

Ribble Valley Borough Council

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Your ref: 26.0346

Our ref: D8.26.0346

Date: 15th July 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))

Further to our original comments dated 1st June 2026, 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 recorded 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 side 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 originally stated, 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.

There are 2 car parking spaces proposed to be provided.

The additional information submitted states that the studio will stagger class times to minimise conflict during change over and that customers will be provided with information showing the parking options in the village. This approach is supported by the Highway Authority.

A typical timetable proposes as 09:30-12:30, 16:30-17:30 and 18:00-20:00. Local customers are highlighted as being able to walk to site.

There are two pay and display car parks highlighted, one close to the site with 8 spaces, £1 for 2 hours (other charges appear on the sign shown on the statement but the details are not submitted so it is unclear of the longer stay options) and the Co-op car park which has 24 spaces, all vehicles have 30 minutes free parking, then none customers can pay £1.20 for 1 hour and £2.00 for 2 hours which is the maximum stay period which is applied 24 hours a day 7 days a week.

The 8 space car park adjacent to the site will not accommodate all the demand arising from the proposed development.

The Co-op car park will likely accommodate some demand however pedestrians will need to travel along the side of 35 King Street and through the commercial site without a footway provision.

We have no survey data to demonstrate that there is spare capacity on these car parks during the peak times for the studio.

Minimising the impact of the conflict in the immediate vicinity of the site would require customers of the studio to park close to the site, minimising the distance to walk through the commercial area without a footway.

Gyms users could park on the public car park and walk to site.

Conclusion

To conclude, Lancashire County Council acting as the highway authority, has concerns about this proposal which is a significant intensification of use.



The proposed use will result in some conflict between pedestrians and commercial vehicles within the site which the applicant has not demonstrated how this will be managed to minimise this.

Customers parking off site will need to traverse the side of 35 King Street without a footway and this is a concern.

Highway Development Control Engineer
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