

Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe
Lancs
BB7 2RA

BY EMAIL

3rd July 2026

Dear Maya,

**Application Reference: 3/2026/0214 - Full Planning Application: Erection of 26 no. Affordable Dwellings with Associated Access, Gardens, Parking and Landscaping.
Land at Albany Drive, Copster Green, Ribble Valley**

Introduction:

- 1.1 Further to correspondence dated the 4th June 2026, outlining the Council's reluctance to support Planning Application 3/2026/0214 at Land off Albany Drive, Copster Green, please accept this supplementary letter as a response to the issues and objections raised. This letter has been produced on behalf of Pringle Homes ('Pringle' or the 'applicant') by Maybern Planning and Development Limited ('Maybern').
- 1.2 It is disappointing that the LPA does not support the application. The proposed development accords with the Development Plan when considered as a whole. However, even if the Council maintains its position to the contrary, the proposal represents sustainable development for which material considerations indicate that planning permission should be granted. These material considerations include the following:
 - The delivery of 26 no. affordable homes including dwellings of different house types and sizes to meet identified Borough and local needs;
 - Assistance to the Council in it meeting its housing requirement for the plan period via delivery of a sustainable residential site adjacent to one of the principal settlements in the Borough, in the absence of a 5 year housing land supply;
 - Affordable Housing delivery on a short-term basis;
 - Delivery of a sustainably located development with access to existing services and facilities, including by sustainable forms of transport – including off-site highways improvements such as bus stop upgrades.
 - Delivery of significant economic benefits associated with construction and increased spending in the locality to support the vitality and viability of local services and facilities; and
 - Delivery of significant social benefits through the provision of a wider choice of housing.

Affordable Housing Provision:

- 1.3 The national imperative to deliver housing is well understood and forms one of the Government's overarching policy priorities. It is reflected in the NPPF and other expressions of policy and government publications. The overriding objective is to significantly boost the supply of housing to address chronic – and increasing – undersupply. The need for continued additions to housing supply in the form of sustainable housing proposals is therefore fundamental.
- 1.4 There is an acute and pressing need for housing delivery at a local level. There has been a substantial shortfall in the delivery of housing and an acknowledged 5-year housing land supply deficiency in Ribble Valley over recent years as accepted by the Council (including via SOCG to recent appeals) and appeal Inspectors.
- 1.5 There is also a need for additional housing choice in terms of type and tenure. The Proposed Development will help to address the shortfall of new homes in the Borough and will help to diversify its housing stock, providing a range and mix of homes that are in demand and which will help to diversify the “offer” of the local area, supporting its future growth and sustainability. This is a significant benefit of the proposed development to which weight should be attached.
- 1.6 There is also a significant shortfall in the delivery of affordable dwellings against the identified need across the Borough, to which the site could assist the Council in meeting within the short term period.
- 1.7 This is reflected in the Council's housing strategy and other evidence informing the strategy. This reflects the National priority for delivery of affordable housing.
- 1.8 Even if the Officer were to find that the proposed development is indeed in breach of policy DMG1 by virtue of any perceived ‘overprovision’ of affordable homes for the ward, the weight to be applied to this development plan policy conflict is lessened due to the out of date nature of the policy. In any event, where conflict arises with the development plan, this is considered to be heavily outweighed by the significant benefits of the development proposals, with the planning balance weighing clearly in favour of planning permission being granted.
- 1.9 It is clear that significant weight must be afforded to the delivery of affordable housing. In the absence of other housing schemes throughout the Borough coming forward to applications or approvals, the supply of affordable housing units as part of market housing schemes is considered highly limited. The Council has failed to progress with their Local Plan review and have no additional proposed allocations in or around the principal settlements, such that they can point to their emerging strategy to meet this need.
- 1.10 The wider Borough affordable housing need must also be included as a material consideration in relation to the principle of development, notwithstanding the ward based local need level referenced in the Affordable Housing Needs Assessment (AHNA) (May 2025). As per the AHNA, it is highlighted that there has been a large increase in affordable housing need throughout Ribble Valley, with the Borough now requiring a net completion figure of 230 affordable dwellings per annum. This evidences a steep rise from the 88 affordable dwellings per annum as highlighted within the SHENA (2020). Following this evident rise in required affordable need, it is clear that there is an “*acute need for affordable housing within the study area*” as recognised by Officers (Ribble Valley Borough Council Planning and Development Committee, May 2025).
- 1.11 As such, it is clear that there is a significant affordable housing need to which this application will deliver a range of house types and sizes as appropriate to this local and Borough. This demonstrates compliance with Policy DMG2.

Relevant Decisions:

1.12 With regard to the Longsight Road, Langho appeal (referenced 6002485), the Inspector states within the decision that *"The evidence indicates that there is a substantial unmet need for affordable housing in the Borough. ... Accordingly, the proposed provision of affordable housing also carried its own significant weight in favour of the appeal development."* The site at Longsight Road is comparable to the appeal site as it is open countryside land.

1.13 More recently, the below referenced application was approved at planning committee which provides additional precedent for the application of the tilted balance, as well as the affordable need throughout the Borough:

Outline Planning Application ref: 3/2025/1006 - Richborough Estates Ltd (submitted 24th December 2025); Land off Pendle Road Clitheroe BB7 1JH. The erection of up to 200 dwellings and associated landscaping, children's play area, sustainable urban drainage and other infrastructure with all matters reserved except for access. This application was approved at planning committee on the 25th June 2026.

Within the committee report, the officer noted that *"the harm from the matter of principle conflict carries no weight because of the Council's housing supply position"*. They also noted that substantial weight should be provided to the delivery of affordable homes, and to the delivery of older persons homes, going on to state that *"when applying the tilted balance, the identified harm would be significantly and demonstrably outweighed by the combined benefits of delivering the proposed development"*.

1.14 As per the above, it is unclear why the same approach is not taken with the application proposal.

Elderly provision:

1.15 With regard to Elderly Provision, Policy H3 is an aspirational policy that seeks to achieve 15% provision for the elderly via adaptable homes; the provision of bungalows across the site is at a rate of 46%, representing a significant benefit in that the aspiration of Policy H3 is exceeded.

Locational Sustainability:

1.16 With regard to the principal objection concerning the site's perceived unsustainable location and the view that this significantly and demonstrably outweighs the benefits arising from the provision of affordable housing (as per NPPF Para 11(d)), we consider the site to be marginally sustainable.

1.17 This position is set out within our Planning Statement. This references more recent national planning policy and appeal decisions relating to the assessment of housing development in rural locations with regards to locational sustainability. Paragraph 110 of the NPPF acknowledges that *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."* Furthermore, Lancashire County Council Highways consultation response states 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."*

1.18 As such, we consider this assessment should be afforded weight given the site's rural context.

1.19 In addition to the appeal decisions referenced within the Planning Statement, which relate favourably to the site's credentials in terms of locational sustainability, significant weight should also be afforded to the appeal decision relating to Land at Cardwell Farm, Garstang Road, Barton, Preston¹.

¹ APP/N2345/W/20/3258889 – allowed 2021

- 1.20 Within this appeal, the inspector found that although the application site had a lowly position in the settlement hierarchy, as well as limited facilities, a regular bus service and further service/facilities provision within 2km was adequate to serve the site. It was also determined that although the private car would be used for the majority of journeys to services, sustainable alternatives existed and that the commute time would not be lengthy. As such, it was determined that accessibility policies set out within the framework were a neutral consideration in the case.
- 1.21 As per the above, it is clear that since the previous appeal on the land (APP/T2350/A/14/2222255), appeal precedent has changed in line with residential development in more semi-rural and rural areas, and their perceived sustainability.
- 1.22 In light of the above, we urge the council to reconsider defining the site being within a “unsustainable location”.

Recommendations from LCC Highways Consultation Response:

- 1.23 The applicant has instructed SCP Transport Planning to progress an Automatic Traffic Count (ATC)/Traffic Survey for Lovely Hall Lane. This has been carried out and is included within the Transport Statement Addendum provided in support of this supplementary statement.
- 1.24 Visibility splays are confirmed as acceptable. It is apparent that indicative landscaping was shown on the site layout plan within the visibility splay to the south from the side arm of the internal access. However, the trees shown on the more detailed landscaping plan show trees set to the rear of visibility splays. An updated Landscaping Plan is currently being prepared to reflect the associated revisions to the site layout, including changes to driveway widths and pathways.
- 1.25 Driveway widths and pathways are also amended (widened) to respond to LCC comments. As such, I also enclose the amended Proposed Site Layout Plan (ref 24-133 PL01 Rev D). These changes are also reflected within the wider planning pack which has been updated and provided in support of this supplementary statement.
- 1.26 In response to the request for clarification regarding the southern extent of the access road, the provision of a turning head, and the definition of access arrangements for the agricultural land, this area falls outside of the developable area (red edge).
- The applicant has an agreement with the landowner to retain access to their land to the south, with the existing access route being diverted from the current track onto the proposed new access road. Beyond the southern extent of the red line boundary, a new stone track will be constructed to connect with the existing track, thereby maintaining access to the stables. The menage and stable currently feature a suitable turning area for the users of the facility.
- 1.27 The provision of Vehicle Restraint Systems (VRS) proposed by LCC can be secured via condition, however an indicative location for this has been shown within the Transport Statement Addendum.
- 1.28 In response to the adoption extract provided by LCC Highways relating to third party land between Albany Drive and the proposed site entrance; it is confirmed by the applicant that all of the land at the access falls within the landowner’s ownership extent. Relevant title plans and conveyancing details are also enclosed for reference.
- 1.29 Off-site mitigation works which were detailed within the LCC Highways response included the following:
- A footway along Lovely Hall Lane between Albany Drive and the A59 (around 25m).
 - Improved signage / traffic calming at the A59 / Lovely Hall Lane junction.

- 20mph speed limit on Albany Drive with traffic calming (this will require a traffic regulation order).
- Tactile paving at the existing crossing on A59
- Upgraded bus stop.

The applicant is content to proceed with these works. It is anticipated that the agreement of such works will likely be included within the s106 agreement and s278 agreement.

Drainage:

- 1.30 In relation to flooding and drainage matters, we have previously submitted additional technical information in response to the comments received from the Lead Local Flood Authority. Please refer to my separate email dated 09th June 2026. I trust that this addresses these matters.

Additional Recommendations:

- 1.31 A Section and finished floor levels are provided for the site; both are provided through the provision of Site Section 24-133 SX01 Rev A.
- 1.32 With regard to the Lighting Assessment request; while the applicant is willing to have an assessment prepared, it has not been possible to instruct any such exercise. The Council has not provided formal comments from the EHO such that it could be scoped and the applicant's position on the matter is that the proposed scheme is of a very similar character to existing residential development that surrounds the site. It remains unclear as to the basis for these concerns and it is requested that the officer consider imposing a condition requiring a lighting scheme prior to the commencement of development.
- 1.33 Noise Assessment; a Noise Statement has been provided in order to address this matter.
- 1.34 Odour Assessment; officers provided an email with regards to nearby farm/s and potential for odour issues, but although it was requested, no further details were provided. Again, no formal comments have been received to set out what the EHO comments relate to. It was queried whether any complaints about odour have been received by the Council within the last 24 months but no response was provided. It is the applicant's position that the Council has no basis to consider odour as a reason to refuse permission for the development as proposed.

Planning Obligations:

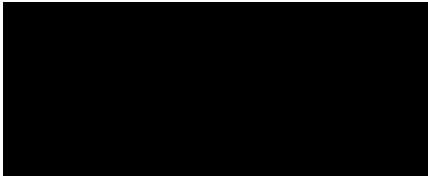
- 1.35 It is anticipated that the following will be secured via S106
- affordable housing provision (at a rate of 100% in line with the original planning application submission proposals), tenure split anticipated to be agreed and we would welcome a meeting or discussion with the Councils Housing Officer.
 - LCC Highways contributions in relation to Travel Planning at an amount of £6,000, Off-site highways works and bus contribution.
 - NHS Lancashire and Cumbria Integrated Care Board contribution of £17,275 towards an extension to Brownhill Surgery, Whalley New Road.
 - Public Open Space contribution of £11,365.56.

Conclusion:

- 1.36 Given the issues raised, we believe it would be beneficial to arrange a meeting or conference call involving the applicant, the Council's Housing Officer, and the relevant planning officers to discuss these matters in greater detail. I would again urge you to reconsider your recommendation.

I look forward to hearing from you.

Yours sincerely,



Katie Delaney

Director

For and behalf of Maybern Planning and Development