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Your ref: 3/2026/0514
Our ref: D3/2026/0514
Date: 4 September 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

Having reviewed the documents submitted Lancashire County Council acting as the highway authority makes the following initial comments and requests further information.

Initial summary

The National Planning Policy Framework (NPPF) states that 'Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.' (Paragraph TR6 (4)).

Having reviewed the documents submitted to date, Lancashire County Council acting as the local highway authority does not object to the principle of the development but has concerns regarding the proposed change of use and the resultant traffic generation, potential conflict for parking demands and the lack of detail regarding site servicing. Until such time that adequate information has been submitted satisfactorily the highway authority is unable to properly assess the likely impact the proposed development would have on the surrounding highway network and its users.

Recent site planning history

3/2026/0515 - Alter or Extend a Listed Building in connection with application 3/2026/0514. Decision pending.

Lancashire County Council

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

3/2021/0956 - Remove failing cement render, clean by soft air and water brushing, repoint with quick lime. Refused.

Proposal

The proposed development is for the change of use and refurbishment of a former restaurant and two outbuildings to a Pilates studio (Use Class E (d)), 4 x physiotherapy/wellbeing rooms (Use Class E (e)), 8 x offices (Use Class E (g) (i)) and 3 x beauty and wellbeing rooms (Sui Generis), with associated external alterations and amendments.

Site location

The site is located on Whalley Road (A671), a classified, single carriageway allowing two way traffic and subject to a maximum speed limit of 30mph. It is a detached building with a private car park to the side and rear.

Site's operation

Proposed opening hours for the Use Class E rooms have been submitted, which are 8am – 8pm Monday – Friday and 9am – 5pm on Saturday, with no Sunday or Bank Holiday openings proposed. No opening hours have been submitted for the three beauty and wellbeing rooms (Sui Gen).

The applicant has informed the local planning authority that all the rooms, both offices and other uses, will be leased out and that the site will operate as a business centre.

The applicant has also indicated that the Pilates studio will be open to the public and not operated ancillary to any of the other health/wellbeing uses within the building. However, the number and maximum size of classes have not been provided.

Sustainability/Public transport

There is a bus stop outside the site, served by two commercial services (M2 – Burnley-Clitheroe and No 22 – Clitheroe-Shadsworth, both operating 7 days a week) and one subsidised service (No 280 – Preston – Skipton, operating 7 days a week, although with infrequent buses. The last inbound bus leaves at 19:08 and the last outbound bus at 19:28). Other services operating from the nearest stops are school only buses. Based on some of the bus timings it may be possible that public transport offers an alternative to the use of private vehicles, either for future employees and/or clients. However, based on the specialist types of services proposed on part of the site (physiotherapy) the highway authority considers it likely that employees/clients would drive.

Given the site's location adjacent to residential areas and close to the town centre there is the opportunity for some employees or clients to walk, which may reduce the reliance on the use of private motor vehicles.

Car parking

The highway authority is aware of the site's previous use as a restaurant and that this use would have generated traffic movements and parking demand. Based on common parking standards the highway authority has calculated that, with a gross floor area of 533.6m², the restaurant would have needed between 45 and 63 parking spaces for a site with high to medium accessibility.

The Design & Access Statement submitted states that 'a total of 22 parking spaces will be provided within the existing car park in accordance with the principles of the Joint Lancashire Structure Plan which requires 1 parking space per every 30sqm of floor area (651sqm gross floor area in total including outbuildings)' (page 11.) The applicant has indicated that there will be 25 employees on site.

The highway authority has calculated the following level of parking spaces required for the change of use, based on the information submitted and applying common parking standards:

- Use Class E(d) – Pilates studio – GFA 36.1 m² – 1:22 = **2**
- Use Class E(e) – physiotherapy rooms – 4 spaces per consulting room x 4 = **16**
- Use Class E(g (i)) – offices – GFA 278.4m² – 1:30 = **10**
- Sui Generis – beauty and well-being rooms – GFA 73.8m² – 1:20 = **4**

Total = 32 spaces

Taking into account the site's accessibility this can be reduced by 11 spaces, giving a total of 21 spaces. The 22 spaces proposed would therefore appear to be adequate. Nevertheless, the highway authority still has concerns that, as the uses will operate independently, there is a potential risk of these generating conflicting parking demands and traffic movements. Therefore proper car park management will be required, and the highway authority recommends that spaces are allocated and clearly signed.

Based on a reduction for accessibility of approximately a third where applicable the following level of parking allocation is recommended:

- Use Class E(d) – Pilates studio = **2**
- Use Class E(e) – physiotherapy rooms = **10**
- Use Class E(g (i)) – offices = **7**
- Sui Generis – beauty and well-being rooms = **3**

Total = 22 spaces

Access to the car park is proposed to be controlled by automated bollards which will be operated by a fob or code. The car park needs to be available to both employees and customers with unrestricted access during the site's operational times to prevent any vehicles from waiting and obstructing traffic flows on Whalley Road. If the bollards are intended for security purposes when the site is closed then this would be acceptable

The layout of the two disabled parking bays (Nos 9 and 10) does not comply with current guidance and requires amendment as an additional width of at least 1200mm is required between bays 10 and 11.

Bays 14 and 15 need in increasing in length to 6m each. There should also be a minimum of 6m manoeuvring distance from the rear of all parking bays, which bays 20 – 22 do not have. However, there is the potential to re-locate these bays elsewhere within the site, including re-positioning the bin store, which would retain the same number of bays or even provide more. The highway authority therefore requests an amended parking layout.

Four electric vehicle charging points are shown on the Proposed Site Plan. No details have been submitted but these shall be fitted in line with the Dept for Transport's guidance regarding Electric Vehicle Charging in Residential and Non-residential Buildings, which states that 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 vehicles. The provision of charging points can be controlled by condition, if planning permission is granted.

Cycle storage

Separate cycle storage is proposed in a cycle shed at the front of the building. This appears to be large enough to store two cycles, although no floor layout drawing has been submitted to demonstrate this.

There would be no natural surveillance from the building to this shed as it will be located at the front of the Pilates studio which only has high level windows. In addition, there are no windows in the north east elevation of the main building. The front of the site is also insecure and open to access by the public, which could make the cycle storage vulnerable to theft and therefore a less attractive form of alternative transport for employees. An alternative and less vulnerable location should be provided.

Site servicing

A bin store is proposed at the back of the car park. The applicant should submit a swept path drawing demonstrating that a refuse vehicle can enter and leave the site in forward gear as refuse collections should not be made from Whalley Road where vehicles could cause an obstruction, including obstructing the bus stop. The area required for turning and manoeuvring should also be marked with hatches to prevent any vehicles parking there. The Proposed Site Plan would need to be amended to show this.

Initial conclusion

Lancashire County Council acting as the highway authority concludes that insufficient information has been submitted to allow it to fully assess the likely impact of the development on the surrounding highway network and its users in terms of traffic generation, parking demand versus provision and the lack of detail regarding site servicing.

Following the receipt of the information requested in this response, including amended or additional plans, the highway authority will provide further comments including any conditions it considers necessary.

Janet Simpson
Assistant Engineer
Highways and Transport
Lancashire County Council