

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 28 January 2026 18:47  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-791864688

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

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

**Comments:** Dear Sir/Madam,

I am writing to object to Planning Application 3/2025/0997, particularly in relation to the proposed northern access route via Ingleton Crescent and the wider traffic and safety implications for Henthorn Road. I believe the plans, as submitted, would result in significant disruption, unacceptable risks, and long term negative impact on the existing community.

Ingleton Crescent is a small residential street that was never designed to function as a through route for a major housing development. Its layout, width and overall geometry make it entirely unsuitable for the level of traffic this proposal would generate. It is fundamentally a cul de sac style road serving a quiet estate and directing development traffic through it would be wholly inappropriate. The street cannot safely accommodate construction vehicles, larger service vehicles, or the daily increase in car movements that a development of this size would produce. It is also important to note that no such use of this road was indicated in the plans provided to residents when the estate was originally built and sold.

If the northern access were to be used during the construction phase, residents would face years of heavy goods vehicles, plant machinery, contractor vans, and delivery traffic travelling directly through their street. Large housing developments of this nature typically take several years to complete, meaning this disruption would not be temporary but prolonged and unavoidable. Homes would be subjected to noise, dust and vibration on a daily basis, and a road never intended for such loads would deteriorate quickly. There would be clear and continuous risks to children, pedestrians, cyclists and pets, and residents could regularly find their parking, access and visibility compromised by construction activity in front of their homes.

In addition to these concerns, the junctions within and around Ingleton Crescent leading out of the Miller estate already have limited visibility, with poor lighting conditions adding further risk during darker hours. Directing additional traffic into areas with these constraints increases the likelihood of accidents and creates congestion within an estate not designed to handle such flows. A development of this scale should be supported by a purpose built access designed to modern safety standards, not routed through an existing residential estate. For these reasons, the proposed northern access is unsuitable, unsafe, and unacceptable, and I ask that it be removed from the proposal and that the Council refuse the application.

I would also like to raise concerns regarding the general traffic situation on Henthorn Road. The lower section of the road is already narrow, frequently congested and under constant pressure from

existing traffic, including vehicles travelling to the recycling centre and those associated with refuse and water treatment operations. The road surface is in increasingly poor condition and requires frequent repair. Even in its current state, the road struggles to cope with everyday use, and it is not capable of absorbing the substantial increase in vehicle movements that this development would generate.

Henthorn Road is constrained by its physical layout, offering very limited opportunities for widening, improvement or the creation of alternative access routes. Introducing a development of this scale in such a restricted location is not sustainable without meaningful infrastructure planning, none of which forms part of the current application. I am also deeply concerned about the impact on wildlife and the gradual erosion of the green boundaries that help maintain Clitheroe's character and environment. The proposed development would contribute to the ongoing loss of green margins around Clitheroe and may result in the disturbance of local wildlife habitats. The cumulative effect would be a steady erosion of the town's natural edges and the qualities that make this area valued by residents.

Taken together, the scale of the proposed development, the pressure it would place on roads and local services, and the long term loss of landscape and amenity make this proposal unsuitable for approval. Clitheroe needs planned and sustainable growth, supported by appropriate infrastructure, not development that intensifies the problems the town is already facing.

For all these reasons, I respectfully request that the Council refuse Planning Application 3/2025/0997.

Yours faithfully,



[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 28 January 2026 19:05  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-791868601

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

**Address of Development:** henthorn

**Comments:** The Development will result in yet another farm and its productive land biting the dust. Surely the RV and especially Clitheroe have done more than most to accommodate the Government strategy on new homes.

Soon Henthorn road will be a highway for United Utilities Hawesewater Aqueduct project where it crosses the River Ribble. This project could take 6 years to complete and it will cause chaos and misery to the people of Henthorn. The last thing they want is yet another development adding to the problems of living in a cul de sac.

**From:** [REDACTED]  
**Sent:** 28 January 2026 19:05  
**To:** Planning  
**Subject:** Objection to Planning Application 3/2025/0997

**⚠ External Email**

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With regard to planning application 3/2025/0997

Grid Ref: 372961 440676 - Land off Henthorn Road, Clitheroe, BB7 3BY

I strongly object to the proposed development and believe that planning permission should be refused outright for the following reasons.

**1. Lack of Need for Further Housing**

There are still hundreds, if not thousands, of homes yet to be built on the Halfpenny Meadows development, including designated affordable housing. Until this existing allocation has been substantially completed, there is no demonstrated requirement for additional housing in this area. Approving further developments before current commitments are delivered is unnecessary and unsustainable.

**2. Inadequate Local Infrastructure**

Clitheroe has expanded significantly over the past decade, and local infrastructure has failed to keep pace with this growth. Roads are increasingly congested and in poor condition, public facilities are overcrowded, and both schools and GP services are already under considerable pressure. Further residential development will place unacceptable additional strain on infrastructure that is already struggling to cope with current demand.

**3. Impact on Henthorn Road and Road Safety**

Henthorn Road is already in a poor state of repair, with crumbling surfaces and frequent potholes. The introduction of heavy construction traffic during the build phase, followed by several hundred additional vehicle movements per day once the development is complete, will significantly exacerbate this deterioration. This will result in more frequent and costly repairs.

The road is currently incapable of safely accommodating existing traffic levels. The narrowing of the highway between Brown Street and Thorn Street already creates a bottleneck, and any increase in traffic will worsen congestion. This will lead to increased air pollution, reduced quality of life for local residents, and heightened risk to pedestrians. Speeding on Henthorn Road is already a known issue, and additional traffic will only increase the likelihood of accidents.

**4. Loss of Green Space**

The proposed development would result in the loss of valuable greenfield land, further eroding what remains of this area's natural beauty. At a time when brownfield sites across the country remain undeveloped and are in genuine need of regeneration, it is deeply concerning that green countryside continues to be sacrificed. The primary motivation appears to be financial, as greenfield development is cheaper and more profitable for developers, rather than meeting genuine housing need in appropriate locations.

**Conclusion**

For the reasons outlined above — lack of need, inadequate infrastructure, severe highway concerns, and the unnecessary loss of green space — I strongly urge the Planning Committee to refuse this application.

Yours faithfully,

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 28 January 2026 20:30  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-791907611

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

**Address of Development:** Land off Henthorn Road, Clitheroe

**Comments:** Re: Objection to Planning Application Reference 3/2025/0997 – Outline Application for up to 115 Dwellings on Land off Henthorn Road, Clitheroe BB7 3BY

I am writing to formally object to the above planning application submitted by Gladman Developments Ltd. My objections are based on the following material planning considerations:

**Traffic and Highway Safety:** The proposed vehicular access from Henthorn Road will significantly increase traffic volumes in an area already experiencing congestion, particularly during peak hours. Henthorn Road serves nearby residential areas and connects to key routes into Clitheroe town center. Additional vehicles from 115 new dwellings may exacerbate risks at junctions, increase pollution, and strain existing infrastructure. The Transport Assessment provided does not adequately address cumulative impacts from other local developments.

**Loss of Greenfield Land and Impact on Landscape:** The site is greenfield land on the edge of Clitheroe, contributing to the unique rural character of the area. Developing it for housing would result in irreversible loss of open space, contrary to policies in the Ribble Valley Core Strategy that prioritize brownfield sites and protect countryside. The Landscape and Visual Appraisal underestimates the visual intrusion on views from surrounding footpaths and properties.

**Environmental and Ecological Concerns:** The Ecological Impact Assessment and species surveys (e.g., for bats, great crested newts, and white-clawed crayfish) highlight existing wildlife habitats on the site. Construction and increased human activity could disrupt these, leading to biodiversity loss. Despite the proposed Sustainable Urban Drainage System (SuDS), the Flood Risk Assessment does not fully mitigate potential downstream flooding risks in an area prone to heavy rainfall.

**Strain on Local Services and Infrastructure:** Clitheroe already faces pressure on schools, healthcare facilities, and public services. Adding up to 115 dwellings (including affordable housing) without commensurate improvements could overwhelm GP surgeries, schools, and utilities. The Socio-Economic Benefits Statement claims benefits but overlooks the short-term disruptions and long-term capacity issues for existing residents.

Overdevelopment and Character of the Area: The scale of the proposal is disproportionate for this edge-of-town location, potentially leading to urban sprawl and altering the semi-rural character of Henthorn Road. This conflicts with the Design and Access Statement's claims and local planning policies promoting sustainable, balanced growth.

I urge the Council to refuse this application in its current form and consider alternatives that better align with community needs and environmental protections. Thankyou.

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 28 January 2026 23:10  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-791946236

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

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

**Comments:** I wish to formally object to the above planning application.

Wellbeing, children and family safety.

Living in the vicinity of Henthorn Road with young children already presents significant challenges to wellbeing and daily quality of life. The volume and speed of traffic make the area feel hostile and unsafe for families. As parents, we regularly feel anxious when walking with children, crossing the road, or allowing them even limited independence outdoors. Fast-moving vehicles, HGVs, and frequent congestion create an environment where simple activities such as walking, cycling, or using a pushchair feel stressful rather than safe.

This constant exposure to traffic danger has a direct impact on mental wellbeing, increasing stress and limiting opportunities for children to move freely, play, and develop confidence in their local environment. An increase in traffic associated with up to 115 additional dwellings would only intensify these problems, further undermining family wellbeing and creating conditions that are incompatible with a healthy, child-friendly neighbourhood. A development that makes parents feel unsafe raising young children in their own community cannot reasonably be described as sustainable.

Residents are entitled to expect a planning authority to take a clear, long-term view in safeguarding and enhancing Clitheroe as a desirable and aspirational town. Development should support that objective, not undermine it. Essential infrastructure must be properly planned and delivered in advance, with road capacity and access designed to meet future needs rather than reduced to the minimum standard considered acceptable.

This proposal fails to meet those expectations.

Inadequate infrastructure

Henthorn Road is already unsuitable to accommodate further development. Beyond the junction with Kenilworth Drive, it effectively operates as a long cul-de-sac serving in excess of 500 existing homes, with no alternative access route.

Traffic congestion and obstruction are already frequent along Henthorn Road. The addition of traffic generated by up to 115 new dwellings would significantly intensify an existing and well-documented problem.

In the absence of major prior infrastructure improvements — such as substantial road widening or the creation of a genuine alternative route connecting to Whalley Road — this development cannot reasonably be considered acceptable.

#### Emergency access and network resilience

Dependence on a single access route presents a serious and foreseeable risk. Any accident, obstruction, level crossing closure, or routine maintenance could restrict or prevent emergency services from reaching a large residential area.

Planning decisions must be based on realistic worst-case and cumulative scenarios, not idealised assumptions. A development that increases the risk of delayed emergency response cannot be regarded as safe or sustainable.

#### Deficiencies in the Traffic Assessment and Travel Plan

The submitted Traffic Assessment and Travel Plan do not reflect the actual conditions on Henthorn Road and fail to properly address:

Persistent congestion and queuing

Parking on both sides of the carriageway with limited restrictions

Widespread inconsiderate and illegal parking

Poor adherence to speed limits and minimal enforcement

Furthermore, the failure to consider the Government's stated intention to address pavement parking significantly undermines confidence in these documents.

The professional presentation of these assessments should not be mistaken for accuracy. They do not provide a robust or credible basis on which to approve a development of this scale.

#### Speeding and unsafe conditions for active travel

Speed limits along Henthorn Road are routinely disregarded. While Vehicle Activated Signs demonstrate the scale of the issue, they have had little impact on driver behaviour.

The section between the Blakewater Road junction and the single-lane bridge over Pendleton Brook has effectively become a high-speed route for HGVs, articulated vehicles, agricultural machinery, taxis, couriers, and refuse vehicles. This creates unsafe conditions for pedestrians, cyclists, and horse riders and actively discourages sustainable travel, directly contradicting the assumptions set out in the Travel Plan.

#### Conflict with planning policy and unsustainable development

The site lies outside Clitheroe's defined settlement boundary and is not allocated for housing within the adopted development plan. The proposal represents speculative development on greenfield land, contrary to Key Statement DS1, Policies DMG1 and DME2, and the National Planning Policy Framework.

Given the council's improving housing land supply position, there is no compelling justification for releasing this unallocated site.

#### Pressure on overstretched health and education services

Local GP surgeries, dental practices, and schools are already operating at or near capacity. The addition of up to 115 new dwellings would inevitably place further strain on services that are already overstretched.

No clear or secured provision has been identified to demonstrate how increased demand for healthcare and education will be accommodated. Development that proceeds without ensuring adequate capacity in essential community services cannot be considered sustainable.

### Underestimation of real-world traffic conditions and peak-time congestion

While the Transport Assessment concludes that the impact of the development would be acceptable, this conclusion relies heavily on modelling assumptions that do not reflect everyday experience.

Traffic entering and leaving Clitheroe is already difficult, particularly during morning and afternoon peak hours. Congestion routinely extends beyond individual junctions, with delays compounding along the wider road network. These corridor-wide and cumulative impacts are not adequately captured by junction-based modelling alone.

As a result, the true impact on residents' daily journeys is significantly underestimated.

### Cumulative impacts of multiple developments

This proposal fails to adequately consider the cumulative impact of numerous completed and consented housing developments in the area. While individual schemes may appear acceptable in isolation, their combined effect places increasing pressure on infrastructure, transport networks, public services, and environmental capacity.

Planning decisions must consider cumulative and long-term consequences, not merely whether a single development narrowly meets technical thresholds.

### Absence of meaningful public benefit

The proposed development would diminish the quality of life for existing residents while offering little demonstrable public benefit. Claims relating to public open space, ecological enhancement, or economic gain are unpersuasive and largely compensatory.

In practice, the proposal would place further strain on already overstretched infrastructure and result in the permanent loss of valued greenfield land that contributes significantly to Clitheroe's character and attractiveness.

### Conclusion

Clitheroe's long-term prosperity depends on plan-led growth supported by infrastructure that is delivered in advance, not retrospectively justified. This proposal fails to meet that standard. It exacerbates known infrastructure deficiencies, places additional pressure on health and education services, worsens peak-time congestion, introduces unacceptable safety risks, conflicts with adopted planning policy, and erodes the very qualities that make Clitheroe an aspirational place to live.

I therefore urge the council and planning authority to pursue a strategy that enhances Clitheroe rather than incrementally degrading it, and to refuse this application.

Please keep me informed of the application's progress, including the dates of any planning committee meetings at which it will be considered.

Yours faithfully,

[Redacted signature]

[Redacted contact information]

**From:** [REDACTED]  
**Sent:** 28 January 2026 23:10  
**To:** Planning  
**Subject:** Objection to Outline Planning Application 3/2025/0997

⚠ External Email

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

Dear Planning Team,

Re: Objection to Outline Planning Application 3/2025/0997 Land off Henthorn Road, Clitheroe, BB7 3BY

I write to formally object to the above application.

What residents should reasonably expect from a planning authority is a clear, long-term strategy to protect and enhance Clitheroe as an aspirational town. Development plans should facilitate that ambition, not erode it. Infrastructure should be planned and delivered in advance, with roads and access designed for future demand rather than pushed to the narrowest acceptable standard.

This proposal does the opposite.

1. Fundamental infrastructure failure

Henthorn Road is not fit for purpose. Beyond the junction with Kenilworth Drive, the area functions as a large cul-de-sac serving well over 500 existing dwellings, with no alternative route in or out.

Congestion and blockages along the length of Henthorn Road are already common. Introducing traffic associated with up to 115 additional dwellings would materially worsen an existing and well-understood problem.

Without significant prior infrastructure intervention — such as comprehensive road widening or the provision of a genuine relief route towards Whalley Road — this development cannot be considered acceptable.

2. Emergency access and network resilience The reliance on a single access road represents a serious and foreseeable risk. One incident, routine maintenance closure, or obstruction has the potential to delay or deny emergency access to a large residential area.

Planning decisions must consider worst-case and cumulative scenarios, not idealised conditions. A development that increases the likelihood of emergency service delay cannot reasonably be described as safe or sustainable.

3. Inadequate and unrealistic Traffic Assessment and Travel Plan The submitted Traffic Assessment and Travel Plan fail to reflect real conditions on Henthorn Road. They do not adequately address:

Persistent congestion and queuing

Parking on both sides of the carriageway with limited restrictions

Widespread inconsiderate and illegal parking

Poor compliance with speed limits and minimal enforcement

The omission of any consideration of the Government's stated intention to address pavement parking further undermines confidence in these documents.

Professional presentation should not be mistaken for accuracy. These assessments do not provide a credible basis on which to approve development of this scale.

#### 4. Speeding and unsafe conditions for sustainable travel

The stretch between the Blakewater Road junction and the single-lane bridge over Pendleton Brook has effectively become a high-speed corridor for HGVs, articulated vehicles, tractors, taxis, couriers, and refuse vehicles. This makes walking, cycling, and horse-riding unsafe and actively discourages sustainable travel, directly contradicting the assumptions made in the Travel Plan.

5. Policy conflict and unsustainable development The site lies outside the defined settlement boundary of Clitheroe and is not allocated for housing in the adopted development plan. The proposal represents speculative development on greenfield land, contrary to Key Statement DS1, Policies DMG1 and DME2, and the National Planning Policy Framework.

With the council's improving housing land supply position, there is no compelling justification for releasing this unallocated site.

#### 6. No meaningful public benefit

This development would degrade the quality of life for existing residents while offering little tangible benefit. Claims regarding public open space, ecological enhancement, or economic gain are unconvincing.

In reality, the proposal would further drain already stretched infrastructure and permanently erode valued green space that contributes to Clitheroe's character and appeal.

#### Conclusion

Clitheroe's long-term success depends on plan-led growth supported by infrastructure that is delivered first, not retrospectively justified. This proposal fails that test. It exacerbates known infrastructure deficiencies, introduces unacceptable safety risks, conflicts with adopted planning policy, and undermines the qualities that make Clitheroe an aspirational place to live.

I urge the council and planning team to pursue a planning strategy that enhances Clitheroe rather than incrementally eroding it, and to refuse this application accordingly.

Please keep me informed of the application's progress, including the dates of any planning committee meetings.

Yours faithfully,

Thanks

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 28 January 2026 23:16  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-791947660

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

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

**Comments:** Subject

Formal Objection to Planning Application – Pedestrian Safety, Health, Wellbeing and Loss of Green Space

I wish to formally object to the above planning application.

I am a resident of Henthorn Road area and an older person who regularly uses the surrounding area on foot, particularly when walking my dog. From my daily, lived experience of the area, I wish to raise serious concerns about pedestrian safety, mental wellbeing, public health, and the loss of valued natural green space.

Henthorn Road already carries a high volume of traffic, including HGVs, delivery vehicles, agricultural machinery, taxis, and commuter traffic. Vehicle speeds are frequently excessive despite the posted limits. Even now, I often feel unsafe and anxious when attempting to cross the road, particularly in the direction of the proposed development site. This is especially intimidating for older residents, people with reduced mobility, parents with pushchairs, children, and those walking dogs.

The constant need to judge fast-moving traffic, combined with noise and vehicle size, creates ongoing stress and anxiety. For many residents, particularly older people, this has a direct impact on mental wellbeing and confidence to leave the house. What should be a simple daily activity — such as walking a dog or taking a short walk for fresh air — becomes a source of fear rather than enjoyment.

Mothers with prams, young children learning to walk or cycle, and dog walkers already struggle to cross Henthorn Road safely. Any further increase in traffic associated with up to 115 additional dwellings will inevitably worsen these conditions, further discouraging walking and undermining both physical and mental health.

In addition, the proposed development would result in the permanent loss of natural green space that is already becoming increasingly scarce in and around Clitheroe. The fields and open land along Henthorn Road are not just undeveloped land; they provide an important connection to nature,

tranquillity, and open countryside for local residents.

These natural areas are used daily for walking, stress relief, maintaining physical activity, and supporting mental wellbeing — particularly for older residents, people with dogs, and those who may not be able to travel further afield to access green spaces. The gradual erosion of such spaces has a cumulative and lasting impact on community health and quality of life.

Replacing open countryside with housing and increased traffic will further reduce opportunities for residents to experience peace, nature, and fresh air close to home. This loss cannot be adequately mitigated by token areas of public open space within a housing development and represents an irreversible change to the character of the area.

I am also concerned that the planning documentation relies heavily on technical modelling and vehicle capacity figures, which do not reflect the real, human experience of living with traffic on a daily basis. The fear, stress, loss of tranquillity, and reduced quality of life experienced by pedestrians and vulnerable road users are not adequately captured by such assessments.

Planning decisions should consider not only traffic flow and junction performance, but also the cumulative impact on mental health, public wellbeing, and the gradual loss of accessible natural spaces. A development that makes people feel unsafe, anxious, and disconnected from nature in their own neighbourhood cannot reasonably be described as sustainable or healthy.

For these reasons, I strongly object to this application and urge the council to prioritise pedestrian safety, mental and physical health, and the protection of remaining green space for existing residents — including older people, families with young children, and dog walkers — when considering this proposal.

Yours faithfully,



[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 29 January 2026 00:07  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-791955837

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

**Address of Development:** Henthorn Road, Clitheroe, BB7 3BY

**Comments:** I don't agree with the proposed development due to the following reasons:

1. increased number of vehicles on an already busy road. Henthorn Road is narrow in places due to parked vehicles. It is essentially a cul-de-sac for do many houses. No alternative route is proposed.
2. increase in number of vehicles on surrounding roads eg Eshton Terrace and past Booths. These roads already get congested. There are already safety issues on these routes out of town and congestion.
3. safety of vulnerable road users due to increased vehicle use on these roads.
4. use of greenbelt land for the development is losing the character and charm of Clitheroe.
5. lack of services for more residents eg doctors.

[REDACTED]

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**From:**

**Sent:**

**To:**

**Subject:**

[REDACTED]  
29 January 2026 07:48

Planning

Outline Planning Application 3/2025/0997

**⚠ External Email**

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

Dear Planning Team,

Re: Objection to Outline Planning Application 3/2025/0997  
Land off Henthorn Road, Clitheroe, BB7 3BY

I write to formally object to the above application.

What residents should reasonably expect from a planning authority is a clear, long-term strategy to protect and enhance Clitheroe as an aspirational town. Development plans should facilitate that ambition, not erode it. Infrastructure should be planned and delivered in advance, with roads and access designed for future demand rather than pushed to the narrowest acceptable standard.

This proposal does the opposite.

**1. Fundamental infrastructure failure**

Henthorn Road is not fit for purpose. Beyond the junction with Kenilworth Drive, the area functions as a large cul-de-sac serving well over 500 existing dwellings, with no alternative route in or out. Congestion and blockages along the length of Henthorn Road are already common. Introducing traffic associated with up to 115 additional dwellings would materially worsen an existing and well-understood problem. Without significant prior infrastructure intervention — such as comprehensive road widening or the provision of a genuine relief route towards Whalley Road — this development cannot be considered acceptable.

**2. Emergency access and network resilience**

The reliance on a single access road represents a serious and foreseeable risk. One incident, routine maintenance closure, or obstruction has the potential to delay or deny emergency access to a large residential area. Planning decisions must consider worst-case and cumulative scenarios, not idealised conditions. A development that increases the likelihood of emergency service delay cannot reasonably be described as safe or sustainable.

**3. Inadequate and unrealistic Traffic Assessment and Travel Plan**

The submitted Traffic Assessment and Travel Plan fail to reflect real conditions on Henthorn Road. They do not adequately address:

- Persistent congestion and queuing
- Parking on both sides of the carriageway with limited restrictions
- Widespread inconsiderate and illegal parking
- Poor compliance with speed limits and minimal enforcement

The omission of any consideration of the Government's stated intention to address pavement parking further undermines confidence in these documents. Professional presentation should not be mistaken for accuracy. These assessments do not provide a credible basis on which to approve development of this scale.

#### 4. Speeding and unsafe conditions for sustainable travel

Speed limits along Henthorn Road are routinely ignored. Vehicle Activated Signs demonstrate the extent of the problem but have little impact on driver behaviour. The stretch between the Blakewater Road junction and the single-lane bridge over Pendleton Brook has effectively become a high-speed corridor for HGVs, articulated vehicles, tractors, taxis, couriers, and refuse vehicles. This makes walking, cycling, and horse-riding unsafe and actively discourages sustainable travel, directly contradicting the assumptions made in the Travel Plan.

#### 5. Policy conflict and unsustainable development

The site lies outside the defined settlement boundary of Clitheroe and is not allocated for housing in the adopted development plan. The proposal represents speculative development on greenfield land, contrary to Key Statement DS1, Policies DMG1 and DME2, and the National Planning Policy Framework. With the council's improving housing land supply position, there is no compelling justification for releasing this unallocated site.

#### 6. No meaningful public benefit

This development would degrade the quality of life for existing residents while offering little tangible benefit. Claims regarding public open space, ecological enhancement, or economic gain are unconvincing. In reality, the proposal would further drain already stretched infrastructure and permanently erode valued green space that contributes to Clitheroe's character and appeal.

#### Conclusion

Clitheroe's long-term success depends on plan-led growth supported by infrastructure that is delivered first, not retrospectively justified. This proposal fails that test. It exacerbates known infrastructure deficiencies, introduces unacceptable safety risks, conflicts with adopted planning policy, and undermines the qualities that make Clitheroe an aspirational place to live.

I urge the council and planning team to pursue a planning strategy that enhances Clitheroe rather than incrementally eroding it, and to refuse this application accordingly.

Please keep me informed of the application's progress, including the dates of any planning committee meetings.

Yours faithfully,

A large black rectangular redaction box covering the signature area.

**From:** [REDACTED]  
**Sent:** 29 January 2026 15:29  
**To:** Planning  
**Subject:** Objection to Planning Application 3/2025/0997 – Land off Henthorn Road, Clitheroe

**⚠ 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.

To whom it may concern,

**Re: Outline Planning Application 3/2025/0997 – Land off Henthorn Road, Clitheroe, BB7 3BY**  
**Proposal: Erection of up to 115 dwellings**

I am writing as a neighbouring resident to formally object to the above outline planning application.

This site was previously the subject of an outline planning application (reference 3/2019/0999), which was refused on 24 September 2021. That refusal concluded that residential development on this site was contrary to the Ribble Valley Core Strategy, in particular Policies DMG1, DMG2 and DMH3, due to the unjustified introduction of residential development into the open countryside, the scale and quantum of development proposed, and the resulting harm to countryside character, openness and visual amenity.

Although the current proposal indicates a reduced number of dwellings, the principle of development on this site remains unchanged, and the same policy conflicts clearly persist. No supporting evidence has been submitted to demonstrate that there has been a material change in planning policy, a material change in site circumstances, or new evidence of local housing need that cannot be met within existing settlement boundaries. In the absence of such justification, there is no basis for departing from the previous refusal, and the application should be resisted.

In addition, I wish to raise the following material planning considerations:

**1. Policy conflict and location**

The site lies outside the settlement boundary of Clitheroe and is not an allocated housing site within the adopted Core Strategy or the Housing and Economic Development DPD. The proposal represents unjustified encroachment into open countryside, contrary to Key Statement DS1, Policy DMG1, and the National Planning Policy Framework's emphasis on sustainable patterns of development.

**2. Sustainability and accessibility**

The site is poorly located in relation to essential services, facilities and public transport within Clitheroe town centre. Future residents would be heavily reliant on private car use, failing to promote sustainable transport choices and conflicting with national policy and local Policy DME2.

**3. Highway safety and traffic impact**

Henthorn Road is the only practical route into Clitheroe and to the A59 for residents on this side of the town. There is already significant congestion at the junction of Henthorn Road with Eshton Terrace and Thorn Street, which incorporates a level crossing and frequently operates

as a single lane due to on-street parking.

Henthorn Road is narrow, heavily used, and already subject to traffic from the household waste facility, agricultural vehicles, and the existing residential population, many of whom operate heavier electric vehicles. The additional traffic generated by up to 115 dwellings would exacerbate congestion and raise highway safety concerns. The application relies on unrealistic assumptions regarding a shift to walking and cycling, which are not supported by current conditions.

**4. Landscape and visual impact**

The development would result in significant harm to the rural character, landscape quality and visual amenity of the area, urbanising an important open edge of Clitheroe and potentially affecting the setting of the Forest of Bowland Area of Outstanding Natural Beauty, contrary to Policy DME2 and relevant national policy protections.

**5. Ecology and biodiversity**

Pendleton Brook supports wildlife including water voles, herons, egrets and otters. The proposed development would risk disturbing these species and their habitat, and insufficient information has been provided to demonstrate that impacts can be satisfactorily avoided or mitigated.

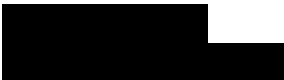
**6. Infrastructure and precedent**

There are concerns regarding drainage and flood risk, as well as the capacity of local infrastructure such as schools and healthcare services. Approval of this proposal would also set an undesirable precedent for further unplanned development in unsustainable, unallocated locations. The Council's recent housing land supply position indicates a more robust supply, reducing the need to release this greenfield site.

For the reasons set out above, and in light of the previous refusal, I respectfully urge the Council to refuse this application.

I would be grateful if you could keep me informed of the progress of this application, including any relevant committee dates.

Yours faithfully,

A black rectangular redaction box covering the signature of the sender.

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 29 January 2026 15:36  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-792264314

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

**Address of Development:** Land off Henthorn Road Clitheroe, BB7 2RG

**Comments:** I wish to object to the outline planning application for up to 115 dwellings on land off Henthorn Road.

I understand that his site was refused planning permission in 2021 for housing development. Although the current proposal includes fewer homes, the basic issue remains the same: it is an attempt to develop open countryside on the edge of Clitheroe. No clear evidence has been provided to show that circumstances have changed enough since the earlier refusal to justify a different outcome.

The site is outside the main built-up area of the town and is not well placed for everyday services. Anyone living here would be heavily dependent on cars to get to shops, schools, healthcare and work, which makes this an unsustainable location for a development of this size.

Henthorn Road is the only realistic route into Clitheroe and to the A59 for residents on this side of town. It is already narrow, busy and frequently congested, especially at the junction with Eshton Terrace and Thorn Street, which includes a level crossing and often becomes restricted due to parked cars. The road is also used by traffic to the tip, farm vehicles and existing residents. Adding traffic from up to 115 new homes would worsen congestion and raise safety concerns. The suggestion that large numbers of trips would be made on foot or by bicycle is unrealistic and not backed by any evidence.

The development would also damage the rural character of the area by extending built development into open land and eroding the natural edge of Clitheroe. This would have a negative effect on the appearance of the area and the wider landscape.

Pendleton Brook is known to support wildlife such as water voles. Development on this site would risk disturbing these animals and their habitat, and it is not clear how this impact would be properly avoided.

There are also concerns about drainage, flood risk, pressure on local services such as schools and healthcare, and the precedent that approving this proposal would set for further development in

similar locations.

For these reasons, I believe this application should be refused.

[REDACTED]

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**From:** Contact Centre (CRM) <contact@ribblevalley.gov.uk>  
**Sent:** 29 January 2026 15:55  
**To:** Planning  
**Subject:** Planning Application Comments - 3/2025/0997 FS-Case-792274532

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Planning Application Reference No.:** 3/2025/0997

**Address of Development:** Henthorn Road, BB7 2RG

**Comments:** I am a local resident and regular road user, and I wish to object to this application due to its likely impact on traffic, access and local services.

Henthorn Road is already one of the most pressured routes in and out of the town. For those travelling to or from that side of Clitheroe towards the centre or the A59, there are very limited alternatives. Congestion is already a daily issue, particularly around the junction with Thorn Street, where the level crossing and parked cars regularly cause delays and queuing. Anyone who uses this route frequently can see that it is already operating close to its limit.

Adding traffic from up to 115 new homes would inevitably worsen these problems. The road is narrow, carries a mix of residential, farm vehicle and tip traffic, and is often covered in potholes. Presumably it is difficult to manage or repair because it is so heavily relied upon. Lots of people increasingly have heavy E-vehicles which, while great for the environment, do place even more physical pressure on our rural roads.

Beyond traffic, development on this scale would place further pressure on local amenities that are already stretched, including schools, healthcare services and town-centre facilities. This would be felt across Clitheroe, not just by those living closest to the site.

For these reasons, I believe this proposal would have a negative impact on how Clitheroe functions day to day and should be refused.