

Ribble Valley Borough Council
Planning Section
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Your ref: 3/2026/0514 & 0515
Our ref: D3/2026/0514 & 0515 - recon
Date: 6 October 2026

For the attention of Maya Cullen

Planning Application No: 3/2026/0514

Grid Ref: 374175 441203

Proposal: Proposed change of use and refurbishment of existing building from restaurant to Sui Generis, Use Class E (e), Use class E (d) and Use Class E (g) (i) spaces including internal alterations and reconfiguration. Conversion and refurbishment of 2no outbuildings to Use Class E (g) (i) spaces. Installation of electric vehicle charging points. Installation of CCTV/ANPR camera column. Installation of automatic bollards to site entrance. Replacement of existing external lighting columns with new. Proposed bin and cycle stores. Removal of roofed timber enclosure to rear of outbuildings/terrace.

Location: 76 Whalley Road, Clitheroe BB7 1EE

Lancashire County Council acting as the highway authority submitted initial comments dated 4 September in response to the above application, including a request for further information.

Additional/amended documents have been submitted in response to the highway authority's comments, including:

- Swept Path Analysis – Drawing 7391 – P08
- Amended Proposed Site Plan – Drawing 7391 – P05B received 01/10/2026

The following further comments are made in response to the above and in addition to those in the highway authority's previous response.

Car & cycle parking

The layout of the two disabled parking bays (Nos 9 and 10) has been amended and now complies with national guidance. Bays 14 and 15 have also been increased in length to 6m each as requested. Echelon parking is now proposed for bays 16 to 21. The overall parking provision has been reduced from 22 to 21 spaces. The highway authority previously recommended that parking be allocated at the following levels:

- Use Class E(d) – Pilates studio = **2**
- Use Class E(e) – physiotherapy rooms = **10**
- Use Class E(g (i)) – offices = **7**

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

- Sui Generis – beauty and well-being rooms = 3

This totalled 22 spaces, which can still be accommodated as there is room for a parking space adjacent to the bin store area. This could be used as a flexible parking space.

The proposed bike store has been moved from the front to the rear of the building, where this would potentially have natural surveillance, either from the building or the car park. As no details of the store have been submitted this can be controlled by condition.

Site servicing

The highway authority requested a swept path plan demonstrating that a refuse vehicle would be able to enter and leave the site in forward gear and without impacting on the parking layout. A swept path plan (Drawing 7391 – P08) has been submitted which shows that a refuse vehicle can enter and leave the site in forward gear. However, this will require the full removal of vegetation along the south western boundary to allow this manoeuvre – extract from plan below



Signs should also be erected within the manoeuvring areas stating that these should be kept clear.

Conclusion

To conclude the highway authority does not raise an objection and recommends that the following conditions are applied to any formal planning approval granted.

Conditions

1. Prior to first occupation of the approved development a scheme for on-site parking allocation and signage shall be submitted to and approved in writing by the Local Planning Authority and shall be retained for the lifetime of the development. Reason: In the interest of highway safety to ensure that satisfactory levels of parking and manoeuvring are provided within the site.
2. Prior to first occupation of the approved development secure, covered cycle storage for at least two cycles shall be provided in accordance with a scheme to be approved by the Local Planning Authority and permanently maintained thereafter. Reason: To support sustainable forms of transport.

3. Prior to first occupation of the approved development four electric vehicle charging points shall be provided in accordance with a scheme to be approved by the Local Planning Authority. Charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicle currently available. Reason: To support sustainable forms of transport.
4. The automatic bollards within the car park access shall be kept in the lowered position used during the site's operational times and shall only be raised when the whole site is not in operation. Reason: In the interest of highway safety to allow the free movement of vehicles to and from the public highway.

Janet Simpson
Assistant Engineer
Highways and Transport
Lancashire County Council