

Whalley Road, Hurst Green

Transport Note

106 Albert Mill
10 Hulme Hall Road
Manchester,
M15 4LY

0161 4649495
info@modetransport.co.uk

Client: Chris Hickey
Date: 26 August 2025
Prepared by: LJ

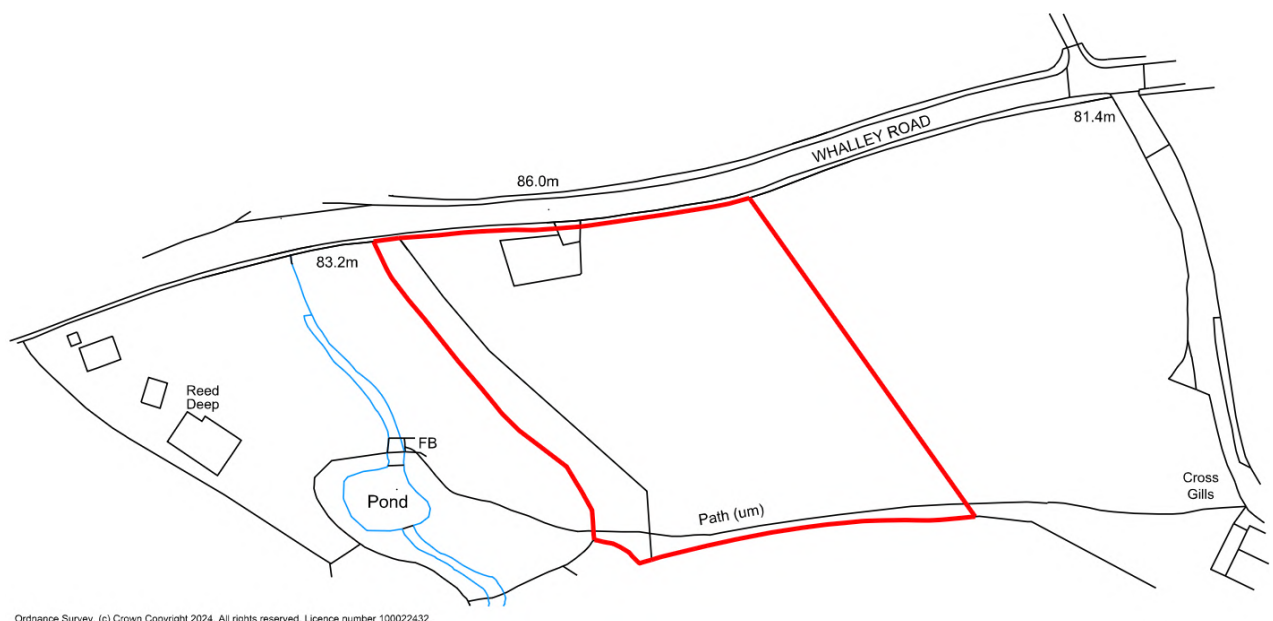
Job No: J328018
File Name: TN01
Approved by: ME

1. Introduction

1.1 Background

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Chris Hickey (the 'Applicant') to provide transport and highways advice in relation to a holiday cottage development on land off Whalley Road in Hurst Green, Ribble Valley.
- 1.1.2 The development proposals comprise the construction of 4no. 1-bedroom holiday lodges with associated parking and landscaping. Vehicular and pedestrian access to the site is proposed via a relocated priority access on Whalley Road.
- 1.1.3 The indicative site boundary is shown in Figure 1.1.

Figure 1.1 : Indicative Site Boundary



1.2 Planning History

- 1.2.1 **3/18/0685** - Change of use of agricultural land to D2 (assembly and leisure) and erection of eight holiday lodges with associated access, parking and landscaping. **Refused** with reason 2 being highway safety. The application **APP/T2350/W/19/3231274** was subsequently dismissed at appeal with the Inspector agreeing that the visibility splays should be provided at 2.4m x 120m based upon the recorded 85th percentile vehicle speeds.

1.3 Methodology

- 1.3.1 The Local Highway Authority, Lancashire County Council (LCC) were consulted on the application and provided a response dated 26th September 2024. The purpose of the pre-application request was to agree the principle of the development and to obtain an in-principle view of the development proposals. LCC's response indicated that the access that was dismissed at appeal was located c.32m west of the access proposed as part of this application and that the proposed access could achieve the required visibility splays for the most recently recorded 85th percentile speeds.
- 1.3.2 The full consultation response provided by LCC in response to the pre-application request is attached in [Appendix A](#).
- 1.3.3 This note (TN01) has been prepared to assess the development proposals with particular consideration given to the proposed site access location along Whalley Road.

2. Existing Conditions

2.1 Site Location and Existing Site

- 2.1.1 The development site is located c.0.6km east of Hurst Green's village centre.
- 2.1.2 The development site currently comprises undeveloped agricultural land. The site is currently accessed via an existing field gate on Whalley Road.

2.2 Local Highway Network

- 2.2.1 The site is currently accessed on the southern side of Whalley Road (B6243). Whalley Road is a two-way single carriageway and is subject to the National Speed Limit (60mph). A continuous footway is provided towards the village of Hurst Green on the southern side of Whalley Road.
- 2.2.2 The existing conditions along Whalley Road within the vicinity of the development site are summarised in [Table 2.1](#).

Table 2.1 : Whalley Road (B6243). – Existing Conditions

Road Classification	B-Road	Footway Width	c.1m-1.8m
Road Type	Two-way single carriageway	Pedestrian Facilities	Dropped kerbs across accesses
Speed Limit	National Speed Limit	Cycle Facilities	None
Carriageway Width	c.6m	Public Transport Provision	Bus stops c.400m – c.600m
Adoption Status	Adopted	Streetlighting	None adjacent to site. Streetlighting provided in Hurst Green

2.3 Traffic Survey Data

2.3.1 An Automatic Traffic Counter (ATC) survey was carried out from 8th March to 14^h March 2024 to record 85th percentile speeds in the vicinity of the site access. A summary of the results is provided in Table 2.2, with the raw traffic survey data attached in Appendix B.

Table 2.2 : ATC Results Summary – Whalley Road

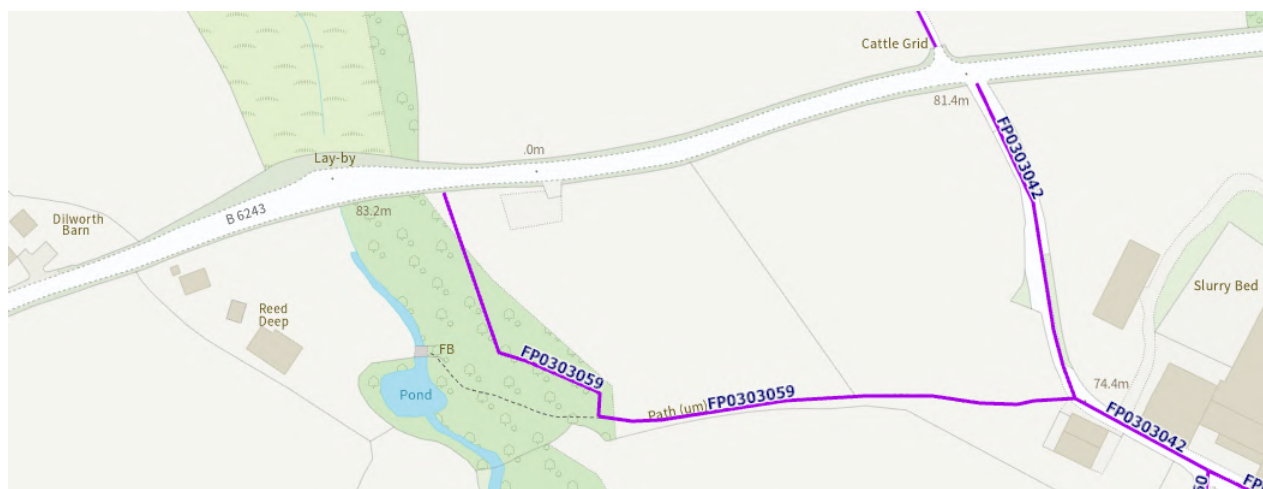
Direction	85 th Percentile Speeds
Eastbound	43.8 mph
Westbound	41.5 mph

2.3.2 Based on the Design Manual for Roads Bridge (DMRB) standards for the recorded 85th percentile speeds shown in Table 3.1, visibility splays of 2.4m x 120m and 2.4m x 110m are required to the east and west respectively.

2.4 Public Rights of Way

2.4.1 There is a Public Right of Way (PRoW) (FP0303059) that runs within the proposed development site's boundary, as shown in Figure 2.1.

Figure 2.1 : Public Right of Way Map (source : LCC MARIO Mapping)



2.4.2 The proposed site layout will accommodate the PRow (FP0303059) on its existing alignment and therefore it will not need to be diverted or stopped up to accommodate the development.

3. Development Proposals

3.1 Proposed Development

3.1.1 The development proposals comprise the construction of 4no. 1-bedroom holiday lodges with associated parking and landscaping. Vehicular and pedestrian access to the site is proposed via a relocated priority access on Whalley Road.

3.1.2 The proposed site layout is shown in [Figure 3.1](#) and attached in [Appendix C](#).

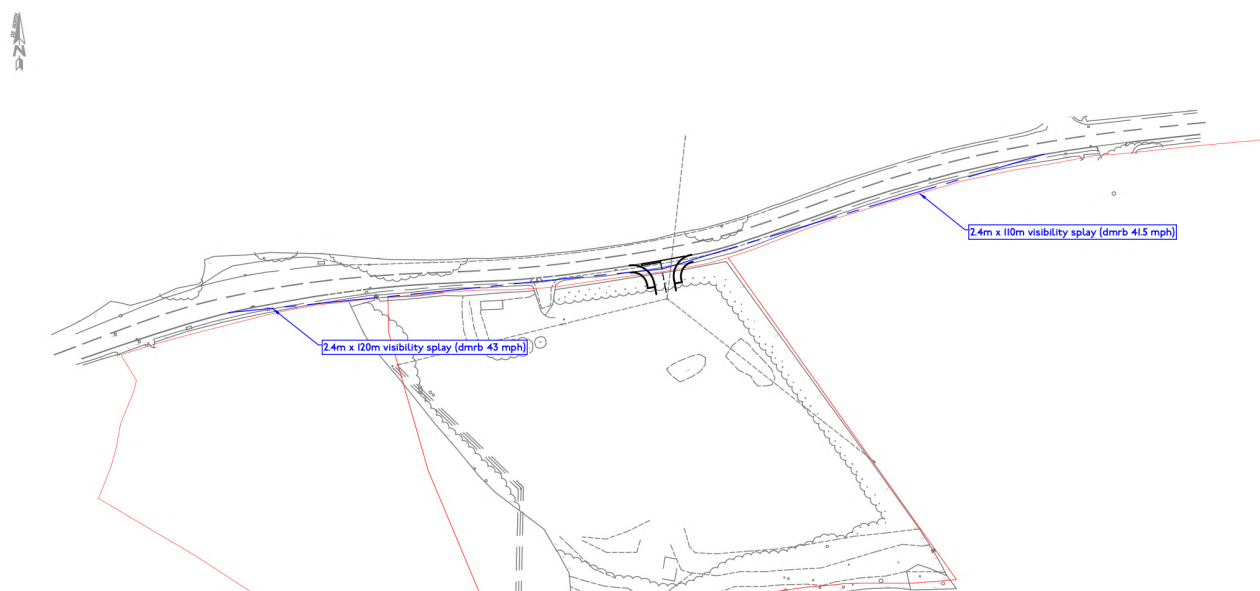
Figure 3.1 : Proposed Site Layout (source: Zara Moon Architects)



3.2 Site Access

- 3.2.1 The site access proposals submitted as part of APP/T2350/W/19/3231274 proposed the use of the existing field gate. However, the visibility splays of 2.4m x 120m based on 85th percentile speeds at the time were not achievable within the adopted highway / land under the Applicant's control, and the appeal was subsequently dismissed.
- 3.2.2 As outlined in [Chapter 2](#), a new ATC survey was conducted in March 2024 to record updated 85th percentile speeds in the vicinity the site access. The result of the speed surveys indicated that visibility splays of 2.4m x 120m and 2.4m x 110m were required to the east and west respectively to accord with the requirements of the Design Manual for Roads and Bridges (DMRB).
- 3.2.3 To ensure that the required visibility splays could be delivered within the adopted highway boundary (attached in [Appendix D](#)) and land under the Applicant's control, the proposed site access is positioned c.32m to the east of the existing field access. The existing field access is proposed to be stopped up and no longer used.
- 3.2.4 The proposed site access arrangement and achievable required splays are shown in [Figure 3.2](#) and attached in [Drawing J32-8018-PS-001](#) in [Appendix E](#).

Figure 3.2 : Proposed Site Access Arrangement



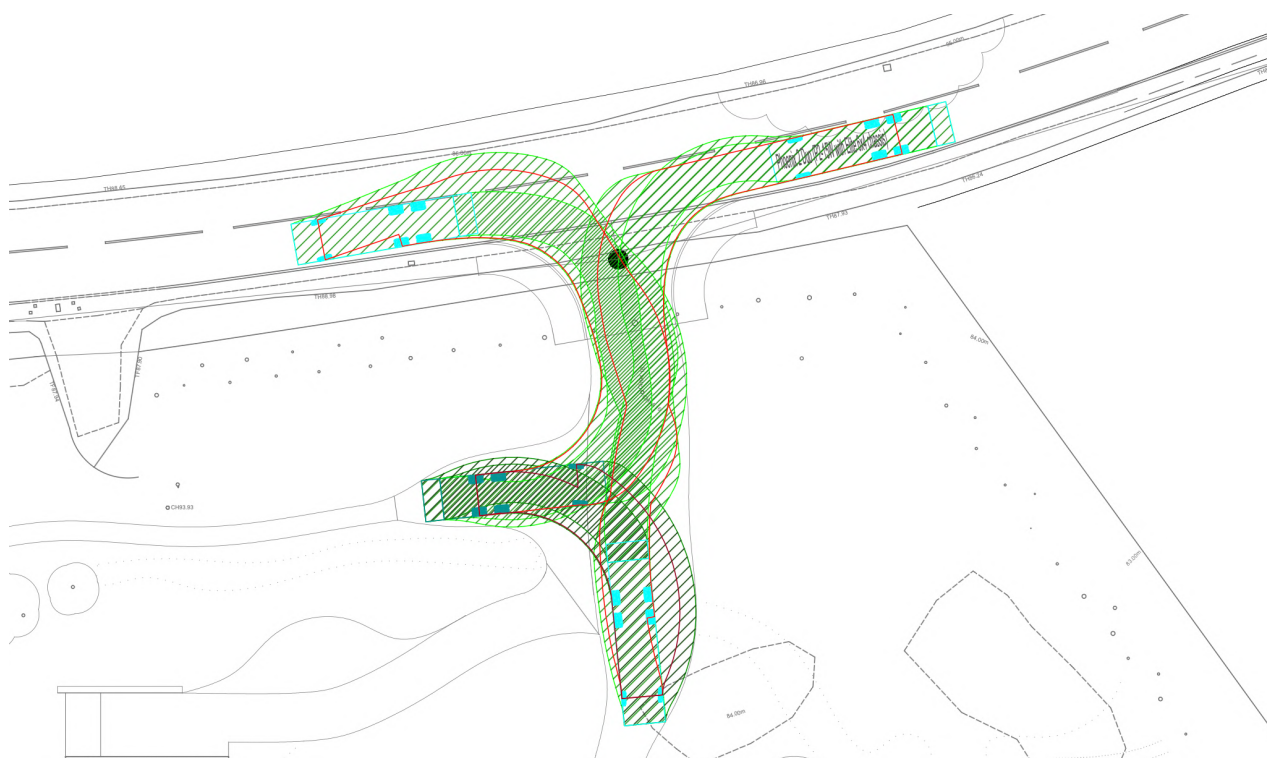
- 3.2.5 Based on DMRB standards for the recorded 85th percentile speeds shown in [Table 2.2](#), visibility splays of 2.4m x 120m and 2.4m x 110m are achievable to the west and east respectively in land under the control of the Applicant and within the adopted highway. LCC confirmed within their pre-application response that the visibility splays lie within the adopted highway or the Applicants land.

- 3.2.6 The proposed access comprises a 5.5m wide carriageway with 6m corner radii and 2m wide footways on both sides to the tangent point. As requested by LCC, the access will be surfaced for a minimum distance of 5m from the adopted highway.
- 3.2.7 Any part of the boundary hedges that are encroached by the visibility splays will be reduced in height. It has been confirmed during pre-application discussions that these are currently maintained by a local farmer on behalf of the Applicant. Any hedges appear to encroach onto the footway along the frontage of the site will be cleared to ensure the achievable visibility splays are provided, and to support safe pedestrian movements to / from the site.
- 3.2.8 The current access proposed was issued directly to LCC Highways to obtain their comments on the new access prior submitting this application. LCC Highways confirmed that it would have no objection to the new access as proposed, subject to the mitigation regarding the management of the visibility splays impacted by any hedgerows.

3.3 Servicing and Delivery Arrangements

- 3.3.1 Servicing / deliveries to the proposed residential units would be undertaken using the proposed access.
- 3.3.2 Swept path analysis has been undertaken for an 11.2m refuse collection vehicle, which is the largest vehicle expected to regularly enter the site. This is shown in [Figure 3.3](#), attached in [Drawing J32-8018-PS-002](#) in [Appendix F](#).

Figure 3.3 : Swept Path Analysis – 11.2m Refuse Collection Vehicle



3.3.3 As shown in [Figure 3.3](#), an 11.2m refuse collection vehicle can enter and exit the site in forward gear using the proposed eco-grid turning area to the south of the site access.

3.3.4 A site operative would move the waste to the collection point on collection days.

3.4 Parking Provision

3.4.1 As shown in [Figure 3.1](#) and in accordance with the advice received from LCC Highways during pre-application discussions, the proposed development will provide 1no. car parking space per unit. To aid manoeuvring within the site, each unit will be provided with an eco-grid turning area to ensure that any vehicles could access and egress the proposed driveways in a forward gear.

3.4.2 As shown in [Figure 3.1](#), the proposed development will also provide 2no. secure covered cycle spaces per unit.

3.5 Public Rights of Way

3.5.1 As shown in [Figure 3.1](#), the development proposals also seek to enhance the existing PRoW within the site (FP0303059) by upgrading the surfacing and improving drainage along the PRoW. A new connection to the PRoW is also proposed.

4. Sustainable Accessibility

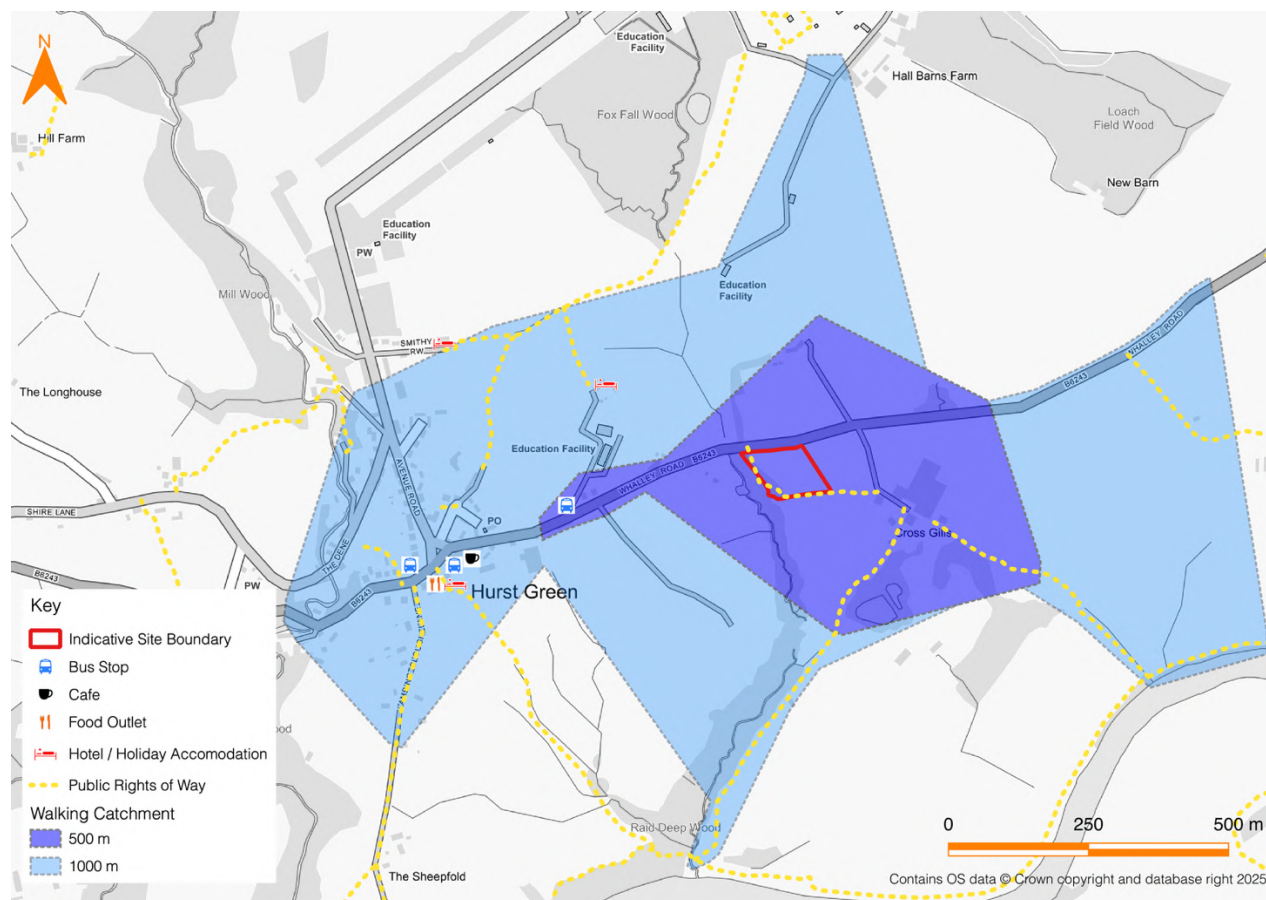
4.1 Introduction

4.1.1 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

4.2.1 [Figure 4.1](#) presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.2 As shown in Figure 4.1, despite the rural location, the site is well situated in terms of accessibility to local public transport services and local amenities. It has therefore been demonstrated that the site is reasonably well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips. Furthermore, given the nature of the proposed development, there is an extensive network of PRoWs that can be accessed within the site which can be used by visitors without the need to travel.

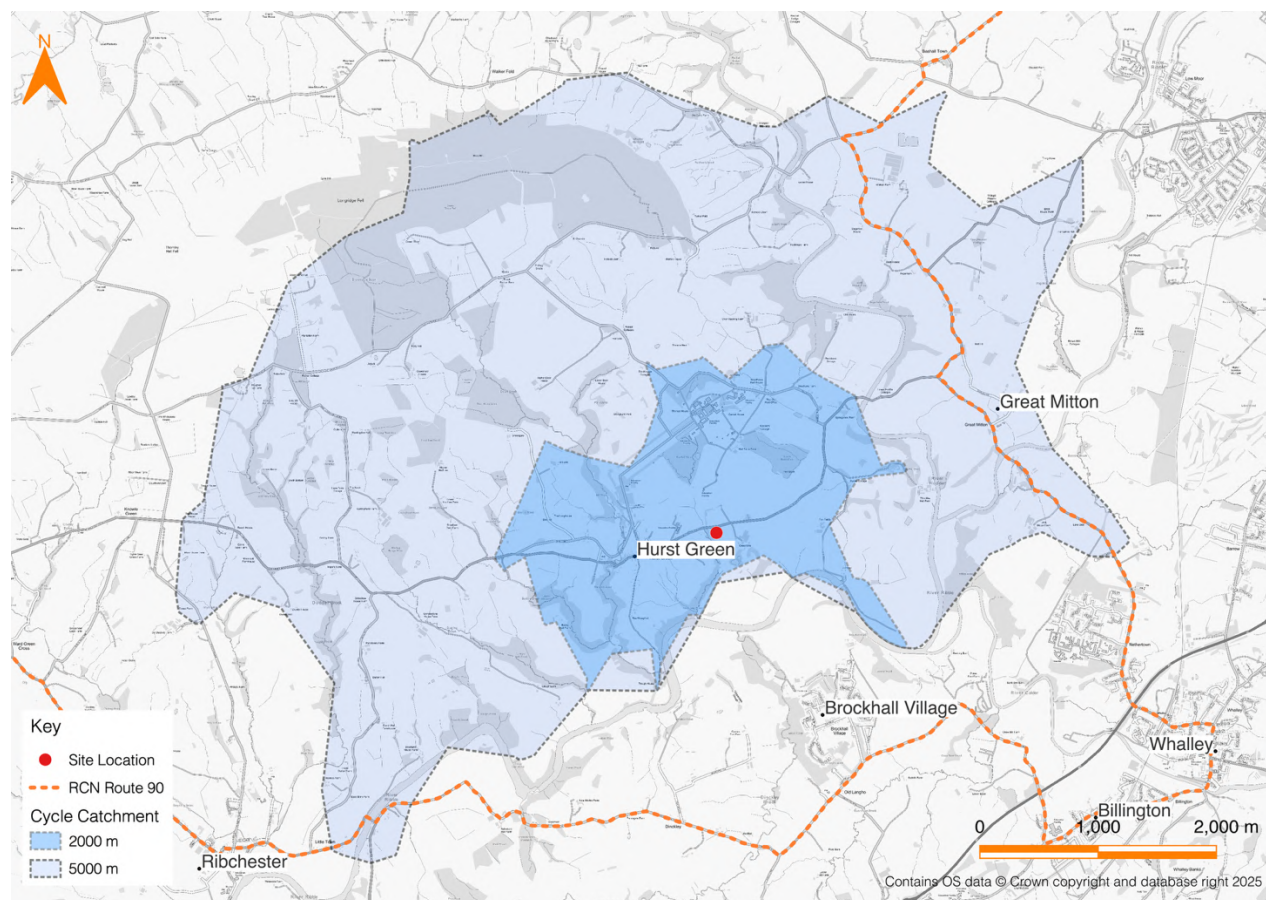
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



4.3.4 As shown in Figure 4.2, Regional Cycle Network (RCN) Route 90 is accessible to the east of the development site via Whalley Road within a 5km cycle catchment. Although cycle infrastructure provision in the immediate vicinity of the site is limited, visitors with reasonable levels of cycling competency could cycle along Whalley Road and join RCN Route 90 which links Great Mitton, Whalley, Billington and Ribchester.

4.3.5 As previously indicated, the proposed development will also provide secure covered cycle parking for each unit to facilitate cycling trips.

4.3.6 Considering the reasonable proximity of local cycle routes and accessibility to local areas, cycling could be utilised for some visitors as a method of travel as an alternative to private car trips.

4.4 Public Transport Services

Local Bus Services

4.4.1 The closest bus stops to the development site are located on Whalley Road to the west of the site within c.600m (5-minute walk).

4.4.2 Table 4.1 provides a summary of routes and times of local public bus services accessible from these bus stops.

Table 4.1 : Local Bus Services – Whalley Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
5 / 5A	Chipping – Clitheroe Town Centre	2	2	2	2	1

- 4.4.3 As shown in Table 5.3, a regular service is available throughout the week and on weekends from Whalley Road providing access to destinations including Chipping, Longridge, Whalley and Clitheroe.
- 4.4.4 The frequency and proximity of the no.5/5A bus services present them as a convenient and realistic method of travel for visitors for leisure or accessing local amenities throughout the week and on weekends.

5. Traffic Generation

- 5.1.1 The proposed development comprises only 4no. 1 bedroom holiday cottages and is expected to generate low levels of traffic. The anticipated trip generation is therefore likely to be limited, with guests typically arriving and departing outside of traditional highway peak periods. Arrival and departure patterns are usually staggered, often aligning with check-in and check-out times (e.g., mid to late morning and early afternoon), which do not coincide with commuter peaks.
- 5.1.2 Furthermore, once guests have arrived, vehicle movements during their stay tend to be infrequent, particularly for one-bedroom units that are likely to accommodate individuals or couples. This significantly reduces the intensity of traffic movements compared to permanent residential use.
- 5.1.3 Given the nature of the development and expected patterns of use, it is highly unlikely that the proposed scheme would result in a significant number of vehicular movements during peak hours.
- 5.1.4 As such, the development is not anticipated to have a severe impact on the local highway network, in line with the guidance set out in the National Planning Policy Framework (NPPF), which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

6. Summary and Conclusion

6.1 Summary

- 6.1.1 Mode Transport Planning has been appointed by Chris Hickey to provide transport and highways advice in relation to a holiday cottage development on land off Whalley Road in Hurst Green, Ribbles Valley.

6.1.2 The development proposals comprise the construction of 4no. 1-bedroom holiday lodges with associated parking and landscaping. Vehicular and pedestrian access to the site is proposed via a relocated priority access on Whalley Road.

6.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel.
- The proposed access arrangement has been designed in accordance with the Design Manual for Roads and Bridges and advice received from the local highway authority at pre-app.
- Swept path analysis demonstrates that an 11.2m waste collection vehicle can enter and exit the site in a forward gear, and manoeuvre safely within the site.
- On-site car and cycle parking is proposed in line with locally adopted standards and advice received from the local highway authority at pre-app.
- The proposed development is expected to generate negligible levels of peak hour traffic on the local highway network.
- Overall, it can be concluded that the proposed development will not have a severe impact, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevent this planning application from being approved.

APPENDIX A - LCC Highways Consultation Response

Mode Transport Planning
Luke Jones

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref:
Our ref: Pre-app
Date: 26th September 2024

Address: Land at south of Whalley Road, Hurst Green, BB7 9QJ

Proposal: Construction of five holiday cottages

The submitted documents and plans, including J32-8018-PS-001 Preliminary site location and visibility splays Rev D issued 04/07/24 and 7-day automatic traffic count Friday 8th – 14th March 2024 have been reviewed and the following comments are made.

The Council's advice is current on the date it is given. Whilst every attempt will be made to identify reasonably foreseeable future influences the Council cannot guarantee that its advice will take these into account. This may extend to matters such as changes in planning policy or planning precedent. The advice in any event will expire 12 months after the date on which it is given.

History

Application reference 3/2018/0685 - Change of use of agricultural land to D2 (assembly and leisure) and erection of eight holiday lodges with associated access, parking and landscaping. (resubmission of 3/2017/1213). Refused with reason 2 being highway safety and it was subsequently dismissed at appeal reference APP/T2350/W/19/3231274 with the Inspector agreeing that the visibility splays should be provided at X2.4m by Y120m based upon the recorded 85th percentile vehicle speeds.

Sustainability

Lancashire County Council subsidised bus service 5 Clitheroe - Chipping runs along Whalley Road past the site Mon-Sun at hourly intervals. The nearest bus stops are located approximately 400-600m towards Hurst Green. There is a footway on Whalley Road between the site and Hurst Green centre.

Public footpath 03-03059 runs from Whalley Road in a southerly direction along the western boundary of the site and turns easterly along the southern boundary.

Access

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



The proposed new access arrangements will result in the existing access being made redundant and the developer will be required to permanently close the access upon the formation of the new access.

The formation of the new access and closing of the existing access should be undertaken with a S278 agreement with Lancashire County Council.

Whalley Road is subject to the national speed limit. An automatic traffic count has been undertaken between Friday 8th – 14th March 2024 and records 85%ile speed of 41.5mph westbound and 43.8mph eastbound with requires visibility splays of 2.4m x 119.8m to the west and 109.7m to the east. The splays are shown on drawing J32-8018-PS-001 Rev D.

In part the splays lie across the boundary hedges, which will need reducing in height. You have confirmed that the hedges are currently maintained by a local farmer on the request of the applicant. The hedges appear to have encroached onto the footway along the frontage of the site and clearance of the footway is considered necessary to ensure the splays are clear and to support pedestrian movements. The splays lie within the adopted highway or the applicants land.

The proposed site access which was dismissed at appeal was located where the existing field gate is, which is approximately 32m west of the access proposed under this pre-application submission.

Should the application be submitted a comparison of the site access dismissed at appeal and the new proposed access should be included to support the application.

Construction traffic

We will request a condition for a Construction Traffic Management Plan to manage the traffic through this phase.

Internal layout

The carriageway at the new site access is proposed at 5.5m wide with 2m wide footways which is considered necessary.

The first 5m must be paved and drained and with any gates set back by at least 5m to ensure that vehicles can clear the carriageway of Whalley Road. The construction must be to Lancashire County Council specification and under a S278 agreement with Lancashire County Council.

There is no internal layout provided. A turning head must be constructed for refuse, emergency and delivery vehicles to ensure all vehicles can enter and leave site onto Whalley Road in forward gear (11m long vehicles).

Parking

Each holiday let will require 1 car parking space for 1 bedroom, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms and secure covered cycle parking.



Conclusion

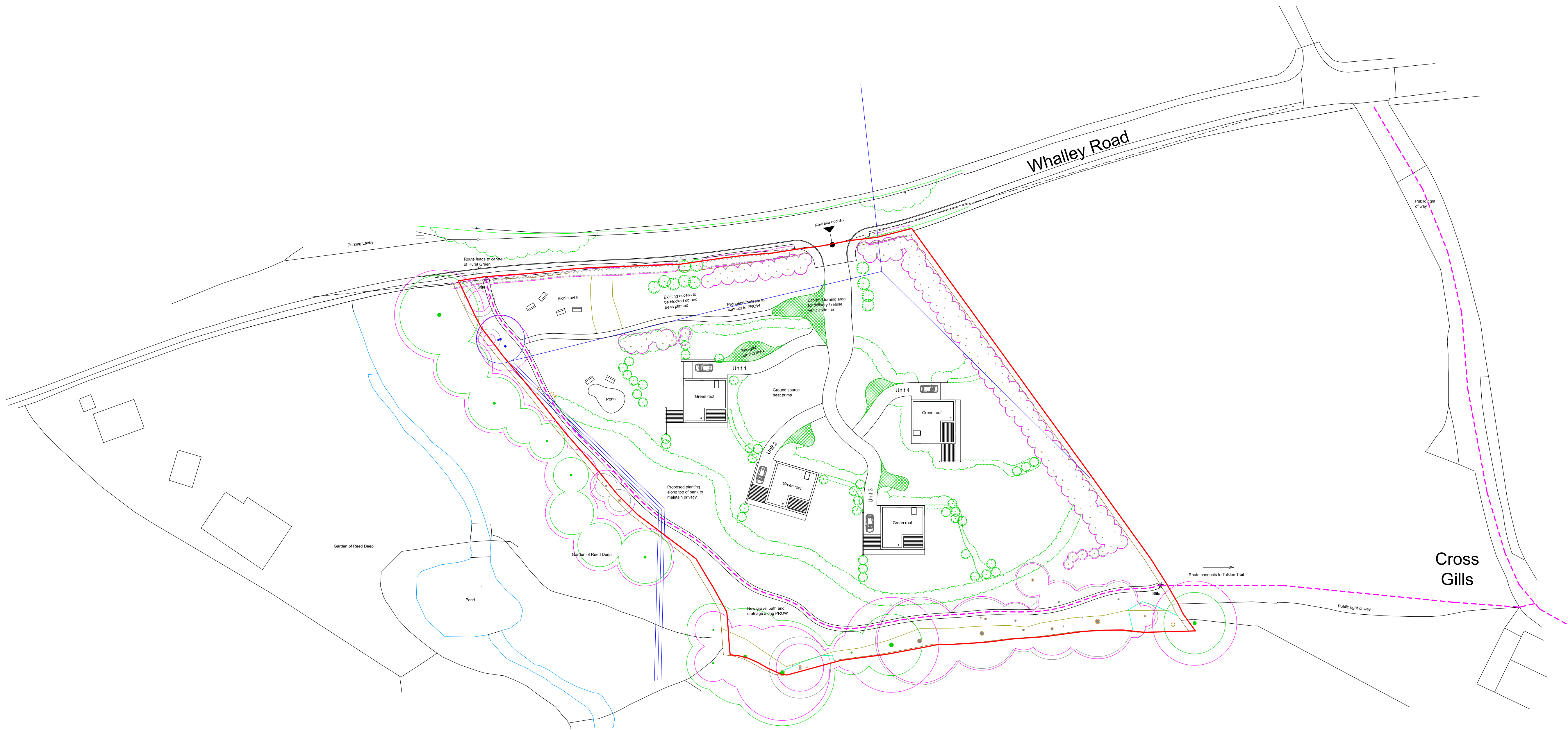
Lancashire County Council acting as the Highway Authority will raise no objection to the proposed development subject to the mitigation measures as detailed above.

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk



APPENDIX B - ATC Survey Data

APPENDIX C - Proposed Site Layout



Proposed Site Plan
Scale 1:500

Notes
This drawing, together with the design it illustrates, is copyright, and may not be reproduced in any form, without the written consent of Zara Moon Architects.
Do not scale off this drawing except for determination of basic layout - only figured dimensions to be used. All dimensions to be checked on site.



Project Name	Project No.	Stage
Land off Whalley Road	185.23	Planning Submission
Proposed site plan	Scale	1:500 @ A1
03	Date	June 2025
Rev	Drawn	ZM

APPENDIX D - Extent of Adopted Highway

Adoption Plan 1

Author: Technical Services SJP

Date Created: 12/03/2024

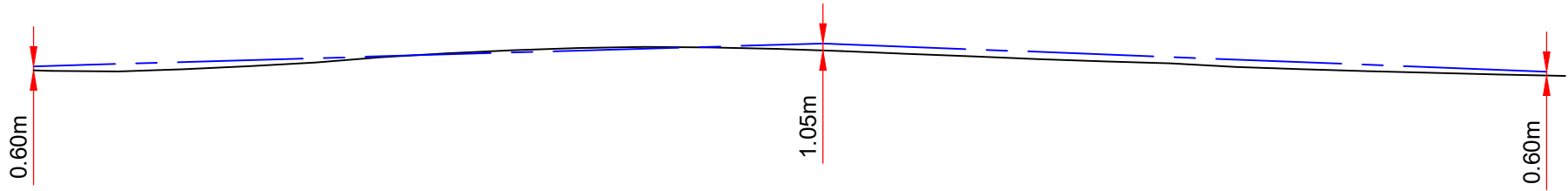


Adoptions

- Adopted
- Stopped up

Map Scale: 1:2,000
Map Centre: 369192E 438158N

APPENDIX E - Proposed Site Access



Vertical Visibility Splay



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk

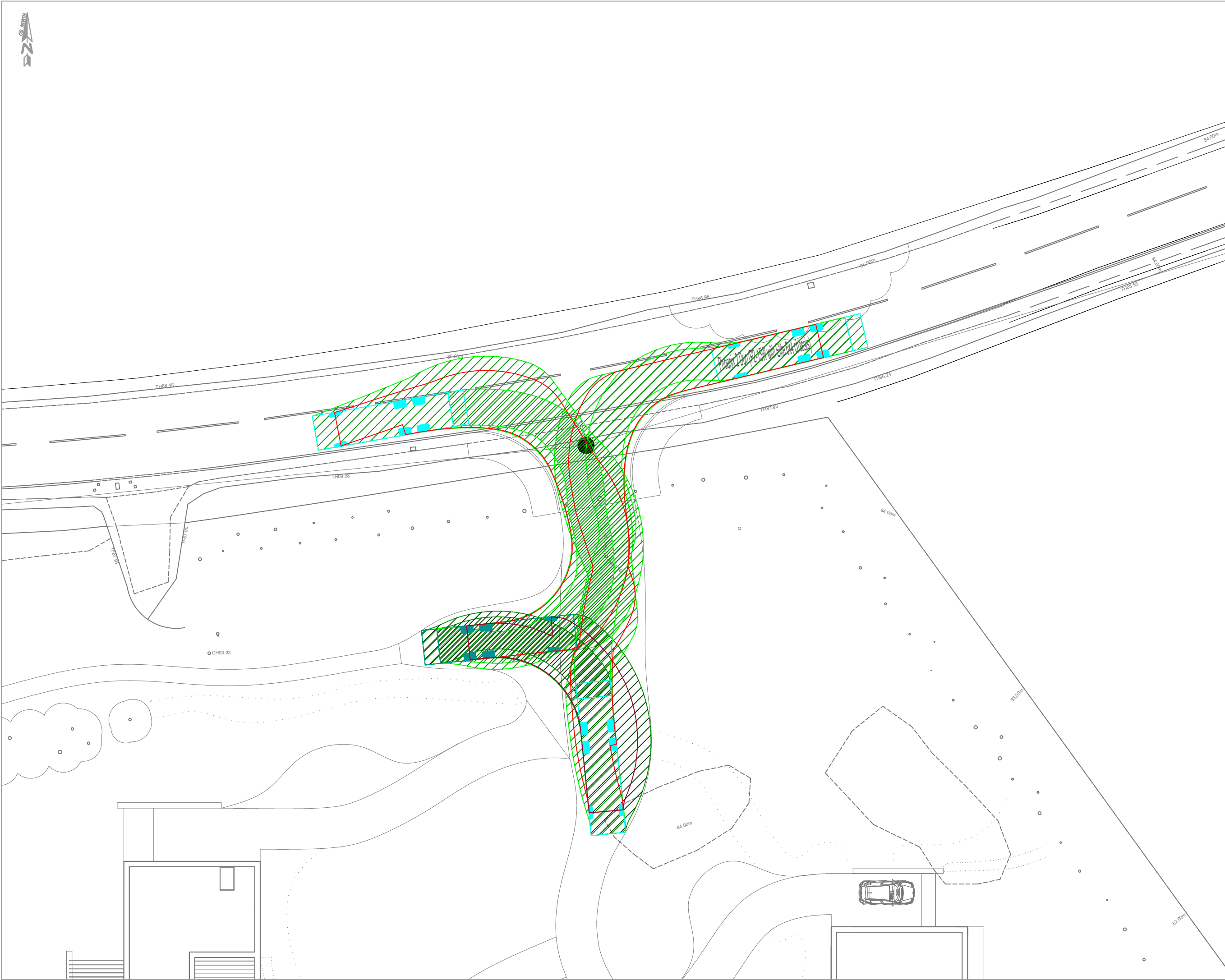
— land title boundaries (from INSPIRE shapefiles)

- notes:
- 1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 - 2. all dimensions to be checked before commencement of work on site.
 - 3. all dimensions in metres unless otherwise stated.
 - 4. the design is subject to approval of lancashire county council.
 - 5. drawing based on topographical survey.

issue/revision		
D	04/07/2024	issued
C	06/05/2024	issued
B	22/04/2024	issued
A	04/04/2024	issued
-	06/03/2024	issued
l/r	date	description

client: chris hickey
project: whalley road, hurst green
project number: J328018
scale: 1:1000@A3
drawing title:
preliminary site location and visibility splays
drawing number:
J32-8018-PS-001

APPENDIX F - Swept Path Analysis



mode

transport planning

t 0161 464 9495

e info@modetransport.co.uk

w www.modetransport.co.uk

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of lancashire county council.
 5. drawing based on topographical survey.

issue/revision		
-	17/06/2025	issued
i/r	date	description

client: chris hickey
project: whalley road, hurst green
project number: J328018
scale: 1:500@A3
drawing title:
swept path anlysis
drawing number:
J32-8018-PS-002