

30 JAN 2026

The Chief Planning Officer
Ribble Valley Borough Council

27 January 2026

Planning Application 3/2025/0997

Dear Ms Hopkins

I wish to register my objection to the above planning application submitted by Gladman Developments for the reasons set out below:

The two areas of land identified in the application lie outside the boundary shown in the Ribble Valley Core Strategy 2008-2028. That alone should provide a legal justification for rejection.

The land concerned lies on either side of Henthorn Road which would form the sole means of egress from properties built on the said land.

By virtue of the existing number of residents living on sites which have been built in the last 10 years or so Henthorn Road has become a rat run for an ever increasing number of vehicles owned by residents using the road, persons driving to and from the LCC Waste Disposal Site, and heavy goods vehicles servicing the United Utilities waste water treatment works. Added to that are the number of farm vehicles which regularly use the road.

As a result of the lack of alternative routes vehicles must use a single means of exit towards the A59 Clitheroe By-pass. There are problems which invariably lead to congestion along the whole route:

- Henthorn Road itself is in poor condition as a result of continuing failure by LCC to provide a surface fit for purpose.
- The section of the road alongside Millthorne House is narrower than the rest and is a cause of frustration when only one vehicle can travel along its length at one time.
- The narrow section leads immediately onto a cross-roads with A59 bound traffic needing to turn right into Thorn Street at this regularly congested junction. It is not surprising that there have been numerous collisions in that area.
- The railway level crossing provides the next impediment to progress. Recent years have seen an ever increasing number of freight trains (which take a long time to pass as a result of their length) together with the current hourly in and out service trains. The frequency of these trains may increase to half-hourly within the next few years.
- From the level crossing along Eshton Terrace to the next cross roads is again an obstacle course for all but the smallest vehicles due to the permanent car parking on the northerly side.
- A left turn onto Woone Lane (one-way) gives no relief as vehicles are parked on each side of the heavily pot-holed road.
- Vehicles of all sizes and weights must then negotiate a 300 degree (approx) turn onto Moor Lane.

- Having passed the entrance to Sainsbury's store the vehicle in question must join the A671 at the roundabout. This area is heavily congested at peak times.
- The southerly progression along Whalley Road (A671) can regularly be slowed down by large vehicles having to closely pass cars parked on each side of the road.
- Beyond Primrose Bridge the onward journey is generally uneventful, but limited to 40 mph.

Given the characteristics of the present Clitheroe population a significant proportion of the residents of new properties whose estates lie alongside Henthorn Road will work away from Clitheroe. Anecdotal evidence indicates that a typical early morning car journey from the planned zone to the A671/A59 roundabout can take at least 20 minutes.

As an alternative to adding to already congested in-town roads there is an existing solution, namely the development of the Standen Estate, identified as a Strategic Site by Ribble Valley Borough Council, The Core Strategy identifies this site as providing a '*significant contribution to meeting the borough's housing needs*'. Residents of houses on this large site have ready access to the A59 without creating further congestion within Clitheroe itself.

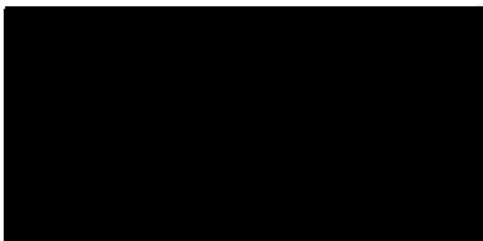
It is noted that the RV Core Strategy, Section 10.4 (Access) states that '*All development must consider the potential traffic and car parking implications*' with Section 10.6 (Transport and Mobility) clearly stating that the planning authority '*attach considerable weight to . . . the relationship of the site to the primary route network and the strategic road network.*'

Section 10.6, Para 6 '*(Weight should be given to) proposals which locate development in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly*' It is noted that a walk from Siddows Bridge (adjacent to the proposed development) to the centre of Clitheroe and/or the railway station is 1.2 miles, taking approx 30 minutes. With the best will in the world it is unlikely that all but a small proportion the resident population will eagerly walk that journey each way, every day, in all weathers.

The present C2 bus service, provided initially by Section 106 funding to serve the Lune Road development, runs at half hourly intervals. There are however problems concerning the practicalities of the new residents using that service. At present, as it serves Lune Road, etc the bus can manage the convoluted circular service each half hour, with only a short rest-time at Clitheroe Interchange. Extension of the present service to include the proposed development would increase the bus journey time and thus prevent a continuation of the half hourly service. From the centre of the proposed development it is a walk of 0.2 miles, taking a minimum of 6 minutes, to the existing bus stop on Lune Road which does not boast a shelter. Is it not surprising that those who can will choose to drive. Having said that, the use of the car to connect with the train service creates problems in that car parking has now become difficult, if not impossible, to find. The only car park adjacent to the station Chester Avenue is becoming increasingly used and full early on.

I urge the Council to refuse this application.

Yours faithfully



From: [REDACTED]
Sent: 28 January 2026 16:31
To: Planning
Cc: [REDACTED]
Attachments: Objection to Planning No:3/2025/0997
Objection to Planning No 320250997.docx

⚠ External Email

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

Please see attached comments and document objecting to planning.

[REDACTED]
28th JANUARY 2026

OBJECTION LETTER TO PLANNING APPLICATION – 3/2025/0997

GRID REF: 372961 440676

Proposal: outline application for the erection of up to 115 dwellings, including affordable housing, with public open space, landscaping, sustainable urban drainage system (SuDS) and vehicular access.

Location: Land off Henthorn road.

Dear Kathryn Hughes, I am writing as a local resident to **strongly** object to the above planning application.

Summary of Objection

I am writing as a local resident to strongly object to the above planning application. I firmly believe that the proposal constitutes unnecessary, inappropriate and unsustainable development extending beyond the built-up limits of the town into the attractive open countryside surrounding its layout which fails to respond to local landscape character, and surrounding context and should be refused as harming the visual and rural amenities of the area. The town is under threat from development following the application, limited capacity, lack of facilities and poor accessibility damaging the rural nature, character and attractive qualities of our area and its beautiful surroundings on the edge of the town. The reasons for objection are because the proposal causes will be:

1. Infrastructure issues
2. Environmental/character impact
3. Impact on Amenity
4. Sewage and Drainage capacity

1. A proposed extra 115-dwelling development in a rural town.

Objection: "The local road network, particularly Henthorn Road, Woone Lane, is already operating beyond its capacity and is unsuitable for the increased traffic this development will further generate causing severe residual impact. Most households have on average 2 cars this would mean an extra potentially 300 cars up and down the same roads, this is not taking into consideration visitors, there is no extra parking for them. It can take me an hour to get to my house through traffic queues in Clitheroe in peak times. The road surfaces around this area are already in a state of disrepair with vehicles swerving to dodge the potholes and speeds I encounter on a daily basis far exceeding the speed limit. The proposed access point lacks adequate visibility, and the lack of footpaths in the vicinity presents a significant safety risk to pedestrians and cyclists, I walk this route every day and encounter vehicles that drive without due care and attention. due to a lack of pavements and narrow roads, where in places it is difficult for two vehicles to safely pass each other. Therefore, the site is not an appropriate location for the development proposed, as would result in an increase in private vehicular usage, leading to extra traffic and environmental harm.

The development will put undue strain on existing social infrastructure. Pendleside medical practice is already at full capacity, and the nearest GP surgery has a waiting list, example: Recently I was told there were no appointments available to book and I had to call at 8am in the morning, I called at 8am the following morning and was number 37 in the queue, when my call was answered all the appointments had been taken meaning I had to call again the next day. meaning the development is unsustainable and fails to provide necessary local facilities for residents".

2. Loss of open space.

Objection: The proposal would lead to compact, built development on greenfield, agricultural land beyond the physical extents of Henthorn Road into the attractive countryside surrounding the town. This would have an adverse visual impact on the landscape, which has an unspoilt, rural character. This would harm the rural character and appearance of this attractive landscape. The loss of this open space widely used by visitors and residents walking and exercising is a violation of human rights for green space enabling people to enjoy the freedom of open spaces. The loss of habitat to the local wildlife and impact on protected species we have observed the nesting birds, and dormouse, there are bats and Owls.

3. Impact on Amenity, noise pollution.

Objection: Noise and Disturbance, The Increased activity, traffic, and noise from business operations during construction or operation are key factors, already Henthorn road and surrounding areas have to put up with the lorries to united utilities and the recycling centre, the extra construction traffic and noise will cause unnecessary safety risks and noise especially for those who work from home.

4. Development in a rural area with known drainage issues.

Objection: "The local sewer network is unable to cope with existing demand, with frequent, well-documented flooding incidents on Tintagel way and Henthorn Road. Allowing further development will exacerbate this, increasing the risk of pollution in the local watercourse and posing a risk of flooding to existing properties".

For all of these reasons we urge the Council to refuse this application.

Yours sincerely,



[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 02 February 2026 23:49
To: Planning
Subject: Planning Application Comments - 3/2025/0997 FS-Case-793974781

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Planning Application Reference No.: 3/2025/0997

Address of Development: Land off Henthorn Road Clitheroe BB7 3BY

Comments: Active Travel - this is mentioned in the planning statement as a feasible option for residents of the new development to access Clitheroe, and thereby mitigate the impact of the development upon traffic on Henthorn Road. There are several issues with this, notwithstanding the developer's proposal to create a new footway along Henthorn Road between the new development and Blakewater Road.

Provision for pedestrians and cyclists along Henthorn Road is poor - paths are narrow, disjointed and the surface condition is poor, side road crossings are not on the desire line, there is no provision for cyclists other than the carriageway which is in poor condition and subject to heavy traffic and frequent speeding. I would ask that improvements to pedestrian and cycle accessibility and safety along Henthorn Road be considered as part of a Section 106 agreement.

The footpath between Henthorn Road and Woone Lane offers a good opportunity to improve access to Clitheroe and to Whalley Road for connections to bus routes. However for this to be utilised as a serious active travel option, it would have to be upgraded to a surfaced multi-user path. If this were done it would bring some credibility to the claim that active travel is a viable option for residents of the new development. I would ask that this be given consideration as part of the Section 106 agreement.

The development is poorly conceived in terms of connectivity to the surrounding areas. There is no proposed pedestrian/cycle connectivity to the path adjacent to Mearley Brook and no proposed connectivity to Porchester Road. This will impede the ability of residents of the new development to use active travel and to access leisure routes. It will also impede the ability of neighbouring residents to use the new development as a through route, improving general connectivity of the neighbourhood.

While the proposed new footpaths within the development are welcome, they do little to improve the connectivity of the development with routes into town and to public transport. The proposed development is poorly connected to key routes for pedestrians and therefore residents will be unlikely to utilise active travel as the planning statement suggests.

I note from the Travel Plan that the applicant has agreed to the provision of a new zebra crossing on Edisford Road and would ask that this be confirmed as a planning condition.

The proposed development is low density and therefore is not an efficient use of land, as per NPPF chapter 11. Local planning authorities should refuse applications which they consider fail to make efficient use of land.

The hedges to be lost along Henthorn Road should be translocated, not replaced with juvenile whips in plastic spirals. All tree planting and landscaping works should be carried out without plastic to reduce the plastic pollution caused by the development. There is no need for any of the tree planting at this location to have protective guards as there will be no risk from grazing/browsing animals. New footpaths should be created without plastic geotextile.

I would request that a condition be placed upon the developer to remove any residual plastic items used in landscaping works (e.g. tree ties) after 3 years.

The invasive species report and ecological impact assessment identify field horsetail as a concern, and suggest that it be eradicated from the site. This is a serious concern. Field horsetail is a native species and any attempt to eradicate it from site would have significant negative environmental impacts, and would more than likely fail anyway. I hope that this recommendation is not carried forward to full application stage.