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Your ref: 3/2026/0214
Our ref: 3/2026/0214/HDC/KW
Date: 04 June 2026

Location: Land at Albany Drive Copster Green BB1 9EH
Proposal: Proposed erection of 26 affordable dwellings with associated access, gardens, parking and landscaping.
Grid Ref: 367420 433582

Dear Maya Cullen

With regard to your consultation letter dated 25 March 2026, I have the following comments to make based on all the information provided by the applicant to date and after undertaking a site visit.

Further Information

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to support the application as presented.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of a planning application for the proposed erection of 26 affordable dwellings with associated access, gardens, parking and landscaping at Land at Albany Drive, Copster Green.

Planning history

The LHA are aware of that the location has not been allocated within the Ribble Valley Local Plan. Similarly, the LHA have not recently been approached to undertake pre-application advice for the site. The LHA is however aware of the planning history for the site which is as follows:

- 3/2014/0307 - The erection of up to 32 dwellings and associated works, which was refused on 27 June 2014. The application was appealed under APP/T2350/A/14/2222255, which was dismissed on 21st October 2014.

Sustainability

The Local Highway Authority (LHA) has assessed the site's access to sustainable modes of transport. The applicant has set out the sustainability credentials of the development

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within the submitted Transport Statement (TS), which includes an assessment of accessibility by walking, cycling and public transport.

Walking

The TS identifies that the site benefits from basic pedestrian infrastructure, with Albany Drive providing footways on both sides of the carriageway and street lighting, supporting safe and convenient pedestrian movement.

However, current residents within the area and future residents of the site, do not benefit from segregated pedestrian provisions on Lovely Hall Lane as the road does not feature of a footway. Given the intensification of pedestrian movement from the development and to further encourage sustainable transport use, the LHA expects a 2m footway be provided from the junction with Albany Drive and Lovely Hall Lane to the junction of Lovely Hall Lane with Longsight Road, which currently features a grass verge on either side. Whilst the LHA believe it would be beneficial to provide a footway along both sides of this section of Lovely Hall Lane, due to width constraints, it may only be possible to provide a footway along one side. The left-hand side, looking towards Longsight Road on Lovely Hall Lane has the capacity to accommodate a 2m footway, whilst the right side is constrained in width and features street furniture which may restrict the usability of a footway in this location. The junction would also benefit from a signage improvement scheme, improving the location of the existing signage as well as any other improvements, such as a gateway and improved advanced weight limit signage. Although all design aspects should be considered and will be subject to detailed design as part of a Section 278 agreement with Lancashire County Council.

The new section of footway shall be tied into the existing footway provisions along Albany Drive and Longsight Road, forming a continuous footway to the A59 where bus stops can be found. The existing footway and any new sections of footway in this location shall also provide tactile paving at the pedestrian crossing points in line with Inclusive Mobility Guidance.

The applicant's accessibility analysis is based on a 2 km walking catchment and identifies that Copster Green Village Centre, Salesbury Village Centre, a primary school, local services, and bus stops on the A59.

The LHA recommended distances are sourced from the 'Planning for Walking' document published by the Chartered Institution of Highways and Transportation (CIHT), as well as other good practice guidance. The LHA has reviewed the closest bus stops on Longsight Road to the site, which fall slightly outside of the LHA's Decide and Provide guidance on preferred walking distances, which is 400m to a bus stop. The nearest primary school to the site, Salesbury Church of England Primary School, which is approximately 1,200 m from the site, exceeding the 800m recommended walking distance. Similarly, the site is within the upper threshold of 2,000 m to other local amenities such as supermarkets and convenience stores, although the local network lacks segregated footway provisions which create safe pedestrian routes.

Whilst the TS concludes that the site benefits from good accessibility on foot, the assessment is primarily distance-based and does not fully consider the quality of pedestrian routes.

Cycling

The TS states that cycling is a viable mode for journeys up to approximately 5 km and presents a cycling isochrone demonstrating that a number of nearby settlements, including Langho, Wilpshire, Salesbury, Brownhill and Osbaldeston, fall within this catchment. Given that the site is within the maximum recommended walking distance to nearby amenities. Cycling may be a more preferred option for future residents, although the nearby network lacks cycling infrastructure, which may impact the suitability of key routes such as the A59 and Lovely Hall Lane for less confident cyclists.

Bus

The TS identifies that the nearest bus stops are located on the A59 Longsight Road, approximately 550 m walking distance from the site. The LHA identified bus stop ID 2500IMG2128 and bus stop ID 2500DCL470 as the closest stops to the site. They are located near the dwellings named Glendene and Birchover. These stops are served by routes 25 and 280, providing connections to destinations including Clitheroe, Blackburn and Preston. These bus services are subsidised by Lancashire County Council.

The stops are currently pole and flag stops and would benefit from being upgraded to Quality Bus Stop standards. This should include, but not be limited to, improvements to the kerb line to facilitate safe boarding and alighting, and the installation of appropriate tactile paving in accordance with current accessibility guidance.

There is also a pedestrian refuge island located on Longsight Road, which supports pedestrians crossing the A59. This is the route pedestrians from the site would take to access the closest bus stops on either side of the A59. The current provisions would benefit from being upgraded to include tactile paving in line with inclusive mobility guidance.

These measures are necessary to support the increased residential activity generated by the development and to encourage safe pedestrian movement and the use of public transport in line with sustainable transport objectives.

Service frequencies vary, with the 280 operating approximately hourly during the day and the 25 operating at a lower frequency of approximately every two hours, with more limited provision on Sundays. The TS concludes that the site benefits from access to bus services within an acceptable walking distance; however, the level of service provision is relatively modest and may limit the attractiveness of bus travel as a realistic alternative to the private car.

Rail

In terms of rail accessibility, Ramsgreave and Wilpshire station is located approximately 3.1 km from the site and is therefore falls within cycling catchment. The station provides regular hourly services to destinations including Blackburn, Manchester Victoria and Clitheroe.

Whilst the availability of rail services is noted, the distance from the site means that access is unlikely to be achieved on foot and will instead rely on cycling, public transport or car-based trips.

Public Right of Way

Whilst there are no Public Right of Ways within the site or connecting to the site. The assessment highlights the presence of a number of Public Rights of Way (PRoW) in close proximity to the site. These routes form part of a wider traffic-free network linking to Salesbury and the surrounding areas.

The TS demonstrates that the site has some access to sustainable transport modes, with nearby village facilities within preferred maximum walking distances, cycling connections to surrounding settlements, and rail services within the wider area. As such, while opportunities for sustainable travel exist, the LHA considers that the site is likely to exhibit a high degree of reliance on the private car, particularly for trips beyond the immediate local area. It is understood that similar views were made by planning inspectors as part of an appeal decision for the site under appeal reference APP/T2350/A/14/2222255 (3/2014/0307), and this was also expressed for an appeal within close proximity to the site under appeal reference APP/T2350/W/15/3134524 (3/2015/0200).

Access Strategy

Albany Drive is an unclassified road, subject to a 30mph speed limit which is 5.5m wide, featuring footways on either side. There is an existing field gate into the site which will be replaced. The current access provides access to agricultural land as well as some agricultural buildings situated to the south and fall outside of the red edge, whilst no clarification has been provided, it is likely that access to these agricultural buildings and land will remain as such, and the access and internal route will also be required to support access to these buildings.

Given that the development will form a continuation of Albany Drive, the LHA are of the opinion that Albany Drive would benefit from an amended speed limit, reducing the speed limit to 20mph. A gateway should be provided at the start of Albany Drive, and a traffic calming scheme implemented to ensure speed compliance along its length.

The LHA has reviewed the proposed site layout plans, as shown in drawing number PL01. It is understood that the access will connect to the existing carriageway of Albany Drive, continuing a 5.5m internal road through the site. The access and throughout the main internal road features 2m footway on either side, which is acceptable to Lancashire County Council and will allow for two-way movement into the site. The new access arrangements will require the applicant to enter into a Section 278 agreement and will be subject to detailed design approval.

The new access arrangements will not only provide vehicle access to the site, but will also provide access for pedestrians and cyclists onto the existing network. The footway around the access must also be supported by crossing facilities featuring tactile paving in line with inclusive mobility guidance or be continued to the West of the access on Albany Drive, which will ensure continuous footway provisions.

Whilst no visibility splays have been provided at the access point onto Albany Drive, Albany Drive is a straight road and has good visibility at the proposed access point. Any planting adjacent to the proposed access onto Albany Drive should be removed and replaced with a footway or hardstanding to ensure drivers and pedestrians can observe turning manoeuvres within the turning head and/or vehicles exiting driveways from No. 30 and 28.

Lovely Hall Lane

As examined within the sustainable transport section, Lovely Hall Lane provides access to the local primary school as well as other amenities; therefore, the suitability of use along this road must be considered, particularly due to the lack of segregated pedestrian provisions and street lighting. As such, the LHA would request that a traffic study be provided to assess the volume and speed of traffic along the route to enable the LHA to consider possible mitigation options.

The traffic study would need to be carried out by an approved specialist showing the 85th percentile road traffic speeds in both directions, along with the numbers of vehicles, types of vehicles and the speed of vehicles passing the access with the raw data being made available for review. The traffic study should be conducted over a 1-week period in a neutral month (I.E., April, May, June, September, October). The survey should avoid school holidays, extreme weather, and other anomalies that could skew data.

Transport Statement

A Transport Statement has been submitted in support of this application. The LHA advise that any future document be prepared in accordance with Lancashire County Council's Transport Assessments in Lancashire Guidance (2025), available at: <https://www.lancashire.gov.uk/media/963614/transport-assessment-guidance.pdf> . The Transport Statement should proportionately assess the development's expected trip generation, access arrangements, visibility splays, parking provision, sustainable travel opportunities, and the suitability of the surrounding highway network. It should also demonstrate compliance with relevant national and local transport guidance and identify any mitigation measures required to ensure safe and suitable access for all users.

Points regarding sustainability and access arrangements raised within the Transport statement have been addressed above. The LHA will review the other matters contained within the statement below.

Trip Generation

The trip generation presented within the Transport Statement utilises TRICS data filtered for privately owned residential dwellings within a comparable size range (13–52 units) and applying multi-modal weekday survey data. The derived trip rates generate a total of 16 two-way vehicle movements in the AM peak and 14 in the PM peak.

The LHA has undertaken their own TRICS assessment for the site and received similar results. The LHA would not distribute the findings following this analysis and are of the opinion that traffic related to the site is unlikely to have a severe impact on the operation of Albany Drive or the surrounding highway network.

Highway Safety

The TS includes a review of highway safety based on a 5-year analysis of Personal Injury Collision (PIC) data obtained from the DfT. This identifies that there have been no recorded injury accidents on Albany Drive or at the junctions of Albany Drive/Lovely Hall Lane and Lovely Hall Lane/Longsight Road (A59) during the study period. The applicant concludes that there are no existing highway safety concerns within the study area.

The LHA has undertaken its own review of the 5-year analysis of Personal Injury Collision shared by the Police. The LHA found similar results to those detailed within the TS. There are no PIC recorded on Albany Drive or Lovely Hall Lane. Whilst there are no recorded PIC's within the immediate vicinity of the junction with Longsight Road (A58), there two PIC within 500m of the junction which fall outside of the study area.

300m to the north of the junction, a PIC took place on January 2023 at 7:40am and involved 4 vehicles, resulting in slight injuries to 4 adults. The causation relates to a stationary vehicle, with vehicles 2, 3 and 4 failing to judge vehicles' path speed as well as a failure to provide adequate stopping distance. The incident also occurred in wet weather conditions.

420m from the junction to the south, a PIC occurred at the 4-way traffic light controlled junction of Longsight Road, Ribchester Road and Oaks Brow. The PIC involved two vehicles, with one vehicle failing to give way and colliding with another vehicle. The incident resulted in slight injuries to two people.

Notwithstanding this, the LHA do not have any concerns that the proposal would exacerbate the existing highway safety situation as there are no significant trends among the PICs.

The LHA is also aware that the junction of Lovely Hall Lane and Longsight Road features stop markings and signage that provide an additional safety feature to ensure vehicles come to a full stop and observe traffic on the network before manoeuvring onto Longsight Road.

Off Site Highway Mitigation

At this time, the LHA is of the opinion that several highway mitigation schemes are required to support movement in and around the site, as well as enhance sustainable transport means, actively supporting and encouraging use for future residents. For ease of reference the LHA would look for the implementation of the following schemes:

- 2m footway on Lovely Hall Lane, linking to the existing footway on Albany Drive to provide a continuous footway to the A59.
- Signage improvements scheme at the junction of Lovely Hall Lane and Longsight Road, including speed, weight and stop signage.
- 20mph speed limit change and traffic calming scheme for Albany Drive
- Tactile paving to be provided at a number of existing crossing points, including as a minimum the junction of Albany Drive with Lovely Hall Lane and the junction of Lovely Hall Lane and Longsight Road.
- Upgrading the existing pedestrian refuge island on Longsight Road in line with Inclusive Mobility Guidance
- Upgrade bus stop ID 2500IMG2128 and bus stop ID 2500DCL470 to Quality Bus Stop standards.

Internal Layout

Lancashire County Council has detailed Estate Road Specification and Creating Civilised Streets guidance, which outlines the design criteria for estate roads and expects all developments to be built to these standards, even if they are to remain private. The

acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

The primary internal carriageway is indicated as 5.5m in width with 2.0m footways on both sides, which is acceptable for a lightly trafficked residential development of this scale. This width is sufficient to allow two cars to pass comfortably and accommodate occasional service/refuse vehicles without conflict. The provision of continuous 2.0m footways on both sides is also welcomed, as it supports segregated pedestrian movement and inclusive accessibility.

In terms of speed environment, it is expected that new developments such as this form 20mph residential areas. Whilst no traffic calming scheme is proposed, the overall layout incorporates elements which assist in achieving a self-enforcing 20mph design speed, such as bends and short sections.

It is assumed that the primary internal carriageway will continue to serve the field and agricultural buildings to the south, where the internal road terminates it is expected to be properly boxed off as a turning head and a vehicle crossing point will be provided for access, rather than the road ending in this location.

Included within the site are shared private access arrangements. It is important that transitions between adopted highway and private drives are clearly defined, with appropriate clearly defined boundaries.

Visibility

With regard to visibility, the submitted Transport Statement indicates that appropriate visibility splays of 2.4m x 25m are achievable internally in accordance with a 20mph design speed. Drawing SCP/251150/D01 has been provided, which shows visibility at two junctions along the primary internal carriageway. At the junction serving dwellings No. 18 - 21, the visibility splay to the south has two trees which appear to fall within the splay envelope; these must be removed.

The site's landscaping includes vegetation within proximity to private driveway access arrangements throughout the site, which impact sightlines. Examples of these obstructions can be located at No. 11, 13, 18 and 25. Further consideration must be given to junctions with private drives, where intervisibility must not be compromised. Nothing is to be erected, retained, or allowed to grow within the visibility splay that exceeds 0.9 metres in height above the nearside carriageway level.

Swept Path Analysis

Adequate turning facilities have been incorporated within the site via turning heads, and have been supported by swept path analysis for a refuse vehicle. Drawing SCP/251150/ATR01 shows that a 4 axle refuse vehicle can manoeuvre around the site without any significant overrun, which would raise highway safety concerns.

Parking

Parking is distributed across the site. The LHA expects private driveways to have a minimum width of 3.2m when used for vehicular and pedestrian access to a property, and to have the minimum dimensions for a standard off-road parking bay, which is 2.4m wide

by 5m long. Where the parking bays are adjacent to walls, fences and similar obstructions, it is recommended that the drives have a minimum clear width of 0.6m, to provide additional room to open the doors.

The proposed site forms the following dwelling types:

House Type	No. of Units	Bedrooms
Burton	5	2-bed
Buxton	1	2-bed
Hastings	6	2-bed
Marsden	6	2-bed
Bransfield	7	3-bed
Raleigh	1	3-bed

A spot check inspection found that dwellings across the site have acceptable parking provisions. However, further consideration for pedestrian access adjacent to the parking area is required, whilst the LHA does note that separate pedestrian access is provided across the site, some driveways do, however, provide access for refuse movement to and from the highway. A minimum width of 4.8 m is required to accommodate two parking spaces in accordance with Manual for Streets. To provide safe and inclusive pedestrian access in line with Building Regulations Part M, an additional 1.2m clearance should be provided, resulting in a recommended overall width of approximately 5.7–6.0 m for two vehicles parked side by side with pedestrian access. This additional width also provides additional room for vehicle doors and further consideration to inclusive mobility provisions. Examples of where further pedestrian access should also be considered are areas where driveways are bound with neighbouring properties' driveways, such as No. 23 and 24, as well as No. 6 and 7. Areas such as this can result in access conflict between neighbours relying on third-party land to provide additional width for doors opening and pedestrian access when other vehicles are parked. As such it is recommended to provide a shared path between third-party driveways.

All new dwellings are expected to provide a universal electrical supply suitable for charging an electric motor vehicle in line with building regulations and facilities to provide secure and covered cycle storage. The submitted planning statement makes reference to secure cycle storage being provided within rear gardens; the LHA will look to secure these provisions via a condition.

Refuse collection

A review of the refuse Swept path analysis has been provided above. It is understood that refuse is to be stored in the rear garden of dwellings as noted within the refuse collection plan, drawing RP01.

It is understood that dwellings No. 13 and 14 will utilise a shared walkway to present the bin on the carriageway on bin collection days. There are also two bin collection areas placed adjacent to the primary internal carriageway, which serve the dwellings that have shared private access arrangements, which cannot be accessed by the refuse vehicles. All other dwellings appear to have independent access from the rear. This will ensure bins are only presented on the carriageway on collection days.

Sustainable Urban Drainage Systems (SuDS)

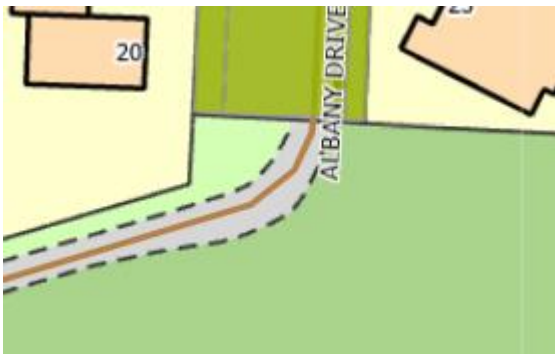
Lancashire County Council are the Lead Local Flood Authority (LLFA), as such LCC Flood Risk Assessment Team provided detailed comments on this application under a separate response. The application should consider the requirements likely to be asked for in support of a SuDs drainage scheme, if deemed necessary. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SuDs guidance.

The proposed drainage strategy comprises a separate foul and surface water system, with surface water collected and directed to on-site geocellular attenuation and a swale, before being discharged to an existing ditch. Given the swale's close proximity to the shared private access for dwellings No. 4 – 8 a Vehicle Restraint System is required to ensure vehicle safety.

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.

Red Edge

Below is an enclosed abstract of the LHAs adoption records. There appears to be a ransom strip between the proposed location plan red edge and the adoption line. This will need to be reviewed and amended where necessary and any necessary third-party landowners will need to party to the section 38 agreement.



Whilst the information provided is believed to be correct, based on the evidence currently available to the authority, the extent of the adopted highway can be evidenced from various sources and our records are not a conclusive record of rights. The record of highway extent and the List of Streets can be amended if there is sufficient evidence to support a different conclusion.

Construction management

A detailed construction traffic management plan will be required to be submitted pre-commencement of development to ensure that the impact of the construction traffic is minimised and managed effectively on the adjacent highway network.

Prior to the commencement of development, a survey of the condition of Albany Drive must be undertaken, due to concerns over its current condition. The extent of the highway area to be surveyed should be agreed in advance with the Highway Authority. The purpose of the survey is to establish a clear baseline of the highway condition prior to construction activity. Any damage to the adopted highway attributable to the development works should be made good by the developer to the satisfaction of the Highway Authority upon completion of the works.

Conclusion

In conclusion, whilst the proposed development is not expected to result in a severe impact on the local highway network, the current submission does not fully demonstrate that it provides safe and suitable access for all users in accordance with national and local guidance. The site presents limitations in terms of sustainable accessibility, particularly in relation to pedestrian infrastructure along Lovely Hall Lane and the modest level of public transport provision, which together are likely to result in some reliance on the private car.

The proposed access arrangements and internal layout are broadly acceptable in principle; however, a number of design and infrastructure issues must be addressed to ensure compliance with Lancashire County Council standards and to support safe and inclusive movement.

To enable the Local Highway Authority to fully assess and potentially support the application, the following amendments are required:

- Traffic Survey, including traffic speeds and volumes on Lovely Hall Lane.
- Resubmission of visibility details and amendments to ensure vegetation and boundary treatments do not obstruct visibility splays at a junction off the primary internal carriageway, as well as a number of private driveways across the site
- Provision of improved pedestrian access alongside parking areas, ensuring sufficient width (typically 5.7–6.0 m for two vehicles and pedestrian movement) and avoiding reliance on neighbouring driveways.
- Clarification of the southern extent of the access road, including provision of a suitable turning head and defined access arrangement for agricultural land.
- Provision of Vehicle Restraint Systems (VRS) adjacent to drainage features where required to ensure safety.
- An review of the red edge boundary, amendments should be made to ensure it meets the adopted highway line.

Yours sincerely
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