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Your ref: 3/2026/0308
Our ref: D3/2026/0308
Date: 15 July 2026

For the attention of Emily Pickup

Planning Application No: 3/2026/0308

Grid Ref: 374731 442226

Proposal: Proposed change of use from Class E to Class B8 (storage and distribution).

Location: Harrisons Engineering & Welding Supplies, Kendal Street, Clitheroe BB7 1PA

Lancashire County Council acting as the highway authority provided comments on 20 May 2026 in response to the above application. This was based on the assessment of the information which had been submitted up to that date.

Since then further information has been submitted by the applicant and via the local planning authority including the size, type and frequency of vehicles servicing the site. The following comments are made in response to the above and the subsequent re-assessment of this retrospective application.

Summary

The National Planning Policy Framework (NPPF) states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios' (Paragraph 116).

Having reviewed the further documents submitted, Lancashire County Council acting as the local highway authority raises an objection regarding the retrospective change of use as submitted and concludes that there are highway grounds to support an objection as set out by Paragraphs 116 and 117 d) (development should allow for the efficient delivery of goods) of NPPF.

Comments

Highway safety

Kendal Street is subject to a 20mph speed limit with 7.5 tonne weight restriction except for loading signs at its junction with Chatburn Road. The average carriageway width on Kendal Street between Chatburn Road and Salthill Road is 7.5m.

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

There is a short row of terraced housing comprising five dwellings opposite the development site, with several small, industrial units to the north east and south east of the site towards the junction with Salthill Road.

As is typical of most terraced housing there is no associated off-road parking meaning that all parking takes place on the carriageway, where there are no existing parking restrictions. The development site also has no off-road parking or servicing area so that vehicles associated with its operation must also park on the adjacent public highway.

The highway authority has seen photographic evidence of the size and type of vehicles servicing the site and goods being loaded/unloaded within the carriageway. The applicant has also provided some details of the types and frequency of vehicles delivering to the site in the Planning Supporting Statement produced by Trevor Hobday Associates. Although the highway authority acknowledges that this is an existing employment site it notes that the surrounding highway network has not been improved to support modern, larger vehicles associated with this use.

The size and type of delivery vehicles servicing the site is not suitable for the surrounding highway network layout, particularly the junction widths and layout, which are not designed to accommodate container lorries. There are no parking restrictions on Chatburn Road on either side of the junction with Kendal Street so that vehicles could be parked up close to the junction. This would restrict available carriageway width for a lorry to carry out the turning manoeuvre. There are also concerns that such vehicles may reverse to or from Kendal Street at either junction, which is a highway safety concern given the general residential nature of the area.

In this location the highway authority would have expected panel or sprinter type vans to be used for deliveries, which would be more acceptable and more easily accommodated within the surrounding highway network.

The highway authority does not accept any unloading or loading taking place within the public highway network or on the carriageway. Items left here can cause an obstruction. Loading and unloading activities from the container lorries, or other vehicles, can also cause an obstruction of the footway so forcing vulnerable users into the carriageway, which is an additional highway safety concern. The highway authority notes the proximity of the site to Pendle Primary School on Longsight Avenue and that Kendal Street provides one of the pedestrian links to the school.

The highway authority is mindful of the site's previous use class and that it could be brought back into operation under the same class without planning permission having to be applied for. However, the operation would still have to be such that can take place within a residential area without detriment to its amenity.

Conclusion

To conclude, Lancashire County Council acting as the highway authority objects to the change of use from E(g)(iii) to B8 on this site for the type of business already operating. It concludes that the development would be detrimental to highway safety due to the size and type of vehicle servicing the site being inappropriate for the residential nature of Kendal Street, loading/unloading taking place within the carriageway and the detrimental impact on highway safety for vulnerable highway users. The highway authority therefore

considers that development would be contrary to paragraphs 116 and 117 d) of the NPPF as outlined in this response.

Whilst the highway authority would normally be willing to work with an applicant to try and overcome its objection it does not consider that acceptable alternatives can be provided in this instance.

Janet Simpson
Assistant Engineer
Highways and Transport
Lancashire County Council