

# Planning Supporting Statement

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I have been formerly instructed by the Applicant to respond to application [3/2026/0308], to the issues raised by the case officer by way of additional information and to respond to the issues raised by some residents in letters objecting to the change of use. The application is submitted by Peter Hitchen Architects acting as agent and relates to a change of use of the premises from Use Class E to Use Class B8 of the current Town and Country Planning [Use Classes] Order introduced in 2020.

## 1 Proposal

- 1.1 The site is located on the west side of Kendal Street in Clitheroe. The site lies within a mixed urban environment; Kendal Street itself has, over recent years, seen what appears to be a significant and increasing number of commercial/retail/industrial developments presumably all with the benefit of the appropriate consents from the LPA.
- 1.2 The site itself was previously industrial in use, operated by Harrisons Engineering for metal fabrication closely linked with and in support of their main engineering premises based in Billington. I'm advised that the applicants are operating from the application site premises in advance of any approval, and I have assumed therefore that this application is retrospective.
- 1.3 My understanding of the current situation is that Peter Hitchen Architects have provided a supporting statement that sets out exactly what the intended use is and how it will operate. For the avoidance of doubt and in the interests of clarity, the applicants operate an on-line facility where goods are ordered and stored at the premises and delivered to customers daily. The use does not fall with class A1; members of the public do not call at and have no need to visit the premises. The applicants use a small delivery van. In terms of deliveries to the site, they have produced a schedule of deliveries to the site, and this accompanies the report.

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- 1.4 The use is very clearly small scale; it has created employment opportunities locally and has brought back into a more appropriate land use, former industrial premises. In this latter regard, I would respectfully draw the attention of the LPA to the fact that, whilst the previous use [by Harrisons Engineering] has ceased, it does not follow, in planning law, that said previous use has been abandoned. Therefore, it could be resurrected without a change of use occurring!
- 1.5 The planning authority could control the proposed use by planning conditions. I'm advised that the applicant would accept such a condition as follows: Mon–Friday 0800–1800; Saturday 0800–1200 with no working on Sundays or bank Holidays. Further, if the planning authority has some doubts as to the integrity of the application proposal and its potential impact upon the overall character of the immediate locality then surely they could consider temporary consent in the first instance, for a two–year period and possibly link that to a personal permission as well.
- 1.6 It is for the LPA to determine the application in the light of all material factors.

## **2 Response to the Objections**

- 2.1 The applicants are concerned that the representations made are presented in such a way as to make it appear to the LPA that the introduction of the proposed use is one that is so far removed from the land use status of Kendal Street and the immediate surrounding area is totally inappropriate and without precedent either on Kendal Street itself or the immediate adjacent streets. In land use terms, nothing could be further from the truth as the current development plan demonstrates.
- 2.2 Having read the submitted letters of objection [redacted], I consider that the following policies at both national and local level are the most appropriate against which to address the concerns expressed. It is not the purpose of this

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statement to deal individually with each objection/objector. I will therefore present an overarching view covering national and local policy.

***National Planning Policy Framework***

*2. Achieving sustainable development*

*6. Building a strong, competitive economy*

*9. Promoting sustainable transport*

*11. Making effective use of land*

*12. Achieving well-designed places*

***Relevant Local Plan Policies***

***Ribble Valley Core Strategy***

*Key Statement DS1 – Development Strategy*

*Key Statement EC1 – Business and Employment Development*

*Key Statement DM12 – Transport Considerations*

*Policy DMG1 – General Considerations*

*Policy DMG2 – Strategic Considerations*

*Policy DMG3 – Transport and Mobility*

*Policy DMB1 – Supporting Business Growth and the Local Economy*

### **3 The Principle of the Proposed Development**

- 3.1 Dealing with both national and local policy, in all instances, sustainable development per se, must be approved unless there are very clear and overriding issues that outweigh this presumption.
- 3.2 The application site is previously developed and brownfield; the proposed development is an entirely appropriate and compatible land use on Kendal Street. The principle of development meets the sustainable objectives of the planning policies as referenced above.

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- 3.3 Kendal Street is not situated within a wholly residential area. Quite the opposite because in planning land use terms, it is clearly within a mixed commercial/industrial/residential area of long standing where all three land uses have functioned with appropriate controls/conditions in place to safeguard the amenities of all those occupying premises both on Kendal Street and the wider area. Statutory provisions are in place giving power to the local authority, as opposed to the planning authority, to take appropriate action against any land use on Kendal Street that is contriving environmental regulations. It is understood that no such actions have been undertaken in this regard. It is considered that the proposed use meets the requirements of planning policy and that sufficient safeguards are in place to ensure compatibility with other adjoining and uses.

#### Highway Issues Generally

- 3.4 It must be said that no highway objection has been raised by the highway authority to the proposal. It is noted that there is a weight limit restriction in force along the full length of Kendal Street that clearly prohibits heavy goods vehicles from entering Kendal Street. This can be enforced by the appropriate authorities. The applicants have submitted a schedule of their deliveries for the past 6 months and this is within this statement. The LPA can control/limit the times of such deliveries to the operating hours as put forward by the applicants. The applicants advise that they have not been approached/prosecuted by the police for contravening any statutory highway restrictions or limitations. The proposed use can be adequately *controlled* by planning conditions and meets the requirements of the relevant highway policies.

The applicant has confirmed the following to support this :-

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*2 vans( transit size ) not exceeding 3.5 tonne, they are used for deliveries to customers. They will leave in the morning and return in the afternoon. On the odd occasion a customer visits the site at kendal street they may take they stock with them usually a similar or smaller vehicle (3.5 tonne) average one per week*

| MONTH  | DATE OF ARRIVAL |
|--------|-----------------|
| Jan-26 | NONE DELIVERED  |
| Feb-26 | NON DELIVERED   |
| Mar-26 | 3.03.26         |
|        | 4.03.26         |
| Apr-26 | 23.4.26         |
|        | 30.4.26         |
|        | 20.4.26         |
| MAY    | 27.5.26         |

Schedule of recent deliveries for the 16m container lorries

### Impact of the Proposed Use

- 3.5 It is considered that the proposed change of use will not prejudice the overall objectives of seeking to ensure that such development will not harm the character of the immediate area. Appropriate conditions can be imposed to achieve this objective, and the applicant will engage with the LPA to ensure this is forthcoming in all instances. A material factor which the planning authority must have regard to is the previous and lawful use of the application site.
- 3.6 In terms of actual land use, it is understood that the last lawful occupiers of the site were Harrisons Engineering and that they used the premises for steel fabrication work allied to their main site some 5 miles away in Billington. I would hazard a guess that such a use fell into a general industrial category as opposed to light industrial! If that is the case it clearly reinforces the view that Kendal Street is within a mixed commercial/industrial/residential part of the main

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urban core of Clitheroe. Further, in terms of the previous land use, if it is deemed that the current use of the site [for which this application 3/2026/0308] is unlawful, then the land use would revert to the last lawful use i.e. general industrial as was. If this assumption is correct, and it is for the planning authority to so rule on the matter, then surely the intended use is a better and more compatible land use that can be adequately controlled by the imposition of planning conditions as offered by the applicant.

*Summary/Conclusion*

- 3.7 It is respectfully submitted that the proposed change of use is compliant with planning policies at the national and local level and can be approved with appropriate conditions attached that do not prejudice the integrity of the Core Strategy nor the overall integrity of the various land uses in Kendal Street.

Trevor Hobday MRTPI

22 June 2026