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Your ref: 3/2026/0232
Our ref: 3/2026/0232/HDC/KW
Date: 22 April 2026

Location: Petre Garage Ltd Whalley Road Langho BB6 8AB
Proposal: Permission in principle application for the erection of up to 9 dwellings.
Grid Ref: 370955, 434831

Dear Lucy Walker

With regard to your consultation letter dated 1 April 2026, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Summary

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the permission in principle of the development and are of the opinion that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site subject to the following points being addressed as part of any future detailed planning application.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a permission in principle application for the erection of up to 9 dwellings at Petre Garage Ltd Whalley Road, Langho.

The LHA are aware of the planning application history for the site, which includes the following applications:

3/2010/0246 - Retrospective application for the erection of a single storey valeting bay with a single storey W.C. extension to the rear. Approved 13 April 2012.

3/2002/0809 – Proposed workshop extension. Approved 21 November 2002.

Site Access

The site currently has three existing access points, two of these sits to the south of the site on to Whalley Road. Whalley Road is classified of the C548 and subject to a 30mph speed limit past the site entrances. Another access into the site is situated on Longsight Road, an unclassified road subject to a 30mph speed limit.

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Whilst limited details have been provided during this stage of the Planning In Principle application. There are opportunities to create an access from Longsight Road, which would be the LHA's expected point of access for the residential site due to the existing road conditions and geometry of Whalley Road.

Should the application be approved, further information regarding the site access will be provided at stage 2. The LHA would look for an access that is a minimum of 5.5m wide, to support two-way traffic movement, as well as an access that can provide acceptable visibility splays. The access should also feature 2m footways on either side supported by crossing facilities featuring tactile paving in line with inclusive mobility guidance.

Pedestrian access around the site is currently poor due to the lack of connecting footways surrounding the site, as well as no formalised tactile paving in line with inclusive mobility guidance at uncontrolled crossings over Whalley Road. It is expected that the site will provide improved footway links into the existing pedestrian infrastructure surrounding the site.

Should access be taken from Longsight Road, which is the LHA's preferred option, to ensure adequate intervisibility between highway users at the access a visibility splay should be provided. The splay should be set 2.4 metres back from the near edge of the carriageway and extending 43 metres along the nearside carriageway edge in both directions. The site line requirement is based on table 7.1 from Manual for Streets.

The splay should be wholly within the land which the applicant controls and/or the adopted highway and nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level, which would obstruct the visibility splay of the proposed access.

Highway Safety

There have been 3 recorded personal injury collisions within the last 5 years within 300m of the site on Whalley Road. Two of the recorded personal injury collisions resulted in slight injuries; one occurred in December 2025 involving two vehicles, and another occurred in November 2023 involving four vehicles. A serious injury collision also occurred in September 2023 involving a vehicle and a cyclist.

Transport Statement

A Transport Statement should be submitted in support of this application at the technical details stage. The document must be prepared in accordance with Lancashire County Council's Transport Assessments in Lancashire Guidance (2025), available at: <https://www.lancashire.gov.uk/media/963614/transport-assessment-guidance.pdf> . The Transport Statement should proportionately assess the development's expected trip generation, access arrangements, visibility splays, parking provision, sustainable travel opportunities, and the suitability of the surrounding highway network. It should also demonstrate compliance with relevant national and local transport guidance and identify any mitigation measures required to ensure safe and suitable access for all users.

Highway Mitigation

Given the volume of traffic, road widths and traffic speeds, it is expected that the site provides improved pedestrian connectivity around the site. This should include a

pedestrian refuge island along Whalley Road, to provide a safe waiting space between two dropped kerbs, allowing pedestrians to cross one direction of traffic at a time. This will allow connectivity to the closest bus stop, which is situated on the opposite side of Whalley Road from the site. In line with DMRB guidance, Whalley Road will likely need to be widened to accommodate the island.

This work would need to be undertaken as part of a Section 287 agreement and can be further explored at the technical details stage.

Internal Layout

Should the application be granted, at the technical details stage, the LHA would expect the carriageway throughout the site to measure 5.5m wide and have 2m wide footways on either side. This should be consistent throughout the site and in line with inclusive mobility guidance.

To ensure that the minimum width of the carriageway and the layout is adequate, a swept path analysis drawing showing a 11.2m refuse vehicle using the access and internal layout is required to be provided at the technical details stage. The drawing should also show how the refuse vehicle turns within the site to exit the site in a forward gear.

To ensure speeds along the internal road do not exceed 20mph, the LHA will require the internal road to be designed so that it is self-enforcing.

Lancashire County Council has a detailed Estate Road Specification guidance that outlines the design criteria for estate roads and expects all developments to be built to these standards, even if they are to remain private. The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

Parking

Should the application be granted, at the technical details stage, the LHA would expect the proposed development to comply with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

The LHA expects private driveways to have a minimum width of 3.2m when used for vehicular and pedestrian access to a property, and to have the minimum dimensions for a standard off-road parking bay, which is 2.4m wide by 5m long. Where the parking bays are adjacent to walls, fences and similar obstructions, it is recommended that the drives have a minimum clear width of 0.6m, to provide additional room to open the doors.

The LHA would also remind the applicant that the recommended minimum internal single garage size is 6x3m and this includes integral garages. Where garages are smaller than the recommended minimum internal dimension of 6 x 3m they should not be count as a parking space and the applicant should provide an additional parking space for each garage affected.

All new dwellings are expected to provide a universal electrical supply suitable for charging an electric motor vehicle and facilities to provide secure and covered cycle storage.

Drainage

The applicant, if permission is granted, will be required to submit a drainage strategy as part of a future application. Consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.

Several drainage features run through the site, which may impact where accesses or internal routes can be positioned. Culverts through the site that are situated below any proposed internal roads will be required to be surveyed prior to any works beginning. Any required works (e.g., culverts or small structures) would be subject to Lead Local Flood Authority (LLFA) approval and must demonstrate that flood capacity is maintained. The applicant should provide evidence that such works are deliverable within their land ownership and do not rely on third-party land.

Sustainable Transport

The LHA are aware that the site's closest bus stops are located within acceptable walking distances on Whalley Road. The stops provide regular links throughout the day on Service 22, running between Clitheroe and Shadsworth and serving places such as Langho and Wilpshire along the route. Departures operate from early morning until late evening on weekdays, offering a consistent service pattern with frequent daytime buses and later journeys subsidised in partnership with Lancashire County Council.

Langho station is also situated approximately 800m from the site and offers direct trains north to Clitheroe and south to Blackburn and Manchester Victoria, giving access to both local and major employment centres with services typically running hourly.

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. 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.

LCWIP

The Local Cycling and Walking Infrastructure Plan identifies key routes to increase active travel, improve safety, and create better, greener, and more accessible sustainable transport routes. Whalley Road, running past the site, forms part of the Whalley to Longo strategic route. This corridor links Whalley to Langho and continues through Wilpshire toward Brownhill along Whalley Road. It provides strong access to Whalley's train station and village centre, and passes directly by Langho as well as Ramsgreave and Wilpshire stations. The route also runs past several key community destinations, including local primary schools.

Highways Pre Application Service

We recommend that the applicant discuss the proposed development with the Local Highway Authority before further submissions using the Highways Pre Application Service. The service provides pre-application advice for development proposals. Further information can be found on our website: [Pre-planning application highways advice service - Lancashire County Council](#)

Conditions

Lancashire County Council Highways requests the following conditions, as a minimum, be included as part of any future detailed planning application:

1. 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.
 - Arrangements for turning of vehicles within the site.
 - Measures to protect vulnerable road users (pedestrians and cyclists).
 - Wheel washing facilities.
 - 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.

2. For the full period of construction, facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety
3. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority.

Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

4. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 3 has been constructed and completed in accordance with the scheme details.
Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.
5. The new estate road/access shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.
Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative
6. A full CCTV survey of any culvert that crosses the proposed highway on the site shall be undertaken within 6 months of the completion of all construction works. Any identified defects resulting from the survey shall be rectified within 6 months of the survey.
Reason: to protect the public purse from unnecessary maintenance liability prior to adopting the highway network.
7. No residential unit hereby permitted shall be occupied until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths, landscaped areas and bin storage areas not put forward for adoption within the site have been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first residential unit on the site, the areas shall be maintained in accordance with the approved management and maintenance details.
Reason: To ensure that all private streets, landscaped areas and other communal spaces are appropriately managed and maintained to ensure the safety of all users.
8. Within 3 months of commencement full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure that the infrastructure is constructed to a suitable standard.
9. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied.
Reason: To ensure adequate parking provision is provided.
10. The development hereby permitted shall not be occupied or brought into use until car parking provisions as detailed within the Joint Lancashire Structure Plan 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.

11. Prior to first occupation cycle storage provisions for the residential units 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.

12. Any garage(s) hereby approved shall be kept available for the parking of vehicles ancillary to the enjoyment of the household(s) and shall not be used for any use that would preclude the ability of their use for the parking of private motor vehicles, whether or not permitted by the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order amending or revoking and re-enacting that order.

Reason: To ensure that adequate parking provision is retained on site.

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.
- This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.
- 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.
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Control Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such

an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

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