

Ribble Valley Borough Council

Phone: 0300 123 6780

Email: developeras@lancashire.gov.uk

Your ref: 26.0346

Our ref: D8.26.0346

Date: 1st June 2026

App no: 3.2026.0346

Address: Ground floor Unit 6 Abbey Works King Street Whalley

Proposal: Regularisation of change of use of ground floor to indoor sport and recreation (Class E (d))

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

History

3/2017/0164 – Unit 8 - Change of use from B1 business use to D2 (gymnasium) including external alterations. Approved. 250sqm floor area. Submitted originally with 7 car parking spaces in the courtyard.

3/2024/0454 – Unit 7 - Regularisation of unauthorised addition of mezzanine floor and creation of bar/cafe upstairs. Refused

3/2025/0179 – Unit 7 - Retrospective application: use of mezzanine floor as cafe/bar. Approved

Proposal

The application seeks to change the use of the ground floor to a Class E(d) Indoor sport and recreation with a floor area comprising 3 gym areas 351sqm and a dance studio 119sqm with associated toilets, changing and staff facilities.

This adjoins the existing gym at Unit 8 approved under permission 3/2017/0164.

The opening hours are proposed at Monday – Friday 10:00 – 20:00, Saturday and Sunday hours are not stated on the application form.

Access

The site is accessed from King Street and there are 3 collisions record in the previous 5 years at the site access junction. The collisions involved vehicles colliding with

pedestrians on the zebra crossing and a vehicle colliding with a cyclist whilst turning into the site road.

There is no separate footway into the commercial area and no street lighting and there is a concern that attendees parking off site will be in conflict with commercial vehicles. Unaccompanied children would be a particular concern.

Parking

As a guide the parking standards would require a maximum of 18 spaces for the gym (using a 1:20sqm ratio) and the dance studio is predicated to generate 15 attendees which totals a potential 33 spaces. The adjoining gym of 250sqm would require 13 spaces.

During changeover of classes the number of customers may double resulting in a further increased demand. The staggering of classes to allow a class to clear the site prior to the next class starting would reduce the impact.

There are 2 car parking spaces proposed to be provided.

The proposed use would intensify the car parking demand significantly and further information is requested to demonstrate how this will be managed.

Conclusion

Lancashire County Council acting as the Highway Authority would request further information to demonstrate how that there is sufficient capacity off-site during peak times (weekend and weekday) for the proposed use to accommodate the demand and how this demand will be managed together with measures to ensure the conflict between pedestrians and commercial uses are managed.

Highway Development Control Engineer
Highways Network Management
Highways and Transport
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