

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 25 November 2025 16:59
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-768532472

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to the east of Salesbury View, Wilpshire

Comments: I don't believe that this development is suitable for this area of Wilpshire. Whalley Road is already massively congested, I was driving through the traffic lights at the Bulls Head on Friday 21st Nov. in the early afternoon and there was a huge amount of traffic. This development will only add to the problems. There aren't enough local facilities to cater for such a large development, ie schools, doctors etc. Also the road leading upto the development will be a death trap in winter due to the very steep incline. I believe this area is wholly unsuitable for house building.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 25 November 2025 20:26
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-768564741

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to east of Salesbury View, Wilpshire

Comments: To whom it may concern

[REDACTED] and have done so for the [REDACTED], prior to that it [REDACTED] so we feel that we have extensive knowledge of the challenges on living on this road ie the steepness/gradient of the road, difficulties experienced with challenging weather conditions, refuse collections failing to collect bins, refuse collections failing to collect paper collections all because of the gradient of the road which are even more challenging when people park on the road which reduces the width considerably therefore I am writing to formally object to planning application 3/2025/0801 regarding the proposed development at Land East of Salesbury View, Wilpshire. I have reviewed the submitted plans and documentation, including the recent appeal decision for a similar proposal on this site. I wish to raise serious concerns on multiple grounds, with particular emphasis on traffic and access issues. For the reasons detailed below, I believe this application is unacceptable and should be refused.

Traffic, Access, and Highway Safety Concerns

Steep and Unsafe Access Road: The sole access to the site is via Salesbury View – a steep residential cul-de-sac with approximately a 12% incline

. In winter conditions this road becomes effectively impassable; it has been noted that the access road is “steep and unusable if there is ice,” with existing residents forced to abandon vehicles on the main road during icy weather. There are documented instances of vehicles “getting stuck as the incline is too severe” at the junction, even in normal conditions. . Relying on a single, very steep access is inherently unsafe – posing risks to everyday traffic, emergency vehicles (which could be obstructed in snow/ice), and pedestrians. The gradient is also problematic for those on foot, pram and wheelchair users would struggle greatly on a 12% slope meaning the scheme fails to provide safe and suitable access for all. This falls short of the requirements of Ribble Valley Core Strategy Policy DMG3, which attaches weight to provision of access for pedestrians and those with reduced mobility and of national guidance that developments ensure “safe and suitable access for all users”.

Single Access and Capacity Constraints:

Serving an entire new estate of around 80+ homes via this one cul-de-sac is not only impractical but dangerous. Salesbury View's carriageway is only about 5.5m wide with cars often parked on-street, effectively narrowing it. It currently serves just a handful of houses; adding potentially 150-200 additional vehicles would overwhelm its capacity. There is no secondary emergency access. Any blockage (a stalled vehicle on the hill, an accident, or roadworks) could trap residents. During construction, heavy lorries would have to negotiate this steep, narrow route, exacerbating congestion and safety issues for existing residents. The visibility at the junction with Whalley Road (A666) is also substandard – Salesbury View joins near a blind double bend known locally as “The Knolle,” which makes pulling in and out hazardous. Residents already report having to “dodge speeding cars to get onto Whalley Road” from Salesbury View. Adding the traffic from this development will greatly increase collision risk at this difficult junction.

Impact on A666 Traffic and Inadequate Survey Data:

The A666 through Wilpshire is a busy principal route between Blackburn and Clitheroe. Introducing the traffic from an additional ~80+ houses (initial proposals were for up to 109) would significantly increase traffic volumes on this road (democracy.ribblevalley.gov.uk). This not only worsens peak-time congestion (including at the nearby traffic lights such as Wilpshire Hotel and Bulls Head junctions) but also heightens the danger of accidents on a stretch already plagued by speeding issues. The current traffic levels already cause cars to cut through by the side of St Gabriel's Church, Haston Lee Avenue and Brownhill Road to cut through to the cross roads at Co-op Wilpshire, this is a highly residential area and this puts walkers, the elderly and school children at risk at peak times. Importantly, the submitted Traffic Assessment is based on a traffic survey conducted during the COVID lock down, which is acknowledged to be unrepresentative and “not accurate” and in no way represents the level of traffic on the road in 2025. Including in just the last few months we have seen an increase in police activity from the turning circle at Wilpshire.

Basing conclusions on artificially low traffic data fails to reflect normal conditions – a flaw which undermines the credibility of the transport analysis. Local knowledge suggests the actual traffic load and speeds on the A666 are much higher; a police speed survey found vehicles exceeding 30 mph routinely, multiple times per hour, again this has heightened in the last few months with increased police patrols, high speed accidents and increase in speeding offences which will be further impacted by the increase in high goods vehicles, plant equipment and subsequent increase in residential cars from the proposed estate who will all have to pull out from a small, narrow entrance. Highway safety for both drivers and pedestrians would be unacceptably compromised by this development, contrary to national policy which states development should only be permitted if there is no unacceptable impact on road safety. In summary, the proposal does not provide a safe, suitable access and would create severe residual cumulative impacts on the road network.

(It is noted that Lancashire County Council as Highway Authority raised no objection in the previous application, after the applicant offered various off-site works and conditions

However, I urge the Council to reconsider whether these mitigation's truly overcome the fundamental issues. Local residents' firsthand experience of the road conditions – steep gradient, poor winter usability, limited visibility, and existing congestion – indicates that significant dangers remain. The absence of an objection from highways does not guarantee that the access is actually safe in practice, especially in extreme weather or peak traffic. The duty of care to future residents and neighbours demands a cautious approach where genuine safety concerns exist.)

Drainage and Flood Risk:

The site lies on a steep hillside composed of clay soils (democracy.ribblevalley.gov.uk). This combination raises serious drainage concerns. There are already known flooding issues in the area: a recent nearby development uphill caused months of flooding across Whalley Road, damaging property and creating road safety hazards. Introducing a large expanse of hard surfaces (roofs, roads, paving) on this slope will greatly increase surface runoff. The application's drainage strategy appears inadequate to manage the volume and velocity of water that will be generated on such a gradient. During heavy rain, water could overwhelm local drains and exacerbate flooding downstream (including at Station Close/Whalley Road which has a history of problems). The site is adjacent to a stream (Showley Brook), raising the risk of polluted runoff entering the watercourse.. Without robust evidence that flood risk will not be increased elsewhere (a requirement of NPPF para 167) and that sustainable drainage systems will truly mitigate the worst-case storm events, this application should not be allowed to proceed. In its current form, the development could transfer an untenable flood risk to existing residents and infrastructure. It thus conflicts with Core Strategy policies that seek to ensure new development does not result in unacceptable flood or drainage impacts.

As a resident of [REDACTED] subsidence is apparent at the junction to Whalley Road and if you do not turn your vehicle at the correct angle this can quite often cause damage to the front of your car as there is serious dips within the tarmac.

Ecological and Environmental Impact:

Loss of Habitats: The proposal would destroy a significant amount of existing habitat, including the removal of approximately 165 metres of mature hedgerow and numerous trees. The site is immediately adjacent to ancient woodland and currently comprises fields with boundary hedges that support a variety of wildlife. Local residents frequently observe roe deer, foxes, hedgehogs, bats, and a wide range of birds in and around the site. These species rely on the hedgerows and woodland edges for foraging and movement. The large-scale removal of greenery and the disturbance from 84 houses will undoubtedly harm local biodiversity.

Inadequate Ecological Assessment: The ecological survey provided by the developer is notably cursory – it “falls short of any meaningful identification and protection of wildlife”. Important features (like the hedgerows which may qualify as “important hedgerows” under the Hedgerow Regulations, or potential bat roost trees) have not been given proper consideration. There is no robust plan for protecting or compensating for the loss of these habitats. This is contrary to Policy DME3 (Site and Species Protection) and the NPPF's requirement to conserve and enhance biodiversity. The application does not demonstrate a measurable net gain for biodiversity; on the contrary, it presents a net loss of habitat and ecological value.

Green Space and Mental Wellbeing:

Beyond protected species, the green field and its trees/hedges provide visual relief and amenity value for the community. As one representation noted, “Green spaces are crucial for local wildlife and our own mental wellbeing.” Replacing this natural green slope with a housing estate would diminish the environmental quality of the area for both wildlife and residents.

Landscape and Visual Impact:

This development would have a significant adverse impact on the landscape character of Wilpshire. The site occupies an elevated, steeply sloping hillside (falling about 38m from north to south across

the site) that is currently open grassland. It is highly visible from various public viewpoints, including Whalley Road and farther afield. In fact, the proposed estate would be visible from miles around – a fact that the applicant’s own viewpoints gloss over (the submitted visual montages are selective and do not include key viewpoints, such as those directly opposite the site in Ramsgreave democracy.ribblevalley.gov.uk). Introducing dozens of houses, roads, and in particular the large retaining walls and engineered slopes likely needed for this gradient, would fundamentally alter the scenic hillside. The urbanizing effect would harm the semi-rural character of the area and erode the attractive landscape setting of the village. It should be noted that Wilpshire’s settlement boundary was only recently extended to include this site as an allocated housing site (Policy HAL2) – however, part of the eastern site area remains in the Green Belt. The Parish Council and local community strongly wish to see the “green wedge” between Wilpshire and Blackburn maintained to prevent urban sprawl (democracy.ribblevalley.gov.uk). This development would substantially reduce that crucial separation, effectively merging the edge of Wilpshire toward the built-up areas of Blackburn. The proposal therefore conflicts with the core planning principle of safeguarding the countryside and avoiding coalescence of settlements. It would also be at odds with Core Strategy Policy DME2 (Landscape Protection), which seeks to ensure new development does not have an unacceptable impact on the appearance or character of the landscape. The recent Appeal Inspector likewise raised concerns about the landscape harm, noting that the scheme’s benefits did not outweigh its adverse effects on the character and appearance of the area.

Housing Need and Local Infrastructure:

Excessive Scale Relative to Local Need: Wilpshire is identified as a Tier 1 village, but the housing requirements for this community are limited. According to the Council’s housing figures, only 32 new dwellings were needed in Wilpshire for the plan period up to 2028. This proposal (84 homes, following a prior scheme of 109) wildly exceeds that number – in fact, 109 units would be five times the identified need. Even acknowledging that housing targets are not caps, this scale of development is clearly far beyond what is necessary for local growth. The Core Strategy’s vision was for gradual, sustainable development; this project represents an over development of the site and the village. Furthermore, the mix of housing proposed does not align with local needs – Wilpshire has an identified need for starter homes and housing for older people (such as bungalows), whereas the development is largely 2, 3, 4, and 5-bedroom two-storey houses. Building the “wrong type of properties” that do not meet local need undermines the justification for using this sensitive site.

Strain on Services and Amenities:

Local infrastructure in Wilpshire and the surrounding area is limited. There are very few amenities in walking distance (essentially only a butcher, a pub, and a golf club in the immediate vicinity, – residents must travel to nearby towns for most needs). Crucially, public services are already at capacity: there is limited access to NHS doctors and dentists for current residents, and local schools have very limited places available. Yet the application does not convincingly show how an influx of potentially 200+ new residents would be accommodated. No new schools or medical facilities are planned as part of this development, and we have no evidence of substantive contribution agreements to expand such services. The Parish Council has questioned whether there is any need (or capacity) for these additional homes at all in Wilpshire under the adopted Core Strategy Without adequate planning for new infrastructure, this proposal would exacerbate pressures on doctors, dental practices, and schools – to the detriment of both new and existing residents. This is not sustainable development. The Core Strategy Policy DMG3 requires that “considerable weight” be given to the availability of public transport and other infrastructure when determining applications. At present, apart from a bus route and nearby train station, Wilpshire’s facilities are scant. Future occupants would be highly car-dependent for work, education, shopping and healthcare, further

undermining the sustainability claims of this proposal. The increase in private car usage also raises air quality concerns, as noted in the application documents (more traffic means higher emissions and a negative impact on local air quality).

Quality and Safety of Construction:

As a final note, the community is also concerned about the developer's track record. Persimmon Homes (the applicant) has, in other contexts, gained a poor reputation for build quality and safety standards – for example, noted issues with fire safety in their constructions . While this is not a direct planning policy issue, it does raise apprehension that the promised benefits of the scheme (quality new homes) may not materialise to the standard expected.

In conclusion, this planning application presents numerous serious conflicts with planning policy and material considerations that collectively render the proposal wholly inappropriate for approval. The traffic and access problems alone, a dangerously steep single access road with poor winter usability and substandard junction safety are enough to justify refusal on grounds of highway safety and unsustainable access. When combined with the additional harms identified, increased flood risk, loss of important habitats, damage to landscape character, excessive scale beyond local need, and strain on infrastructure, the case against the development is overwhelming.

Crucially, these issues are not new. A virtually identical scheme for this site was recently examined at appeal, and it was dismissed by the Planning Inspector on 5 February 2025 (Appeal Ref APP/T2350/W/24/3352614, relating to previous application 3/2023/0614). In that decision, the Inspector concluded that the proposal was “in conflict with the development plan, when read as a whole,” and that there were no material considerations sufficient to outweigh that conflict . The fundamental problems with developing this site, especially the unsafe access and the landscape/character impact remain unresolved in the current application. Approving this new application would contradict the clear findings of the appeal and the Council's own prior decision.

As a resident of [REDACTED] I respectfully urge the Council to refuse this planning application. In doing so, you would be upholding the Ribble Valley Core Strategy policies (notably DMG1, DMG3, DME2, DME3 and others) and the National Planning Policy Framework guidance which together seek to ensure development is safe, sustainable, and suitable for its context. This proposal fails on all those counts. For the safety of residents, the preservation of our local environment, and the integrity of the planning process, please reject the application 3/2025/0801.

Finally I would request that this piece of land is removed permanently from the available land for building due to all the reasons mentioned above.

Thank you for considering these objections. I trust the Council will make the right decision in line with both local and national planning policies.

Kind regards
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 26 November 2025 16:35
To: Planning
Subject: Planning

⚠ External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

I object to salesbury view in wilpshire, having permission to go ahead number 3/2025/0801.

Big trouble for schools doctors traffic,A666 busy and freezes in winter from water drainage from up the hill proposed site.

Thanks

Sent using the

[REDACTED]

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 27 November 2025 14:53
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-769105447

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] **Reference No.:** 3/2025/0801

Address of Development: 80 new homes at Land to east of Salesbury View, Wilpshire.

Comments: Application 3/2025/0801 - 80 new homes at Land to east of Salesbury View, Wilpshire.

I am writing to formally object to planning application 3/2025/0801 regarding the proposed development at Land East of Salesbury View, Wilpshire. I have reviewed the submitted plans and documentation, including the recent appeal decision for a similar proposal on this site. I wish to raise serious concerns on multiple grounds, with particular emphasis on traffic and access issues. For the reasons detailed below, I believe this application is unacceptable and should be refused.

Traffic, Access, and Highway Safety Concerns

- **Steep and Unsafe Access Road:** The sole access to the site is via Salesbury View – a steep residential cul-de-sac with approximately a 12% incline.
- In winter conditions this road becomes effectively impassable; it has been noted that the access road is “steep and unusable if there is ice,” with existing residents forced to abandon vehicles on the main road during icy weather.
- There are documented instances of vehicles “getting stuck as the incline is too severe” at the junction, even in normal conditions.
- Relying on a single, very steep access is inherently unsafe – posing risks to everyday traffic, emergency vehicles (which could be obstructed in snow/ice), and pedestrians. The gradient is also problematic for those on foot, pram and wheelchair users would struggle greatly on a 12% slope meaning the scheme fails to provide safe and suitable access for all. This falls short of the requirements of Ribble Valley Core Strategy Policy DMG3, which attaches weight to provision of access for pedestrians and those with reduced mobility and of national guidance that developments ensure “safe and suitable access for all users”.

Single Access and Capacity Constraints:

- Serving an entire new estate of around 80+ homes via this one cul-de-sac is not only impractical but

dangerous. Salesbury View's carriageway is only about 5.5m wide with cars often parked on-street, effectively narrowing it.

- It currently serves just a handful of houses; adding potentially 150-200 additional vehicles would overwhelm its capacity. There is no secondary emergency access. Any blockage (a stalled vehicle on the hill, an accident, or roadworks) could trap residents. During construction, heavy lorries would have to negotiate this steep, narrow route, exacerbating congestion and safety issues for existing residents. The visibility at the junction with Whalley Road (A666) is also substandard – Salesbury View joins near a blind double bend known locally as “The Knolle,” which makes pulling in and out hazardous.
- Residents already report having to “dodge speeding cars to get onto Whalley Road” from Salesbury View.
- Adding the traffic from this development will greatly increase collision risk at this difficult junction.

Impact on A666 Traffic and Inadequate Survey Data:

- The A666 through Wilpshire is a busy principal route between Blackburn and Clitheroe. Introducing the traffic from an additional ~84 houses (initial proposals were for up to 109) would significantly increase traffic volumes on this road.
democracy.ribblevalley.gov.uk
- This not only worsens peak-time congestion (including at the nearby traffic lights such as Wilpshire Hotel and Bulls Head junctions) but also heightens the danger of accidents on a stretch already plagued by speeding issues.
- Importantly, the submitted Traffic Assessment is based on a traffic survey conducted during the COVID lockdown, which is acknowledged to be unrepresentative and “not accurate”. The last assessment was carried out between 2019 and mid 2024, since then there has been numerous accidents on that exact stretch of road, therefore the data is way out-of-date. Also, radar speed done on 30th October 2019, recorded maximum speeds of 45mph. The parish council have recorded a motorist doing 80mph on 7th June 2025. This stretch of road is not the quiet road it's portrayed to be.
- Basing conclusions on artificially low traffic data fails to reflect normal conditions – a flaw which undermines the credibility of the transport analysis. Local knowledge suggests the actual traffic load and speeds on the A666 are much higher; a police speed survey found vehicles exceeding 30mph routinely, multiple times per hour.
- Highway safety for both drivers and pedestrians would be unacceptably compromised by this development, contrary to national policy which states development should only be permitted if there is no unacceptable impact on road safety. In summary, the proposal does not provide a safe, suitable access and would create severe residual cumulative impacts on the road network.

(It is noted that Lancashire County Council as Highway Authority raised no objection in the previous application, after the applicant offered various off-site works and conditions

- However, I urge the Council to reconsider whether these mitigations truly overcome the fundamental issues. Local residents' firsthand experience of the road conditions – steep gradient, poor winter usability, limited visibility, and existing congestion – indicates that significant dangers remain. The absence of an objection from highways does not guarantee that the access is actually

safe in practice, especially in extreme weather or peak traffic. The duty of care to future residents and neighbours demands a cautious approach where genuine safety concerns exist.)

Drainage and Flood Risk

- The site lies on a steep hillside composed of clay soils.
democracy.ribblevalley.gov.uk
- This combination raises serious drainage concerns. There are already known flooding issues in the area: a recent nearby development uphill caused months of flooding across Whalley Road, damaging property and creating road safety hazards.
- Introducing a large expanse of hard surfaces (roofs, roads, paving) on this slope will greatly increase surface runoff. The application's drainage strategy appears inadequate to manage the volume and velocity of water that will be generated on such a gradient. During heavy rain, water could overwhelm local drains and exacerbate flooding downstream (including at Station Close/Whalley Road which has a history of problems). The site is adjacent to a stream (Showley Brook), raising the risk of polluted runoff entering the watercourse.
- Without robust evidence that flood risk will not be increased elsewhere (a requirement of NPPF para 167) and that sustainable drainage systems will truly mitigate the worst-case storm events, this application should not be allowed to proceed. In its current form, the development could transfer an untenable flood risk to existing residents and infrastructure. It thus conflicts with Core Strategy policies that seek to ensure new development does not result in unacceptable flood or drainage impacts.

Ecological and Environmental Impact

- Loss of Habitats: The proposal would destroy a significant amount of existing habitat, including the removal of approximately 165 metres of mature hedgerow and numerous trees.
- The site is immediately adjacent to ancient woodland and currently comprises fields with boundary hedges that support a variety of wildlife. Local residents frequently observe roe deer, foxes, hedgehogs, bats, and a wide range of birds in and around the site.
- These species rely on the hedgerows and woodland edges for foraging and movement. The large-scale removal of greenery and the disturbance from 84 houses will undoubtedly harm local biodiversity.

Inadequate Ecological Assessment:

- The ecological survey provided by the developer is notably cursory – it “falls short of any meaningful identification and protection of wildlife”.
- Important features (like the hedgerows which may qualify as “important hedgerows” under the Hedgerow Regulations, or potential bat roost trees) have not been given proper consideration. There is no robust plan for protecting or compensating for the loss of these habitats. This is contrary to Policy DME3 (Site and Species Protection) and the NPPF's requirement to conserve and enhance biodiversity. The application does not demonstrate a measurable net gain for biodiversity; on the

contrary, it presents a net loss of habitat and ecological value.

Green Space and Mental Wellbeing:

- Beyond protected species, the green field and its trees/hedges provide visual relief and amenity value for the community. As one representation noted, “Green spaces are crucial for local wildlife and our own mental wellbeing.”
- Replacing this natural green slope with a housing estate would diminish the environmental quality of the area for both wildlife and residents.

Landscape and Visual Impact

- This development would have a significant adverse impact on the landscape character of Wilpshire. The site occupies an elevated, steeply sloping hillside (falling about 38m from north to south across the site) that is currently open grassland. It is highly visible from various public viewpoints, including Whalley Road and farther afield. In fact, the proposed estate would be visible from miles around – a fact that the applicant’s own viewpoints gloss over (the submitted visual montages are selective and do not include key viewpoints, such as those directly opposite the site in Ramsgreave).
democracy.ribblevalley.gov.uk
- Introducing dozens of houses, roads, and in particular the large retaining walls and engineered slopes likely needed for this gradient, would fundamentally alter the scenic hillside. The urbanizing effect would harm the semi-rural character of the area and erode the attractive landscape setting of the village.
- It should be noted that Wilpshire’s settlement boundary was only recently extended to include this site as an allocated housing site (Policy HAL2) – however, part of the eastern site area remains in the Green Belt.
- The Parish Council and local community strongly wish to see the “green wedge” between Wilpshire and Blackburn maintained to prevent urban sprawl.
democracy.ribblevalley.gov.uk
- This development would substantially reduce that crucial separation, effectively merging the edge of Wilpshire toward the built-up areas of Blackburn.
- The proposal therefore conflicts with the core planning principle of safeguarding the countryside and avoiding coalescence of settlements. It would also be at odds with Core Strategy Policy DME2 (Landscape Protection), which seeks to ensure new development does not have an unacceptable impact on the appearance or character of the landscape. The recent Appeal Inspector likewise raised concerns about the landscape harm, noting that the scheme’s benefits did not outweigh its adverse effects on the character and appearance of the area.

Housing Need and Local Infrastructure

- Excessive Scale Relative to Local Need: Wilpshire is identified as a Tier 1 village, but the housing requirements for this community are limited. According to the Council’s housing figures, only 32 new

dwellings were needed in Wilpshire for the plan period up to 2028.

- This proposal (84 homes, following a prior scheme of 109) wildly exceeds that number – in fact, 109 units would be five times the identified need.
- Even acknowledging that housing targets are not caps, this scale of development is clearly far beyond what is necessary for local growth. The Core Strategy’s vision was for gradual, sustainable development; this project represents an overdevelopment of the site and the village. Furthermore, the mix of housing proposed does not align with local needs – Wilpshire has an identified need for starter homes and housing for older people (such as bungalows), whereas the development is largely 2, 3, 4, and 5-bedroom two-storey houses.
- Building the “wrong type of properties” that do not meet local need undermines the justification for using this sensitive site.

Strain on Services and Amenities:

- Local infrastructure in Wilpshire and the surrounding area is limited. There are very few amenities in walking distance (essentially only a butcher, a pub, and a golf club in the immediate vicinity – residents must travel to nearby towns for most needs). Crucially, public services are already at capacity: there is limited access to NHS doctors and dentists for current residents, and local schools have very limited places available.
- Yet the application does not convincingly show how an influx of potentially 200+ new residents would be accommodated. No new schools or medical facilities are planned as part of this development, and we have no evidence of substantive contribution agreements to expand such services. The Parish Council has questioned whether there is any need (or capacity) for these additional homes at all in Wilpshire under the adopted Core Strategy.
- Without adequate planning for new infrastructure, this proposal would exacerbate pressures on doctors, dental practices, and schools – to the detriment of both new and existing residents. This is not sustainable development. The Core Strategy Policy DMG3 requires that “considerable weight” be given to the availability of public transport and other infrastructure when determining applications.
- At present, apart from a bus route and nearby train station, Wilpshire’s facilities are scant. Future occupants would be highly car-dependent for work, education, shopping and healthcare, further undermining the sustainability claims of this proposal. The increase in private car usage also raises air quality concerns, as noted in the application documents (more traffic means higher emissions and a negative impact on local air quality).

Quality and Safety of Construction:

- As a final note, the community is also concerned about the developer’s track record. Persimmon Homes (the applicant) has, in other contexts, gained a poor reputation for build quality and safety standards – for example, noted issues with fire safety in their constructions.
- While this is not a direct planning policy issue, it does raise apprehension that the promised benefits of the scheme (quality new homes) may not materialise to the standard expected. It reinforces the need for caution and rigorous oversight if any development were to proceed.

Conclusion

In conclusion, this planning application presents numerous serious conflicts with planning policy and material considerations that collectively render the proposal wholly inappropriate for approval. The traffic and access problems alone – a dangerously steep single access road with poor winter usability and substandard junction safety – are enough to justify refusal on grounds of highway safety and unsustainable access. When combined with the additional harms identified – increased flood risk, loss of important habitats, damage to landscape character, excessive scale beyond local need, and strain on infrastructure – the case against the development is overwhelming.

Crucially, these issues are not new. A virtually identical scheme for this site was recently examined at appeal, and it was dismissed by the Planning Inspector on 5 February 2025

(Appeal Ref APP/T2350/W/24/3352614, relating to previous application 3/2023/0614). In that decision, the Inspector concluded that the proposal was “in conflict with the development plan, when read as a whole,” and that there were no material considerations sufficient to outweigh that conflict.

The fundamental problems with developing this site – especially the unsafe access and the landscape/character impact remain unresolved in the current application. Approving this new application would fly in the face of the clear findings of the appeal and the Council’s own prior decision.

I respectfully urge the Council to refuse this planning application. In doing so, you would be upholding the Ribble Valley Core Strategy policies (notably DMG1, DMG3, DME2, DME3 and others) and the National Planning Policy Framework guidance which together seek to ensure development is safe, sustainable, and suitable for its context. This proposal fails on all those counts. For the safety of residents, the preservation of our local environment, and the integrity of the planning process, please reject the application 3/2025/0801.

Thank you for considering these objections. I trust the Council will make the right decision in line with both local and national planning policies.

[REDACTED]

From: [REDACTED] >
Sent: 27 November 2025 17:45
To: Planning
Subject: Application 3/2025/0801

 External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear planning

Re the proposed housing development at Salesbury view. As a home owner living very close to the proposed development I'm amazed that you are continuing to consider this development yet again. I live at [REDACTED]. Already in a morning and evening I cannot get out of my driveway because of cars back to back on Whalley Road through to Wilpshire traffic lights. I escape if someone kindly stops to let me out but the other side of the road keeps coming. I have a [REDACTED]

The road at the top of my driveway floods. All 3 grates are all blocked, please feel free to check. No one from either councils come it's no mans land. I've seen sweepers out but they do not clear any drains on Whalley rd between [REDACTED]

The stream that runs under the road [REDACTED] cannot cope with the amount of excess water this development will cause and I know converting field to tarmac will cause a lot

I've walked so many times in that proposed development site its marsh land.

Excess cars all trying to get out am and pm it's an accident waiting to happen. I will keep this email an say I told you so when it does . Won't bother with the wild life the beautiful deers that have no green spaces.

Ribble valley this has to be knocked back.

Regards [REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 27 November 2025 18:14
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-769171025

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Salesbury View, Wilpshire

Comments: As a resident of Wilpshire I chose to live in the area due to its natural beauty and the Green Belt. New homes built at the proposed site will be visible from parts of Wilpshire and the natural view will be compromised.

I live on [REDACTED] and the traffic is very congested. Speeding is also an issue. New homes will increase the traffic volume considerably, posing a safety risk to residents and potentially create more car accidents. Many residents including myself, have no option but to park on the main road and have had our cars damaged by the amount of vehicles on Whalley Road.

The increase in population will have a detrimental affect on the availability of doctors, health services, dentists and school places. These services are most likely already at full or stretched capacity.

There is a lot of beautiful wildlife that will be affected by groundworks and new housing. I am opposed to this housing development.

[REDACTED]

From:

Sent:

[REDACTED]
27 November 2025 19:35

To:

Planning

Subject:

Objection to Persimmon Homes application 3/2025/0801

 External Email

This email originated from outside Ribble Valley Borough Council. Do NOT click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Planning,

Please see my below objection to the above application.

Kind regards,

[REDACTED]

1-Persimmon Homes has already been refused planning permission twice on this site.

The Planning Inspectorate refused an appeal for the following reasons which are also applicable to this application with only 5 houses less than the previous application.
This proposed development would cause significant harm to the character and appearance of the area contrary to Policy DMG1 of the Core Strategy and the layout and resultant visual effects on the landscape would not be acceptable.

The proposal and house types would fail to deliver a high quality visually attractive development sympathetic to the street scene and will still appear incongruous on the hillside to the detriment of visual amenity and be contrary to paragraphs 129 and 135 of the Framework.

2-The proposed development on a steep hillside at the edge of the Wilpshire settlement adjacent to Green belt would be viewed for miles around and will spoil the unique character of Wilpshire the 'Gateway to the Ribble Valley' and will lessen the importance of the ribbon of Green Belt that prevents urban sprawl.

3-The only access and exit to the proposed development is Salesbury View, a short narrow and steep road that will be expected to carry at least 150 cars and multiple times journeys from 80 houses onto Whalley Road.

4-LCC Highways in the last application stated that they 'are unable to accept that the spine road/site road area gradients as they are steeper than 1 in12 and REQUIRE amendments to be made to ensure that the internal carriageway and internal pedestrian links do not exceed this limit. These LCC Highway concerns are still applicable to this application on this site as the spine road has not changed.

5- Warrenside Close and Walden Rd were cited by the Inspector as positively contributing to an area are in fact in Blackburn with Darwen which being a town has an overall higher density of housing with different characteristics to the Ribble Valley.
Any development with this housing density will not contribute positively to the village of Wilpshire.

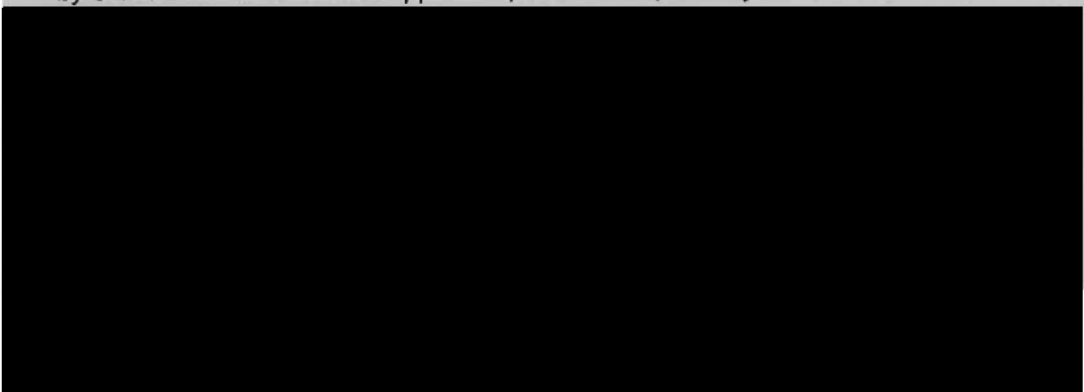
6-There is a very large volume United Utilities Trunk main water pipe running through the application site-the route of this pipe has not been exactly determined by United Utilities and may affect the proposed layout as UU will not allow building over or in close proximity to their infrastructure.

7-There is a significant flood risk due to the steep nature of the site with drainage being overwhelmed in times of high rainfall, creating an ice rink in winter.

8-Ribble Valley has exceeded housing numbers required by Government and can demonstrate a supply in excess of the 5yr requirement, negating the need for housing at Salesbury View which will cause an adverse effect on the wider landscape of the area.

9-It has been reported to residents close to the application by United Utilities engineers that the drainage on the A666 is not of a modern standard and would not be capable of taking the extra water run off from the application.

10-The house building alongside the RVBC boundary with Blackburn with Darwen along Yew Tree Drive (A6119) and the proposed 1500 houses on the site bounded by Parsonage Rd, Brownhill Drive (A6119) and Sunnybower is creating a conurbation that should be delineated and separated by Green Belt/fields which this application, if successful, will only add to that pressure.



[REDACTED]

From: [REDACTED]
Sent: 27 November 2025 21:40
To: Planning
Subject: Re application 3/2025/0801

 External Email

This email originated from outside Ribble Valley Borough Council. Do **NOT** click links or open attachments unless you recognize the sender and are sure the content within this email is safe.

Dear Sir,

I would like to strongly object to this housing application. There is not enough infrastructure in the area as it is! People already struggle to get school places, dentists and doctors as it is. The A666 is already too busy. More houses will further add to this problem!

[REDACTED]

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 28 November 2025 09:20
To: Planning
Subject: Planning Application Comments - 3/2025/0801 - 37899 FS-Case-769283610

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801 - 37899

Address of Development: 80 new homes at land to east of salesbury view

Comments: I am writing to formally object to planning application 3/2025/0801 regarding the proposed development at Land East of Salesbury View, Wilpshire. I have reviewed the submitted plans and documentation, including the recent appeal decision for a similar proposal on this site. I wish to raise serious concerns on multiple grounds, with particular emphasis on traffic and access issues. For the reasons detailed below, I believe this application is unacceptable and should be refused.

Traffic, Access, and Highway Safety Concerns

Steep and Unsafe Access Road: The sole access to the site is via Salesbury View – a steep residential cul-de-sac with approximately a 12% incline

. In winter conditions this road becomes effectively impassable; it has been noted that the access road is “steep and unusable if there is ice,” with existing residents forced to abandon vehicles on the main road during icy weather

. There are documented instances of vehicles “getting stuck as the incline is too severe” at the junction, even in normal conditions

. Relying on a single, very steep access is inherently unsafe – posing risks to everyday traffic, emergency vehicles (which could be obstructed in snow/ice), and pedestrians. The gradient is also

problematic for those on foot, pram and wheelchair users would struggle greatly on a 12% slope

meaning the scheme fails to provide safe and suitable access for all. This falls short of the requirements of Ribble Valley Core Strategy Policy DMG3, which attaches weight to provision of access for pedestrians and those with reduced mobility and of national guidance that developments ensure “safe and suitable access for all users”.

Single Access and Capacity Constraints: Serving an entire new estate of around 80+ homes via this one cul-de-sac is not only impractical but dangerous. Salesbury View’s carriageway is only about 5.5m wide with cars often parked on-street, effectively narrowing it

. It currently serves just a handful of houses; adding potentially 150-200 additional vehicles would overwhelm its capacity. There is no secondary emergency access. Any blockage (a stalled vehicle on the hill, an accident, or roadworks) could trap residents. During construction, heavy lorries would have to negotiate this steep, narrow route, exacerbating congestion and safety issues for existing residents. The visibility at the junction with Whalley Road (A666) is also substandard – Salesbury View joins near a blind double bend known locally as “The Knolle,” which makes pulling in and out hazardous.

. Residents already report having to “dodge speeding cars to get onto Whalley Road” from Salesbury View

. Adding the traffic from this development will greatly increase collision risk at this difficult junction.

Impact on A666 Traffic and Inadequate Survey Data: The A666 through Wilpshire is a busy principal route between Blackburn and Clitheroe. Introducing the traffic from an additional ~84 houses (initial proposals were for up to 109) would significantly increase traffic volumes on this road

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. This not only worsens peak-time congestion (including at the nearby traffic lights such as Wilpshire Hotel and Bulls Head junctions) but also heightens the danger of accidents on a stretch already plagued by speeding issues

. Importantly, the submitted Traffic Assessment is based on a traffic survey conducted during the COVID lockdown, which is acknowledged to be unrepresentative and “not accurate”

. Basing conclusions on artificially low traffic data fails to reflect normal conditions – a flaw which undermines the credibility of the transport analysis. Local knowledge suggests the actual traffic load and speeds on the A666 are much higher; a police speed survey found vehicles exceeding 30mph routinely, multiple times per hour

. Highway safety for both drivers and pedestrians would be unacceptably compromised by this development, contrary to national policy which states development should only be permitted if there is no unacceptable impact on road safety. In summary, the proposal does not provide a safe, suitable access and would create severe residual cumulative impacts on the road network.

(It is noted that Lancashire County Council as Highway Authority raised no objection in the previous application, after the applicant offered various off-site works and conditions

. However, I urge the Council to reconsider whether these mitigations truly overcome the fundamental issues. Local residents' firsthand experience of the road conditions – steep gradient, poor winter usability, limited visibility, and existing congestion – indicates that significant dangers remain. The absence of an objection from highways does not guarantee that the access is actually safe in practice, especially in extreme weather or peak traffic. The duty of care to future residents and neighbors demands a cautious approach where genuine safety concerns exist.)

Drainage and Flood Risk

The site lies on a steep hillside composed of clay soils

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. This combination raises serious drainage concerns. There are already known flooding issues in the area: a recent nearby development uphill caused months of flooding across Whalley Road, damaging property and creating road safety hazards

. Introducing a large expanse of hard surfaces (roofs, roads, paving) on this slope will greatly increase surface runoff. The application's drainage strategy appears inadequate to manage the volume and velocity of water that will be generated on such a gradient. During heavy rain, water could overwhelm

local drains and exacerbate flooding downstream (including at Station Close/Whalley Road which has a history of problems). The site is adjacent to a stream (Showley Brook), raising the risk of polluted runoff entering the watercourse

. Without robust evidence that flood risk will not be increased elsewhere (a requirement of NPPF para 167) and that sustainable drainage systems will truly mitigate the worst-case storm events, this application should not be allowed to proceed. In its current form, the development could transfer an untenable flood risk to existing residents and infrastructure. It thus conflicts with Core Strategy policies that seek to ensure new development does not result in unacceptable flood or drainage impacts.

Ecological and Environmental Impact

Loss of Habitats: The proposal would destroy a significant amount of existing habitat, including the removal of approximately 165 metres of mature hedgerow and numerous trees

. The site is immediately adjacent to ancient woodland and currently comprises fields with boundary hedges that support a variety of wildlife. Local residents frequently observe roe deer, foxes, hedgehogs, bats, and a wide range of birds in and around the site

. These species rely on the hedgerows and woodland edges for foraging and movement. The large-scale removal of greenery and the disturbance from 84 houses will undoubtedly harm local biodiversity.

Inadequate Ecological Assessment: The ecological survey provided by the developer is notably cursory – it “falls short of any meaningful identification and protection of wildlife”

. Important features (like the hedgerows which may qualify as “important hedgerows” under the Hedgerow Regulations, or potential bat roost trees) have not been given proper consideration. There is no robust plan for protecting or compensating for the loss of these habitats. This is contrary to Policy DME3 (Site and Species Protection) and the NPPF’s requirement to conserve and enhance biodiversity. The application does not demonstrate a measurable net gain for biodiversity; on the contrary, it presents a net loss of habitat and ecological value.

Green Space and Mental Wellbeing: Beyond protected species, the green field and its trees/hedges provide visual relief and amenity value for the community. As one representation noted, “Green spaces are crucial for local wildlife and our own mental wellbeing.”

Replacing this natural green slope with a housing estate would diminish the environmental quality of the area for both wildlife and residents.

Landscape and Visual Impact

This development would have a significant adverse impact on the landscape character of Wilpshire. The site occupies an elevated, steeply sloping hillside (falling about 38m from north to south across the site

) that is currently open grassland. It is highly visible from various public viewpoints, including Whalley Road and farther afield. In fact, the proposed estate would be visible from miles around – a fact that the applicant’s own viewpoints gloss over (the submitted visual montages are selective and do not include key viewpoints, such as those directly opposite the site in Ramsgreave)

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. Introducing dozens of houses, roads, and in particular the large retaining walls and engineered slopes likely needed for this gradient, would fundamentally alter the scenic hillside. The urbanizing effect would harm the semi-rural character of the area and erode the attractive landscape setting of the village.

It should be noted that Wilpshire’s settlement boundary was only recently extended to include this site as an allocated housing site (Policy HAL2) – however, part of the eastern site area remains in the Green Belt

. The Parish Council and local community strongly wish to see the “green wedge” between Wilpshire and Blackburn maintained to prevent urban sprawl

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. This development would substantially reduce that crucial separation, effectively merging the edge of Wilpshire toward the built-up areas of Blackburn

. The proposal therefore conflicts with the core planning principle of safeguarding the countryside and avoiding coalescence of settlements. It would also be at odds with Core Strategy Policy DME2 (Landscape Protection), which seeks to ensure new development does not have an unacceptable impact on the appearance or character of the landscape. The recent Appeal Inspector likewise raised concerns about the landscape harm, noting that the scheme's benefits did not outweigh its adverse effects on the character and appearance of the area

Housing Need and Local Infrastructure

Excessive Scale Relative to Local Need: Wilpshire is identified as a Tier 1 village, but the housing requirements for this community are limited. According to the Council's housing figures, only 32 new dwellings were needed in Wilpshire for the plan period up to 2028

. This proposal (84 homes, following a prior scheme of 109) wildly exceeds that number – in fact, 109 units would be five times the identified need

. Even acknowledging that housing targets are not caps, this scale of development is clearly far beyond what is necessary for local growth. The Core Strategy's vision was for gradual, sustainable development; this project represents an overdevelopment of the site and the village. Furthermore, the mix of housing proposed does not align with local needs – Wilpshire has an identified need for starter homes and housing for older people (such as bungalows), whereas the development is largely 2, 3, 4, and 5-bedroom two-storey houses

. Building the “wrong type of properties” that do not meet local need undermines the justification for using this sensitive site.

Strain on Services and Amenities: Local infrastructure in Wilpshire and the surrounding area is limited. There are very few amenities in walking distance (essentially only a butcher, a pub, and a golf

club in the immediate vicinity

– residents must travel to nearby towns for most needs). Crucially, public services are already at capacity: there is limited access to NHS doctors and dentists for current residents, and local schools have very limited places available

. Yet the application does not convincingly show how an influx of potentially 200+ new residents would be accommodated. No new schools or medical facilities are planned as part of this development, and we have no evidence of substantive contribution agreements to expand such services. The Parish Council has questioned whether there is any need (or capacity) for these additional homes at all in Wilpshire under the adopted Core Strategy

. Without adequate planning for new infrastructure, this proposal would exacerbate pressures on doctors, dental practices, and schools – to the detriment of both new and existing residents. This is not sustainable development. The Core Strategy Policy DMG3 requires that “considerable weight” be given to the availability of public transport and other infrastructure when determining applications

. At present, apart from a bus route and nearby train station, Wilpshire’s facilities are scant. Future occupants would be highly car-dependent for work, education, shopping and healthcare, further undermining the sustainability claims of this proposal. The increase in private car usage also raises air quality concerns, as noted in the application documents (more traffic means higher emissions and a negative impact on local air quality).

Quality and Safety of Construction:

As a final note, the community is also concerned about the developer’s track record. Persimmon Homes (the applicant) has, in other contexts, gained a poor reputation for build quality and safety standards – for example, noted issues with fire safety in their constructions

. While this is not a direct planning policy issue, it does raise apprehension that the promised benefits of the scheme (quality new homes) may not materialise to the standard expected. It reinforces the need for caution and rigorous oversight if any development were to proceed.

Conclusion

In conclusion, this planning application presents numerous serious conflicts with planning policy and material considerations that collectively render the proposal wholly inappropriate for approval. The traffic and access problems alone – a dangerously steep single access road with poor winter usability and substandard junction safety – are enough to justify refusal on grounds of highway safety and unsustainable access. When combined with the additional harms identified – increased flood risk, loss of important habitats, damage to landscape character, excessive scale beyond local need, and strain on infrastructure – the case against the development is overwhelming.

Crucially, these issues are not new. A virtually identical scheme for this site was recently examined at appeal, and it was dismissed by the Planning Inspector on 5 February 2025

(Appeal Ref APP/T2350/W/24/3352614, relating to previous application 3/2023/0614). In that decision, the Inspector concluded that the proposal was “in conflict with the development plan, when read as a whole,” and that there were no material considerations sufficient to outweigh that conflict

. The fundamental problems with developing this site – especially the unsafe access and the landscape/character impact remain unresolved in the current application. Approving this new application would fly in the face of the clear findings of the appeal and the Council’s own prior decision.

I respectfully urge the Council to refuse this planning application. In doing so, you would be upholding the Ribble Valley Core Strategy policies (notably DMG1, DMG3, DME2, DME3 and others) and the National Planning Policy Framework guidance which together seek to ensure development is safe, sustainable, and suitable for its context. This proposal fails on all those counts. For the safety of residents, the preservation of our local environment, and the integrity of the planning process, please reject the application 3/2025/0801.

Thank you for considering these objections. I trust the Council will make the right decision in line with both local and national planning policies.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 28 November 2025 09:25
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-769286962

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] 3/2025/0801

Address of Development: 80 new homes at land east of salesbury view, wilpshire

Comments: I am writing to formally object to planning application 3/2025/0801 regarding the proposed development at Land East of Salesbury View, Wilpshire. I have reviewed the submitted plans and documentation, including the recent appeal decision for a similar proposal on this site. I wish to raise serious concerns on multiple grounds, with particular emphasis on traffic and access issues. For the reasons detailed below, I believe this application is unacceptable and should be refused.

Traffic, Access, and Highway Safety Concerns

Steep and Unsafe Access Road: The sole access to the site is via Salesbury View – a steep residential cul-de-sac with approximately a 12% incline

. In winter conditions this road becomes effectively impassable; it has been noted that the access road is “steep and unusable if there is ice,” with existing residents forced to abandon vehicles on the main road during icy weather

. There are documented instances of vehicles “getting stuck as the incline is too severe” at the junction, even in normal conditions

. Relying on a single, very steep access is inherently unsafe – posing risks to everyday traffic, emergency vehicles (which could be obstructed in snow/ice), and pedestrians. The gradient is also

problematic for those on foot, pram and wheelchair users would struggle greatly on a 12% slope

meaning the scheme fails to provide safe and suitable access for all. This falls short of the requirements of Ribble Valley Core Strategy Policy DMG3, which attaches weight to provision of access for pedestrians and those with reduced mobility and of national guidance that developments ensure “safe and suitable access for all users”.

Single Access and Capacity Constraints: Serving an entire new estate of around 80+ homes via this one cul-de-sac is not only impractical but dangerous. Salesbury View’s carriageway is only about 5.5m wide with cars often parked on-street, effectively narrowing it

. It currently serves just a handful of houses; adding potentially 150-200 additional vehicles would overwhelm its capacity. There is no secondary emergency access. Any blockage (a stalled vehicle on the hill, an accident, or roadworks) could trap residents. During construction, heavy lorries would have to negotiate this steep, narrow route, exacerbating congestion and safety issues for existing residents. The visibility at the junction with Whalley Road (A666) is also substandard – Salesbury View joins near a blind double bend known locally as “The Knolle,” which makes pulling in and out hazardous.

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. Adding the traffic from this development will greatly increase collision risk at this difficult junction.

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. This not only worsens peak-time congestion (including at the nearby traffic lights such as Wilpshire Hotel and Bulls Head junctions) but also heightens the danger of accidents on a stretch already plagued by speeding issues

. Importantly, the submitted Traffic Assessment is based on a traffic survey conducted during the COVID lockdown, which is acknowledged to be unrepresentative and “not accurate”

. Basing conclusions on artificially low traffic data fails to reflect normal conditions – a flaw which undermines the credibility of the transport analysis. Local knowledge suggests the actual traffic load and speeds on the A666 are much higher; a police speed survey found vehicles exceeding 30mph routinely, multiple times per hour

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(It is noted that Lancashire County Council as Highway Authority raised no objection in the previous application, after the applicant offered various off-site works and conditions

. However, I urge the Council to reconsider whether these mitigations truly overcome the fundamental issues. Local residents' firsthand experience of the road conditions – steep gradient, poor winter usability, limited visibility, and existing congestion – indicates that significant dangers remain. The absence of an objection from highways does not guarantee that the access is actually safe in practice, especially in extreme weather or peak traffic. The duty of care to future residents and neighbors demands a cautious approach where genuine safety concerns exist.)

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The site lies on a steep hillside composed of clay soils

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. This combination raises serious drainage concerns. There are already known flooding issues in the area: a recent nearby development uphill caused months of flooding across Whalley Road, damaging property and creating road safety hazards

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local drains and exacerbate flooding downstream (including at Station Close/Whalley Road which has a history of problems). The site is adjacent to a stream (Showley Brook), raising the risk of polluted runoff entering the watercourse

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Replacing this natural green slope with a housing estate would diminish the environmental quality of the area for both wildlife and residents.

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. Introducing dozens of houses, roads, and in particular the large retaining walls and engineered slopes likely needed for this gradient, would fundamentally alter the scenic hillside. The urbanizing effect would harm the semi-rural character of the area and erode the attractive landscape setting of the village.

It should be noted that Wilpshire’s settlement boundary was only recently extended to include this site as an allocated housing site (Policy HAL2) – however, part of the eastern site area remains in the Green Belt

. The Parish Council and local community strongly wish to see the “green wedge” between Wilpshire and Blackburn maintained to prevent urban sprawl

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. This development would substantially reduce that crucial separation, effectively merging the edge of Wilpshire toward the built-up areas of Blackburn

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. This proposal (84 homes, following a prior scheme of 109) wildly exceeds that number – in fact, 109 units would be five times the identified need

. Even acknowledging that housing targets are not caps, this scale of development is clearly far beyond what is necessary for local growth. The Core Strategy's vision was for gradual, sustainable development; this project represents an overdevelopment of the site and the village. Furthermore, the mix of housing proposed does not align with local needs – Wilpshire has an identified need for starter homes and housing for older people (such as bungalows), whereas the development is largely 2, 3, 4, and 5-bedroom two-storey houses

. Building the “wrong type of properties” that do not meet local need undermines the justification for using this sensitive site.

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club in the immediate vicinity

– residents must travel to nearby towns for most needs). Crucially, public services are already at capacity: there is limited access to NHS doctors and dentists for current residents, and local schools have very limited places available

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. At present, apart from a bus route and nearby train station, Wilpshire’s facilities are scant. Future occupants would be highly car-dependent for work, education, shopping and healthcare, further undermining the sustainability claims of this proposal. The increase in private car usage also raises air quality concerns, as noted in the application documents (more traffic means higher emissions and a negative impact on local air quality).

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As a final note, the community is also concerned about the developer’s track record. Persimmon Homes (the applicant) has, in other contexts, gained a poor reputation for build quality and safety standards – for example, noted issues with fire safety in their constructions

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Conclusion

In conclusion, this planning application presents numerous serious conflicts with planning policy and material considerations that collectively render the proposal wholly inappropriate for approval. The traffic and access problems alone – a dangerously steep single access road with poor winter usability and substandard junction safety – are enough to justify refusal on grounds of highway safety and unsustainable access. When combined with the additional harms identified – increased flood risk, loss of important habitats, damage to landscape character, excessive scale beyond local need, and strain on infrastructure – the case against the development is overwhelming.

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(Appeal Ref APP/T2350/W/24/3352614, relating to previous application 3/2023/0614). In that decision, the Inspector concluded that the proposal was “in conflict with the development plan, when read as a whole,” and that there were no material considerations sufficient to outweigh that conflict

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I respectfully urge the Council to refuse this planning application. In doing so, you would be upholding the Ribble Valley Core Strategy policies (notably DMG1, DMG3, DME2, DME3 and others) and the National Planning Policy Framework guidance which together seek to ensure development is safe, sustainable, and suitable for its context. This proposal fails on all those counts. For the safety of residents, the preservation of our local environment, and the integrity of the planning process, please reject the application 3/2025/0801.

Thank you for considering these objections. I trust the Council will make the right decision in line with both local and national planning policies.