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Your ref: 3/2025/0892
Our ref: 3/2025/0892/HDC/KW
Date: 02 December 2025

Location: 5 Abbey View Whalley Road Billington BB7 9NS
Proposal: Proposed conversion from hairdressers with flat above to dwelling (Class C3) with external alterations.
Grid Ref: 373006 435848

Dear Lucy Walker

With regard to your consultation letter dated 19 November 2025, I have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection subject to conditions

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to the following conditions being stated on any approval.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed conversion from hairdressers with flat above to dwelling (Class C3) with external alterations at 5 Abbey View, Whalley Road, Billington.

Site Access

The LHA have reviewed drawing number A107 Rev 7 titled "Proposed Site Plan" and are aware that the site vehicle access will remain unaltered following the proposal.

The proposal seeks to make an amendment to the front of the dwelling adjacent to Whalley Road by creating a front boundary wall with a gated access. The boundary wall and any planted vegetation shall remain no higher than 0.9m above the carriageway level to ensure the development does not have an adverse effect on the visibility of the junction of Longworth Road and Whalley Road. The applicant is required to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network.

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Internal Layout

The LHA have reviewed drawing number A107 Rev 7 titled "Proposed Site Plan" and is aware that the dwelling can provide two off-street parking spaces within the existing driveway which is acceptable for a 3 bedroom dwelling. However the internal dimensions of the first-floor study comply with the nationally described space standard for a bedroom. The LHA is of the view that the dwelling could increase the number of bedrooms within the property in the future, which would require a third parking space to be in line with the parking standards as defined in the Joint Lancashire Structure Plan.

The site is in close proximity of bus stops situated on Whalley Road and local amenities are a short walk from the site. There are also parking restrictions on the surrounding roads to control on street parking. The development is also likely to have a lower parking demand than the current use. As such, LHA will accept a shortfall in off-street parking provisions. It is also likely that on-road parking for a third vehicle can be accommodated without being detrimental to highway safety or capacity.

Sustainability

The site shall enhance its sustainable transport options to actively encourage and support sustainable transport use. The development must include covered and secure cycle storage to ensure adequate parking provisions and to promote cycling as a sustainable mode of transport.

In addition, given the nature of the application, the development is expected to incorporate at least one electric vehicle (EV) charging point to further encourage sustainable travel choices. The LHA notes that this has been provided within the plans. In line with Department for Transport (DfT) guidance on Electric Vehicle Charging in Residential and Non-Residential Buildings, charge points must deliver a minimum power output of 7 kW and be equipped with a universal socket capable of charging all types of electric vehicles.

Conditions

1. The development hereby permitted shall not be occupied or brought into use until the car parking and turning areas shown on the approved plan(s) have been provided in full and are available for use. The car parking and turning areas shall thereafter be kept available for the parking and manoeuvring of vehicles at all times.
Reason: To ensure the provision of adequate car parking on site and in the interests of highway safety.
2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), the boundary wall and any planted vegetation fronting the highway shall not exceed a height of 0.9 metres above the adjacent carriageway level. The wall and any planted vegetation shall be retained at this height thereafter.
Reason: in order to safeguard visibility for highway users and pedestrians.
3. All gates and associated mechanisms to be located outside the adopted highway and the gates to have physical restraints to prevent the gates from opening onto the adopted highway.
Reason: to ensure the adopted highway is not obstructed or becomes hazardous to other road users, in the interests of highway safety.

4. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 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.
- Measures to control the emission of dust and dirt during construction.
- Construction vehicle routing.
- Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

5. Prior to first occupation cycle storage provisions for the residential unit shall be submitted to the Local Planning Authority, in consultation with the Local Highway Authority. These cycle facilities shall thereafter be kept free of obstruction and available for the parking of bicycles only at all times.

Reason: To promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

Informative notes:

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway, and verge.
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the

necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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