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Your ref: 03.26.0274
Our ref: 03.26.0274
Date: 29.04.2026

For the attention of Lucy Walker

Planning Application No: 3/2026/0274

Proposal: Proposed change of use and conversion of the existing detached garage into a single residential dwelling with parking.

Location: Ridings Cottage Whalley Old Road Billington BB7 9JF

The plans and information submitted have been viewed together with the history of the site. It is noted that pre-application enquiry was made and advice was sought and given on 2.3.2025. Our comments remain the same.

Introduction

The Local Highway Authority (LHA) are in receipt of a pre-application for the proposed conversion of an existing garage into a new dwelling with two parking at Waterloo Timber, Waterloo Road, Clitheroe.

Site Access

The proposed new dwelling will be accessed from a private access track. The private access track meets the highway maintained at public expense at an existing junction with Whalley Old Road, the C545, a C classified road subject to a national speed limit.

The private access track is currently in poor condition, to prevent loose stones from being dragged onto the highway, creating a hazard, the LHA will ask that the access junction be hard-paved for 5m behind the carriageway edge.

The LHA are aware that the site will have a new vehicle access located off a private access track, which also serves 4 other dwellings and a Public Right of Way, FP0306026. As such the access to the parking areas will need to be provided with 45° visibility splays between the boundary and points on either side of the drive measured 3m back from the nearside edge of the footway so that vehicles can observe pedestrians and any other vehicles along the private track before exiting the parking area.

The parking area situated next to the dwelling may need to be moved slightly in a south west direction to achieve a 45° visibility splays due to the proximity of the dwelling.

Lancashire County Council PO Box 100, County Hall, Preston, PR1 0LD 2 The junction with Whalley Old Road has a good road safety record with no injury collision accidents recorded within 500m of the junction in the last 5 years. The proposal will slightly increase the number of vehicles moving into and out of the junction, and the LHA acknowledged that visibility to the south is reduced due to a group of trees within the Whalley Old Road verge.

The LHA will request that access improvements take place to improve visibility to the south, as such any low lying vegetation that falls within the first 2m of the verge from the carriageway edge for 3m above land level will need be removed or reduced to 0.9m above the carriageway level. This will ensure that vegetation does not obstruct drivers' line of sight, particularly during the summer months.

Internal Layout

The LHA are aware that 3 car parking spaces will be retained for the existing dwelling, Ridings Cottage, along with one additional space dedicated to the new dwelling. One additional space will also be provided in a new location next to the dwelling, given that this space will be bound by walls, the LHA would expect that the space be at least 3m wide, this is to allow a vehicle to park (2.4m) and provide additional room (0.6m) to allow the doors to open without being obstructed by the walls.

While no internal floor layout has been provided, given the number of parking spaces the site has provided, the LHA would expect the dwelling to have no more than 3 bedrooms in order for the parking provisions to be in line with the parking standards as detailed in the Joint Lancashire Structure Plan.

Public Right of Way

Please note that there are Public Rights of Way's (FP0306026) close the application site which must not be obstructed during the proposed developments. The granting of planning permission does not constitute the diversion of a Definitive Right of Way.

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.

Sustainable transport

Given the site's distant location from local amenities and facilities, including public transport, there would be a reliance on the use of private motor vehicles. 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.

Conclusion

In conclusion, the LHA would raise no objection to the proposal, subject to the above matters being addressed at the planning stage. The LHA would be likely to request the following conditions as part of the consultation process:

- Prior to first occupation, that part of the access, which forms the junction with Whalley Old Road, extending from the highway boundary, for a minimum distance of 5m back shall be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority. Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to road users.
- Prior to first occupation, the existing vegetation to the South of the access shall be reduced to 0.9m above the carriageway level or removed for the first 2m along the boundary with the public highway and maintained as such thereafter to protect visibility to and from the site. Reason: In the interest of highway safety.
- The development hereby permitted shall not be occupied or brought into use until the car parking and turning areas shown on the approved 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.
- 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:
 - o 24 Hour emergency contact number.
 - o Details of the parking of vehicles of site operatives and visitors.
 - o Details of loading and unloading of plant and materials.
 - o Arrangements for turning of vehicles within the site. o Measures to protect vulnerable road users (pedestrians and cyclists).
 - o Wheel washing facilities. o Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
 - o Measures to control the emission of dust and dirt during construction.
 - o Construction vehicle routing.
 - o 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.

- 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.

Further to the above comments being noted and the conditions there is no objection to the proposal on highway grounds.

Kind regards

Tahira

Tahira Akhtar BA (Hons)
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Highways & Transport
Lancashire County Council

