

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2026/0698
Our ref: 3/2026/0698/HDC/KW
Date: 16 October 2026

Location: Thorn Street Garage Clitheroe BB7 1DN
Proposal: Proposed demolition of 2No. buildings and construction of new garage buildings for general industrial use (Class B2).
Grid Ref: 373843, 441551

Dear Ben Taylor

With regard to your consultation letter dated 25 September 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 demolition of 2No. buildings and construction of new garage buildings for general industrial use (Class B2) at Thorn Street Garage, Clitheroe.

Site Access

The site has an existing access from Thorn Street, an unclassified road, subject to a speed limit of 20 mph. There are no proposed changes to the current access arrangements; the LHA is of the view that the current access is appropriate for the site usage.

Internal Layout

The LHA have reviewed drawing number 1830 – 102 titled Proposed Site Plan and note that a section of external forecourt area is to be retained.

Parking Standards for a B2 use are one parking space per 45 sq m of floor space. Based on the proposed internal floor space of 447 sq m, the LHA expects 10 external parking spaces to be retained on site. The site should also have a designated turning area to ensure vehicles can enter and leave the site in forward gear.

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The submitted statement indicates that parking provision will remain unchanged and will continue to be accommodated within the workshop buildings and forecourt. However, no evidence has been provided to demonstrate that the internal areas proposed to accommodate parking are surplus to the operational requirements of the business. In the case of a motor vehicle repair garage, internal floor space is primarily used for vehicle servicing, repairs, MOT testing, and storage of equipment. Such areas form part of the operational workspace and should not automatically be considered available parking provision.

Parking standards are intended to ensure that sufficient parking is available without prejudicing the efficient operation of a site. Where vehicles are routinely parked within workshop areas as part of the business operation, these spaces cannot reliably be counted towards the site's parking provision. Failure to distinguish between operational vehicle storage and dedicated parking provision risks overstating the level of parking available and may result in overspill parking on the public highway.

Historical views of the site reviewed as part of the LHA's desktop study show that the external forecourt area within the site has historically been well used for parking and, as such, the LHA need to ensure that any loss of external space does not result in parking on the highway. Thorn Street often experiences congestion due to the railway level crossing situated 100m from the site. Any on street parking associated with the development has the potential to reduce the effective width of the carriageway, impede the free flow of traffic, and exacerbate existing congestion issues within the area.

As such, it is expected that a plan be provided showing parking spaces measuring 2.4m by 5m and a dedicated turning area to ensure development of the site does not lead to an overspill of parking on the highway.

Conclusion

Insufficient information has been provided to demonstrate that the development can accommodate adequate parking and vehicle manoeuvring within the site. The submitted details do not clearly identify the number of dedicated parking spaces to be retained, nor do they demonstrate that the areas proposed for parking are genuinely available and not required for the operational needs of the vehicle repair business. Furthermore, no evidence has been provided to show that vehicles can turn within the site and exit in a forward gear.

Given the site's constrained nature, the historic reliance on the external forecourt for parking, and the existing congestion experienced on Thorn Street in the vicinity of the railway level crossing, the LHA must be satisfied that the proposal will not result in overspill parking on the public highway to the detriment of highway safety and the free flow of traffic.

Accordingly, the applicant should provide a revised site layout identifying a minimum of 10 dedicated parking spaces (measuring 2.4m x 5.0m) together with a suitable turning area.

Yours sincerely
Kate Walsh
Assistant Engineer

Highway Development Control
Highways and Transport
Lancashire County Council
T: 0300 123 6780
W: <http://www.lancashire.gov.uk>