Our Reference: DW019/01 Rev1
Your Reference:

20th June 2026

FAO Ms Lyndsey Heyes
Head of Development Management & Building Control
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe
Lancashire
BB7 2RA

Dear Madam,

Land to east of Salesbury View Wilpshire – Planning Reference 3/2025/0801
Proposed erection of new residential development comprising 80 new homes, including 30% affordable housing, open space and associated infrastructure.
Technical Review – Highways and Drainage/Flood Risk

Further to your recent instructions, I have undertaken a review of the Highways and Drainage/Flood Risk issues associated with the above development with specific reference to the Council Planning Committee's stated concerns. Namely,

Highways

1) Whether or not the access proposed into / out of the site is safe - both during the construction and post-construction stages - having particular regard to the steep incline of Salesbury View (in particular during adverse weather conditions i.e. snow and ice).
2) whether or not the access would allow for refuse vehicles to access the site (again having regard to the steep incline and dip in the road).
3) Whether or not any additional improvements can be made to the access above those required by the LHA.

Drainage/Flood Risk

1) Whether or not the development would be at risk of flooding, or exacerbate existing issues with flooding on the site and surrounding land as raised by local residents in part due to the sloping topography and pressure on the mains system which runs across the site and down Salesbury View into Whalley Road.

CURRENT PLANNING APPLICATION

As part of the current planning application before the Council, the Applicant has submitted a range of supporting documents/data. The pertinent documents/data relating to highways and Drainage/Flood Risk issues are set out as follows:

- Transport Assessment Rev 08 (March 2026)
- LCC Local Highway Authority (LHA) – Various Consultation Responses (December 2025 to April 2026)
- Flood Risk Assessment Rev P12 (April 2026)
- Drainage Layout Rev P05 -Sheets 1 and 2 (April 2026)
- LCC Local Lead Flood Authority (LLFA) – Various Consultation Responses (December 2025 to April 2026)
- UU (Statutory Drainage Undertaker) – Various Consultation Responses (December 2025 to May 2026)
- External Works Plans (Sheets 1-5) P01-03
- Existing Flow Plan P01
- Modified Flow Routes P01

In addition, I have also spoken with Mr M Lancaster (the Council's Acting Refuse Manager) in relation to current access for refuse vehicles and I have undertaken a site visit to appraise existing conditions from both a Highways and Drainage/Flood Risk perspective.

REVIEW OF SUBMITTED APPLICATION DOCUMENTS

Each of the application documents (listed above) have been reviewed and considered with respect to the specific concerns of the Council Planning Committee. A summary of the review and findings is set out as follows.

Transport Assessment Rev 08 (March 2026)

This document sets out an assessment of existing conditions, and the potential highways impacts attributable to the proposals in relation to:

- Existing infrastructure
- Traffic flow
- Accident record
- Accessibility – walking, cycling & public transport
- Proposed development trip generation
- Junction capacity
- Servicing

Overall, the document follows a standard approach for the appraisal of proposed development. Of particular relevance to the Council Planning Committee's concerns, I would highlight the following aspects.

The Transport Assessment (Planning History - para 1.7) states that a previous planning application on the site (Ref 3/2023/0614) for 84 dwellings was

> '*refused on the 13st of September 2024, however there was no objection from the local highway authority, and this refusal was not on any highway grounds. An appeal was subsequently lodged, but on the 5th of February 2025 the appeal was dismissed. It was stated that the main issue was 'the effect of the proposed development on the character and appearance of the area.'*

This is important as it indicates that the LHA, Council and Planning Inspector have previously accepted that the existing local infrastructure (and in particular the Salesbury View junction with the A666) could adequately accommodate the proposed development.

With regards to road safety, the data presented confirms that there had been just a single 'slight' severity accident at the Salesbury View/A666 junction within the 5-year assessment period. This accident involved a vehicle turning right into the path of an on-coming vehicle. The accident record suggests that the layout (including vertical alignment) does not result in a highway safety issue.

The Transport Assessment also provides the pre-application advice provided by Lancashire County Council (LCC) as the LHA dated 9th March 2020 (Appendix A). As can be seen, the advice, which was based on a development comprising circa 130 dwellings, raised no objections subject to the provision of some minor highway improvements and a Construction Management Plan.

Appendix G of the Transport Assessment provides swept path analysis for a large (11.35m long) refuse vehicle. Whilst this analysis demonstrates that the internal site can be serviced by such a vehicle in plan, in does not consider vertical alignment particularly at the Salesbury View/A666 junction. However, please reference the discussion with the Council's Acting Refuse Manager below which addresses this issue.

LCC Local Highway Authority (LHA) – Various Consultation Responses (December 2025 to April 2026)

LCC, as the LHA, have consistently raised no objection to the proposed scheme stating that:

'the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site subject to mitigation measures which are set out below in the list of recommended conditions and contributions.'

The relevant planning conditions requested by LCC are as follows:

- 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
- 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) Two nearest bus stops on Whalley Road upgraded to quality bus stop standard.

  b) A new signalised crossing on Whalley Road to the east side of Salesbury View.

  c) Site access and associated surface water drainage and street lighting works.

For the avoidance of doubt, the LHA have never raised as an issue the vertical alignment of Salesbury View, particularly at the junction with the A666.

Council's Acting Refuse Manager

As part of this review, I contacted Mr M Lancaster who is currently the Acting Refuse Manager on behalf of the Council. Mr Lancaster confirmed that there are currently 9 existing properties served from Salesbury View by the Council's standard 26t Dennis Eagle mid steer vehicle (circa 11m long) and to his knowledge there has never been an issue with respect to this vehicle accessing Salesbury View through the A666 junction.

With regards to snow and ice, Mr Lancaster's view was that Salesbury View was typical of several other roads in the vicinity and that the driver(s) undertake a 'dynamic risk assessment' during any extreme, adverse winter conditions encountered.

Notwithstanding the above, Mr Lancaster also confirmed that if there was ever to be an issue with access, the Council have a smaller 12t vehicle which could be utilised.

Site Visit

I attended site on the 19th June 2026 and the photographs included at **Annex 1** illustrate both the Salesbury View/A666 junction and the site topography.

With regards to the Salesbury View junction, the photographs confirm the vertical alignment of the Salesbury View approach which would clearly not comply with current design standards. However, the junction is typical of many historical junctions within the Borough and nationwide particularly in hilly areas. As can be seen in the photographs, the surfacing of the junction is in a poor state of repair and there is some evidence of damage to the surface course due to grounding of vehicles turning right into Salesbury View from the A666 albeit that this damage doesn't appear to be extensive. I have also been made aware of an occasion when a car transporter 'grounded' when turning into Salesbury View. This may have been an isolated incident which could have caused the surface course damage observed.

Notwithstanding the above, my overall view is that, despite the vertical profile, the junction currently performs adequately and safely (as evidenced in the road safety records), and that this is unlikely to change with the proposed residential development. This is a view shared by both LCC as the LHA and the Council's Acting Refuse Manager.

In terms of the site topography, the photographs illustrate that the site falls generally in a Northeast to Southwest direction.

Flood Risk Assessment - 210687-EDGE-XX-XX-RP-C-0001 FLOOD RISK ASSESSMENT[P12]

This document sets out an assessment of Flood Risk in line with National Planning Policy framework with the main aims of this report being:

- To determine whether the proposed development is likely to be affected by current or future flooding from any source.
- To determine whether it will increase flood risk elsewhere.
- To determine whether the measures proposed to deal with these effects and risks are appropriate.
- To assess under SUDS Guidance the best way of reducing the flow rates from site to an acceptable rate of discharge.

Overall, the document follows a standard approach for the appraisal of proposed development. Of particular relevance to the Council Planning Committee's concerns, I would highlight the following aspects.

A previous application on the site (Ref 3/2023/0614) was subsequently refused, however, after appeal, the reason for refusal was noted as "*the effect of the proposed development on the character and appearance of the area*.' Flood risk and drainage implication were a material consideration as part of the application process and not deemed to be unacceptable, thus, in flood risk and drainage terms, establishes the principle of the site being developable. The previous application was of course assessed against data and policy relevant in 2023, however, many of the principles remain the same.

The FRA correctly indicates that the site would not be at risk from all sources of flooding during existing and future climate change events. The developable area is located outwith areas defined as being at risk of Fluvial, Coastal, Surface Water and Reservoir flood risk and thus would be deemed appropriate in planning terms. This covers appropriate assessment of the first bullet point above.

The remaining three bullet points are all generally related to surface water drainage and the impacts of developing the site on the wider area.

The FRA provides what appears to be a logical SuDS assessment which follows the principles laid out in the National Standards for Sustainable Drainage Systems. The application is also accompanied by a NW SuDS Pro-Forma document which informs the outline design principles of the surface water system. Finally, the FRA (Appendix E) provides preliminary drainage layouts which present the outline drainage proposal for the site. Again, the design would appear compliant with a drainage scheme presented for planning.

LLFA Consultation and Response

The LLFA initially object on numerous grounds (04.12.2025). In response to the LLFA's objection a subsequent response was provided (210687-EDGE-XX-XX-CO-C-0001_LLFA RESPONSE Rev P05). The supporting information contained within the response provides suitable detail, commensurate with an outline drainage proposal for planning. There are several items that will need firming up during the detail design process, such as:

- Dealing with the first 5mm of run-off
- Meeting water quality criteria
- Flood exceedance routes and volumes

However, the above would not generally be assessed in finite detail until the detailed design process is completed. In any event, they are all covered by suitably worded planning conditions recommended by the LLFA. I do not feel that any of the conditions set out within their recommendation would be unsurmountable.

One item worthy of note would be within the recommended conditions. Condition 1 states

"The strategy shall be based on the and indicative Surface Water Sustainable Drainage Strategy (210687-EDGE-XX-XX-CO-C-0001_LLFA RESPONSE[P05] / 001_05_230609 / 6th January 2026 / Edge)'

This appears to refer to a response letter from Edge Consulting Engineers, and we would expect reference should rather be made to the FRA (210687-EDGE-XX-XX-RP-C-0001_FLOOD RISK ASSESSMENT[P12]) together with the supporting Drainage Drawings (210687-EDGE-XX-XX-DR-C-2001 and 2002 (P05)

UU Consultation and Response

UU's response (19.05.26) confirms that the drainage scheme presented is acceptable in principle. It does however highlight two areas of concern.

- It does not yet appear that sectional drawings showing the proposed clearance between the water main on site and the proposed drainage has been submitted

I have reviewed of the water main records (submitted) in tandem with the proposed outline drainage proposals. Whilst I agree details have not been specifically assessed, I do not believe that any conflicts between the proposed drainage pipes and the water main would be unsurmountable. Reference to UU guidelines "*Working near our pipes - United Utilities'* provides minimum offset distances for their apparatus. Such is the topography of the site, even if clashes were apparent based on the outline proposal, there would very likely be tolerance to lower or raise the drainage pipe to provide suitable clearance.

- Finished Floor Levels are 150mm or less from the drainage cover levels

Edge Consulting External Works Plans (210687-EDGE-XX-XX-DR-C-1001 to 1005) clearly show FFLs raised 150mm above surrounding ground levels. Recommended Planning Condition 01(b) also makes specific reference to FFLs being 150mm above ground levels and required site plans showing detailed flood exceedance routes, therefore addressing this issue.

COUNCIL AREAS OF CONCERN

As noted above, the Council Planning Committee have raised the following areas of concern:

Highways

1) Whether or not the access proposed into / out of the site is safe - both during the construction and post-construction stages - having particular regard to the steep incline of Salesbury View (in particular during adverse weather conditions i.e. snow and ice).
2) whether or not the access would allow for refuse vehicles to access the site (again having regard to the steep incline and dip in the road).
3) Whether or not any additional improvements can be made to the access above those required by the LHA.

Drainage/Flood Risk

1) Whether or not the development would be at risk of flooding or exacerbate existing issues with flooding on the site and surrounding land as raised by local residents in part due to the sloping topography and pressure on the mains system which runs across the site and down Salesbury View into Whalley Road.

These are dealt with in turn as follows.

Highways

Whether or not the access proposed into / out of the site is safe - both during the construction and post-construction stages - having particular regard to the steep incline of Salesbury View (in particular during adverse weather conditions i.e. snow and ice).

As set out above, the existing access (Salisbury View and its junction with the A666) currently operates in a safe manner despite its vertical alignment as evidenced by the 5-year safety record. There is no evidence to suggest that this will change following completion of the development when it will be used by the residents of an additional 80 dwellings.

During the construction phase, the topography of the site is likely to require the use of large earthmoving plant such as bulldozers and excavators. These are generally transported on low loader HGVs. Due to the axle arrangement of such vehicles (which is different from that of the car transporter which grounded), I envisage that they would be able to negotiate the junction and Salesbury View to the site entrance. In the unlikely event that this would not be possible then it would be necessary for the construction plant to be unloaded on the A666 with short term traffic management before proceeding under their own power up Salesbury View. In any event, this would be covered by the planning condition requiring a Construction Traffic Management Plan as requested by LCC.

Whether or not the access would allow for refuse vehicles to access the site (again having regard to the steep incline and dip in the road).

Reference is made to the views of the Council's Acting Refuse Manager as set out above who has confirmed that they currently do not have any issues accessing Salesbury View. Given that the proposed additional dwellings would not result in additional refuse vehicle trips, there is nothing to suggest that things would change post-development. This was confirmed by the Refuse Manager.

Whether or not any additional improvements can be made to the access above those required by the LHA.

Given the existing drainage regime along the A666, I do not feel that it would be feasible or practicable to improve the existing vertical profile of the junction. I note that LCC (as the LHA) have not requested any improvements to the junction in any of their consultation responses and I understand that they would not be supportive of any improvements at the junction.

Drainage/Flood Risk

Whether or not the development would be at risk of flooding, or exacerbate existing issues with flooding on the site and surrounding land as raised by local residents in part due to the sloping topography and pressure on the mains system which runs across the site and down Salesbury View into Whalley Road.

Existing overland flow route plans have been provided (210687-EDGE-XX-XX-DR-C-1098). The drawing correctly shows the northern (upper 1/3) area of the site draining west with the southern (lower 2/3) draining south-west.

The proposed scheme will re-profile the site providing plateaued development platforms across the site (as illustrated in the Modified Flow Routes Plan (210687-EDGE-XX-XX-DR-C-2097)). This will immediately reduce existing overland flow volume and velocity. In addition, the developed areas of the site will be positively drained, effectively intercepting existing overland flow run-off, directing it to the attenuation basin prior to ultimate outfall into the watercourse. Swales are being introduced along the eastern boundary, intercepting overland flows from the east, directing run-off down to the watercourse in the south. Finally, there will be an introduction of topsoil and planted landscaping areas which will inherently have improved drainage characteristics that will reduce the likelihood of overland runoff.

In my opinion, flood risk to the properties along Whalley Road will generally be reduced following the development of the site.

A potential area of concern would be overland flow pathways down the existing Salesbury Avenue. Whilst overland flow pathways from the majority of the site would naturally be directed (by proposed roads / topography) to the basin and watercourse in the south, there is a small pocket of development which may direct overland flood flow pathways along Salesbury View and into Whalley Road. This may only happen in a very extreme storm event (i.e. > 1 in 100yr AEP Event, including 50% allowance for climate change and a further 10% increase for Urban Creep) and only if the constructed drainage network on the site was inundated. It should be noted that any such overland flow down Salisbury View would be that intercepted water which would currently flow offsite along the western boundary (potentially towards the downhill properties) with the un-developed scenario – so in this respect affords some betterment. I would also note that the suggested planning condition requires the modelling of overland exceedance flows at the detailed design stage so would be considered to the satisfaction of both the Council and the relevant consultees at that time.

With regards to the internal drainage scheme, this is designed to accommodate 1 in 100yr AEP Event, including 50% allowance for climate change and a further 10% increase for Urban Creep. Thus, in isolation, the development drainage should not impose flood risk to the wider area. In the event of a system failure the flows could route along Salesbury View, however, the chances of a system failure within the development occurring at the same time as the highway drainage serving Salesbury View and Whalley Road being inundated would be slim. In any event this scenario and relevant analysis is secured via the LLFA's recommended Condition 01(b) which makes specific reference:

> *"Site plans showing modelled flood water depths, volumes and exceedance flow routes and flow velocities for rainfall events exceeding the 1% (1 in 100-year) annual exceedance probability event, or due to a blockage. The strategy shall demonstrate that flood risk is not increased on-site or elsewhere, informed by a blockage assessment for all flow controls.'*

With regards to the UU water main crossing the site, the depth of the main combined with topography of the site is such that it should be possible at the detailed design stage to avoid significant development impacts on the water main.

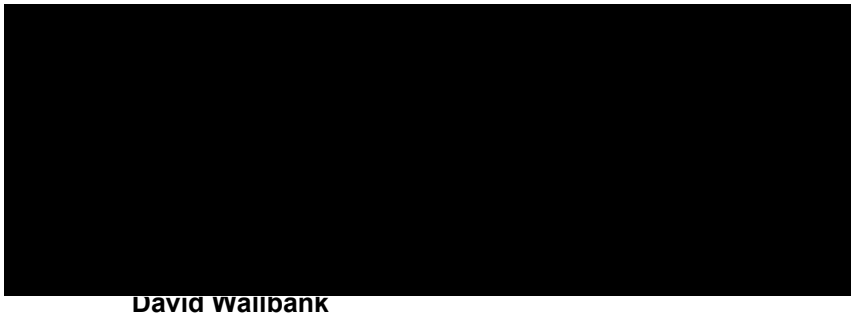
CONCLUSION

In light of the above, it is considered that the information submitted by the Applicant is generally correct and commensurate with the proposed development.

In summary, it is considered that the current proposals would not result in any significant impacts on the local road network or the existing flood risk regime, and, in any event, such impacts would be no greater than those already accepted as part of the previous planning application(s).

Accordingly, it is concluded that it would be difficult to justify and substantiate a highways or drainage/flood risk related reason for refusal on the basis of the Planning Committee concerns set out above.

I trust that the above will be sufficient for your current purposes but please let me know should you require any further assistance.



David Wallbank

Annex 1 – June 2026 Photographs

Photograph 1 – Salesbury View/A666 Junction

Photograph 2 – Salesbury View/A666 Junction

Photograph 3 – Salesbury View/A666 Junction

Photograph 4 – Salesbury View/A666 Junction

Photograph 5 – Salesbury View/A666 Junction

Photograph 6 – Site Topography

Photograph 7 – Site Topography

Photograph 8 – Site Topography

Photograph 9 – Site Topography