

Ribble Valley Borough Council

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Your ref: 25.0870

Our ref: D3.25.0870

Date: 24th November 2025

App no: 25.0870

Address: 18 Accrington Road (Former Whalley Motor Services) Whalley BB7 9TD

Proposal: Proposed demolition of former motor services building and construction of new office building.

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

History

3/2021/0747 - Variation of condition 2 (approved plans) of previous application 3/2019/0089 as varied by application 3/2019/0831. Approved condition 6 delivery management, 10 new footway, 11 CMS.

3/2019/0831 - Variation of conditions 2 (approved plans), 3 (opening hours) and 6 (externally mounted/located plant or HVAC) from planning permission 3/2019/0089 for extensions to sides and rear and change of use from motor vehicle repairs workshop to retail (A1). Approved condition 6 delivery management, 10 new footway, 11 CMS.

3/2019/0089 - Extensions to sides and rear and change of use from motor vehicle repairs workshop to retail (A1). Approved condition 4 delivery management, 8 new footway (Drg No: ADC2029-DR-001 Rev: P1 dated 13/03/2019), 9 CMS.

Proposal

The application seeks to demolish the existing car garage comprising of 322sqm floor area and construct a new office building comprising of 699sqm with 17 FTE employees (25 desk spaces). The opening hours are 8am – 5pm Mon-Fri and 9am-1pm Saturday.

Sustainability

The site is located close to the centre of Whalley. There are bus stops within walking distance with services M2 Burnley – Clitheroe, 64 Burnley – Clitheroe, 14 Accrington –

Clitheroe, 15 Accrington – Clitheroe, 22 Clitheroe – Shadsworth and 280 Preston – Skipton.

The nearest bus stops are unmarked simple sign/flag pole which are often obstructed by parked vehicles. Improvements to these stops are conditioned under application 3/2022/1158.

Whalley Railway Station is located approximately 800m walking distance from the site.

There are 2 covered cycle stands proposed at the site which are considered necessary.

The site is considered to be able to support travel by sustainable modes.

Access

The previously approved retail application included the provision of a new footway along Accrington Road on the frontage of the premises, and this was conditioned under 3/2019/0089, 3/2019/0831 and 3/2021/0747. The footway was shown on a drawing submitted under 3/2019/0831 (extract below). This permission was not implemented.

A new footway is considered necessary for this proposal, and we would request that the plans are amended to reflect this. The alterations to the highway will be required to be completed under a S278 agreement with Lancashire County Council.

The increase in pedestrian footfall along Accrington Road is anticipated by the approval of application 3/2022/1158 for residential development on land to the east of the site. This application includes a new 23 space public car park for Whalley Town Centre.

Parking

The extant use Motor vehicle workshop B1(c) Light Industrial of 192sqm with 4 employees would require 4 - 5 spaces although it is noted that this type of business generates in excess of the standards due to customer vehicles. There are 14 existing off-street car parking spaces at the site.

The previously approved but not implemented A1 retail application for 481sqm with 10 employees proposed 3 off-street car parking spaces at the site. The parking standards would require 16 – 20 spaces based upon a high accessibility score with a reduction of 15-35% on the maximum standard included. The customers would comprise of a high percentage of the trips visiting the non-food retail use and they would be expected to be visiting other existing retail outlets in Whalley Town Centre.

In comparison the proposed office use with 17 employees would generate only employees with a daily demand travelling to work. The parking standards for the proposed Class E(g)(i) Offices except where not suitable in a residential area, formally B1 office, would require 15 – 20 spaces.

There are 3 car parking spaces proposed to the side of the premises with space to turn and exit in forward gear which is considered necessary. The 2 spaces to the front elevation would need to be removed to accommodate the new footway.



The proposed car parking at this site is intended for those with a disabled blue badge or staff who have travelled from further afield. The modal travel patterns of the 17 employees have been collected by the business which will relocate here and are presented as follows: Currently 11 employees use a private vehicle to drive to work, 2 travel as a passenger, 2 walk, 1 travels by bus and 1 cycles.

The proposed office use would be more intensive than the extant use and the previously approved retail use. It appears reasonable to assume that the 11 employees who drive to work will overspill onto the surrounding highways.

Upon visiting the site it was evident that there is already a high demand for on-street car parking in the vicinity due to residential terraced properties without off-street parking and demand from the Town Centre.

There are 2 privately maintained car parks close by, one at the rear of Co-Op which is a short stay shoppers car park with 30 minutes free, 1 hour £1.20 and 2 hours £2.00, second one is to the rear of The Swan Hotel which is long and short stay with 1 hour £1.00, 2 hours £2.00, 3 hours £3.00 and £6.00 all day. Hotel guests can obtain free parking for the duration of stay and restaurant guests can obtain 3 hours free.

Due to the short stay car park time restrictions and long stay parking charges it is likely that employees will chose to park on the surrounding highways.

Approved application 3/2022/1158 for residential development on land to the east of the site includes changes to the highway on Accrington Road comprising of changes to the bus stop locations, new footways and associated pedestrian improvements and formalising the on-street parking in the vicinity of the premises.

The overspill of car parking onto the surrounding highways will likely cause existing on-street parking to be displaced elsewhere on the network which will likely have an impact upon highway safety.

Servicing

The extant use has a side access and rear yard for the turning of service vehicles. The previously approved retail use did not include any provision within the site for service vehicles, it has a delivery management plan conditioned to set out the proposals.

The proposed office would generate a less intensive level of service vehicles than the retail use.

The refuse would be collected from the kerbside of Accrington Road on collection day and returned to the bin store and vice versa.

Conclusion

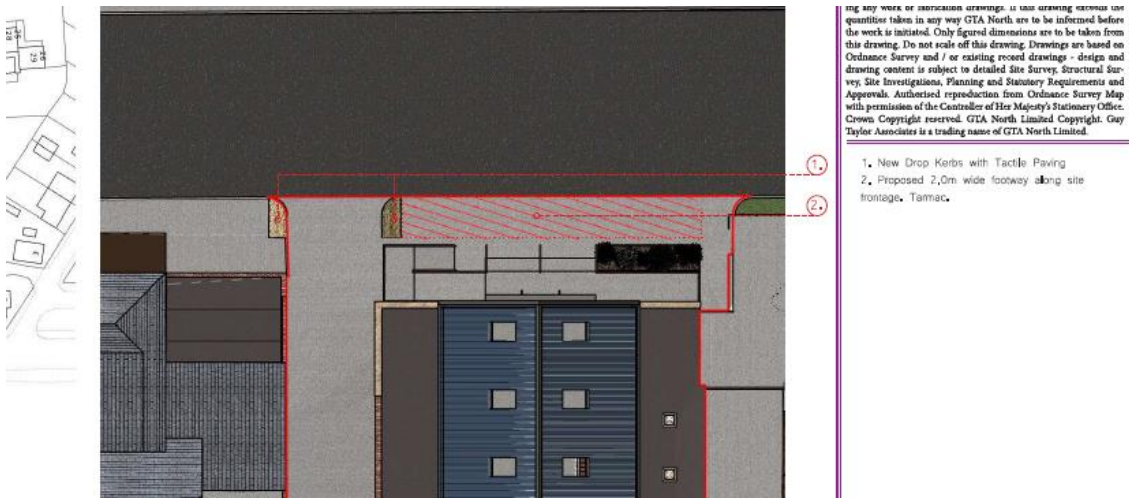
Lancashire County Council acting as the Highway Authority would request that the footway to the Accrington Road elevation is added to the layout and that the amount of car parking is increased on site and that additional information in form of parking surveys are submitted to demonstrate that there is sufficient on-street car parking available to



accommodate the demand without causing a highway safety or residential amenity issue.

Without the submission of this information the Highway Authority would be minded to raise an objection to the proposal.

Kelly Holt
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 Highways Network Management
 Highways and Transport
 Lancashire County Council
www.lancashire.gov.uk



3/2019/0831 drawing showing new footway



3/2022/1158 drawing showing connection to residential development.

