

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 20 November 2025 16:05
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-767245062

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to 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.

. 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: 20 November 2025 15:15
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-767218406

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: East of Salesbury View

Comments: Persimmon are back, thinking that by salami slicing the total number of houses they want to build will eventually wear down the objectors. 80 houses is still too many for this site and Wilpshire has said it does not need anything like that number. The kind of houses proposed is wrong. Affordable living accommodation and bungalows would have been preferable.

All the previously stated objections remain. An extra population of more than 200 people in this small space, together with all their cars, would be a disproportionate increase to this parish.

Access to the site is still a major problem. Such a steep gradient onto the A666, a very busy main thoroughfare, is asking for serious accidents, especially in very cold weather.

The damage to the environment, the ancient trees and hedgerows as well as the wildlife that thrives therein would be enormous when one thinks of all the heavy machinery, the polluting materials and the continuous noise of construction. No amount of replanting would even begin to compensate for that.

From the Ramsgreave side of the valley the view would be changed for the worse. We see a green hillside where Blackburn ends and Wilpshire starts. This proposal would start to fill in this landscape with more of Persimmon housing.

It is significant that 100 people wrote in to object to the last iteration of this badly thought out scheme by Persimmon, with only one welcoming it.

I continue to object. Please reject this proposal.

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 18 November 2025 19:03
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-766642332

[REDACTED]

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to East of Salesbury View

Comments: I have read through the proposed application and can't see any benefits, only problems, being mounted on the current residents of Wilpshire and surrounding villages.

The traffic along this road is almost at a standstill at peak times currently. The local surgeries and schools are running well over capacity.

[REDACTED] and I don't see any market for these new build houses at all. After many plots on other local developments struggling to sell, I can only think this application being approved will be the Council's way of ticking boxes to meet the Government's new build quotas without any concern whatsoever for nearby residents of the proposed development.

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 18 November 2025 16:46
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-766594781

Planning Application Reference No.: 3/2025/0801

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

Comments: Dear Sir/ Madam

It will cause hundreds of new cars on the roads every morning, trying to navigate one of the most dangerous inclines in the village.

If this goes through it will:

- Force all traffic for 80 homes in and out via one steep access road: Salesbury View
- Add a large volume of vehicles to an already busy and dangerous stretch of the A666 / Whalley Road
- Make winter access very risky on an icy hill that already causes problems
- Increase flood risk and surface water running down the hill
- Permanently change the open hillside and green gap between Wilpshire and Blackburn

We have already seen a very similar scheme on this site refused and dismissed at appeal.

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.

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. 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 Wiltshire 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 Wiltshire 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.

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) 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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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.

Regards



[REDACTED]

From: [REDACTED]
Sent: 19 November 2025 11:48
To: Planning
Subject: FW: Objections to Planning application 3/2025/0801 - Salesbury View Wilpshire
Attachments: Salesbury View LATEST.docx

 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.

Fao - Kathryn Hughes,

Hi Kathryn,

Here we are again, is this the fourth time for a Proposed Development at Salesbury View? I'm losing count. Please see my previous comments below and attached, my opinion hasn't changed at all and I still object to the proposal. Just out of interest, why don't the builders sit at the side of Whalley Road at the junction where they propose to build and see how much traffic passes, and how much water comes down from the land when it rains. If the land was replaced with houses, I dread to think how much it would increase the rainwater on Whalley Road, it wouldn't have anywhere to go and it's the houses along Whalley Road that would suffer, we already have problems with flooding and the builders wouldn't care less about that once they have sold the houses. . The traffic would increase and there is not enough infrastructure in the area to cope with more housing/residents, our Dr's, and Schools are already full, It's an absolute ridiculous proposal and has already been turned down at least three times, should that not be suffice or will they keep going until they eventually get what they want! Is no one listening to the residents that are currently living in the area?

Kind regards

[REDACTED]

From: [REDACTED]
Sent: 24 November 2022 14:12
To: planning@ribblevalley.gov.uk
Subject: FW: Objections to Planning application 3/2022/0115 - Salesbury View Wilpshire

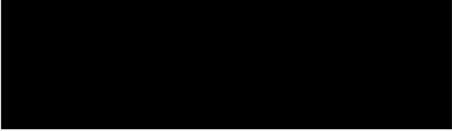
Fao Kathryn Hughes,

Hi Kathryn,

I replied to this application in March 2022, please see below and my thoughts haven't changed, in fact I'd like to point out a couple of recent events. Not too long ago we had our first heavy rainfall after Summer, Whalley Road which is the main road that they would be using and especially at the bottom of the hill where they would be

coming out from was flooded within a matter of minutes, so replacing the green fields that act as a natural soak away with concrete and housing would only make the situation worse. We dread every time it rains as we never know what is going to happen with all the water as it has to go somewhere. Recently we have had roadworks at the Junction with Whalley Road, Whalley New Road, Parsonage & Ramsgreave with 4 way temporary traffic lights in place, this went on for a number of weeks and caused absolute traffic chaos with que's right back to the lights at the Wilpshire Hotel and beyond, it is bad enough on normal days without roadworks as this is the main route from Langho, Clitheroe and Whalley into Blackburn so adding say another 212 cars + I'm averaging each household to have at least two cars to this already traffic nightmare would be catastrophic, Finally a lot of drivers treat Whalley Road like a race track, trying to pull out onto the already busy road is not recommended.

Kind regards



From 

Sent: 21 March 2022 17:09

To: planning@ribblevalley.gov.uk

Subject: Objections to Planning application 3/2022/0115 - Salesbury View Wilpshire

Objections to Planning application 3/2022/0115

Salesbury View, Wilpshire

I felt the deadline of the 7th January to respond to the letter received around the 20th December was not long enough and the HAL 2 plan enclosed was too small to assess the development site in detail.

Principle of Development

Whilst HAL2 has been taken forward by Ribble Valley Borough Council as a preferred site for housing and economic development in Wilpshire, it has been specifically noted in the document that the site could result in negative effects on local landscape character through the development of greenfield land and given the scale of the site, negative effects could be significant locally. This is true, this development is simply in the wrong place.

Mitigation of these negative effects will not hide the destruction of greenfields in Wilpshire, nor the destructive cumulative effect of the borough's townscapes and landscapes. The indicative site layout does not allay the sense of overcrowding on the site, 106 houses are far too many for the site and spoil the open fields and landscape character of Wilpshire. Salesbury View will appear as a congested and overbearing development, an eyesore.

Housing Numbers

Wilpshire currently has a residual number of 32 houses to be accommodated in the Core Strategy up to 2028 and therefore 106 houses, over 3 times that number, is not acceptable. It is noted that the residual number of houses is not a ceiling but is a target for Wilpshire.

However, at the initial hearing of the Core Strategy the Planning Inspector asked that the Council give specific, considered housing numbers for Ribble Valley villages so that

there was clarity about the spread of new development. That was a clear indication of an expected ceiling for the number of houses that villages could reasonably accommodate, including Wilpshire.

The residual number of 32 is, in fact, the acceptable number of houses for Wilpshire to now accommodate in terms of the Planning Inspector's expectations, and indeed ours.

Also given that Ribble Valley Council has overachieved at Key Statement H1 on the 5 year supply of housing across the borough, there is currently no requirement for additional housing in Wilpshire. The Council evidenced a 14.2 yr supply of housing at 31st March 2021 using the standard methodology (137) and a 6.65yr supply using the Core Strategy figure (294).

Housing Needs

Wilpshire does not need 106 new homes, or of the type suggested by Persimmon, our specific comments on housing need are as follows:

There is a need in Wilpshire for bungalows and apartments for older people and flats/apartments/starter homes for young people in small developments across the village. There is less of a need for four and five bedroomed homes on greenbelt for families according to market activity displayed by property professionals. Affordable housing is needed.

The SHMA does, in fact, indicate that 2 bedroomed, 3 bedroomed houses and bungalows are the most needed housing types.

At page 80 of the SHMA a chart shows the main reasons why residents are looking to move house and in Wilpshire the main reason is to move to a smaller home.

Page 89 in the SHMA shows that there are more one person households in Wilpshire than any other category, therefore substantiating the need for flats, small 1 and 2 bedroomed homes and bungalows. There is also evidence to show that Ribble Valley has a higher proportion of people under 25 and over 60 than the North West Regional average, hence needing smaller houses and bungalows. There is no specific local assessment of housing need in Persimmon Homes housing needs survey, the borough wide survey is not indicative of Wilpshire's housing needs.

Housing and Space Standards

We asked if we could see the minimum quality standard policy for Persimmon homes and this has not been provided. The reason for our request is that there are many press reports about the poor housing standards in many of the Persimmon developments across the Country.

Salesbury View has many issues in terms of development as discussed in this objection, we are concerned about the standard of housing that Persimmon can deliver for Wilpshire. Social media is littered with testimonies from dissatisfied customers and information about serious safety failings, including Persimmon homes without proper fire protection.

Unfortunately Persimmon's reputation was tarnished when an Independent report in 2019 detailed serious building defects in newly built homes.

Additionally, there is little information about housing quality or space standards inside and outside the proposed housing units to enable proper assessment of suitable housing, accessibility or sustainability. We welcome the inclusion of open space at the entrance of the site and that is reasonably the only positive feature.

Access and Egress and Transportation

There are significant issues regarding access and egress to the site, it is steep and is unusable in Winter if there is snow or ice, residents are often forced to park on the main road, the A666.

The A666 through Wilpshire is the main route between Blackburn and Clitheroe and carries a huge amount of speeding traffic. Another 106 houses will increase that load exponentially and with it the danger of more RTAs especially as Salesbury View is close to the blind bend at The Knolle site.

There have been 3 fatal incidents on the stretch of road between the proposed development site and the traffic lights at the Wilpshire Hotel in recent years, causing the deaths of 4 people. More cars on Whalley Rd. will give rise to more accidents at the lights at the junction of Whalley Rd with Hollowhead Lane and Ribchester Rd.

Speeding drivers are common on the A666 and also down the Knowsley Rd to Ribchester Rd rat run, used to avoid the traffic lights on Whalley Rd. A recent speed survey measured peak speed at 49mph on the 20mph stretch.

Ramsgreave Rd from Wilpshire to Mellor Brook where many people travel to BAE Systems, Preston, and further out for work is a potential death trap with speeding round the bends. For much of that journey there is narrow pavement for walkers and is therefore extremely dangerous. The existence of 60mph national speed limit on the whole of Higher Ramsgreave Rd, Ramsgreave and the eastern part of Mellor Lane is a serious bone of

contention between residents and Lancashire County Council. It is a simple fact that more traffic will cause more deaths on that road.

In terms of travel to work patterns, Wilpshire has a high percentage of working age population (bearing in mind this number has risen in recent years as people live and work longer) who commute out of Wilpshire for employment and therefore create more than the average amount of traffic.

Climate Change and Air Quality

The development proposal will inevitably increase private car use and therefore local emissions to air resulting in negative effect on local air quality. There is little specific detail in the development proposals for the efficient use of energy, water and building materials or other environmental sustainability.

Topography and Geology

Wilpshire's topology encourages drainage issues as we all live on a hill. The proposed site lying above Whalley Rd is adjacent to land that has recently been developed and which has caused flooding issues across Whalley Rd for an extended period of time resulting in damage to property and road safety issues. We have suffered from flooding several times due to the drainage not being able to cope.

HAL2 is adjacent to a waterbody which could lead to pollutants entering the watercourse resulting in negative effect to the community. Site drainage will need to be designed to account for the flow of domestic pollutants away from the waterbody and to an appropriate treatment method.

The Ground Conditions works carried out found the northern portion of the site to be saturated at the surface, only the shallow boreholes were dry and some trial pits recorded ingress of water which is not suitable for property foundations.

Dynamic probing was used to determine the density of coarse soil deposits encountered at many of the trial pit locations, and results indicated loose, medium dense, dense and very dense sand deposits and soft, firm and stiff clays. Clay was an issue for developers at The Knolle site where only 5 houses were built. As soon as the sloping land was dug out, retained water in the clay soil seeped out and caused flooding to other properties, and that, coupled with drainage issues created flooding across the A666 giving rise to road safety issues and damage to properties on Station Road. When the water froze in Winter, the road conditions were lethal.

Ground conditions change due to the variable nature of natural deposits encountered across the whole of the site area, so foundations will need geotechnical expertise at each area of construction, otherwise the housing will be substandard.

Miller Homes rejected the site for housing not long ago because of the ground quality issues Document EN3 in the Core Strategy shows a bog and other issues with the land that preclude development.

As previously stated, we all live on a steep hill in Wilpshire, and houses from the top to the bottom of the hill have suffered damp or flooding over the years and no developer has yet solved those issues, so it is not sensible to build more houses on the steepest slopes when they are already waterlogged. There are other dryer, flatter sites more suitable for development.

Ecology

The HAL2 site encompasses ancient woodland that is natural habitat to many wildlife species, Deer, Owls, Woodpeckers, a variety of other birds and Bats to name a few it would be intolerable to destroy the natural environment of animals, plants and other organisms. The loss of greenfield land will affect biodiversity and may reduce habitat connectivity.

Persimmon's ecological survey falls short of any meaningful protection of wildlife, residents regularly see roe deer, rural foxes, hedgehogs and bats and Great Crested Newts in the woodland. A single short survey cannot possibly assess the ecological value of the site.

The inadequacy of the ecological survey and meagre measures suggested for protection of the wildlife noted on the survey indicate negligible knowledge of the site. The site is unsuitable for development and that is why other developers have shown interest and then realised the site has far too many challenges.

Transportation and Economic Benefits

Wilpshire has good road connections to other parts of Lancashire and proximity to the motorway network, and a local train station that covers the route Clitheroe to Rochdale. This is both an opportunity for inward investment to Ribble Valley but also a threat as it enables the Borough's residents to easily commute to neighbouring boroughs for employment leading to a leakage of skills and daily spending.

However the A666 is extremely busy, I have seen cars overtaking coming through the lights at the Ramsgreave/Parsonage junction and also [REDACTED] due to the amount of traffic. It was absolute carnage the other week when we had a little bit of snow as all the other routes were inaccessible.

There is no guarantee that additional housing in Wilpshire will bring significant economic benefit to the village or the borough as a whole, though it is accepted that the

actual development of housing will create jobs for any suitable candidates inside or outside the borough.

Facilities

There are no local NHS doctors' surgeries or dentists in Wilpshire and East Lancashire Health Authority has supported this assertion. There are no schools, no children's play areas, no post office or newsagent in Wilpshire.

Wilpshire only has a butchers, a homecare agency, 1 pub, a golf club and 1 church. This is hardly sufficient for the current number of residents.

Section 106 monies should be sought for all the facilities lacking in Wilpshire.

Conclusion

The loss of greenfields would be a huge, irreplaceable loss to Wilpshire's landscape and village setting.

Extensive work on the land would have to be carried out to make any proposed development at HAL2 a viable option for sustainable housing which will satisfy the issues described above. Viability of this development will be tested by the costs involved in trying to make the site fit for housing, and affordable housing must not be traded off in the interests of mounting costs.

The housing proposal is of overbearing, unsightly properties behind Whalley Rd. on greenfield land which will spoil Wilpshire's landscape.

The proposal is not sympathetic to the ecological and geological features of the site and will ruin the natural habitat of many animal species.

A housing development of circa 106 houses is not needed or wanted in Wilpshire and proposed housing is not of the type required in our village.

This proposed development will affect air quality and road safety in terms of increased traffic on already dangerous road networks.

Previous developers have walked away from this site for various reasons, some of which are detailed in this objection.

There is insufficient evidence that the proposed development will create significant economic benefit in Wilpshire.

Facilities in Wilpshire are scant.

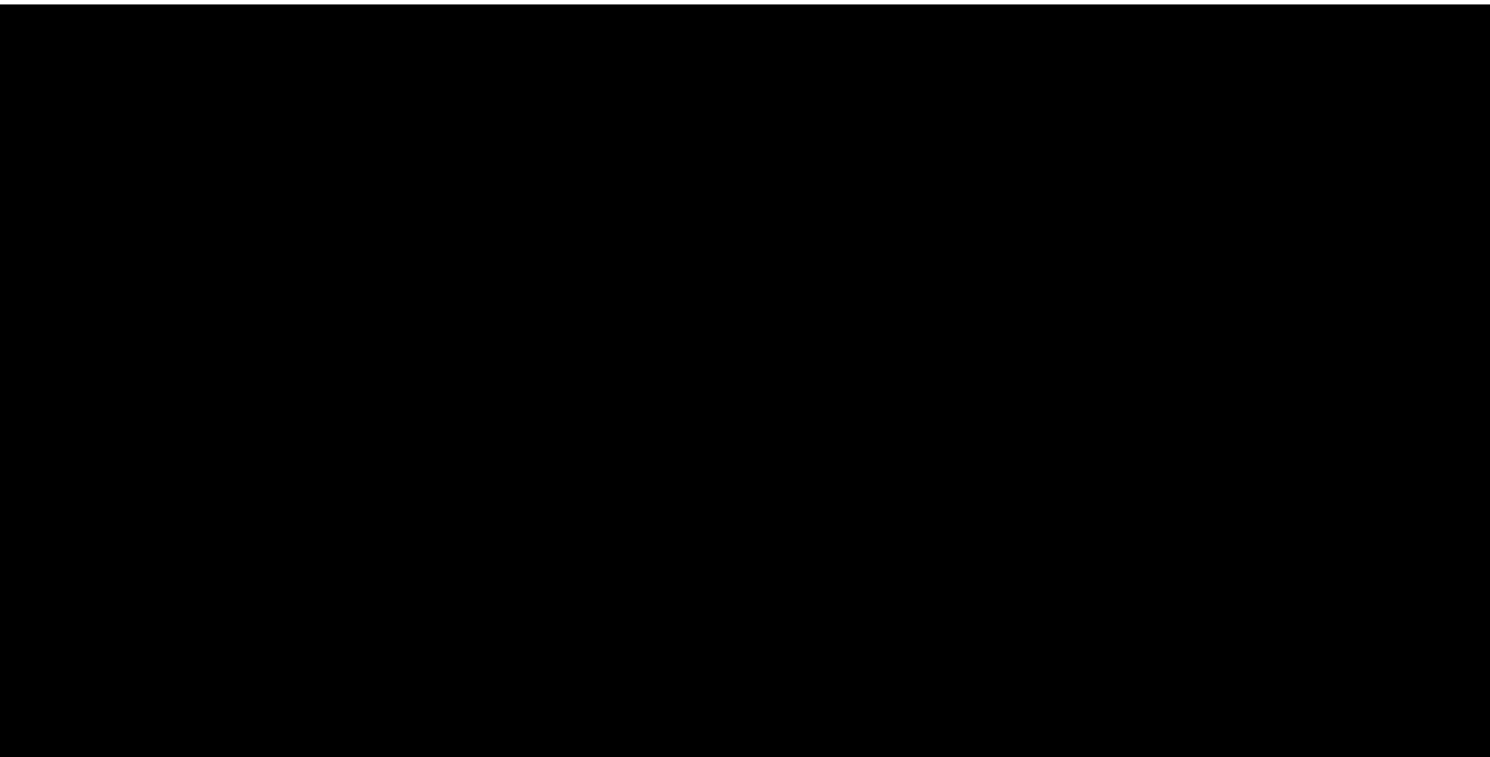
Overall the development is not a sustainable proposal for Wilpshire and we object to the planning application in the strongest terms.

To the planning team.

Please see attached, and in addition

Regarding the proposal of 106 new homes, I don't agree that this should go ahead and have concerns regarding flooding and extra traffic. [REDACTED] site and [REDACTED] numerous occasions, if we take away more of the green fields that act as a soak away I dread to think what would happen, the drains on the main road (the ones that are working) can't cope as it is when the weather is bad. I'm also concerned about the extra traffic, cars already use Whalley Road as a racing track, overtaking coming through the lights and pulling onto the main road is very dangerous, it can often take quite a while to get out as it's the main road through to Blackburn from Lango, Whalley and Clitheroe. What other infrastructure is being put in place to accommodate all the extra people? There isn't enough waste bins or dog poo bins for the residents that are already living there so I can only imagine the extra rubbish that its going to create, what about schooling and Dr's too, how are they going to manage. There are too many new houses being built within the Ribble Valley, why don't they spend time doing up the areas that have been neglected and make them nicer for people to want to live there. Stop taking up all the fields, what about all the wildlife too. We need more green space not concrete.

Kind Regards,



Objections to Planning application 3/2022/0115

Salesbury View, Wilpshire

Consultation Process

Thank you for the opportunity to respond to the planning consultation for the proposed Persimmon Homes development of 106 homes at Salesbury View, Wilpshire. We are disappointed that a consultation event displaying plans could not be arranged for all our residents as we suggested. Questions could then have been considered and answered directly as major development in our village is an extremely important issue for our residents and there are numerous matters of concern. We accept that Omicron was a consideration but this is something that could have been managed with masks and restrictions on numbers.

The delivery of leaflets on the 20th December 2021 and deadline of 7th January 2022 was too short a time for residents' response given the timing over the Christmas and New Year period, a distinct disadvantage that rendered the consultation less effective in terms of assessing public opinion.

Residents commented that the plan of HAL 2 on the leaflet was too small to assess the prospective development site in detail.

We are aware that Persimmon did not have to consult with residents but as they did and it proved an inadequate exercise, it has left a trail of mistrust amongst residents.

Principle of Development

Whilst HAL2 has been taken forward by Ribble Valley Borough Council as a preferred site for housing and economic development in Wilpshire, it has been specifically noted in the document that the site could result in negative effects on local landscape character through the development of greenfield land and given the scale of the site, negative effects could be significant locally. This is true, this development is simply in the wrong place.

Mitigation of these negative effects will not hide the destruction of greenfields in Wilpshire, nor the destructive cumulative effect of the borough's townscapes and landscapes. The indicative site layout does not allay the sense of overcrowding on the site, 106 houses are far too many for the site and spoil the open fields and landscape character of Wilpshire. Salesbury View will appear as a congested and overbearing development, an eyesore.

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However, at the initial hearing of the Core Strategy the Planning Inspector asked that the Council give specific, considered housing numbers for Ribble Valley villages so that there was clarity about the spread of new development. That was a clear indication of an expected ceiling for the number of houses that villages could reasonably accommodate, including Wilpshire.

The residual number of 32 is, in fact, the acceptable number of houses for Wilpshire to now accommodate in terms of the Planning Inspector's expectations, and indeed ours.

Also given that Ribble Valley Council has overachieved at Key Statement H1 on the 5 year supply of housing across the borough, there is currently no requirement for additional housing in Wilpshire. The Council evidenced a 14.2 yr supply of housing at 31st March 2021 using the standard methodology (137) and a 6.65yr supply using the Core Strategy figure (294).

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There are significant issues regarding access and egress to the site, it is steep and is unusable in Winter if there is snow or ice, residents are often forced to park on the main road, the A666.

The A666 through Wilpshire is the main route between Blackburn and Clitheroe and carries a huge amount of speeding traffic. Another 106 houses will increase that load exponentially and with it the danger of more RTAs especially as Salesbury View is close to the blind bend at The Knolle site.

There have been 3 fatal incidents on the stretch of road between the proposed development site and the traffic lights at the Wilpshire Hotel in recent years, causing the deaths of 4 people. More cars on Whalley Rd. will give rise to more accidents at the lights at the junction of Whalley Rd with Hollowhead Lane and Ribchester Rd.

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Ramsgreave Rd from Wilpshire to Mellor Brook where many people travel to BAE Systems, Preston, and further out for work is a potential death trap with speeding round the bends. For much of that journey there is narrow pavement for walkers and is therefore extremely dangerous. The existence of 60mph national speed limit on the whole of Higher Ramsgreave Rd, Ramsgreave and the eastern part of Mellor Lane is a serious bone of

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The development proposal will inevitably increase private car use and therefore local emissions to air resulting in negative effect on local air quality. There is little specific detail in the development proposals for the efficient use of energy, water and building materials or other environmental sustainability.

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Wilpshire's topology encourages drainage issues as we all live on a hill. The proposed site lying above Whalley Rd is adjacent to land that has recently been developed and which has caused flooding issues across Whalley Rd for an extended period of time resulting in damage to property and road safety issues.

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The Ground Conditions works carried out found the northern portion of the site to be saturated at the surface, only the shallow boreholes were dry and some trial pits recorded ingress of water which is not suitable for property foundations.

Dynamic probing was used to determine the density of course soil deposits encountered at many of the trial pit locations, and results indicated loose, medium dense, dense and very dense sand deposits and soft, firm and stiff clays. Clay was an issue for developers at The Knolle site where only 5 houses were built. As soon as the sloping land was dug out, retained water in the clay soil seeped out and caused flooding to other properties, and that, coupled with drainage issues created flooding across the A666 giving rise to road safety issues and damage to properties on Station Road. When the water froze in Winter, the road conditions were lethal.

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The HAL2 site encompasses ancient woodland that is natural habitat to many wildlife species, it would be intolerable to destroy the natural environment of animals, plants and other organisms. The loss of greenfield land will affect biodiversity and may reduce habitat connectivity.

Persimmon's ecological survey falls short of any meaningful protection of wildlife, residents regularly see roe deer, rural foxes, hedgehogs and bats and Great Crested Newts in the woodland. A single short survey cannot possibly assess the ecological value of the site.

The inadequacy of the ecological survey and meagre measures suggested for protection of the wildlife noted on the survey indicate negligible knowledge of the site. The site is unsuitable for development and that is why other developers have shown interest and then realised the site has far too many challenges.

Transportation and Economic Benefits

Wilpshire has good road connections to other parts of Lancashire and proximity to the motorway network, and a local train station that covers the route Clitheroe to Rochdale. This is both an opportunity for inward investment to Ribble Valley but also a threat as it enables the Borough's residents to easily commute to neighbouring boroughs for employment leading to a leakage of skills and daily spending.

However the A666 is extremely busy.

There is no guarantee that additional housing in Wilpshire will bring significant economic benefit to the village or the borough as a whole, though it is accepted that the actual development of housing will create jobs for any suitable candidates inside or outside the borough.

Facilities

There are no local NHS doctors' surgeries or dentists in Wilpshire and East Lancashire Health Authority has supported this assertion. There are no schools, no children's play areas, no post office or newsagent in Wilpshire.

Wilpshire only has a butchers, a homecare agency, 1 pub, a golf club and 1 church. This is hardly sufficient for the current number of residents.

Section 106 monies should be sought for all the facilities lacking in Wilpshire.

Conclusion

The loss of greenfields would be a huge, irreplaceable loss to Wilpshire's landscape and village setting.

Extensive work on the land would have to be carried out to make any proposed development at HAL2 a viable option for sustainable housing which will satisfy the issues described above. Viability of this development will be tested by the costs involved in trying to make the site fit for housing, and affordable housing must not be traded off in the interests of mounting costs.

The housing proposal is of overbearing, unsightly properties behind Whalley Rd. on greenfield land which will spoil Wilpshire's landscape.

The proposal is not sympathetic to the ecological and geological features of the site and will ruin the natural habitat of many animal species.

A housing development of circa 106 houses is not needed or wanted in Wilpshire and proposed housing is not of the type required in our village.

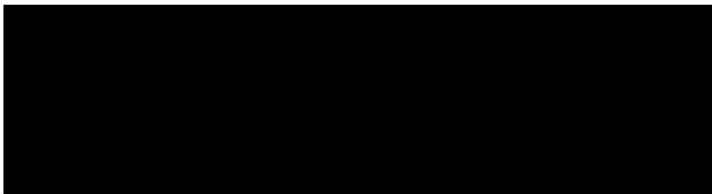
This proposed development will affect air quality and road safety in terms of increased traffic on already dangerous road networks.

Previous developers have walked away from this site for various reasons, some of which are detailed in this objection.

There is insufficient evidence that the proposed development will create significant economic benefit in Wilpshire.

Facilities in Wilpshire are scant.

Overall the development is not a sustainable proposal for Wilpshire and we object to the planning application in the strongest terms.



From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 19 November 2025 16:55
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-766947677

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to East of Salisbury View Wilpshire

Comments: The traffic through Brownhill is already at an unsustainable level. The last lot of houses that were built up Parsonage Road had a major impact on the main route out of Wilphire, Whalley, Clitheroe etc. The only alternative was to go up Parsonage Road over to Sunny Bower which is also being built up and will greatly impact that route too. How are people to get to work , this will just create another bottleneck. Not to mention the oversubscribed GP, school facilities.

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 19 November 2025 14:27
To: Planning
Subject: Planning Application Comments - 3/2025/0801 FS-Case-766880701

Planning Application Reference No.: 3/2025/0801

Address of Development: Land to east of Salesbury View

Comments: This application should be refused.

The development will be too dominant on the hillside and out of character with the area.

The development will decrease the natural land drainage/soakaway and increase the risk of flooding on Whalley Road and down the valley to Showley Brook and Knowsley Road. Significant surface water already collects on Whalley Road during periods of heavy rain.

The access to the development via Salesbury View is very steep and lead to safety concerns especially in icy/snowy and very wet conditions. Who will be responsible for gritting the access in icy/snowy conditions?

The junction of Salesbury View & Whalley Rd will be a significant safety concern to pedestrians and vehicles due to the volume of traffic, especially for those cars turning right out of Salesbury View. A666 Whalley Rd is very busy already; this development will increase the risk to pedestrians. The pavement from Salesbury View to Parsonage Road is very narrow & the A666 is difficult to cross which will be a significant risk to pedestrians.