

TECHNICAL FILE NOTE 5B						 ASHLEY HELME ASSOCIATES
Project	Henthorn Road, Clitheroe			Project No	1677	
Contact		Originator	SJH	Date	11.09.26	

1.0 Introduction

- 1.1 Ashley Helme Associates (AHA) are appointed by Gladman Developments Ltd (GDL) to provide highways/transport support for a planning application (LPA ref 3/2025/0997/OUT) for up to 115 dwellings on land off Henthorn Road, Clitheroe.
- 1.2 AHA prepared the following documents to accompany the planning application:
- (i) Transport Assessment: ref 1677/3/A,
 - (ii) Travel Plan: ref 1677/4/A, and
 - (iii) Technical Note 4A.

2.0 Ribble Valley Borough Council Planning and Development Committee

- 2.1 The planning application was considered at the Ribble Valley Borough Council (RVBC) Planning and Development Committee on 27 August 2026. The application was deferred with additional information requested relating to the use of Ingleton Crescent to provide vehicular access to the residential element (35 dwellings) on the north side of Henthorn Road.

3.0 Ingleton Crescent

3.1 Existing Situation

- 3.1.1 Ingleton Crescent is a recently constructed residential cul-de-sac road serving a total of 12no properties.
- 3.1.2 The first c.100m of Ingleton Crescent comprises a 5.5m wide road constructed with a tarmac surface. There are 2.0m-wide footways either side of the road. This section of road is fronted by 8no residential properties, which are all on the north side. All of the properties have private driveways that can accommodate two cars. The properties also benefit from garages offering additional off-road parking. This means that all of the properties can accommodate at least 3no vehicles off road.
- 3.1.3 At the western end of Ingleton Crescent, there is a turning head. To the north of the turning head, the Ingleton Crescent carriageway is constructed of red block pavements. There is footway on the west side of the carriageway but not on the east. This section of Ingleton Crescent is fronted by 4no properties. These all benefit from private driveways and garages that can accommodate 3no cars.
- 3.1.4 AHA does not have traffic flow information for Ingleton Crescent. However, based on the residential trip rates agreed with Lancashire County Council (LCC) for the proposed GDL Phase 3 scheme, the existing 12 residential dwellings are likely to generate about 9 movements (2-way) in both the AM and PM peak hours. This represents about 1 vehicle movement every 6 or 7 minutes on average. This is a low level of traffic, even for a residential road.
- 3.1.5 AHA does not have speed survey information for Ingleton Crescent. However, it is standard practice to adopt a 20mph design speed for roads within residential developments. This is a reasonable

assumption for Ingleton Crescent, as the main section of road is only 100m long, and all vehicles must turn from, and into, Waterfall Gardens, when arriving and departing, which will control speeds.

3.2 Proposed Situation

- 3.2.1 The proposed access arrangements are shown on **Drg No 1677/01/G**. This shows the westwards extension of Ingleton Crescent to serve the proposed residential scheme on the north side of Henthorn Road. This means that a total of 47no properties will be served from Ingleton Crescent.
- 3.2.2 Based on the agreed residential trip rates, the 35no additional dwellings would generate a total of 26 vehicle movements (2-way) in the AM peak hour and 25 vehicle movements (2-way) in the PM peak hour. This represents about 1 additional vehicle every 2 minutes, on average.
- 3.2.3 The total amount of traffic generated by the existing 12no properties and 35no new properties would only be 35 vehicles (2-way) in the AM peak hour and 34 vehicles (2-way) in the PM peak hour. This would represent just over 1 vehicle movement every 2 minutes on average. This would still be a low of level of traffic for a residential road and much lower than would be experienced on Waterfall Gardens or the nearby residential roads of Blakewater Road or Ludlow Road. The level of traffic would also be lower than that would use the proposed Site access for the GDL residential element of the scheme on the south side of Henthorn Road.
- 3.2.4 The current Ingleton Crescent carriageway width of 5.5m is adequate to accommodate two-way working. Figure 7.1 of Manual for Streets shows that a 5.5m wide carriageway is sufficient to allow two cars to pass comfortably and is even wide enough to allow two HGVs to pass, albeit that this would be a rare event.
- 3.2.5 The existing properties on Ingleton Crescent benefit from a good level of off-road parking provision. There is a drainage pond on the south side of Ingleton Crescent, which will not generate parking demand. Therefore, the full carriageway width will generally be available with a low likelihood of on-street parking. Consequently, it is considered that Ingleton Crescent carriageway will generally be free of parked vehicles, and this makes it a suitable access for the GDL Phase 3 scheme. The existing Ingleton Crescent geometry can comfortably accommodate the estimated traffic demands.
- 3.2.6 It is concluded that there is no technical reason why accessing the Site via Ingleton Crescent would be unsuitable, and this position is endorsed by Lancashire County Council highways who have not objected to the proposal.