonry finish.



Internal photo of Ground Floor showing steel truss and purlins/ cladding rails supporting profiled roof cladding. Painted brickwork internally.



Internal photo of Lower Ground Floor. Floor constructed of steel beams with concrete floor supported between

## 4.0 Scope of Works / Use

The proposals include:

To demolish the Whalley Motor Ltd building which is in a poor state of repair and replace with a modern energy efficient office building constructed to a high specification in accordance with the latest Approved Document L2 of the Building Regulations.

The existing basement floor of the Motor Services building has a restricted ceiling height, the proposal would involve excavating to provide a sufficient ceiling height of around 2.4m to the lower ground floor, to assist with this the upper ground floor would be raised by approximately 100mm to help reduce the extents of excavation. The basement would then be fully tanked with waterproof concrete and membrane.

The ground floor is proposed to have a ceiling height of 2.4m, and the first floor will be within the roofspace, with a ceiling height of 2.4m.

This will then enable to provide the office space, including meeting rooms, kitchen / canteen, WC's, Disabled WC, Plant Room and Store Rooms, arranged over the three stories.

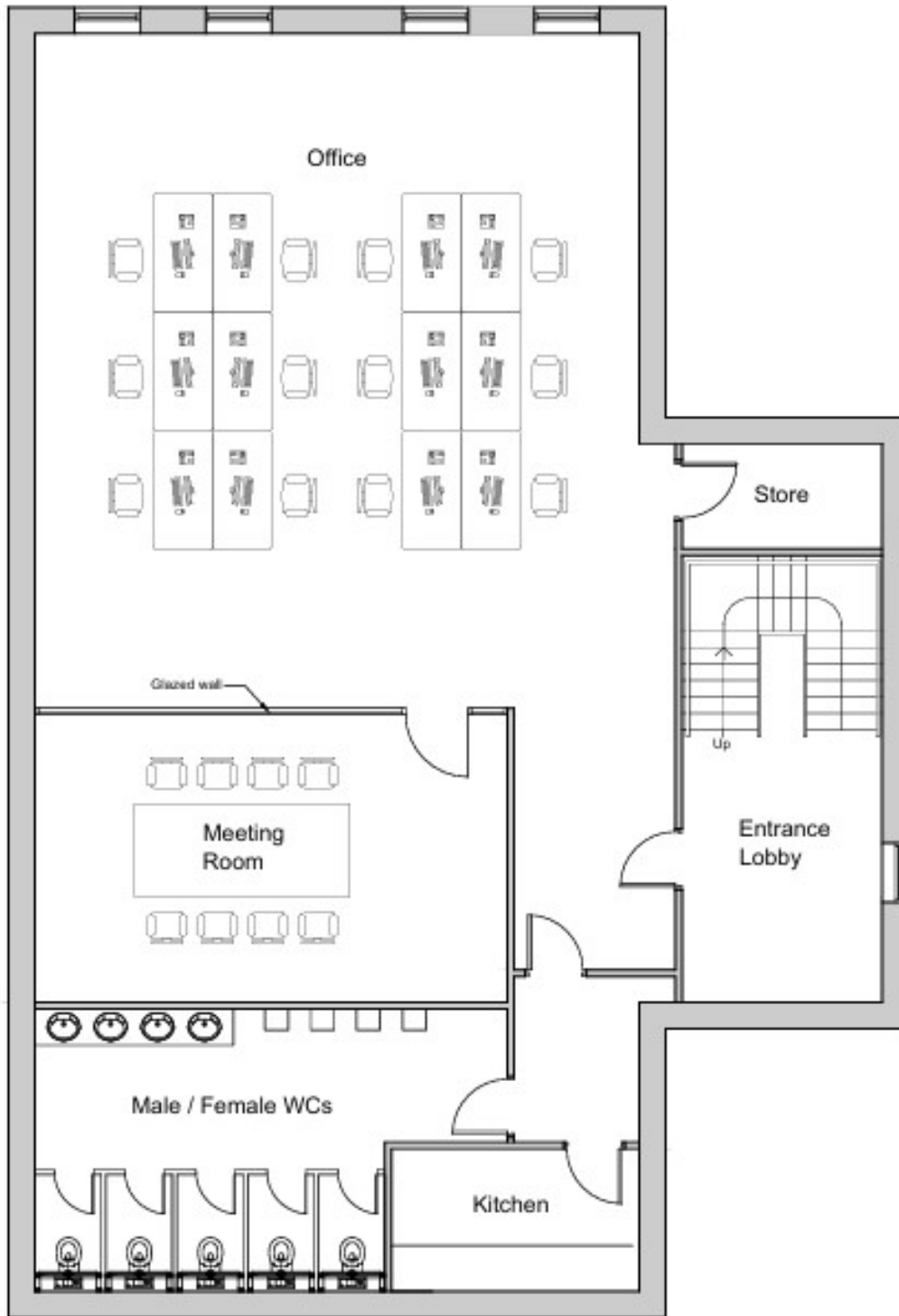
The hours of working would typically be from Monday to Friday: 8:30am to 5:30pm and Saturday 9am to 1pm.

## 5.0 Layout

The proposed layout is based on discussions with the client. The level access entrance is set back from Accrington Road in order to provide ample room for a ramp and alternative stepped access. This lobby will provide access directly into the main ground floor which will include the main office space, meeting room, as well as kitchen / canteen and WC facilities.

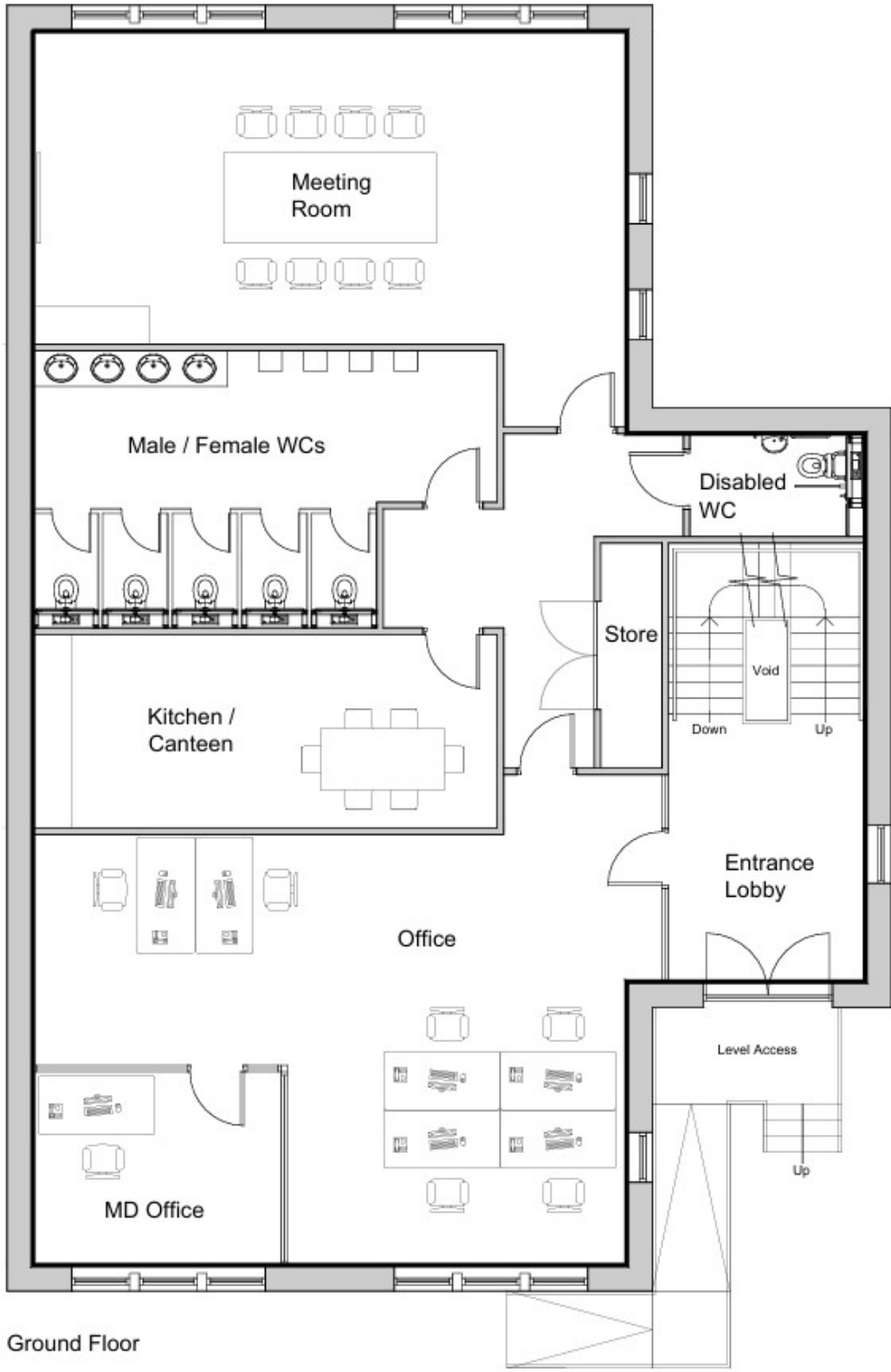
From the entrance lobby it will be possible to access the lower ground floor. WC facilities and small kitchen / brew room is to be provided to the front of the building (basement), the rear of the lower ground floor which is above ground level will be provided with an open plan office with glazed meeting room within. The open plan office will have 4 large rectangular windows to the rear in order to provide natural light and purge ventilation to the room.

From the entrance lobby the upper floor (located within the roofspace) can be accessed via the staircase. The upper floor within the roofspace will consist of office space as well as a large plant room which will accommodate the solar PV equipment including inverter, a number of large batteries, cylinder, boiler and manifolds, etc. Windows in the gable ends will be provided to both upper floor offices as well as rooflights to ensure plenty of natural light and a good working environment.



Lower Ground Floor

(Not to scale)



Ground Floor

(Not to scale)



First Floor  
(Not to scale)

## 6.0 Amount and Scale

The scale of the building from Accrington road will appear similar to the existing Motor Services building, with a gable to the front façade and with the staircase element set back from the street scene. The height to the ridge of the gable will be approximately 7.87m in height, which in comparison to the existing Motor Services building which has a ridge height of 6.13m. The eaves height of the proposed building measures approximately 5.3m in height to the East side on Accrington road compared to the previous height of 3.56m, this allows for sufficient headroom within the roofspace and therefore a first floor of useable floorspace.

The proposed building is set 21m away from the opposite dwellings on Accrington Road, this is an increased separation distance from the existing Motor Services building which is approximately 20.3m between the workshop doors/windows and front of dwellings. At first floor level only 3no. small windows are provided in respect of this relationship. There is an overall increase in scale although this is still relative to the neighbouring Rendezvous night club building and the eaves height is only slightly above the neighbouring semi detached dwellings.



Comparison of Proposed Accrington Road Streetscene and Existing Streetscene

## 7.0 Appearance and Materials

The materials have been chosen to be in keeping with the position of the building directly adjacent to the Whalley conservations area.

Therefore facing brick and natural stone surrounds are proposed to the ground floor windows and doors to the frontage to the Accrington Road street scene. Above at first floor level Cedral cladding is proposed making reference to the previous cladded gable of the Motor Services building. The sides and rear are proposed to be a mix of materials comprising of brickwork, K-Rend and Cedral cladding. The windows and doors are proposed as aluminium, colour anthracite grey or similar. The roof would be metal profiled roof sheeting or similar again making reference to the previous Motor Services building and commercial use of the site. Solar PV panels are proposed to the South East facing roof slope.

## 8.0 Access / Parking / Transport Statement

The existing access will remain and no change is to be made to the access arrangements.

2no. parking spaces will be provided to the front of the building, and a minimum of 3no. parking spaces will be provided to the side of the building, all in line with the previous planning approval. A clear turning area will be provided towards the rear of the building to ensure vehicles can safely enter and leave in forward gear.

The disabled parking space will be to the front of the building alongside Accrington road.

A specialist consultant has been employed in order to review the parking requirements of the client and provide a Transport Statement all of which will be implemented.

## 9.0 Environmental Considerations

The proposed building and access / parking is to be constructed in place of the existing building and hardstanding yard. Therefore there should be no loss impact on ecology or biodiversity.

A bat survey would be commissioned and undertaken prior to a full planning application to ensure no bats are present, or if they are seen appropriate measures are provided to ensure they are not harmed.

## 10.0 Renewable Energy

Photovoltaic panels are proposed to be installed on the new roof. These panels and devices will convert sunlight into electrical energy. This energy will be used towards the electrical consumption of the building as well as for charging electrical vehicles.

## 11.0 Flood Risk

An independent flood risk assessment and surface water drainage design is being undertaken by specialist - PSA Design – Civil Engineers. Following the report and drainage proposals we would look to implement any mitigation measures and requirements in order to safeguard and minimise future flood risk / damage.

## 12.0 Planning Policy

Relevant Core Strategy Policies:

Key Statement DS1:

Key Statement DS2:

Key Statement EC1:

Key Statement EN3:

Key Statement EN4:

Key Statement EN5:

Development Strategy

Sustainable Development

Business and Employment Development

Sustainable Development and Climate Change

Biodiversity and Geodiversity

Heritage Assets

Key Statement DMI2: Transport Considerations

Policy DMG1: General Considerations

Policy DMG2: Strategic Considerations

Policy DMG3: Transport & Mobility

Policy DMB1: Supporting Business Growth and the Local Economy

Policy DME1: Protecting Trees & Woodland

Policy DME2: Landscape & Townscape Protection

Policy DME3: Site and Species Protection and Conservation

Policy DME4: Protecting Heritage Assets

Policy DME5: Renewable Energy

Policy DME6: Water Management

**KEY STATEMENT EC1: BUSINESS AND EMPLOYMENT DEVELOPMENT**

*Employment development will be directed towards the main settlement of Clitheroe, Whalley and Longridge as the preferred locations to accommodate employment growth together with land at Barrow Enterprise Site, the Lancashire Enterprise Zone at Samlesbury and locations well related to the A59 corridor. The Council, in line with the evidence it has gathered, will aim to allocate an additional 8 hectares of land for employment purpose in appropriate and sustainable locations during the lifetime of this plan. Land will be made available for employment use in order to support the health of the local economy and wider sustainable job creation. The expansion of existing businesses will, wherever appropriate, be considered favourably. In considering the development of land for economic development and in determining where this land will be located, priority will be given to the use of appropriate Brownfield sites to deliver employment-generating uses including a preference for the re-use of existing employment sites before alternatives are considered. New sites will be identified in accord with the development strategy where the health of the local and, in relevant cases, the wider economy support such release. Opportunities to identify land as part of appropriate mixed-use schemes within any strategic land release will be considered favourably. Developments that contribute to farm diversification, strengthening of the wider rural and village economies or that promote town centre vitality and viability will be supported in principle. Proposals that result in the loss of existing employment sites to other forms of development will need to demonstrate that there will be no adverse impact upon the local economy. The Council considers, in line with neighbouring authorities and other bodies, that the BAe Samlesbury site should be regarded as a regionally significant employment site with considerable potential to accommodate a variety of advanced knowledge based industries in the future. This has been recognised by the Government's creation of an Enterprise Zone at this location. As such the site is not considered part of the borough's general employment land supply. The Council will therefore support the delivery of the Enterprise Zone and has produced a Local Development Order to achieve this.*

The proposal is in line with the requirements of EC1 from the Ribble Valley Planning Policy Key Statement, supporting existing businesses and in favour of the development of existing brownfield sites. As well as providing employment and sustainable job creation.

*Policy DMB1: Supporting business growth and the local economy*

*10.23 proposals that are intended to support business growth and the local economy will be supported in principle. development proposals will be determined in accord with the core strategy and detailed policies of the LDF as appropriate. The borough council may request the submission of supporting information for farm diversification where appropriate. The expansion of existing firms within settlements will be permitted on land within or adjacent to their existing sites, provided no significant environmental problems are caused and the extension conforms to the other plan policies of the LDF. The expansion of established firms on land outside settlements will be allowed provided it is essential to maintain the existing source of employment and can be assimilated within the local landscape. There may be occasions where due to the scale of the proposal relocation to an alternative site is preferable. Proposals for the development,*

*Redevelopment or conversion of sites with employment generating potential in the plan area for alternative uses will be assessed with regard to the following criteria:*

- 1. The provisions of policy DMG1, and*
- 2. The compatibility of the proposal with other plan policies of the LDF, and*
- 3. The environmental benefits to be gained by the community, and 4. The economic and social impact caused by loss of employment opportunities to the borough, and 108 core strategy adoption version 5. Any attempts that have been made to secure an alternative employment generating use for the site (must be supported by evidence (such as property agents details including periods of marketing and response) that the property/ business has been marketed for business use for a minimum period of six months or information that demonstrates to the council's satisfaction that the current use is not viable for employment purposes.).*

## 12.0 Conclusion

Accrington Road contains a number of retail and commercial businesses. The site is long established for commercial / industrial use and sits within the main urban core of Whalley Town Centre. In land use terms the application site is the last commercial premises on Accrington road on the way out of Whalley.

The proposed new building would enhance the overall character and quality of the adjacent Whalley Conservation Area and be a significant improvement over the existing Motor Services buildings. The scale and massing is relative to the size of the site and sympathetic to the neighbouring buildings. The development will create employment opportunities within the Principal Settlement of Whalley. The proposal is in compliance with the relevant planning policy both local and national planning policy framework.



Visual of proposed office development