

Ribble Valley Borough Council

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Your ref: 3.25.0588

Our ref: 3.25.0588

Date: 13<sup>th</sup> October 2025

**App No: 3.2025.0588**

**Location: Land east of Clitheroe Road, Whalley**

**Proposal: Proposed erection of 77 no. affordable dwellings with associated access, gardens, parking and landscaping areas.**

The submitted documents and plans including Mode Transport Planning Transport Assessment and Travel Plan dated July 2025 and Pringle Homes 'Proposed site layout 24-124-0001-Rev E' and 'Waste management plan 24-124-WM01-Rev A' have been reviewed and the following comments are made.

### **Proposal**

The application seeks permission to erect 77 new dwellings with a new access on the east side of Clitheroe Road between The Lodge and the A59.

### **Sustainability**

A Framework Travel Plan is submitted with the application.

Lancashire County Council offer a Travel Plan support service whereby we oversee the progression from the Framework Travel Plan to the Full Travel Plan in line with agreed timescales and targets. To offer this service we would request a contribution of £6,000 based upon the number of units within a S106 agreement.

Linked to the Travel Plan we would seek to secure measures to support sustainable travel modes for residents at the site with contributions paid directly to each dwelling upon occupation of each dwelling (or group of dwellings – triggers to be later agreed in line with modal shift targets) within a S106 agreement should the modal shift targets not be met. The contribution of circa £250 per dwelling will fund a bus pass for a period of 3 months or a cycle voucher.

Bus services M2 (Burnley – Clitheroe), 280 (Preston – Skipton) and 22 (Clitheroe – Shadsworth) (services 280 and 22 are subsidised by LCC) runs along Clitheroe Road with bus stops within approximately 400m from the centre of the site. These bus stops are proposed to be upgraded by the developer to quality bus stop standard with bus shelters.

**Lancashire County Council**

PO Box 100, County Hall, Preston, PR1 0LD

There is a Local Cycling and Walking Infrastructure Policy (LCWIP) for Ribble Valley published March 2024. Clitheroe Road is identified as a strategic route between Whalley and Barrow. The proposed measures to reduce the speed limit between Whalley and Barrow with associated traffic calming and crossing measures will be more conducive to walking and cycling.

## **Traffic Impact**

There is committed development at Springwood Drive (Lawsonsteads) 3/2013/0137 which is included in the assessment in its entirety. It is noted that a large proportion of the residential development is already built and occupied and travelling on the network at the time of the traffic counts, therefore the assessment is considered to have a higher level of robustness than would be expected.

The following junctions have been assessed for the 2025 base, 2030 base with committed development and development traffic. Manual classified count and queue length surveys were undertaken Wednesday 5<sup>th</sup> February 2025.

1. C549 Whalley Road/ A671 Whalley Road – signalised junction – The LinSig assessment demonstrates that the junction operates within capacity, a further model was run to demonstrate an all-red stage every cycle which was also within capacity.
2. C549 Clitheroe Road/B6246 King Street/B6246 Station Road/X7530 Brooke's Lane – mini roundabout - The Arcady model demonstrates that the junction arm Clitheroe Road currently operates over capacity in the AM and PM peaks, Clitheroe Road and King Street will operate over capacity in the 2030 base plus committed development model.
3. B6246 Accrington Road/C548 King Street/B6246 King Street – mini roundabout – The Arcady model demonstrates that the junction arms Accrington Road and King Street (N) currently operates over capacity in the AM and PM peaks. The queue length surveys demonstrate that the model overestimates the queuing and delay at the junction. The traffic will have a minimal impact on the operation of the junction.
4. Site access – priority junction – The Picardy model demonstrates that the junction is predicted to operate well within capacity.

Trip rates of AM 0.174 arrivals, 0.403 departures, total 0.577 and PM 0.357 arrivals, 0.177 departures, total 0.534 have been used and they generate 44, 2-way trips in the AM peak and 41, 2-way trips in the PM peak.

The peaks are identified as 8-9am and 4-5pm. Temprow is used to grow the traffic to 2030. Trips are distributed using 2011 Census data for 'Ribble Valley 007 MSOA'.

As Springwood Drive is not open to through traffic it has not been included in the distribution of traffic.

However, once Springwood Drive is open to through traffic, which is anticipated to be 12-18 months, the impact upon the surrounding junctions will reduce as the traffic is able to redistribute onto the new network.

To mitigate the impact of the development traffic on the existing network, until Springwood Drive is open to through traffic, we would request that a planning condition is requested to restrict any dwelling being occupied before the opening of Springwood Drive.

### **Construction traffic**

A new temporary access on Clitheroe Road for construction traffic would be acceptable to allow works on site to commence. The detailed design of the temporary access must be agreed at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree and it will be necessary to limit HGV movements to the off-peak movements 9.30am – 2.30pm with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site in forward gear.

### **Site Access**

Clitheroe Road C549 is subject to a 40mph speed limit. An automatic traffic count (ATC) was placed on Clitheroe Road between Friday 13<sup>th</sup> – 19<sup>th</sup> December 2024 which records 85<sup>th</sup>ile speeds of 41mph northbound and 39.9mph southbound.

The proposal includes the reduction of the 40mph speed limit which is circa 500m long between the villages of Whalley and Barrow. The speed limit would be reduced to 30mph. Associated speed calming features are proposed to promote speed compliance with gateway treatment with associated signage, lighting and lining.

The provision of two new central islands to provide pedestrian/cycle crossing points are proposed to provide suitable provision and to ensure reduced vehicle speeds for highway safety.

New connections onto the highway drainage system in Clitheroe Road will not be permitted.

The formation of the new access and off-site highway works should be undertaken with a S278 agreement with Lancashire County Council.

### **Off-site highway works**

To mitigate the impact of the development on the highway network the following off-site highway works are requested.

1. The upgrade/provision of 2 quality bus stops on Clitheroe Road to support all users to travel to/from site sustainably.
2. Provision of new footway/cycleway along Clitheroe Road A59 to link into the crossing and existing footway provision.
3. Reduction in speed limit to 30mph and associated traffic regulation orders with enhanced gateway features, lighting and associated signing and lining to promote speed compliance on Clitheroe Road for highway safety.
4. New central islands to provide uncontrolled crossing points on Clitheroe Road to link the footway/cycleway provision.

5. New site access arrangement with priority junction.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first occupation.

### **Contributions**

To mitigate the impact of the development on the highway network the following contributions are requested within a Section 106 agreement.

1. Travel Plan support £6,000. Circa £250 per dwelling to support a modal shift linked to Travel Plan.
2. Public Transport support for LCC subsidised bus services.

### **PROW and LCWIP**

There are no public rights of way crossing the site. Measures on Clitheroe Road in to enhance the primary route for walking and cycling on Clitheroe Road are proposed.

### **Surface water drainage**

The surface water is proposed to be connected to a piped system in Clitheroe Road which appears to be a highway drainage system. This does not comply with the Lancashire County Council policy as no connections into any highway drainage system are allowed.

There is attenuation storage proposed beneath the estate road close to plots 41-42. This does which does not comply with Lancashire County Councils adoptable standards and we would request that this is relocated from beneath the estate road onto the private shared driveway/parking area.

### **Internal layout**

The estate road is proposed at 5.5m wide with 2m wide footways to both sides. Swept path analysis for a 11.2m long refuse wagon is provided. Since our initial discussions we have increased our carriageway width guidance to 6m initially at the junction of the major road into the site. We would request that this minor amendment is made.

The estate roads and associated infrastructure should be built to adoptable standards and we would seek to formally adopt the roads under S38 Highways Act 1980.

A drainage layout is provided for the A59 road construction. Any easements in place over the land to allow access to the embankment of the A59 should be investigated and access should be maintained for the Highway Authority.

### **Parking**

Each dwelling has 1 car parking space for 1 bedroom, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms and secure covered cycle parking. There are no garages

on the development. New dwellings are required to provide an electric vehicle charging point under Building Regulations.

## Conclusion

Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development traffic can be adequately mitigated on the surrounding highway network to prevent a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

Should the application be approved, the following conditions are requested.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
  - i) The parking of vehicles of site operatives and visitors
  - ii) The loading and unloading of plant and materials
  - iii) The storage of plant and materials used in constructing the development
  - iv) The erection and maintenance of security hoarding
  - v) Wheel washing facilities
  - vi) Measures to control the emission of dust and dirt during construction
  - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
  - viii) Details of working hours
  - ix) Routing of delivery vehicles to/from site

Reason: To mitigate the impact of the construction traffic on the highway network.

2. Within 3 months of commencement a scheme for the site access and off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first occupation of any dwelling.
  - (a) The upgrade/provision of 2 quality bus stops on Clitheroe Road to support all users to travel to/from site sustainably.
  - (b) Provision of new footway/cycleway along Clitheroe Road A59 to link into the crossing and existing footway provision.
  - (c) Reduction in speed limit to 30mph and associated traffic regulation orders with enhanced gateway features, lighting and associated signing and lining to promote speed compliance on Clitheroe Road for highway safety.
  - (d) New central islands to provide uncontrolled crossing points on Clitheroe Road to link the footway/cycleway provision.
  - (e) New site access arrangement with priority junction.

Reason: To mitigate the impact of the development traffic on the highway network.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to

remain upon the land hereinafter defined any building, wall, fence, hedge, tree, shrub or other device over 1m above road level. The visibility splay to be the subject of this condition shall be that land in front of a line drawn from a point 2.4 m measured along the centre line of the proposed road from the continuation of the nearer edge of the carriageway of Clitheroe Road to points measured 65m to the north side of the proposed access and 68m to the south side along the nearer edge of the carriageway of Clitheroe Road, from the centre line of the access, in accordance with a scheme to be agreed by the Local Planning Authority in conjunction with the Highway Authority. Reason: To ensure adequate visibility at the street junction or site access.

4. Within 3 months of commencement 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 until such time as an agreement has been entered into with the Highway Authority or a private management and maintenance company has been established. Reason: To ensure that the infrastructure is maintained in the future.
5. 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.
6. The internal estate roads shall be constructed in accordance with the approved engineering details and to at least base course level prior to first occupation of any dwelling, unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the infrastructure is completed in a timely manner.
7. 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.
8. Prior to first occupation each dwelling shall have a secure cycle store for at a ratio of 1 cycle space per bedroom. Reason: To support sustainable travel.

#### Informative note

The grant of planning permission will require the applicant to enter into a S278 Agreement, with the County Council as Highway Authority. The applicant should be advised to contact Lancashire County Council for further information by emailing the Highway Development Control Section at [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk).

Kelly Holt  
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