

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

Phone: 0300 123 6780  
Email: [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)  
Your ref: 3/2026/0249  
Our ref: 3/2026/0249/HDC/KW  
Date: 22 April 2026

**Location:** Land off Spinners Vale Billington BB7 9GL  
**Proposal:** Permission in principle application for the erection of up to 4 no. dwellings.  
**Grid Ref:** 372559 435899

Dear Lucy Walker

With regard to your consultation letter dated 2 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 planning in principle application for the erection of up to 4 no. dwellings at Land off Spinners Vale, Billington.

The LHA are aware that the site does not currently have any recent planning application history; however, the adjacent land was subject to recent planning approval for a residential development under application 3/2021/0205.

#### **Site Access**

The site currently has an existing field gate access and has a right of access off the end of the cul-de-sac Spinners Vale, which was reserved when the land was sold. Spinners Vale forms part of the adjacent residential development approved under planning application 3/2021/0205. The road is currently unadopted and subject to a 20mph speed limit. The adjacent development currently meets the adopted highway at Dale View which is an unclassified road subject to a 20mph speed limit.

Continued...

Whilst limited details have been provided during this stage of the Planning In Principle application within the supporting document, there is a suggestion that the site could utilise the access from Spinners Vale. This opportunity can be further discussed at stage 2.

Whilst further information will be provided at a technical details stage, should planning approval be granted. The LHA would look for an access which 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. The footway should also be supported by crossing facilities featuring tactile paving in line with inclusive mobility guidance.

To ensure adequate intervisibility between highway users at new access points, visibility splays set 2.4 metres back from the near edge of the carriageway and extending 25 metres along the nearside carriageway edge in both directions should be provided. (The site line requirement is based on table 7.1 from Manual for Streets).

The visibility 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.

### **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 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 internal layout is required. The drawing should also show how the refuse vehicle turns within the site to exit the site in a forward gear. Given the number of dwellings proposed, there may be options to provide a bin store adjacent to the existing network, which may already supports refuse collection.

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.

### **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.

### **Public Right of Way**

Please note that there is a Public Rights of Way (FP0306040) through the application site. The LHA will be able to provide further advice on the route should the application be approved and progress to the technical details stage. The developer should include the Definitive Public Right of Way on plans provided in the future. The granting of planning permission does not constitute the diversion of a Definitive Right of Way. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on [PROW@lancashire.gov.uk](mailto:PROW@lancashire.gov.uk), quoting the location, district and planning application number, to discuss their proposal before any development works begin. The Public Right of Way should remain a segregated pedestrian route, being at least 2m in width, whether it remains in place or is diverted.

The applicant must be certain that they have private vehicular rights along this public path before driving on it either during construction or for subsequent access. Without private vehicular rights or permission from the owner it is a criminal offence to drive a motor vehicle on the public path.

### **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.

### **Sustainable Transport**

The LHA are aware that the site's closest bus stops are located on Preston Road. These sit a little outside the prescribed walking distances of 400m. The bus stops are primarily served by Service 22, which provides regular links between Clitheroe, Langho, Wilpshire and Blackburn (Shadsworth). The route runs throughout the day, generally every 30 minutes during daytime hours and then hourly into the evening. Service 280 and 25 also serve the stop, providing links to Preston, Blackburn, Clitheroe and Skipton. These services run hourly and provide long-distance connections to rail links.

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. The Whalley to Langho route is positioned close to the site, on Dale View From Billington, the route connects north into Whalley, linking to Whalley Rail Station and the village centre and wider LCWIP routes toward Clitheroe. Travelling south toward Langho, connecting to St Augustine's High School, Langho village and Langho Rail Station. It forms a continuous spine along the A666 corridor, giving Billington direct access to both rail stations, local services and neighbouring settlements.

### **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. Deliveries to the approved development shall only be accepted between the hours of 9.30am and 2.30pm Monday Friday, to avoid peak traffic on the surrounding highway network. Reason: In the interest of highway safety
4. No part of the development hereby approved shall commence until a scheme for the construction of the site access 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.
5. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 4 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.
6. 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
7. Prior to first occupation details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details and a private management and maintenance company has been established.  
**Reason:** To ensure that the infrastructure is maintained in the future.
8. 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.
9. 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.

10. 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.

11. 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](mailto:lhsstreetworks@lancashire.gov.uk)
- All references to public highway include footway, carriageway, and verge.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on [PROW@lancashire.gov.uk](mailto:PROW@lancashire.gov.uk), quoting the location, district and planning application number, to discuss their proposal before any development works begin.
- 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.

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>