

RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

DEFER AND DELEGATE

DATE: 24 SEPTEMBER 2026
REF: KH
CHECKED BY: LH

APPLICATION REF: 3/2025/0997

GRID REF: SD 372961 440676

DEVELOPMENT DESCRIPTION:

OUTLINE APPLICATION FOR THE ERECTION OF UPTO 115 DWELLINGS, INCLUDING AFFORDABLE HOUSING, WITH PUBLIC OPEN SPACE, LANDSCAPING, SUSTAINABLE URBAN DRAINAGE (SuDS) AND VEHICULAR ACCESS. ALL MATTERS RESERVED EXCEPT FOR ACCESS AT LAND OFF HENTHORN ROAD, CLITHEROE



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

CLITHEROE TOWN COUNCIL

Object to this application for the following reasons:

- There are already serious concerns about the amount of traffic which uses Henthorn Road, both for residential purposes and to visit the recycling centre. Further development would intensify these traffic concerns. In particular, at certain times, the amount of traffic on the road could cause problems for emergency vehicles requiring prompt access to attend an incident.
- An independent traffic survey should be undertaken on Henthorn Road, during school term time.
- Consideration should now be given to re-locating the recycling centre to another site in the town which has more than one access road.
- If further development were permitted, site traffic would exacerbate the already difficult traffic situation on Henthorn Road.

ENVIRONMENT AGENCY:

No objections but make the following comments:

We have reviewed the Flood Risk Assessment and are satisfied that the development would be safe without exacerbating flood risk elsewhere if the proposed flood risk mitigation measures identified are implemented.

Pendleton Brook is a designated statutory 'main river'. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place.

LCC ARCHEOLOGY:

This application is for the development of houses on open land to the southwest of Clitheroe, where a previous application (3/2019/0999) for 160 houses was submitted and refused. This application is accompanied by a Heritage Desk Based Assessment (DBA, Pegasus Group, December 2025) which provides historic and archaeological background on the proposed development site. The DBA makes reference to known heritage assets within the site and 500m buffer zone and show that the development does not directly affect any designated or undesignated heritage assets. Impacts on the setting of a small number of designated heritage assets outside of the proposed development area are assessed, concluding that there would not be any impact on their heritage significance. It also assesses the potential for the presence of as-yet unknown archaeological remains of pre-historic, Romano-British, post-medieval agricultural practices within the site "unlikely to be of heritage significance and would not amount to a constraint to development".

Whilst we generally agree with these conclusions, we would qualify it with reference to our previous comments (DBA 3.6) to repeat that we conclude that the potential for remains of high significance to be present is low – this relates to remains that may merit preservation in situ at the expense of the development, not that there is low potential for any early remains to be present.

We do not consider that this potential indicates that the site needs to be investigated prior to a planning decision being made but would instead recommend that a formal condition requiring a phased scheme of post-consent investigations be added to any planning consent granted to this application.

LOCAL HIGHWAYS AUTHORITY (LCC HIGHWAYS):

Lancashire County Council acting as the Local Highway Authority (LHA) does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site subject to conditions being attached to any grant of permission relating to Construction Method Statement, construction site access, visibility splays, estate roads – construction, maintenance and management, driveways and parking, car storage, use of garages and footpath connections.

LEAD LOCAL FLOOD AUTHORITY:

The Lead Local Flood Authority has no objection to the above application, subject to the inclusion of recommended conditions relating to submission of a detailed and final surface water drainage strategy, a construction surface water management plan, a sustainable drainage system operation and management plan and the submission of a verification report for the construction of the sustainable drainage system

LOCAL EDUCATION AUTHORITY:

An education contribution is not required towards this development at this time.

NATURAL ENGLAND:

No objection as the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.

The site is close to a nationally designated landscape namely the Forest of Bowland Natural Landscape and impacts on this and delivery of its statutory purpose to conserve and enhance the area's natural beauty can be determined locally.

UNITED UTILITIES:

All options for sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

Recommend a drainage condition is attached to any grant of permission.

We have reviewed the odour information and have no further comments to make. However, as the proposed development is located in close proximity to an operational wastewater treatment works, we request the following condition is included on any subsequent decision notice to ensure appropriate amenity for future residents.

A public sewer crosses the site and we will not permit building over it. We require an access strip for maintenance or replacement and this access must not be compromised in any way.

GREATER MANCHESTER ECOLOGY UNIT:

A range of ecology surveys and assessments have been submitted, additional surveys may be required to inform a future, detailed reserved matters and /or pre commencement should this outline application be approved.

The development will not affect any sites specially designated for their nature conservation importance.

To protect retained habitats and as a general wildlife protection measure, a Construction Environmental Management Plan is required to be prepared.

As a precaution an updated badger survey should be undertaken prior to any site clearance.

The development should avoid overly intrusive lighting of habitats with a sensitive lighting plan required by condition.

If permission is granted Reasonable Avoidance Method Statement should be provided which includes details of measures to be taken to avoid harm during construction for amphibians, otters, brown hare's foxes, deer and hedgehogs.

Precaution should be taken throughout any site clearance works and groundworks to avoid harm to nesting birds. All nesting birds, their eggs and young are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

A range of bird nesting boxes (including swifts) should be provided throughout the site as part of any proposals to enhance biodiversity on the site.

It is noted that it is planned to move a barn owl nest box as part of this scheme. Barn owls carry a high level of legal protection under the terms of the Wildlife and Countryside Act 1981 (as amended). The new location of barn owl nesting provision should be included in any detailed plans which may be prepared for the development.

Biodiversity Net Gain

It is accepted that the development could likely achieve a required 10%+ net gain through on-site landscaping and improvements to existing habitats.

The on-site habitats would be significant and therefore a long term Habitat Management and Monitoring Plan will be required together with a S106 agreement to secure the BNG provision and monitoring in the long term.

Biodiversity enhancements for species should be incorporated into any detailed landscape proposals which may prepared for the scheme (for example hedgehog highways, native planting which would benefit pollinating invertebrates).

NHS LANCASHIRE AND SOUTH CUMBRIA INTEGRATED CARE BOARD (ICB):

Request a contribution of £75,680 towards the extension of Clitheroe Health Centre.

THIRD PARTY RESPONSES:

During the period of formal consultation, over 120 representations objecting to the application were received to the proposal with the main points summarised as follows. Where multiple responses have been received from the same person have been recorded as one:

- Increased traffic through Montague Place, an unsuitable narrow road, the access to the estate should be off of Henthorn Road;
- Additional traffic due to around two hundred more cars across Clitheroe's road network especially during peak times to reach A59 as the majority of people will not work in Clitheroe. Therefore, there is a need for a link road due to Henthorn Road being effectively a cul-de-sac;
- Henthorn Road is narrow and unsuitable, especially with recycling centre traffic and increased car flows will make it more difficult to cross;
- Some of the traffic data used is 6 years old and was conducted during COVID 19;
- Increased on road and pavement parking will cause more congestion;
- Speeding already occurs on Henthorn Road and more dangerous driving may occur as a result of the new estate;
- Congestion will compromise emergency vehicle access;
- Limited public transport or active travel access which is a sustainability concern due to no cycle lanes and the distance from Clitheroe's train and bus interchange. Residents would, therefore, be reliant on private vehicles;
- Poor existing road condition where roads have been resurfaced poorly;
- Safety risks to children and elderly due to poor/ no footpaths;
- Henthorn Road is unsuitable for pedestrians beyond Waterfall Gardens;
- Harm to visual amenity, rural character and agricultural land;
- The scale, density and design are not in keeping with the rural nature of the area;
- A previous application has been rejected (3/2019/0999) for intrusion to countryside;
- The site lies outside the settlement boundary of Clitheroe;
- Risks to biodiversity and conservation in the area around Ribble River, the pond, and hedgerows;
- Concern for the impact on wildlife such as deer, ducks, fish, water voles. The development is also near the brook with wildlife such as herons and otters;
- There are barn owls in the area which have been seen over the site;
- Owl box attached to an adjacent tree is occupied by owl and young this needs to be protected;
- Flood risk due to previous water logging occurring on the proposed development fields;
- Pressure on oversubscribed schools and nurseries;
- Pressure on health services;
- The local sewer network is unable to cope;
- Pressure on the town of Clitheroe and its shops and parking;
- Ingleton Crescent being used for children to play will become a site access route;
- Ongoing construction at Montague Place makes access unsafe;
- No demonstrated local housing need;
- Increased noise and traffic pollution; and
- Conflicts with the Core strategies policies DMG1 and DMG2 which require development to protect residential amenity.

Site Description and Surrounding Area

- 1.1 The application relates to a greenfield area of land approximately 7.17 hectares which comprises of grassed fields. A small watercourse and public footpath cross the site and the site is bounded by mature boundary planting in the form of hedgerows and trees.
- 1.2 The site is located approximately 1.7km to the west of Clitheroe. Although the site lies wholly outside of the settlement boundary within open countryside, it is immediately adjacent the settlement boundary to Clitheroe on its northern boundary. The application site is adjacent to Henthorn Road which divides the site in two.
- 1.3 The smaller, northern parcel of land is bounded by hedgerow, with open fields and Siddows Hall sited to the northwest, existing housing and SuDs pond to the northeast, woodland to the West and Henthorn Road to the South.
- 1.4 The larger, southern parcel of land is bounded by hedgerow alongside Henthorn Road to the North and separated from existing housing to the northeast boundary by hedgerow, occasional trees and a watercourse. The southeast boundary is defined by a hedgerow with mature trees and links to Pendleton Brook which defined the southern edge of the site. A pair of semi-detached properties Langdale and The Oaks adjoin the south-west corner of the site.
- 1.5 Siddows Farmhouse (Grade II Listed) is located approximately 250m to the west of the site separated by the Ancient Woodland.
- 1.6 Clitheroe Waste recycling Centre lies 325m to the east and Wastewater Treatment Works lies 155m to the southeast. There is also an established form of residential development to the further northeast and east of the site.
- 1.7 There are public rights of way in the area including 3-1-FP17 which runs across the southern part of the application site and connects to other Public Rights of Way including the Ribble Way to the southwest boundary.
- 1.8 The site includes areas of land located within Flood Zone 3 (high risk) and Flood Zone 2 (medium risk). These risks are associated with minor/ordinary watercourses on the site, which have now been included as modelled catchments following updates to Flood Zones.
- 1.9 The northern parcel of land would utilise the existing access from Ingleton Crescent via Waterfall Gardens off Henthorn Road whilst the larger southern parcel of land would have a new access off Henthorn Road with a free-spanning bridge over the watercourse. It is anticipated that 35 no. of dwellings would be sited on the smaller (northern) parcel of the site and 80 no. dwellings on the larger (southern) parcel.
- 1.10 The southern site is also in close proximity to the Wastewater Treatment Works over 200m to the south, Household Waste Disposal Centre sited over 350m to the southwest, as well as a Solar panel array and gas turbine erected for the former landfill site over 100m to the south.

2. **Proposed Development for which consent is sought**

- 2.1 The application seeks outline permission for up to 115 dwellinghouses with the submitted masterplan indicating areas for landscaping, play areas, sustainable drainage. The submitted Framework Plan indicates 3.13ha of built form within an overall site area of 7.17ha. This equates to 36 dwellings per hectares (dph).
- 2.2 A new vehicle access would be formed Henthorn Road which would serve the larger southern part of the site and via the highway network which serves the existing residential development to the north of the site.
- 2.3 All matters are reserved saved for access.

3. **Relevant Planning History**

3/2019/0999 – Outline planning application for the erection of up to 160 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Henthorn Road. All matters reserved except for means of access – Refused.

This application was refused on the grounds of the site being outside of the settlement boundary and insufficient justification was provided to demonstrate a local need and quantity and density of the development within the open countryside would result in a development of significant detriment to the character and visual amenity of the area. This decision was at a time when the Council could demonstrate a five year housing land supply position and had suitable sites allocated within the HEDS.

Although this application is for the same site the current position now differs in that the Council does not have a five year housing land supply and therefore sites outside of the settlement boundary need to be considered and the tilted balance is engaged. If this site is found to be sustainable then the weight to be given to housing in this location would be substantial.

3/2018/0688 – Outline planning application for the erection of up to 110 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Henthorn Road. All matters reserved except for means of access – Refused – Appeal Allowed.

This application was refused on the grounds of an unsustainable form of development, in open countryside with a lack of cycling and pedestrian access to the town centre resulting in future residents reliant on the car. This decision was made at a time when the Council could demonstrate a five year housing land supply position and was in the process of allocating suitable sites as part of the HEDS.

This application is not for the same site but lies adjacent to this site, the position at the decision making stage, and subsequently confirmed at Appeal by the Inspector during the Public Inquiry, was that the Council had a five year housing land supply and therefore the tilted balance set out in paragraph 11d of the National Planning Policy Framework was not engaged. The Inspector reached the conclusion that whilst the site was outside of the settlement and there were concerns in respect of the walking distance into the town centre, the site was adjacent to existing residential development and the routes into town are not

unduly long or strenuous on good, direct footway infrastructure and that whilst some parts have moderate gradients this is common in area and would not be a deterrent to walking. Thus, with little difference in walking distances for protective residents and the existing, the Inspector considered that the proposed development would be adequately accessible to local facilities and the town centre.

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1: Development Strategy
Key Statement DS2: Sustainable Development
Key Statement EN2: Landscape
Key Statement EN3: Sustainable Development and Climate Change
Key Statement EN4: Biodiversity and Geodiversity
Key Statement H1: Housing Provision
Key Statement H2: Housing Balance
Key Statement H3: Affordable Housing
Key Statement DMI1: Planning Obligations
Key Statement DMI2: Transport Considerations

Policy DMG1: General Considerations
Policy DMG2: Strategic Considerations
Policy DMG3: Transport & Mobility
Policy DME1: Protecting Trees & Woodland
Policy DME2: Landscape & Townscape Protection
Policy DME3: Site and Species Protection and Conservation
Policy DME6: Water Management
Policy DMH1: Affordable Housing Criteria
Policy DMH3: Dwellings in the Open Countryside
Policy DMB4: Open Space Provision
Policy DMB5: Footpaths and Bridleways

Ribble Valley Housing and Economic Development DPD:

National Planning Policy Framework (NPPF)

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

5.1.1 This outline application is for the construction of up to 115 dwellinghouses. The site lies outside of the settlement boundary of Clitheroe which is designated a Principal Settlement. This site is not an allocated housing site (HS2) and therefore the principle of housing in this location needs to be considered. Key Statements DS1 and DS2 of the Core Strategy aim to steer development towards Clitheroe, Whalley and Longridge as the most sustainable locations in the Borough.

5.1.2 The previous application submitted in 2019 (3/2019/0999) for up to 160 dwellings and subsequently refused in 2021 was found to be unacceptable due to its location within open countryside, the amount of proposed development and density failing

to relate to adjacent built form to the detriment of the character and visual amenity of the area.

- 5.1.3 This application differs from that proposal in terms of the amount of built form and pattern and form of development and although the site remains outside of the settlement boundary the proposed density would only be 16.4 dph as opposed to 22.32dph on the refused scheme. Moreover, the current position is that the Council does not have a five year housing land supply. Furthermore, since then further housing development (approved at appeal) has been built out on land adjacent to this site resulting in the settlement boundary being extended to includes those developments. Nevertheless, this site and the proposal shall be fully assessed against up-to-date policies as required by the National Planning Policy Framework.
- 5.1.4 In this case the site is outside of the settlement boundary for Clitheroe which lies immediately to the east of the larger parcel and 45m to the east of the smaller parcel. The site is not an allocated housing site, therefore there is conflict with Key Statements DS1 and DS2 of the Ribble Valley Core Strategy 2008 – 2028. KS DS1 is considered to be out of date in terms of the sustainability and facilities provided with the Tier 1 and Tier 2 Villages. The Principal Settlements of Clitheroe, Longridge and Whalley are still considered the most sustainable.
- 5.1.5 Key Statement H1 which sets out the required housing provision for the Borough is out of date in this respect.
- 5.1.6 A recent appeal decision at Chatburn (APP/T2340/W/25/3372635) confirmed that the Council no longer has a five year housing land supply and on that basis sites which fall outside of the settlement boundary on unallocated sites need to be considered in terms of whether they are a suitable housing site.
- 5.1.7 In this case the site is near to the settlement boundary with acceptable forms of sustainable transport provision located close by. The site can accommodate the amount of development proposed and would therefore positively contribute towards the Council's five year housing land supply.
- 5.1.8 In terms of local facilities and sustainable travel the suggested acceptable walking distances to common facilities are 200m (desirable) 400m (acceptable) and 800m (maximum) with schools 500m (desirable) 1km (acceptable and 2km (maximum). Walking neighbourhoods are typically characterised by a range of facilities within a 10 minute walk or 800m. An 800m walk references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km. Cycling is also a potential mode for shorter trips up to a threshold of 5 miles or 8km.
- 5.1.9 In this respect the nearest community facilities to the site these include a Community Church, Social Services Day Centre as well as public houses/restaurants located within 2km of the site.
- 5.1.10 The nearest primary school is at Edisford Road 1km away to the northeast with the nearest High School together with Bambino's children's nursery (Garnett Road) 800m to the east.

- 5.1.11 There are nearby shopping facilities with a small Morrisons located on Henthorn Road, a Spar shop on Edisford Road (there is also footpath access to the Aldi store on Whalley Road on the outer edge of town which is approximately 0.82 miles and would take 20m to walk along the Public Right of Way which is partly surfaced). There are also local beauticians and hairdressers nearby.
- 5.1.12 At present there are suitable walking and cycling routes and these have been earmarked for improvements as part of the mitigation measures for this development and will aid the sustainability of the site. An existing circular bus service to/from Clitheroe town centre runs every 30 minutes from Blakewater Road/Lune Road between 07.24 and 18.39 Monday to Saturday with a 12 min journey into the centre of town which provides access to Supermarkets and a wide range of facilities. In terms of walking distances, it is approximately 2km into the centre of town which would take approximately 30 minutes to walk. It is understood that there are quicker routes to walk and cycle which would be around 20 minutes albeit these involve crossing Henthorn Park or the railway line and therefore these might not be suitable for all and would limit the number of items you could carry i.e. bike, pram shopping etc.
- 5.1.13 Therefore, whilst the site is located outside of the settlement, taking into account the proximity to the settlement boundary, the accessibility of local facilities in the area and proximity in walking distances, as well as the comments from the Planning Inspector in the most recent Appeal Decision, it is accepted that, with improvements as set out below, the site is considered to be sustainable and therefore this development would be acceptable in principle subject to compliance with the material planning considerations outlined below.

5.2 Impact upon Residential Amenity:

- 5.2.1 The proposed 115 units would be a mixture of different house types, which it is understood, would reflect those on the adjacent residential developments.
- 5.2.2 The northern parcel is bounded to the West by an existing development and to the North and East by open fields with ancient woodland also located to the eastern side. To the South is Henthorn Road and beyond that the second part of this residential development. The settlement boundary located to the east and southern boundary. The southern parcel is bounded by Henthorn Road to the North, existing housing development to the East and by open fields with the South and West.
- 5.2.3 Policy DMG1 seeks to ensure that development proposals do not adversely impact on the surrounding area and provides adequate day lighting and privacy distances.
- 5.2.4 There are a number of existing residential dwellings which are located near to the site. These include established farms and dwellings such as Siddows Hall approximately 20m to the north, and 16 - 24 Ingleton Crescent approx. 18m to the east of the northern site, there are residential properties on Tintagel Way and Portchester Rd, and 44 - 48 Ludlow Road which lie along the eastern boundary of the southern site with The Oaks and Langdale (pair of semi-detached properties) sited to the west of the southern site with no build form proposed to the rear and approx. 100m, to the nearest part of the development. Siddows Farmhouse lies

approximately 250m to the west of the northern site, which is Grade II Listed. There are also newer properties that have recently been constructed on the Miller Homes development further to the east which are sited sufficient distance away from the site boundary to not be directly affected in terms of amenity.

- 5.2.5 Additional planting is proposed and the existing hedgerow boundaries retained as much as possible which will help to soften the scheme and provide an appropriate landscaped setting for the development. Appropriate residential boundary treatments and planting can also be secured at the design stage.
- 5.2.6 The precise relationship between the proposed dwellings would be considered in more detail at Reserved Matters stage. The submitted illustrative plans indicate that this amount of development can be accommodated within the site parameters whilst maintaining provision for sufficient privacy distances and amenity space.

5.3 Visual Amenity/External Appearance

- 5.3.1 With regard to the National Landscape Character Assessment the site falls within National Character Area 33 'Bowland Fringe and Pendle Hill'. There are key characteristics relevant to the site and vicinity which provide an overview of the wider landscape character.
- 5.3.2 With regard to a Landscape Strategy for Lancashire (2000) the site falls within Lancashire Character Type 5e, Lower Ribblesdale (Clitheroe – Gisburn). The assessment identifies local forces for changes and their landscape implications.
- 5.3.3 This parcel of land slopes gently from around 58m at the northwest boundary to approximately 51.5m at the southern corner adjacent to Henthorn Road. The larger parcel of land includes a small watercourse which runs close to and broadly parallel with Henthorn Road and outfalls into Pendleton Brook which defines part of the southern boundary of the site. The site levels fall generally from 59.8m in the northeast corner to around 50m at the top of the bank within the southwest corner. The southern corner of the site incorporates level changes and several stepped banks down to Pendleton Brook.
- 5.3.4 Large-scale changes which introduce new or intrusive elements into a view are more likely to be significant than small changes to existing features already present. It is this magnitude of change that is considered together with the sensitivity of receptors and magnitude of the effects. These can be major, moderate, minor or negligible.
- 5.3.5 With regard to a Landscape Strategy for Lancashire (2000) the site falls within Lancashire Character Type 5e, Undulating Lowland Farmland. The assessment identifies local forces for changes and their landscape implications which includes hedgerows along field boundaries, mixed farmland, copses and hedgerow trees.
- 5.3.6 The site is screened to some extent by mature hedgerow and trees with views afforded from adjacent fields including the public right of way network and the adjacent highway there will also be private views afforded from residential properties on the settlement edge of Clitheroe and existing properties located within the open countryside.

- 5.3.7 In order to mitigate the proposed development, the existing hedgerows and trees would be retained wherever possible and landscape proposals incorporating new tree planting where possible throughout the site.
- 5.3.8 This would assist in the development being able to be successfully assimilated into the landscape in the longer term whilst respecting the character of the area and patterns of adjacent development.
- 5.3.9 As such, when considering the nature of the surrounding built form, the overall density of the proposed development would be acceptable.
- 5.3.10 Therefore, the development accords with policy DMG1 of the Ribble Valley Core Strategy 2008 – 2028 and paragraphs 129 and 135 of the National Planning Policy Framework.

5.4 Highway Safety and Accessibility:

- 5.4.1 The proposal is referenced in the Transport Assessment as phase three with phase two now built out by Miller Homes. Phase two was initially refused under application 3/2018/0688 and allowed on appeal.
- 5.4.2 The site access would be located off Henthorn Road which is unclassified (U23221) for the larger southern site and utilising the unadopted Ingleton Crescent (X11050) and Waterfall Gardens (X11046) for the smaller northern site.

5.4.3 **Construction traffic**

The northern part of the site should have construction traffic taken directly from Henthorn Road. To prevent damage to the road surface of Waterfall Gardens or Ingleton Crescent. This will also reduce conflict with residential traffic and eliminate the risk of damage. Detailed design of the temporary access(es) must be agreed at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit both sites in forward gear.

5.4.4 **Site Access**

Henthorn Road (unclassified) is subject to a 20mph speed limit.

A traffic survey has been undertaken in November 2024. The recorded 7-day 85th percentile speeds were found to be 32.4 mph Northbound (to the left) and 32.5mph Southbound (to the right).

As such, the visibility splays at the southern site access with Henthorn Road of 2.4m by 46m in both directions. With a slight amendment, to remove the 1m off set to the visibility splay which the LHA find acceptable.

The data demonstrates that there is a lack of self-compliance of the speed limit on Henthorn Road and subsequently we would request that mitigation measures are provided to address these concerns. It is understood that the

applicant has shown a traffic calming scheme as part of the site access layout. A robust traffic calming scheme including signing and road markings to reinforce the 20mph speed limit shall be undertaken as part of a technical detailed design under a Section 278 agreement.

Henthorn Road is to be widened to 5.5m wide, which will support two way vehicle movement along its length. There are also existing field gate access points, which should be permanently closed if approval is granted

The access arrangements for the proposed development on the North of Henthorn Road as noted within the plan title proposed access arrangements are acceptable.

A secondary emergency access arrangement is also provided within this drawing which will also serve as an emergency access for the Phase 2 development. The emergency access would be 3.75m wide and controlled by bollards on both sides. Due to the total number of dwellings in Phase 2 and this proposal this emergency access is considered necessary and acceptable in this case. The emergency access will also form a shared footway and cycle link providing direct access to Henthorn Road.

Given the increased vehicular and pedestrian movements 2m wide footway provisions along the North side of the entire frontage up to the private access road (Ribble Way) will be required including street lighting up to adoptable standards. This will provide safer routes for pedestrians walking along Henthorn Road, giving a more urban feel and assist in lowering speed limits.

An amended swept-path analysis has been provided which addresses concerns regarding the size of refuse vehicle and allows for a range of vehicles which may be required to access the site.

Henthorn Road does not feature any piped highway surface water drainage systems as such this should be drained into a suitable internal outfall within the site. New connections onto the highway drainage system will not be permitted.

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

5.4.5 Traffic Impact

Trip Generation

The Local Highway Authority (LHA) has reviewed the trip rate evidence presented in the Transport Assessment. Three sets of trip rate data have been provided, with the most recent trip rates derived from AHA's 2024 ATC survey on Blakewater Road. The LHA agrees that the 2024 recorded trip rates are the most appropriate for forecasting the traffic associated with the proposed 115 dwelling development.

Using these rates, the development is forecast to generate approximately 86 two-way trips in the AM peak and 83 two-way trips in the PM peak.

Accordingly, the LHA raises no objection to the trip rate methodology or the resulting trip generation figures.

Traffic Counts, Traffic Growth and Assessment Years

The TA details how the proposed development, should be constructed and fully operational by year 2031. In line with the LHA's policy Assessment years should be based for 5 years after the development becomes operational as such for this application that would be 2036.

Growth factors using TEMPRO which is a widely used have been provided to assess local growth factors. The growth factors detailed within the assessment estimate traffic flows from 2031 and 2036, from the 2024 count data.

Analysis of the traffic count data identifies the peak hours for traffic flows at the study junctions as the AM peak being 08:15 – 09:15, and the PM peak being 16:45 -17:45. The count data was taken on 5 November 2024 and used in the analysis of junctions 1 to 11, with a survey at Junction 12 being undertaken on 27 November 2024.

The applicant has updated their results to represent Passenger Car Units (PCU) rather than vehicle counts, which ensures that the analysis accurately reflects different vehicle types and their relative impact on capacity. The modelling results requiring amendments to PCU output queues were for SJ7 & SJ8 with only minor changes in a few cases.

Junction Operational Assessments

The TA includes operational assessments of twelve junctions within the study area, covering both priority-controlled and mini-roundabout layouts. The assessments have been undertaken using JUNCTIONS 9 software PICADY and ARCADY, with results presented from the 2024 observed and years 2031 and 2036.

It is assumed that the development will be fully constructed and operational by year 2031. The applicant has provided an assessment for the following 5 years after development opening, which in this case is 2036. The applicant has also used TEMPRO to ensure the date includes local growth factors.

The percentage distribution of traffic generated by the proposed residential development at the site detailed within TA study network is based on the distribution which has been previously agreed by the LHA for the adjacent development 3/2018/08688, which formed the Phase 2 scheme. The LHA did raised concerns, which resulted in further data analysis to consider vehicles diverting away from the Henthorn Road / Thorn Street junction to avoid congestion and utilising the junctions of Lancaster Drive, Seedall Avenue and Faraday Avenue instead, which has been detailed within the TA under Technical Note 3.

The LHA consider the analysis approach used to produce the TA as detailed above acceptable.

TA details that traffic generated from the site may pass through twelve Junctions. The site is predicted to generate an increase in traffic by 30 vehicles or more at the following junctions; as such the LHA have reviewed these junctions as follows.

SJ1 - Lancaster Drive/Edisford Road:

The junction analysis initially provided was part for the previously refused scheme 3/2019/0999. LHA requested updated data in line with the analysis in the TA. The future years assessment concluded the junction is predicted to operate with spare capacity and negligible queues. The PICADY modelling demonstrates the junction operates with spare capacity across all assessment years, with or without development. The 2024 count confirms queues consistently clear within each 5-minute interval, and the ratio of flow to capacity (RFC) value is low. In 2031, both the base and development scenarios show only marginal increases in RFC and delay, with all movements continuing to operate well within capacity and queues remaining negligible. The 2036 forecasts follow the same pattern.

SJ2 - Seedall Avenue/Edisford Road, SJ3 - Faraday Avenue/Edisford Road, and SJ4 - Thorn Street/Bawdlands:

These junctions have been mentioned within the TA as possible routes should other junctions become problematic, they were not included as part of the % of distribution for the proposed development and as such, no further assessment or modelling has taken place. These junctions are not on the primary desire line and form minor residential side roads, this approach was previously accepted.

SJ5 - Henthorn Road / Bawdlands:

The junction is forecast to operate close to, but still within, practical capacity in future scenarios. Development traffic increases the ratio of flow to capacity (RFC) values, but not to a level that would result in severe operational issues. The highest RFC remains below typical intervention thresholds; as such, the impact is acceptable.

SJ6 - Henthorn Road / Eshton Terrace / Thorn Street:

The junction is forecast to experience higher utilisation due to its position on the desire line to the town centre. The junction currently has a constrained geometry, featuring narrow side roads which are bordered by residential frontage. These characteristics mean the junction is inherently sensitive to increases in turning movements.

The operation of the junction is further complicated by the combination of the periodic operation of the level crossing on Thorn Street and parking on Henthorn Road outside the terraced properties (no. 15 -31) which contribute to delays at this junction.

The 2024 count shows that the junction is currently operating within practical capacity. For future scenarios development, traffic increases RFC values. LHA note a number of mitigation measures to assist in accommodating the development traffic on the network and for highway safety reasons.

Mitigation for this junction should include the following:

- Introducing keep clear markings to support turning
- Slightly realign the centreline marking on Henthorn Road
- Replacement of the existing road marking, including but not limited to the red texture covering the junction, replacement and extension of the existing yellow junction protection lines.
- Widening on the west side of Henthorn Road over a distance of about 25m.
- Introduce tactile paving at the existing dropped kerb crossing locations around the junction.

A mitigation improvement scheme has been submitted within drawing 1677/12 Revision A. This scheme would be subject to technical detail design at the Section 278 stage.

SJ7 - Station Road / Parson Lane:

The modelling for this junction has been repeated to represent the output queues displayed as PCUs, as LHA's request. The junction is forecast to operate within practical capacity in all scenarios. Development traffic contributes only marginally to circulating flows, and the highest RFC values remain comfortably below capacity thresholds. The impact is acceptable.

SJ8 - Lowergate / Moor Lane / Woone Lane:

The modelling for this junction has been repeated to represent the output queues displayed as PCUs, as LHA's request. The junction continues to operate within capacity in all assessment years. Development traffic results in minimal changes to RFC and queue lengths. No material operational issues are identified, and as such, the impact is acceptable.

SJ9 - Castle View / Parson Lane:

The junction is forecast to operate well within capacity. Development traffic assignment to this location is low, resulting in negligible changes to RFC. The impact is acceptable.

SJ10 - Greenacre Street / Woone Lane / Eshton Terrace:

The junction remains within practical capacity in all scenarios. Development traffic increases RFC values only marginally, with no significant effect on queue lengths. The impact is acceptable.

SJ11 - Whalley Road / Greenacre Street:

The junction is forecast to operate within capacity, with development traffic contributing only minor increases in RFC. No operational concerns arise, and the impact is acceptable.

SJ12 - Primrose Road / A671 Whalley Road:

This junction continues to operate within practical capacity in all scenarios. Development traffic assignment is minimal, resulting in negligible changes to RFC and queueing. The impact is acceptable.

Therefore, subject to appropriate mitigation the development traffic can be accommodated on the highway network.

5.4.6 Sustainability

In terms of sustainability there are numerous pubs, restaurants, places of worship, retail shops and medical centres within Clitheroe itself. Whilst this site is outside of the settlement boundary, Clitheroe can be accessed on foot or by public transport with bus stops located on Blakewater Road and Lund Road approximately 450m from the centre of the site. The nearest Primary School is located on Edisford Road approximately 700m from the centre site and Ribblesdale High School approximately 1.8km away. With the nearest primary school within 10 minutes' walk of the site and the nearest high school approximately 20 minutes' walk from the site these fall within the parameters set by Lancashire Country Council.

Although the centre of the site is slightly outside acceptable walking distances as detailed in the guidelines above, the site is close to bus routes which runs along Blakewater Road and therefore provide connectivity into Clitheroe Centre.

The Appeal allowed under APP/T2350/W/19/3221189 on the adjacent site, gives some insight into the accessibility of the site in respect of sustainable modes of transport such as walking, cycling and public transport. The Planning Inspector was satisfied that the walking distances to the local convenience store, school and town centre were acceptable in the context of the site.

The nearest bus stop is on Blakewater Road, opposite Lune Road, approximately 450m from the centre of the Site. Service C2 which runs from the bus stop is a subsidised service and as such, developer contributions would be required to ensure it remains viable for future residents.

LHA request that Section 106 contributions commence with the occupation of the 40th dwelling. The bus contributions have been based on current bus operating costs, with a request for £291,000 as part of a Section 106 agreement.

Whilst the centre of the site is slightly outside acceptable walking distances as detailed within the current guidance. However, having reviewed the position on the provision of the diverted bus service to the south of the site

the LHA do not dispute the developer's position on this matter. The off-site highway works required will also aid the sustainability of the development.

The development has provided a Travel Plan which LCC Highways welcome with a contribution towards Travel Plan support is requested.

These improvements will support sustainable travel modes between the site and Clitheroe Town Centre, local shops and facilities, education and employment and provide necessary support to a travel mode shift between the car and sustainable modes including walking, cycling and bus travel.

5.4.7 Public Transport

The centre of the site is slightly outside acceptable walking distances as detailed within the current guidance. However, LHA have reviewed the position on the provision of the diverted bus service to the south of the site, and do not dispute the developer's position on this matter.

The nearest bus stop located on Blakewater Road, is approximately 450m from the centre of the site. The service which runs from this bus stop, service C2, which is a subsidised circular service to Clitheroe town centre and takes approximately 12 minutes. Developer contributions have been requested in order to ensure that this remains a viable service for future residents.

A contribution would be sought to maintain and improve the existing bus service, over a 5 year period commencing with the occupation of the 40th dwelling. On that basis, a contribution of £291,000 is requested.

5.4.8 Pedestrian and cycle links

The Local Cycling and Walking Infrastructure Policy (LCWIP) for Ribble Valley published March 2024. Pendle Road is a key route between the site and Clitheroe Town Centre. Measures to support this proposal in order to be conducive to walking and cycling to support sustainable travel modes at the site are requested.

Henthorn Road and the footpaths surrounding the site are identified in the LCWIP as a primary and secondary routes for walking and cycling. These routes must be protected to support highway safety and sustainable travel.

The private access road to Siddows Hall includes public right of way FP0301017 and forms part of the Ribble Way.

The proposed pedestrian and cycle linkages allow access to bus stops, the nearest primary school and High School. There are also local food convenience shops and services within 1km of the site. With all of Clitheroe is within 2.4km cycling distance of the site. This equates to around a 10 minute cycle journey, based upon an average cycling speed of 270m per minute.

The highway safety benefits of providing a footway along the full frontage have been considered, particularly to reduce vehicle speeds along Henthorn Road by providing a more urbanised street scene and ensure high quality connectivity.

5.4.9 Public Rights of Ways (PROW's)

The PROW networks surrounding the site which are well used for recreational purposes.

Footpath FP0301017 is recorded as running west to east through the proposed development, connecting Edisford Road to Primrose Road via Henthorn Road. To improve connectivity and mitigate against additional footfall, any new paths from the development and the Public Right of Way must be appropriately paved and a minimum 3m wide.

LCC Public Rights of Way Team welcomes the definitive line of the footpath to be retained through open space away from vehicular traffic, avoiding the use of estate roads. They are of the view that to meet improve connectivity and mitigate the additional footfall leading from the increased number of dwellings that the new paths and Public Right of Way must be a minimum of 3m wide surfaced path. This would enable cycle provision between Henthorn Road and Primrose Road to be provided. Details of this would need to be included within the detailed Reserved Matters at layout stage.

5.4.10 Internal layout – reserved matter

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

The Public Right of Way network will need to be taken into consideration when the internal layouts are being planned. High connectivity for pedestrians to the network will be required. Footpath FP0301017 is recorded as running west to east through the proposed development, connecting Edisford Road to Primrose Road via Henthorn Road.

5.4.11 Parking

Car parking should be provided for each dwelling with 1 car parking space for 1 bedroom, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms and with secure covered cycle parking. Garages should measure 3m by 6m internally to count as a parking space. New dwellings are required to provide an electric vehicle charging point under Building Regulations.

5.4.12 Off-site highway works

Highway improvements are required to address highway safety concerns and the intensification of use should the application be granted approval. These measures have been detailed above; however, for ease of reference, mitigation measures

are detailed below. The developer confirmed their support the implementation of the following measures:

Mitigation requested along Henthorn Road following the proposed intensification of use should the development be approved, includes but are not limited to the following:

- Localised widening of Henthorn Road to a minimum of 5.5m
- Provision of a 2m footway along the northern side of Henthorn Road for the full extent of Henthorn Road.
- Street lighting scheme along Henthorn Road.
- Provision of a 2m footway along the southern side of Henthorn Road for approximately 6m to the left and 8m to the right
- Pedestrian crossing facilities on both sides of Henthorn Road in line with inclusive mobility guidance
- A traffic calming scheme comprising of signing and road markings on Henthorn Road.
- Highway Drainage along Henthorn Road, which falls into an internal outfall within the wider site.
- Access arrangements for the Public Right of Way terminal points onto Henthorn Road.

Mitigation requested along Edisford Road to support better pedestrian movement should the development be approved include but are not limited to the following:

- New Zebra Crossing

Mitigation requested following assessment of SJ6 Henthorn Road / Eshton Terrace / Thorn Street includes but is not limited to the following:

- Introducing keep clear markings to support turning
- Slightly realign the centreline marking on Henthorn Road
- Replacement of the existing road marking including, but not limited to, the red texture covering the junction, replacement and extension of the existing yellow junction protection lines.
- Widening on the west side of Henthorn Road over a distance of about 25m.
- Introduce tactile paving at the existing dropped kerb crossing locations around the junction.

5.4.13 Contributions

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

- Travel Plan support £6,000.
- Public Transport support for LCC subsidised bus services £291,000.

5.4.14 Highways Conclusion

All of the improvements listed above will help to assist in sustainable travel modes between the site and Clitheroe Town Centre, local shops and facilities, education and employment and will so provide the necessary support to a travel mode shift between the car and sustainable modes including walking, cycling and bus travel.

The development satisfies Core Strategy policies DMG1 and DMG3 and the NPPF on highway grounds subject to s106 contributions as set out at paragraph 5.6.13 together with appropriate conditions relating to Construction Management Plan, details of site access and off-site highway works, future management and maintenance of the estate road, engineering, drainage, street lighting and the travel plan.

On this basis it is considered that the development can be successfully mitigated in terms of impact on the highway network.

5.5 Trees, Ecology and BNG:

- 5.5.1 Tree Preservation Order No. 7/19/3/247 is present of the southern sit, whilst the northern sit is in close proximity to Ancient Woodland on its western boundary. Separated by the private access road to Siddows Hall along which runs a PROW 17 which is part of the Ribble Way. The private access road to Siddows Hall includes public right of way FP0301017 and forms part of the Ribble Way.
- 5.5.2 The submitted Framework Plan shows that there will be provision for landscaped areas and tree planting within the site. This will provide an appropriate buffer to nearby development and soften the interface with the adjacent land uses. The provision of a robust landscape framework will assist in mitigating the landscape and visual issues albeit this will take time to be fully effective as this matures. The change in character will be limited to more localised views and forms a small part of the wider character area. It is considered that over a 15 year period the effects are capable of being successfully mitigated.
- 5.5.3 An Arboricultural Impact Assessment has been submitted which identifies trees to be retained and protected together with those proposed to be removed. Several category C trees are proposed to be removed, which include a number of ash trees that have succumbed to ash dieback disease. Compensation for the loss of trees will be provided by way of planting new trees within the site. Conditions can be attached to any permission to ensure that those retained trees are protected during the construction phase.
- 5.5.4 Various reports including a Bat Activity Survey, Nocturnal Bat Survey, Great Crested Newt eDNA Survey, Invasive Species Walkover Survey, White Clawed Crayfish and Lighting Strategy and Ecological Impact Assessment have been submitted in support of the application.
- 5.5.5 The site is predominantly comprised of modified grasslands fields anticipated to provide minimal ecological value. This habitat may be utilised by brown hare. The hedgerows and individual trees are anticipated to provide foraging and commuting

value for local wildlife, including birds and mammals such as bats, badgers and hedgehogs.

- 5.5.6 A small stream is located within the site on the southern parcel of the site which was shallow and slow-flowing with Pendleton Brook running along the southern boundary of the site with numerous mature trees along both banks. This water was fast flowing and approximately 1m deep, albeit this varies. These aquatic features are anticipated to provide foraging and commuting for local fauna such as otter and Daubenton's bat. The River Ribble is located 100m northwest at its closest point to the site and connects via Pendleton Brook, approximately 500m southwest providing further commuting and foraging value. No white-clawed crayfish or reptiles were noted within the search area.
- 5.5.5 Several species rich native hedgerows are present along the boundaries of the grassland fields. These are reference as H 1 – H6 and vary in height and width (between 2m and 4m high and 1.5m and 3m wide).
- 5.5.6 An area of Deciduous Woodland Biodiversity Action Plan (BAP) Priority Habitat is located within the site boundary. This area encompasses part of Pendleton Brook and is also identified as Ancient Replanted Woodland. As number of additional woodland habitats are located along the length of Pendleton Brook and the River Ribble and provide ecological connectivity. Other wildlife habitats are located within 2km of the site. The ancient woodland habitats can support a range of flora and specialist species of invertebrates, fungi and birds. The Ancient Woodland is replanted, therefore no veteran or ancient trees were noted on the site or the wider woodland plot, however the area may retain unique soil and ground flora.
- 5.5.7 An area of wood pasture and parkland BAP priority habitat, is located 1 km northeast of the site. This habitat provides a mosaic of open grassland and scattered trees, which can support a range of local wildlife such as birds, bats and terrestrial mammals such as hedgehogs.
- 5.5.8 A large area of lowland fens BAP priority habitat, is located 1.7 km south of the site. This habitat is anticipated to support a range of wading birds and waterfowl.
- 5.5.9 Areas of Good Quality Semi-Improved Grassland Non-Priority Habitat are present approximately 1.6 km southeast and 1.8 km north of the site. These habitats are likely o provide valuable habitat for a diversity of flora and invertebrates, as well as supporting ground-nesting birds, brown hare and hedgehogs. Common amphibians such as frogs are also anticipated to be present on the site.
- 5.5.10 A total of seven waterbodies were located within 250m of the site. These could support great crested newts; these bodies were tested, were possible, and assessed for potential use by great crested newts with negative results and the unsuitability of the ponds, therefore the species are absent from the site.
- 5.5.11 In terms of bats, there are no buildings or structures within the site boundary with all trees being assessed for roosting potential. There are trees which could support large number of bats on a regular basis of these two trees were identified as category U trees and unsuitable for retention.

- 5.5.13 There have been recordings of otter within 2km of the site with water vole being discounted.

Designated Sites

- 5.5.14 The site is not located within 2 km of any statutory designated sites. However, the site is located within the Impact Risk Zone of the Hodder River Section Site of Special Scientific Interest (SSSI). The SSSI is located 2.2 km southwest of the site. is designated for its geological value, comprising Lower Carboniferous marine assemblages. Due to the SSSI being designated for its geological importance and the distance from the site to the SSSI, it is not anticipated that there would be any impacts on the SSSI because of the proposed development.
- 5.5.15 Eight Biological Heritage Sites (BHSs) are located within 2 km of the site.
- 5.5.16 The existing agricultural field is unlikely to provide very high value habitat. A detailed landscaping scheme shows that there will be additional hedgerow planted throughout the site as well as landscaped areas and tree planting. The extent of landscape buffer proposed is considered to be appropriate and sufficient for this open countryside location as well as enhancements to biodiversity through the provision of new on-site habitat, supporting bats and birds, small mammals and amphibians within the site.
- 5.5.17 To protect Pendleton Brook, the onsite lowland mixed deciduous woodland and connected non-statutory designed sites such as River Ribble BHS then a Construction Environmental Management Plan will be required to be prepared by an appropriate condition.
- 5.5.18 The site has been identified as having high levels of bat activity with surveys identifying common pipistrel, soprano pipistrelle, noctule, myotis species and brown long-eared. Pendleton Brook and the treelines/woodland to the west of the northern parcel were identified as particularly high value and proposals fetal they will be retained and buffered. Additional species enhancements could comprise bat boxes on residential properties. Lighting can disrupt foraging and commuting of bat species therefore, a competent lighting professional should produce a Lighting Design which is sensitive to retained features in order to ensure that the development can be implemented without causing long-term harm to local bat population. These measures can be controlled by appropriate conditions.
- 5.5.19 The site might support amphibians and small mammals. Whilst it is unlikely that the development will significantly affect high value habits for these species, there will be loses to some terrestrial habitat suitable and wildlife could be harmed during the site clearance and construction works. A Reasonable Avoidance Method Statement should be provided which includes details of measures to be taken to avoid harm during construction. This can be controlled by an appropriate condition.
- 5.5.20 A range of bird species are likely to nest on or close to the site, including ground nesting birds. The majority of the most valuable bird nesting habitats will be retained as part of the scheme, and new landscaping will benefit some bird species.

- 5.5.21 Common and notable bird species are to be expected within the hedgerow, trees and watercourses. A barn owl box was noted on one tree with an active kingfisher nest on the bank of Pendleton Brook. The submitted ecology report identifies an existing barn owl box attached to a tree is proposed to be checked under supervision of an appropriate licence holder. If barn owls are not using the box then it is proposed to move it to a more appropriate location away from the development. If occupied then it will remain and be monitored with an exclusion zone of around 100m whilst works are being undertaken. It is understood from residents that the owl box is currently occupied and from the tree schedule the tree to which it is attached is to be retained. However, it is noted the adjacent tree is scheduled to be removed due to its condition. However, the LPA is of the view that this should be retained whilst the development is undertaken and then this can be reviewed. This can be controlled by a suitable condition.
- 5.5.22 Precaution should be taken throughout any site clearance works and groundworks to avoid harm to nesting birds. All nesting birds, their eggs and young are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).
- 5.5.23 The proposal can incorporate new features which would be of benefit to species on the site including bird nesting boxes, bat roosting boxes, hedgehog refuges and refugia for small mammals and amphibians. These can be incorporated into any detailed landscaping plans for the site and controlled by an appropriate condition.
- 5.5.24 As a precaution an updated badger survey should be undertaken prior to any site clearance. This can be controlled by an appropriate condition.
- 5.5.25 The invasive plant Himalayan balsam has been recorded on the site. A method statement will be required giving details of measures to be taken to control Himalayan balsam during the course of the development. This can be controlled by an appropriate condition.

Biodiversity Net Gain

- 5.5.26 The development is likely to achieve at least 10%+ net gain in Biodiversity through on-site landscaping and improvements to existing habitats.
- 5.5.27 The biodiversity metric provided to inform the application was completed before the Lancashire Local Nature Recovery Strategy (LNRS) was adopted. Once a LNRS has been adopted, all on site habitats should be classified as having 'low' strategic significance. In this case, woodland on the site has been classified as having moderate-high strategic significance. On the other hand, the metric has correctly classified some habitats to be created on the site as having high strategic significance because they will contribute to the overall aims of the LNRS. Changes to the classification of the strategic significance of existing habitats on the site will not significantly affect the overall calculation of biodiversity gains, and changes to the biodiversity metric will inevitably be made during preparation of more detailed landscape plans for the site.
- 5.5.28 A final version of the biodiversity metric will need to be provided alongside the Biodiversity Gain Plan which will be required by the deemed (statutory) Biodiversity

Gain Condition. The Biodiversity Gain Condition will apply to any permission granted to this application.

- 5.5.29 The on-site habitats to be created would be significant and therefore a long term(30 year) Habitat Management and Monitoring Plan will be required to be prepared and implemented.
- 5.5.30 Biodiversity enhancements for species should be incorporated into any detailed landscape proposals which may prepared for the scheme (for example hedgehog highways, native planting which would benefit pollinating invertebrates).
- 5.5.31 Subject to the additional information being acceptable, the proposal would satisfy the BNG legislation. As the extent of BNG on-site would trigger the threshold of 'significant' and include watercourses the Council is required to monitor the BNG for a 30-year period, as such a monitoring fee of £5,000 to cover the Council's costs in administering this is considered reasonable and will be secured in a s106 agreement.

5.6 Affordable Housing/Housing Position:

- 5.6.1 The applicant has submitted a commitment to meet the Core Strategy requirements in relation to overall housing mix and affordable housing provision on site. Policy H3 requires a minimum 30% of affordable housing - 115 units equates to 34 dwellings this accords with Core Strategy Policy H3.
- 5.6.2 15% of the proposed units should be for older persons. Within this a minimum of 50% should be affordable. A total of 17 units would be designated for older persons housing and therefore the 15% is achieved. Of these 7 would need to be affordable to meet the 50% requirement.
- 5.6.3 The affordable tenure split and general housing mix is acceptable.
- 5.6.4 The nationally described space standard was published in March, 2015 by the Ministry for Housing Communities & Local Government and Department for Levelling Up, Housing & Communities as Statutory Guidance and was subsequently adopted by Ribble Valley Borough Council. The proposed house types would need to meet those standards.
- 5.6.5 This aspect of the proposal would be acceptable and would need to be secured in a s106 agreement.

5.7 Archaeology

- 5.7.1 It is noted that a Bronze Age cremation cemetery was discovered on a development site at Higher Standen Farm, some 109km to the east of the present site, in 2018, demonstrating that there was a settled population in this general area from at least that period.
- 5.7.2 Two archaeological evaluations to the north of Henthorn Road undertaken in 2013 (ELA2415) and 2020 (ELA3361) and a third to the south of Henthorn Road in 2016 (ELA2692) are noted in the DBA Gazetteer but are not otherwise discussed. These

field investigations showed that the area had been cultivated in the medieval to modern periods (plough farrows and field drains), and two prehistoric stone tools (the axe mentioned in section 5.11 and a further flint scraper), some small fragments of Roman pottery and a larger quantity of medieval and later pottery were recovered. A number of undatable cut features were found, but these could not be definitively assigned to early settlement. It should be noted, however, that much of the soil had been stripped from the site to the south of Henthorn Road prior to the archaeological work and likely removed any archaeological remains with that portion of the land (CFA Archaeology 2016, Archaeological Evaluation Report). Despite the lack of definitive settlement remains, these works show that there is potential for early buried remains to survive hereabouts.

5.7.3 The issues raised can be addressed by appropriate conditions.

5.8 Drainage/Flood Risk

5.8.1 The application sets out that soakaways would not be appropriate on this site due to the underlying low permeability of clay soils and geology.

5.8.2 Whilst the planning process cannot be used to require a developer to deal with existing issues it must be ensured that a development is not a risk of flooding and does not increase flood risk elsewhere.

5.8.3 The baseline risk of flooding is assessed as follows:

- The risk of fluvial flooding is assessed as negligible for most of the site but medium to low along the reaches of onsite and bounding watercourses including Pendleton Brook.
- The risk of groundwater flooding is assessed as negligible above ground and low below ground.
- The risk of surface water flooding is assessed as negligible for most of the site but low to high along the flow pathway through the southern extent of the eastern parcel.
- The risk of flooding from sewers is assessed as negligible. There is, however, a residual risk event for sewer leak or surcharge event.
- The risk from flooding from sewers and mains is assessed as negligible. There is, however, a residual (low risk) event for sewers or mains to leak or surcharge.
- Flood risk from all other sources is assessed as negligible.

5.8.4 The risk of flooding to the developable area and vehicle access is assessed as follows:

- Negligible to low and acceptable from all sources, subject to implementation of the management measures required.

5.8.5 Flood risk from identified sources can be reduced to a negligible or low and acceptable level through the recognised approach of assess – avoid – control – mitigate – manage.

The proposed strategy includes, but is not limited to, the following:

- The existing access to the northern site is set above the level of the extreme climate changes (2070 to 2125) mapped level;
- The developable area on the southern site is accessed via a free-spanning bridge across watercourse 1 and the associated floodplain with soffit levels set at 600mm above the level of the extreme climate change (2070 to 2125) mapped level. The proposed crossing will allow for the free conveyance of flood water, without increase flood risk to and from the development.
- Provide appropriate easements.
- Adoption of a surface management strategy to be attenuated onsite and discharged to a watercourse at a controlled (QBAR) rate usually to greenfield run off rate.
- Undertake maintenance.
- Fit the outfall with backflow prevention and provide a high-level overflow.

5.8.6 This has resulted in a drainage strategy which incorporates sustainable attenuation basins prior to connecting to the existing watercourse on the southeast boundary.

5.8.7 The Lead Local Flood Authority has raised no objections to the proposal subject to appropriate conditions being attached to any grant of approval.

5.8.8 The comments from the Environment Agency have been noted,

5.9 Contamination/Noise and Odour Control

5.9.1 A Preliminary Risk Assessment report has been submitted which outlines the potential issues on the site. Further works relating to ground gas investigation and a geotechnical ground investigation to support the design of foundations and pavement is recommended. This can be secured by an appropriate condition being attached to any grant of permission.

5.9.2 The invasive plant Himalayan balsam has been recorded on the site. A method statement will be required giving details of measures to be taken to control Himalayan balsam during the development. This can be controlled by an appropriate condition.

5.9.3 As mentioned previously the southern site is also near the Wastewater treatment Works over 200m to the south, Household Waste Disposal Centre sited over 350m to the southwest, as well as a Solar panel array and gas turbine erected for the former landfill site over 100m to the south.

5.9.4 An Air Quality Assessment has been submitted which is acceptable.

5.9.5 A Noise Screening Report was submitted with the application dated November 2025; at the request of RV Environmental Health this was followed by a Noise Assessment undertaken in May 2026 which following assessment by RVEH further Noise Assessments were carried out relating to a specific concern following a noise complaint from an existing resident. These further assessments carried out in accordance with BS 4142 related to the WWTW and a gas turbine associated with

the landfill site have since discounted these elements as resulting in an ongoing noise investigation. RVEH has reviewed all the reports and assessments and are of the view that the proposed residential development would not be unduly affected by the existing infrastructure near to the site subject to an appropriate condition to control the noise levels at each dwelling.

- 5.9.6 An Odour Control Assessment has been submitted which considers the impacts of odours on the proposed residential development.
- 5.9.7 An initial response from United Utilities raised concerns relating to odour control due to the proximity of the site with the Wastewater Treatment Plant to the southern part of the site. This impact was considered during the previous applications, and UU had suggested that works to the WWTW would need to be undertaken in order to ensure the smells were acceptable. Further correspondence during this application with the agent and UU has determined that UU are in the process of carrying out the works required which includes covering the sludge tanks to limit the levels of odour to an acceptable degree. UU have requested a condition that restricts built form to that indicated on the amended Framework Plan and, as this is matter which would be controlled in any event, this would be acceptable.

5.10 Open Space

- 5.10.1 Policy DMB4 requires all residential sites over 1ha. to provide adequate and useable public open space on a site-by-site basis. Green infrastructure should be multi-functional and encourage, where possible, walking and cycling opportunities.
- 5.10.2 A landscape masterplan has been submitted which sets out the amount of built form, attenuation pond, highway and open space within the site. The application includes for 4.04 hectares of green infrastructure (approx. 56% of the site) comprising a community parkland, publicly accessible open space, a community orchard landscaping and planting, recreational routes, two children's play areas and two attenuation basins (to be used in conjunction with the Sustainable Drainage) are proposed to be provided within the site boundary.
- 5.10.3 Whilst this will provide sufficient on site provision details of the locations and facilities together with actual equipment will need to be submitted and agreed, this can be controlled by an appropriate condition.
- 5.10.5 Details of the facilities and footpath links including future maintenance and management of the space could be controlled by appropriate conditions.
- 5.10.6 Off-site provision in the form of contributions would be required with a site identified which would benefit from improved facilities for play provision at Edisford Park Play Area approximately 800m to the north of the application site. The council's formula for calculating contributions is as follows: -

An off-site recreation contribution of £216.90 per occupant is required which equates to £77,324.85 based on a 4 bed housing mix.

5.11 Contributions

5.11.1 A summary of the contributions required is as follows: -

- £290,000 towards maintaining the existing bus services
- £6,000 towards Travel Plan monitoring
- Public Open Space - £77,324.85 for enhanced play provision at Edisford Park Play Area
- NHS contribution - £75,680 towards the expansion of Clitheroe Health Centre.
- BNG monitoring fee - £5,000
- Build rate agreement

5.11.2 In terms of Education, the LEA response has confirmed that a contribution is not required towards either primary or secondary school provision at this time.

5.11.3 These contributions would need to be secured through a Section 106 agreement.

6. Observations/Consideration of Matters Raised/Conclusion

- 6.1 For the reasons outlined above the proposed development is considered to be acceptable in terms of principle, impact on highway safety and parking, drainage, residential amenity, layout, design and materials, landscape, trees and ecology.
- 6.2 The material planning issues raised by the objectors have been discussed within the body of the report.
- 6.3 At the present time Ribble Valley Borough Council does not have a five-year housing land supply and therefore, although the site lies outside of the settlement boundary for Clitheroe, it is considered to be a sustainable site for housing and the proposal is considered to be policy compliant in all other respects, as such National Planning Policy Framework paragraph 11(c) is engaged.
- 6.4 Paragraph 11c of the Framework requires planning permission to be granted for development that accords with an up-to-date development plan without delay. In these circumstances it is not necessary to go on to consider the requirements of Paragraph 11(d) of the Framework and whether the tilted balance is engaged.
- 6.5 However, if Committee were minded to identify a policy conflict, then paragraph 11(d) and the tilted balance would apply. In which case in order to justify a refusal of planning permission, the harm would need to significantly and demonstrably outweigh the benefits.
- 6.6 The benefits of the scheme include the following:
- Up to 115 market dwellings in a sustainable location towards the Councils' 5-year housing land supply which is considered to have substantial weight;

- 34 affordable housing in a sustainable location which is considered to have substantial weight;
- 17 older persons housing in a sustainable location which is considered to have significant weight;
- Public open space which is considered to have moderate weight;
- BNG and Ecological enhancements which is considered to have moderate weight;
- Off-site highway improvements which is considered to have low weight;
- Economic benefits short term from supporting jobs in the construction industry and supporting the building trade which is considered to have low weight.

6.7 The officers view is that the development would not result in undue harm to the visual amenity or landscape character of the area, result in unacceptable highways, flood risk, noise, odour, ecology impacts with appropriate drainage and contamination strategies together with biodiversity net gain and improvements to transport and public rights of way could successfully mitigate against any impacts arising subject to appropriate details being submitted and agreed as part of the Reserved Matters and appropriate conditions to ensure appropriate mitigation are secured.

6.8 However, if Committee were minded to disagree with the officer assessment and identify harm then the weight of this harm would need to be considered in light of which applying the tilted balance in order to justify a refusal of planning permission as the harm would need to significantly and demonstrably outweigh the benefits identified.

6.9 As such the proposal is recommended for approval, subject to appropriate conditions and the completion of a section 106 agreement.

7. **LATE ITEMS SHEET 27TH AUGUST 2026 PLANNING AND DEVELOPMENT COMMITTEE**

7.1 Since the publication of the Committee Agenda, Committee are asked to note the following updates on this application:

Additional representations

Two further representations have been received regarding the active barn owl nest on Tree T20.

The comments made do not result in any changes to the officer's assessment within the main report which follows the advice of both the applicant's and the Council's ecologists and conditions are recommended to secure this.

One further representation has been received regarding the "consideration of a safer alternative for the main vehicle access to the northern phase of the proposed development".

The comments made do not result in any changes to the officer's assessment within the report which follows the advice of LCC Highways that the proposed access points are acceptable subject to appropriate conditions. Furthermore, the application must be assessed on the basis of the submission.

2026 National Planning Policy Framework (NPPF)

An updated NPPF was published on 17th August 2026. The policies in this Framework are material considerations which must be taken into account in decision-making from the day of its publication. There is a new presumption in favour of sustainable development which the Government say is designed to give more direction about the suitability of development in different types of location. The Framework states that development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight.

The following new policies are of particular consideration for this application:

Policy S3: Presumption in favour of sustainable development - central to the NPPF remains the presumption in favour of sustainable development and the planning system having economic, social and environmental objectives. This paragraph confirms that, for decision-taking, the presumption in favour of sustainable development means approving development proposals that accord with the Development Plan without delay. It also confirms that outside settlements, policy S5 should be applied.

Policy S5: Principle of development outside settlements - only certain forms of development should be approved outside settlements, as set out in the exceptions list.

One such exception is:

j. The development of land allocated for that purpose in the development plan (where this lies outside settlements); and Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test), and where the development would:

i. Be physically well-related to an existing settlement (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure;

As RVBC cannot demonstrate a five year housing land supply and the development would be physically well-related to the existing settlement of Clitheroe and is considered to be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure, then the officers assessment is that this exception would apply. In which case the policy states that the development should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the policies in the NPPF.

Policy HO7: Meeting the need for homes - notes that substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community (for example affordable housing), as identified through needs assessments prepared for the area.

Policy HO8: Providing affordable homes - development proposals should meet or exceed up-to-date development plan requirements for the proportion and mix of affordable

housing tenures relevant to the location, including the minimum proportion of Social Rent. The affordable housing provision that would be secured from the scheme aligns with this policy.

Policy HO9: Specialist forms of accommodation - development proposals to address specialist housing needs should provide living conditions and access to services which are appropriate to the needs of their residents and users. This includes:

- a. Specialist housing for older or disabled people:*
 - i. Being located where residents will be able to access frequently-used services easily and safely by walking, wheeling (including mobility scooters) and by public or on-site public transport services; including through facilities provided as part of the scheme; and*
 - ii. Being delivered to M4(2) or M4(3) accessibility standards.*

Policy L3: Achieving appropriate densities - development proposals should make efficient use of land, taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places.

To contribute to making efficient use of land within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated. The only exception is where there is a clear justification that this is either inappropriate or not possible. In considering the potential to increase densities, the existing character of an area should be taken into account, in accordance with policy DP3, but should not preclude development which makes the most of an area's potential.

Policy DP3: Key principles for well-designed places - development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:

- a. Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;
- b. Climate: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;
- c. Nature: incorporate and/or connect to a network of high quality, accessible, multi-functional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems in accordance with policies N3 and F8;

d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;

e. Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;

f. Public Space: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrated lighting and making building entrances and windows face onto streets and other public places to provide natural surveillance); and

g. Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

Development proposals should be refused if, without clear justification, they conflict the above, or with any explicit design standards set out in the development plan (including those in locally specific policies, guides, codes or masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

TR3: Locating development in sustainable locations - so that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

TR4: Street design, access and parking - to contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

- i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;
- ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
- iii. Avoid unnecessary street clutter.

d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

With no conflicts identified with relevant 2026 NPPF policies, and with the officer assessment that the tilted balance has been updated in the case of this development from harm needing to 'significantly and demonstrably' outweigh the benefits in order to justify a refusal (previous NPPF) to 'substantially' outweighs (new NPPF) which is considered to be a higher bar more in favour of the grant of permission, then the view of officers is that the development remains to be supported by the new NPPF and that outline planning permission should be granted.

8. **UPDATE FOLLOWING 27th AUGUST 2026 PLANNING AND DEVELOPMENT COMMITTEE**

- 8.1 At the 27th August P&D Meeting, the application was deferred by Committee to allow the agent to consider changes to the proposed access and emergency access provision to the northern part of the site.
- 8.2 The agent has responded with a Technical File Note 5B which sets out the highway consultants position for the access and emergency access.
- 8.3 This technical note [126 0997 677 Tech Filenote 5B 110926.pdf](#) considers the submitted plans, existing situation on Ingleton Crescent, proposed situation and concludes that Ingleton Crescent is a suitable access for the scheme and comfortably accommodates the estimated traffic demands.
- 8.4 Therefore, there is no technical reason as to why accessing the site via Ingleton Crescent would be unsuitable and this position has been endorsed by LCC Highways who have not objected to the proposal
- 8.5 The agent has also clarified that for legal reasons they do not consider that the primary access to the northern parcel of the application site can be taken from Henthorn Road. The northern parcel of the application site that has frontage onto Henthorn Road is subject to various legal rights in favour of the existing development to the north-east. Such rights cannot be interfered with. The relevant part of the application site is also subject to restrictive covenants that prevent interference with those legal rights.
- 8.6 On this basis the proposed access arrangement before Committee is unchanged.
- 8.7 Members had also requested that consideration be given to a potential upgrade of the existing zebra crossing on Station Road. The agent has confirmed their position on this. There is agreement between the applicant's own highway consultant and the highways authority that upgrading the crossing is not necessary in order to make the development acceptable in planning terms. However, if the Committee decide that they do consider this to be necessary and resolve to grant planning permission on that basis, then the applicant would be agreeable to the upgrade being secured by way of a condition.

RECOMMENDATION: That the application be DEFERRED and DELEGATED to the Director of Economic Development and Planning for approval following the satisfactory completion of a Legal Agreement and subject to the appropriate conditions listed below.

1. An application(s) for approval of all the Reserved Matters, namely appearance, layout, scale and landscaping, of the site shall be made to the Local Planning Authority not later than the expiration of two years beginning with the date of this permission and the development shall be begun not later than whichever is the later of the following dates:

- a. The expiration of two years beginning with the date of this permission; or

- b. The expiration of 18 months from the final approval of the reserved matter or, in the case of approval of different dates, the final approval of the last such matter to be approved.

REASON: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchasing Act 2004.

2. Application(s) for approval of the Reserved Matters relating to scale and layout shall be accompanied by full details of existing and proposed ground levels and proposed building finished floor levels (all relative to the ground levels adjoining the site) including the levels of the proposed roads.

REASON: Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchasing Act 2004.

3. Unless explicitly required by a condition within this permission, the development hereby permitted shall be carried out in complete accordance with the following plans:

- Site Location Plan – 9053-FPCR-XX-XX-DR-L-0002 S3 Rev P03
- Proposed Access Arrangements Drg No 1677/01 Rev F

Furthermore, any Reserved Matters application shall be in general accordance with the details set out in:

- Framework Plan – 9053-FPCR-XX-XX-DR-L-0001 S3 P17

REASON: For the avoidance of doubt as the proposal was the subject of agreed design improvements and/or amendments and to clarify which plans are relevant to the consent hereby approved.

4. The Reserved Matters application for layout shall include full details of the public open space which will be provided on site. The reserved matters application shall include full details of the proposed open space including the location(s).

The development shall thereafter be completed in accordance with the approved details and the facilities thereafter retained and maintained in perpetuity.

REASON: To ensure a satisfactory form of development in accordance with the requirements of Policy DMB4 of the Ribble Valley Core Strategy.

5. No residential dwelling or residential curtilage shall be located outside the proposed Development Area as shown on the Composite Odour Contour Plan with Development Area GDL-2018-128 ODOUR2024 submitted with the Odour Impact Assessment by Wardell Armstrong dated May, 2026.

REASON: To ensure an acceptable level of residential amenity for the proposed properties.

6. No development shall take place until a Written Scheme of Archaeological Investigation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- a) A programme and methodology of site investigation and recording which shall include an initial phase of both geophysical survey and trial trenching to establish the presence or absence of buried archaeological remains and their nature, date, extent and significance.
 - b) The programme and methodology for the post investigation analysis and assessment of the site investigation results including the further excavation or investigation of any remains identified in item (a) or other measures to record and retain their significance in-situ.
 - c) The provisions to be made for the production of an appropriate final report and its deposition and dissemination.
 - d) The provisions to be made for the deposition of the full site archive.

A full report on the implementation of item (a) shall be submitted as part of a reserved matters application. Items (b) (c) and (d) should be completed prior to the first occupation of the development unless otherwise agreed in writing with the local planning authority. All archaeological works shall be undertaken by an appropriately qualified and experienced professional contractor to the standards and guidance of the Chartered Institute for Archaeologists (CIfA).

The development shall be carried out in accordance with the approved Written Scheme of Archaeological Investigation.

REASON: To ensure and safeguard the investigation and recording of matters of archaeological/historical importance associated with the development.

Highways

7. No development shall commence (including site clearance and/or grounds works) until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period. The CMP shall include the following:
- 24 Hour emergency contact number.
 - Details of the parking of vehicles of site operatives and visitors.
 - Details of loading and unloading of plant and materials.
 - Arrangements for the turning of vehicles within the site.

- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- Wheel washing facilities.
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.
- Measures to control the emission of dust and dirt during construction.
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- Construction vehicle routing.
- Delivery, demolition, and construction working hours.

The approved Construction Management Plan shall be strictly adhered to throughout the construction period for the development.

REASON: To ensure that the development is constructed in an appropriate manner that reduces potential impacts on and adjacent to the site.

8. Prior to the commencement of development details of the proposed construction site access shall be submitted to and approved in writing by the Local Planning Authority. The construction access shall be re-instated prior to first dwelling occupation if different to the residential access approved. For the avoidance of doubt no construction traffic should access the site from Waterfall Gardens/Ingleton Crescent.

REASON: In the interest of highway safety.

9. Prior to the commencement of development, a scheme for the site access and off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The works shall include the following:

Henthorn Road

- Widening of Henthorn Road to a minimum of 5.5m
- Provision of a 2m footway along the northern side of Henthorn Road for the full extent of Henthorn Road.
- Street lighting scheme along Henthorn Road.
- Provision of a 2m footway along the southern side of Henthorn Road for approximately 6m to the left and 8m to the right
- Pedestrian crossing facilities on both sides of Henthorn Road in line with inclusive mobility guidance
- Traffic calming scheme comprising of signing and road markings on Henthorn Road.
- Highway Drainage along Henthorn Road, which falls into an internal outfall within the wider site.
- Access arrangements for the Public Right of Way terminal points onto Henthorn Road

Edisford Road

- New Zebra Crossing

The junction of Henthorn Road/Eshton Terrace/Thorn Street

- Introduction of keep clear markings to support turning
- Slightly realign the centreline marking on Henthorn Road
- Replacement of the existing road marking, including but not limited to the red texture covering the junction, replacement and extension of the existing yellow junction protection lines.
- Widening on the west side of Henthorn Road over a distance of about 25m.
- Introduce tactile paving at the existing dropped kerb crossing locations around the junction.

The approved works shall be implemented in accordance with the approved details prior to the first occupation of any dwelling on the site hereby approved.

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

10. No part of the development hereby approved shall be occupied until visibility splays 2.4 metres back from the centre line of the access and extending 46m in both directions on the nearside carriageway edge have been provided at the access to the Southern parcel and the emergency access onto Henthorn Road, as shown on the approved plans. Nothing shall be erected, retained, planted and / or allowed to grow at or above a height of 0.9 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

REASON: To ensure adequate inter-visibility between highway users at the street junction or site access, in the interests of highway safety.

11. Prior to the commencement of development details of the proposed arrangements for the future management and maintenance of the estate roads within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into with the Highway Authority or a private management and maintenance company has been established.

REASON: To ensure that the infrastructure is effectively maintained for future residents.

12. Prior to the commencement of development full engineering, drainage, street lighting and constructional details of the internal estate roads to adoptable standards (LCC specification) shall have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details. The internal estate road required for access to each dwelling shall be constructed to at least base course level prior to first occupation of that dwelling.

REASON: To ensure that the infrastructure is constructed to a suitable and adoptable standard.

13. Details of a scheme and timetable for the pedestrian link to Public Footpath FP0301017 shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The scheme shall include provision for the design of access and surfacing, widths, gradients and structures and shall be implemented prior to the occupation of the 1st dwellinghouse on the site.

REASON: In the interests of the amenity and safety of the public in providing connectivity to the highway network within an agreed timeframe;

14. Prior to the first occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied.

REASON: To ensure adequate parking provision is provided.

15. Prior to first occupation each dwelling shall have a secure cycle store for at least 2 bicycles.

REASON: To support sustainable travel.

16. The Framework Travel Plan Travel Plan 1677/4/A by Ashley Helme dated December, 2025 shall be implemented in strict accordance with the actions and timetable contained within the Travel Plan Monitoring and Action Plan at Chapter 10.

REASON: To ensure that the development provides sustainable transport options.

Drainage

17. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.

The strategy shall be based on the site specific Flood Risk Assessment (Flood Risk Assessment and Indicative Surface Water Sustainable Drainage Strategy (Flood Risk Assessment and Outline Drainage Strategy/ SHF.1132.306.HY.R.001.A/December 2025/Enzygo), and shall demonstrate compliance with the principles and requirements of the submitted and sustainable drainage principles and requirements of the National Planning Policy Framework, Planning Practice Guidance and the latest published version of the National Standards for Sustainable Drainage Systems (or any successor Standards in force at the time of submission). It shall also demonstrate how sustainable drainage system features have been designed to deliver multifunctional benefits in relation to water quality, amenity and biodiversity.

Surface water and foul water drainage shall be drained on separate systems. No surface water runoff from the development shall be discharged to a foul sewer(s), either directly or indirectly.

The submitted strategy shall include, as a minimum:

a) Sustainable drainage calculations for peak flow control and volume control for the following events:

- i. The 100% (1 in 1-year) annual exceedance probability event, including a 10% urban creep uplift factor;
- ii. The 3.3% (1 in 30-year) annual exceedance probability event, including a 40% climate change allowance and a 10% urban creep uplift factor;
- iii. The 1% (1 in 100-year) annual exceedance probability event, including a 50% climate change allowance and a 10% urban creep uplift factor.

Calculations must cover the entire development site, including all existing and proposed surface water drainage systems up to and including the final discharge locations.

b) Final sustainable drainage plans, appropriately labelled to include:

- i. Site plans showing all permeable and impermeable areas contributing to the surface water drainage network, either directly or indirectly, including the entire development area and any off-site flows where relevant;
- ii. Drainage layout plans showing all pipe and structure references, dimensions and design levels; including all existing and proposed surface water drainage systems up to and including the final discharge location;
- iii. Details of all sustainable drainage features including landscape drawings showing topography and slope gradients;
- iv. Site plan showing modelled flood water depths, volumes and exceedance flow routes and flow velocities for rainfall events exceeding the 1% (1 in 100-year) annual exceedance probability event, or due to a blockage. The strategy shall demonstrate that flood risk is not increased on-site or elsewhere, informed by a blockage assessment for all flow controls;
- v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels. The strategy shall confirm that FFLs have been set to provide a minimum 150 300mm freeboard above ground levels (in accordance with the recommendations of the approved Flood Risk Assessment);
- vi. Final details of proposals to manage surface water runoff to and from the development boundary, including measures to manage surface runoff from adjacent land that could flow onto the site during storm events, and to ensure runoff leaving the site does not occur in an uncontrolled manner;
- vii. Measures taken to manage the quality of the surface water runoff to prevent pollution and, protect groundwater and surface water bodies. The strategy shall include a robust water quality risk assessment, proportionate to the pollution hazard and sensitivity of receiving waters, and shall inform the design of an appropriate SuDs management train;
- viii. Measures to manage the first 5mm of rainfall to prevent runoff from the site for the majority of small (frequent) rainfall events and for the initial depth of rainfall for larger events.

c) Evidence of an assessment of the site conditions. This should include geotechnical investigations and seasonal monitoring, to confirm test locations, infiltration rates and groundwater levels, carried out in accordance with Digest 365 Soakaway Design (Building Research Establishment).

d) Evidence of an assessment of the receiving watercourse to confirm its condition and capacity to accept surface water runoff from the development at the proposed discharge rate and runoff volume.

e) Evidence that a free-flowing outfall can be achieved. Where this is not possible, the strategy shall demonstrate that the drainage system has been assessed for performance under surcharged outfall conditions and will continue to function without increasing flood risk. The sustainable drainage strategy shall be fully implemented in accordance with the approved details.

REASON: To ensure the satisfactory sustainable drainage facilities are provided in accordance with Policies F4, F7 and F8 of the National Planning Policy Framework, Planning Practice Guidance and the National Standards for Sustainable Drainage Systems.

18. No development shall commence until a Construction Surface Water Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall detail how surface water and stormwater will be managed on the site during all construction activities, including demolition, site clearance, earthworks and temporary drainage installation, to prevent uncontrolled runoff and pollution.

The submitted details shall include, as a minimum:

- a) A timetable for implementation of any surface water management proposals;
- b) A method statement of the surface water management proposals for each construction phase, including temporary drainage arrangements and contingency measures for extreme weather events;
- c) Evidence of how surface water flows will be discharged, demonstrating that discharge rates will be restricted to no greater than the equivalent greenfield runoff rate;
- d) Measures to prevent siltation and pollutants from entering any receiving groundwater and/or surface water bodies, including watercourses, with reference to published guidance;
- e) A site plan of the proposed surface water management proposals and pollution prevention measures, including locations of temporary drainage features, bunds silt fences, settlement tanks, and spill response equipment. The plan shall be implemented in full and thereafter managed and maintained in accordance with the approved plan for the duration of construction works.

REASON: To ensure the development is served by satisfactory arrangements for the disposal of surface water during all construction phases, so that it does not pose an undue surface water flood risk on-site or elsewhere, and to prevent pollution of receiving waters, in accordance with Policies F4, F7 and F8 of the National Planning Policy Framework and the principles of the National Standards for Sustainable Drainage Systems.

19. The occupation of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The submitted details shall include, as a minimum:

- a) A timetable for its implementation;
- b) Site-specific details of the operation, maintenance and access requirements for all sustainable drainage system features and connecting drainage structures. This shall include any automated monitoring of motorised equipment (such as pumps and proprietary drainage features for flow control or water quality improvement), their functionality, and transmission of failure warnings to the responsible maintenance body;
- c) The arrangements for adoption by any public body or statutory undertaker, or identification of named parties responsible for the management and maintenance of each surface water any drainage scheme feature throughout the lifetime of the development;
- d) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- e) Instructions on necessary steps to be taken in the event of a pollution incident, including matters that should be reported to the adopting authorities or the Environment Agency;
- f) Details of land ownership and access rights for all parts of the surface water systems, including watercourses, sustainable drainage system features, and associated easements required for inspection and maintenance.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

REASON: To ensure that surface water flood risks to future users of the land and neighbouring land are minimised, together with risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage systems provided as part of the development have appropriate maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development, in accordance with Policies F4, F7 and F8 of the National Planning Policy Framework and Standard 7 of the National Standards for Sustainable Drainage Systems.

20. The occupation of the development shall not be permitted until a site-specific Verification Report, pertaining to the surface water sustainable drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report shall include, as a minimum:

- a) Evidence that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) and specifications, or details any minor variations, with evidence demonstrating that the system remains fit for purpose and compliant with the approved surface water drainage strategy;
- b) Photographic and written evidence confirming the location and details of all critical drainage infrastructure. Locations shall be referenced using national grid coordinates;
- c) As-built drawings of the constructed drainage systems, including all SuDs features, pipework, control structures and discharge points, with levels and dimensions clearly annotated. Thereafter, the drainage system shall be retained, managed and maintained in accordance with the approved details.

REASON: To ensure that surface water flood risks from development to future users of the land and neighbouring land are minimised, together with risks to controlled waters,

property, and ecological systems, and to confirm that the development is compliant with the requirements of Policies F4, F7 and F8 of the National Planning Policy Framework and Standard 7 of the National Standards for Sustainable Drainage Systems.

21. The development permitted by this planning permission shall be carried out in accordance with the principles set out within the approved Flood Risk Assessment & Outline Drainage Strategy (Flood Risk Assessment/SHF.1132.306.HY.R.001.A dated December 2025 /Enzygo).

The measures shall be fully implemented prior to occupation of the development and in accordance with the timing and phasing arrangements embodied within the approved scheme.

REASON: To ensure satisfactory sustainable drainage systems are provided in accordance with Policies F4 and F7 of the National Planning Policy Framework, Planning Practice Guidance and the National Standards for Sustainable Drainage Systems.

Landscaping, Trees and Ecology

22. No development shall take place (including grounds works and vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- i) Risk Assessment of potentially damaging construction activities;
- ii) Identification of "biodiversity protection zones";
- iii) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (can be provided as a set of method statements);
- iv) The location and timings of sensitive works to avoid harm to biodiversity features;
- v) The times during construction when specialist ecologists need to be present on site to oversee works;
- vi) Responsible persons and lines of communication;
- vii) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person; and
- viii) List of protective fences, exclusion barriers and warning signs if applicable.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

REASON: To ensure that the development is constructed in an appropriate manner and protect biodiversity on and adjacent to the site.

23. During the construction period, all trees to be retained within and adjacent to the site as indicated within the Arboricultural Assessment Tree Retention Plan and Appendix X: Protective Fencing Specifications by FPCR environment & design dated December 2025 shall be protected in strict accordance with British Standard BS 5837:2012 or any subsequent amendment to the British Standard.

No work shall be undertaken on Tree T19 (U) which shall be retained on site. Tree T19 and T20 together with the attached owl box shall not be removed at any time without the

express consent of the Local Planning Authority which shall only be considered following the submission of an Ecologist Report and appropriate mitigation measures to be agreed in writing by the Local Planning Authority.

Root protection measures shall be set up in strict accordance with the Tree Retention Plan 9053-T-02 Rev B in order to ensure no trees are directly impacted by the development. The exclusion zones will remain in place throughout the demolition and construction phases and fully accord with the methodology set out in BS 5837:2012 during all site preparation/construction works.

No materials, soil, spoil or other substance shall be stored within the protective areas at any time and no changes in land levels shall occur within these areas. Any no dig, hand digging and protective membranes shall only occur with the prior written approval of the Local Planning Authority.

REASON: To protect trees/hedging of landscape and visual amenity value on and adjacent to the site or those likely to be affected by the proposed development hereby approved

24. Prior to the commencement of development, a Plan by an appropriately experienced ecologist shall be submitted to and approved in writing by the Local Planning Authority of the location of biodiversity features (e.g. bat bricks, bird boxes, hedgehog refuges and refugia for small mammals and amphibians) to be provided. The approved Plan shall show the number, location and specification of the features. All approved features shall be installed in the presence of an appropriately qualified ecologist prior to first occupation of the dwelling on which they are located and retained thereafter.

REASON: To ensure provision of biodiversity enhancement, in accordance with the provisions of the Wildlife and Countryside Act 1981.

25. Prior to the commencement of development, a re-survey of the site and adjoining land/ditches within a 30m buffer of the site shall be undertaken (unless proven to be inaccessible) for the presence of badgers together with proposals for mitigation/compensation, if required, and a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. Any approved mitigation measures shall then be implemented in accordance with the approved details and timetable.

REASON: To prevent possible harm to ecology if the development were commenced without the necessary mitigation measures which may be required, in accordance with the Wildlife and Countryside Act 1981.

26. No ground clearance shall be undertaken within the bird breeding season (March - August inclusive) unless a pre-work nesting bird survey of the site has been undertaken by licenced ecologist.

REASON: To prevent possible harm to ecology if the development were commenced without the necessary mitigation measures required.

27. No development shall commence on site, including any vegetation clearance, earth moving or other enabling works, until such time as a Reasonable Avoidance Measures

Strategy for amphibians, small mammals and otters has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include the following measures:

- Location of suitable protective fencing
- Details of management of habitats and supervised (Ecological Clerk of Works)
- mitigation measures to avoid harm.

The development shall be undertaken in accordance with the approved details.

REASON: To prevent possible harm to ecology if the development were commenced without the necessary mitigation measures which may be required, in accordance with the Natural Environment and Rural Communities Act.

28. Notwithstanding the submitted details, and prior to the installation of external lighting, a "lighting design strategy for biodiversity" in accordance with ILP Guidance Note for the reduction of obtrusive light 2021 (or later versions) and ILP Publications Guidance Note 08/23 Bats and Artificial Lighting at Night" shall be submitted to and approved in writing by the Local Planning Authority for all proposed lighting within the development hereby permitted. The strategy shall be based upon the site being within Zone E2 Rural with low district brightness and shall:

- a. identify those areas /features on site that are particularly sensitive for bats and other nocturnal wildlife that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b. show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not cause further disturbance or prevent use of territory or restrict access to breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Excluding lighting within residential curtilages, no other external lighting shall be installed without prior written approval from the local planning authority.

REASON: To protect biodiversity and minimise the potential pollution caused by glare and spillage in this rural location.

29. Prior to the commencement of development, a Biodiversity Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The statement shall be in accordance the principles of the mitigation measures set out in Section 5.14.2 Mitigation Measures of the Ecological Impact Assessment 82-168-R7-1 by e3p dated December 2025.

The details shall include but not be limited to:

- (a) Specification and location;
- (b) Programme and timetable for implementation;
- (c) Persons responsible for implementing the works;
- (d) Details of initial aftercare and long-term maintenance; and

(e) Details of monitoring and remedial measures.

The development shall be carried out in accordance with the approved details, and all enhancement measures shall thereafter be retained as such in perpetuity.

REASON: To prevent possible harm to ecology if the development were commenced without the necessary mitigation measures which may be required.

30. A scheme for the eradication of the Himalayan balsam on the site, including a timetable for eradication, shall be submitted to and approved in writing with the Local Planning Authority prior to any works commencing on site. The development shall thereafter be carried out in strict accordance with the approved measures.

REASON: In order to ensure that the invasive species to dealt with in an appropriate manner.

Contamination/Noise

31. Prior to the commencement of development within the site: -

- a) a ground investigation report for the site shall be submitted to and approved in writing by the Local Planning Authority (in line with the principles of the submitted Preliminary Risk Assessment Report SHF.1132.306.GE.R.001.B Revision B by enygo dated December 2025) to support design of foundations and pavements and identify the types, nature and extent of any land contamination which may affect the site together with the risks to receptors and potential for migration within and beyond the site which has been carried out by an appropriately qualified geotechnical professional (in accordance with a methodology for investigations and assessments which shall comply with BS 10175:2001;
- b) in the event that the above report identifies the need for remediation, then a remediation strategy for the site to include an implementation timetable, details of future monitoring and a verification methodology (which shall include a sampling and analysis programme to confirm the adequacy of land decontamination) shall be submitted to and approved in writing by the Local Planning Authority.

All approved remediation measures shall be carried out in accordance with the approved measures and timetable.

Prior to first occupation of any dwelling requiring remediation, a validation report providing results of the verification programme of post-remediation sampling shall be submitted to and approved in writing by the Local Planning Authority to confirm that the approved remediation measures have been carried out in accordance with the approved details.

REASON: In order to protect the health of the occupants of the new development.

32. (a) The residential development hereby permitted shall be designed to that noise levels at each dwelling do not exceed the following levels in accordance with British Standard 8233 (2014) and WHO guidelines (or any subsequent replacement national standards/guidance):

L_{Aeq} 55dB 16 hours – gardens and outside living areas, daytime (0700 – 2300)

L_{Aeq} 40dB 16 hours – indoors living rooms, daytime (0700 – 2300)

L_{Aeq} 35dB 16 hours – indoors bedrooms, daytime (0700 – 2300)

L_{Aeq} 30dB 8 hours – indoors bedrooms, night-time (2300 - 0700)

L_{AFmax} 45dB 8 hours – indoors bedrooms, for more than 10-15 occasions night-time (2300 - 0700)

*The evening standard L_{AFmax} will only apply when the evening L_{AFmax} significantly exceeds the L_{Aeq} and the maximum levels reached are regular in occurrence, for example several times an hour.

(b) Where noise mitigation measures are required to ensure compliance with the noise levels specified above e.g. acoustic glazing. Noise barrier fencing and ventilation, such mitigation details shall be submitted at the reserved matters application relating to layout or appearance, demonstrating how they would mitigate noise to the approved levels together with a timetable for implementation. The approved noise mitigation measures shall be implemented in accordance with the approved timetable and shall thereafter be maintained and retained.

REASON: In order to protect the residential amenity of future occupants of the development.

BNG

33. No development shall commence until a Habitat Management and Monitoring Plan (the HMMP) prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the Local Planning Authority.

(a) This shall include details of:-

- (i) a non-technical summary;
- (ii) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- (iii) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- (iv) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- (v) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

(b) Notice in writing shall be given to the Local Planning Authority when the:

- (i) HMMP has been implemented; and
- (ii) habitat creation and enhancement works as set out in the HMMP have been completed.

(c) There shall be no occupation of any dwellinghouse approved until:

- (i) the habitat creation and enhancement works set out in the approved HMMP have been completed; and

- (ii) a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.
- (d) The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

REASON: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

34. The Biodiversity Net Gain Plan for the entire development shall be prepared in accordance with the principles outlined in the submitted Biodiversity Metric Report 82-168-R6-2 dated December 2025.

REASON: To ensure that the biodiversity gain plan submitted for approval is in accordance with the biodiversity principles accepted as part of the planning application submission.

Informative notes

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing lhsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway, and verge.
- The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.
- This consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that the highway surface water drainage system must not be used for the storage of any waters from adoptable United Utility surface water systems or any private surface water drainage systems.
- The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the

necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

- Temporary access must be constructed under an appropriate legal agreement under the Highways Act 1980 (Vehicle crossings over footways and verges). Lancashire County Council as Highway Authority must specify the works to be carried out. Only the Highway Authority or a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact Lancashire County Council by telephoning 0300 123 6780 and asking to discuss provision of a temporary development access.
- The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by telephoning the Development Control Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

Informative 01 Ordinary Watercourse Consent

Under Section 23 of the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, there is a legal requirement to obtain consent from Lancashire County Council, as Lead Local Flood Authority, prior to undertaking certain works on ordinary watercourses. This applies to permanent and temporary works, including repairs and maintenance, whether the watercourse is open or culverted (piped or enclosed). This requirement applies regardless of any planning permission. Important Information: The applicant is expected to avoid crossing, diverting, or culverting an ordinary watercourse in line with Lancashire County Council's Ordinary Watercourse Regulation Policies. Written consent must be obtained before works start. There is no legal mechanism for retrospective consent. Carrying out works without the required consent constitutes a nuisance in law and may lead to enforcement action under Section 24 of the Land Drainage Act 1991 (as amended). Consent applications can take two months to determine once valid and paid in full. Applications may be refused if insufficient evidence is provided to demonstrate compliance with Lancashire County Council's Ordinary Watercourse Regulation Policies. If works include adoption of new assets, such as roads or sewers, adoption may be refused by the adopting body without the appropriate consent. Sites may be inspected before, during, and after consent is issued. Planning permission does not guarantee Ordinary Watercourse Consent. Applicants are strongly advised to apply for consent before or at the same time as planning permission to avoid delays. Further guidance, policies, application checklist, and pro-forma are available at: <https://www.lancashire.gov.uk/flooding/ordinary-watercourse-regulation/>

Informative 02 Connection to Main River

The applicant may require an Environmental Permit from the Environment Agency. Further information and guidance on Environmental Permits is available at: <https://www.gov.uk/topic/environmental-management/environmental-permits>

Informative 03 Connection to Public Sewer

The applicant may require an agreement with the appropriate Water and Sewerage Undertaker to connect to the public sewerage system. This may include a Section 104 Agreement for the adoption of the proposed surface water sustainable drainage system.

Informative 04 Appropriate Legal Agreement

The proposed outfall may require a legal agreement with a third party to access and construct the outfall, in addition to any permissions from flood risk management authorities.

Evidence of an in-principle agreement should be submitted to the Local Planning Authority.

Informative 05 Permeable Paving

Where permeable paving is included in the hydrological calculations of a development proposal, the Local Planning Authority is advised to consider the removal of permitted development rights for permeable paving.

If permitted development rights are not removed for permeable paving on privately owned land, the Lead Local Flood Authority may consider the need to designate such areas under Schedule 1 of the Flood and Water Management Act 2010. The District Council, as a flood risk management authority, also has these designation powers.

Environmental permit - advice to applicant Pendleton Brook is a designated statutory 'main river'. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

BACKGROUND PAPERS

https://webportal.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2025%2F0997