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Your ref: 3/2026/0458
Our ref: 3/2026/0458/HDC/KW
Date: 14 August 2026

Location: The Old Printworks 4a and 6a Back York Street Clitheroe BB7 1LT
Proposal: Proposed partial demolition of existing building and change of use from former printing works (Class B1(c)) to form 2No. residential apartments (Class C3) with associated external works.
Grid Ref: 374496 441958

Dear Lucy Walker

With regard to your consultation letter dated 24 July 2026, I have the following comments to make based on all the information provided by the applicant to date.

Summary

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed partial demolition of existing building and change of use from former printing works (Class B1(c)) to form 2No. residential apartments (Class C3) with associated external works at The Old Printworks, 4a and 6a Back York Street, Clitheroe.

The LHA are aware of a previous application at the site, reference 3/2023/0488 for a change of use to three dwellings including demolition and rebuild of brick extension to create three storeys. The application was approved on 21/10/2024.

Site Access

The LHA are aware that the site will continue to be accessed off Back York Street which is an unclassified road subject to a 20mph speed limit. Back York Street currently serves the site, a few residential dwellings and a car park which is owned by The Grand and connects to York Street, which is a one-way, B classified road subject to a 20mph speed limit.

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Parking

The LHAs are aware that one parking space is proposed within the site. This does not comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan, which requires the site to provide a minimum of 2 car parking spaces per 2 bedroom dwelling. Despite this, the LHA will accept the shortfall in parking at the site. This is because the site is located in a sustainable location in the centre of Clitheroe.

Future occupants of the development can use the extensive public transport services found within Clitheroe centre, located within walking distance of the site, which serve a range of destinations. The site is also within walking distance of key local amenities such as shops and schools.

The lack of parking facilities should deter prospective tenants and favour those without access to a private vehicle, but should they have access to one, there are public car parks within walking distance of the site, and there are traffic regulation orders within the vicinity of the site to prevent any inappropriate parking.

It is understood a cycle storage hook is provided within the entranceway of each dwelling to encourage and promote sustainable transport means.

Construction management

The LHA is aware that access during demolition and construction will impact the adjacent network should the application be approved. It is likely that as part of the works, Back York Street will need to be closed due to the footprint of the existing building fronting the adopted highway.

Back York Road is a single track road so a full road closure is likely to be requested. As a result, the LHA require the Developer to contact the LHAs Streetworks team at lhsstreetworks@lancashire.gov.uk and submit a Traffic Management Plan as part of the application. As well as this, an agreement between the applicant and the owner of the Grand car park is required to assess how access can be maintained during any proposed road closures related to the site.. The LHA advise that the Developer should be liable for the full cost of the relocation of the car park access and the reinstatement following the completion of the development site.

As such, further information is requested, including a Construction and Demolition Management Plan. The Construction and Demolition plan should include:

- A plan is required showing the potential road closure along Back of York Street.
- A swept path drawing is required showing the largest delivery vehicle which is expected to access the site during the demolition and construction phase.
- Scaffolding and site hoarding drawing detailing the width of Back of York of Street when scaffolding and hoardings are in place. A timetable of how long scaffolding and hoardings will be in place for also needs to be submitted.
- A construction signage plan warning pedestrians and vehicles of construction works needs to be submitted
- 24 Hour emergency contact number.
- Details of the parking of vehicles of site operatives and visitors.

- Details of loading and unloading of plant and materials.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
- Construction vehicle routing.
- Delivery, demolition, and construction working hours.

Conclusion

To conclude, further information is required to demonstrate that the impacts of demolition and construction adjacent to the local highway network can be appropriately managed. In particular, the applicant must submit a Construction and Demolition Management Plan for review before further comments can be made.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

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