

**From:** [REDACTED]  
**Sent:** 19 February 2026 09:53  
**To:** Planning  
**Subject:** Planning Application 3/2026/0089 – Land at Highmoor Farm, Clitheroe, BB7 1PN  
(Reserved Matters for 124 dwellings)

**⚠ 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 Madam,

I am writing to object to the above application.

My objection is based on **material planning considerations** relating to infrastructure capacity, highway safety, parking, local services, and the cumulative impacts of additional development in this area.

### **1) Infrastructure and local facilities are already under strain**

The scale of this development (124 homes) would place significant additional pressure on **local facilities and services**. In my view, the proposal does not demonstrate that existing provision is able to accommodate the increase in demand, or that sufficient mitigation will be delivered in a timely way.

This includes, but is not limited to:

- **Primary and secondary school capacity** (including the ability to absorb additional pupil numbers without impacting class sizes and quality of provision).
- **Healthcare access** (GP / dental capacity), where appointments are already difficult to secure.
- **Local amenities and community infrastructure** required to support a development of this size.

If the council is minded to approve this application, I request that it provides clear evidence of capacity and/or secured mitigation, and that any required contributions are **robust, deliverable, and proportionate**.

### **2) Highways impact and traffic congestion (including the nearby roundabout)**

A key concern is the **increase in vehicle movements** that will be generated by 124 dwellings. The road network in Clitheroe, particularly at peak times, is already congested and sensitive to disruption.

I am especially concerned about the additional traffic using the **roundabout near my home at [name/location of roundabout]**, where traffic volumes are already high and queuing is common at [times, e.g., school run/commuter peaks]. Adding this level of traffic will, in my view:

- Worsen congestion and journey times

- Increase the risk of collisions and near-misses
- Increase noise and air pollution for nearby residents

I request that the council ensures there is a **credible, up-to-date transport assessment** (including cumulative impacts with other approved or proposed developments), and that it addresses:

- Peak-time junction performance
- Safe access/egress arrangements
- Pedestrian crossing safety and walking routes
- Impacts on public transport reliability (if relevant)

### **3) Parking and overspill onto surrounding streets**

Parking is already difficult in many areas of Clitheroe. Additional dwellings often lead to **overspill parking** on nearby roads, which can:

- Obstruct visibility at junctions
- Make streets less safe for pedestrians (including children)
- Reduce access for emergency vehicles and refuse collection
- Increase conflict between residents

I am not satisfied that the plans guarantee adequate parking provision that reflects likely car ownership, visitor parking needs, and the reality of local travel patterns.

### **4) Loss of open land and the incremental erosion of countryside**

This proposal contributes to the continuing loss of open land around Clitheroe. Even where “public open space” is included, the overall effect is a **permanent change in land use** and the incremental reduction of countryside character.

The council should give careful weight to:

- The cumulative loss of green/open land in the area
- Landscape character impacts
- The value of open land as a buffer, habitat, and community asset

### **5) Drainage, surface water and local flood risk**

Large developments can increase surface water runoff and place pressure on drainage infrastructure. I would like reassurance that:

- Surface water is managed sustainably on-site
- The attenuation pond and drainage design are sufficient for current and future climate conditions
- There will be no increased flood risk to neighbouring properties and roads

### **6) Construction phase impacts and route management**

Finally, the construction period itself can have major impacts: HGV movements, mud on roads, noise, and disruption. If approved, robust conditions should be imposed including:

- A construction traffic management plan (routes, hours, wheel washing)

- Controls on working hours and noise
- Measures to protect road safety and keep footways usable

## **Request**

For the reasons above, I object to the application and ask that it be refused unless the applicant can demonstrate, with clear evidence and secured mitigation, that the development will not worsen congestion, parking stress, infrastructure capacity, drainage risk, or the loss of open land.

Yours faithfully,

██████████

██████████

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 19 February 2026 16:02  
**To:** Planning  
**Cc:** [REDACTED]  
**Subject:** Re: Planning Application 3/2026/0089 -Land at Highmoor Farm, Clitheroe BB7 1PN

**⚠ External Email**

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Dear Sir/Madam,

I write to formally object to Reserved Matters application 3/2026/0089 relating to 124 dwellings at Land at Highmoor Farm, Clitheroe.

Whilst outline consent has been granted, the Local Planning Authority remains under a statutory duty pursuant to Section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine this application in accordance with the Development Plan unless material considerations indicate otherwise. Reserved Matters approval must not be granted where the detailed scheme conflicts with adopted policy or fails to adequately address cumulative impacts.

**1. Conflict with Core Strategy Policy DMG1 (General Considerations)**

Policy DMG1 requires development proposals to:

- Be of a high standard of design which respects local character and settlement pattern
- Not result in unacceptable impacts on infrastructure
- Provide adequate arrangements for drainage
- Protect residential amenity
- Ensure safe and convenient access

The cumulative scale of housing development within Clitheroe has already placed significant and observable pressure on highways, education, healthcare and drainage infrastructure. This proposal fails to demonstrate that infrastructure capacity is sufficient to accommodate a further 124 dwellings without material harm.

In particular:

- There is insufficient evidence that the residual cumulative impact on the local highway network would not be severe, contrary to NPPF paragraph 115.
- There is inadequate reassurance that drainage infrastructure can accommodate additional surface water discharge without increasing flood risk, contrary to NPPF paragraphs 165–175.

As such, the proposal conflicts directly with the infrastructure and environmental safeguards embedded within Policy DMG1.

## **2. Harm to Landscape and Settlement Character – Policy DME6**

Policy DME6 seeks to protect the landscape character of the borough and requires development to respect local distinctiveness, settlement form and the relationship between built form and the countryside.

Clitheroe’s character as a market town set within a rural landscape is a defining attribute. Continued peripheral expansion through large-scale estate-style developments risks incremental suburbanisation and erosion of that identity.

The scale, density and layout proposed under this Reserved Matters submission do not convincingly demonstrate that the development will assimilate sympathetically into the settlement edge. The cumulative impact of repeated edge-of-town schemes materially alters the town’s character and conflicts with Policy DME6.

## **3. Failure to Satisfy NPPF Sustainable Development Objectives**

Paragraphs 7 and 8 of the NPPF require development to achieve economic, social and environmental objectives in a mutually supportive way.

The proposal fails to demonstrate that social and environmental objectives — particularly infrastructure provision, transport capacity, drainage resilience and townscape quality — are being met alongside housing delivery.

If the Council can demonstrate a five-year housing land supply, the tilted balance under paragraph 11(d) is not engaged and there is no presumption in favour of additional housing irrespective of harm. Even if engaged, paragraph 11(d) is clear that permission should be refused where adverse impacts significantly and demonstrably outweigh benefits.

Given the cumulative and compounding infrastructure pressures within Clitheroe, that threshold is increasingly relevant.

## **4. Cumulative Impact and Planning Balance**

Planning law and policy require cumulative impacts to be properly assessed. The repeated approval of large-scale residential developments without proportionate and timely infrastructure upgrades undermines the plan-led system and risks unsustainable growth.

The harms arising from:

- Highway congestion and network capacity strain
- Pressure on education and healthcare services
- Increased surface water management risk
- Erosion of settlement character

are not speculative; they are tangible and ongoing. When taken together, they weigh materially against the benefits of additional housing delivery at this location.

### **Formal Planning Conclusion**

For the reasons set out above, the proposal:

- Conflicts with Core Strategy Policy DMG1 due to inadequate demonstration of infrastructure capacity, drainage sufficiency and cumulative highway impact;
- Conflicts with Core Strategy Policy DME6 due to harm to settlement character and landscape context;
- Fails to fully satisfy the sustainable development principles of the NPPF, including paragraphs 7, 8, 11, 115 and 135.

Accordingly, the Reserved Matters application should be refused.

Yours faithfully

[Redacted signature]

[Redacted signature]

Kind Regards

[Redacted signature]

Sent from my iPhone