

Our Reference : T4832-TS-01 Rev 1
Your Reference :

18th May 2026

Oakmere Homes (Northwest) Ltd
Helm Bank House,
Helm Lane,
Kendal,
Cumbria.
LA9 7PS

Dear Sirs,

Oakmere Homes (Northwest) Ltd – Proposed Residential Development at Chatburn Road, Clitheroe
Transport Statement

Introduction

PSA Design Ltd has been commissioned to prepare a Transport Statement pertaining to a planning application for 39 residential units with associated parking at Chatburn Road, Clitheroe. The proposal could be considered as an extension to the development of 30 residential units located to the west of the proposed scheme although, as detailed later in this report, they will have separate accesses from the local road network.

Background

It should be noted that whilst a previous scheme of 39 units on the proposed site was granted planning approval at appeal this was subsequently overturned following a Judicial Review. However, as detailed below there were not any highways related issues identified at any stage.

- Lancashire County Council (LCC) as the Local Highway Authority (LHA) consultation response (dated 16/04/2020) – In this LCC raised no highways related objection and confirmed that
'discussions resulted in an amended plan being submitted (Dwg No. 067/P/03 RevB) which is acceptable, taking into account that it is understood from

correspondence with the applicants transport consultant that the estate roads within this proposed development will be privately maintained.'

- RVBC Committee Report for appeal APP/T2350/W/20/3253310 – in this document officers set out the Council's reason for refusal, confirming that this related to *'the creation of new residential dwellings in the defined open countryside, located outside of a defined settlement boundary, without sufficient justification insofar that it has not been adequately demonstrated that the proposal is for that of local needs housing that meets a current identified and evidenced outstanding need. It is further considered that the proposal fails to meet the requirements Key Statement DS1 insofar there are no identified regeneration benefits associated with the proposal.'*

The Council did not raise any highways related issues confirming (at para 5.4.1 of Appendix 1) that,

'LCC Highways have raised no objections in respect of the proposed development subject to the imposition of conditions requiring the need to submit a Construction Method Statement, the need to submit details in respect of the future maintenance and management of the internal highway. Should consent be granted there will also be a requirement to submit details in relation to a cycle-link, the construction of the site access and details of off-site highways improvements.'

- RVBC Statement of Case for appeal APP/T2350/W/20/3253310 – in this document the Council again confirm the basis of their case at appeal is that, *'it has not been demonstrated that the proposal is for that of local needs housing that meets a current identified and evidenced outstanding need as required by Policy DMG2 and DMH3 of the Adopted Core Strategy.'*, and

'given there are no recognised or clearly evidenced regeneration benefits associated with the development and given it has been established that the proposal fails to be that which satisfies an identified a local need it is considered that the appeal proposal is in direct conflict with not only Policies DMG2 and DMH3 but also Key Statement DS1 of the Ribble Valley Core Strategy.'

The Council case does not refer to any highways or transport related issues.

Notwithstanding that the previous scheme was accessed via the adjacent development and that the Council, the LHA or the Planning Inspector at the Appeal did not raise any objections

to the scheme on highways or transport related grounds, it is therefore evident that the principle of residential development of the quantum proposed on the site has previously been accepted and approved in terms of highways and transport.

Given that nothing has changed subsequently, it is reasonable to assume that this assessment would remain unchanged for a residential development of a similar quantum i.e. ***that 'safe and suitable access to the site is achieved for all users;' and that there would not be 'an unacceptable impact on highway safety' or 'severe residual cumulative impacts on the road network.'***

Proposed Scheme

The scheme subject to this current application proposes that a new access from Chatburn Road is provided to serve the site with only an emergency vehicle access being provided to the development to the west. It is considered therefore, that as residential development on the site has previously been accepted in highways terms, then the only issue that needs to be considered as part of the current application is the change in access proposals.

The location of the site is shown at **Figure 1** whilst the redline boundary of the site is shown on the site area plan at **Figure 2**. As shown on **Figures 1 and 2** the application site is located to the east of the recently developed site which is accessed from Chatburn Road. The site layout for the previously approved scheme is presented at **Annex A** for information purposes and clearly shows that access to the proposed 39 units was to be from the development to the west.

Accessibility by Non-Car Modes

As previously stated, as the site has previously been assessed as acceptable in highways/transport terms for residential development, it is considered reasonable to assume that the site is suitable in terms of accessibility by sustainable modes of travel.

Application Proposals

The proposed development is for 39 residential units, the same as the previously considered scheme, with access from a new simple priority T junction with Chatburn Road. The site layout for the proposed development is included at **Annex B** for information purposes.

It should be noted that the estate roads within the proposed development will not be offered for adoption and will be privately maintained.

The proposed access from Chatburn Road is shown on the drawing included at **Annex C** and it is confirmed that it been designed with 2.4 x 120m visibility splays in accordance with the

40mph speed limit in place. In addition, a 30m separation has been provided to the junction with Coplow View on the opposite side of Chatburn Road. The proposed access has been designed with a 6m access road, 6m bellmouth radii and with dropped kerbs and tactile paving to ensure safe crossing using the existing footway. It is evident that the site access proposals would be subject to a Section 278 Agreement and Technical Approval and the applicant is willing to accept a planning condition to this effect.

The site access drawing also demonstrates that a refuse vehicle can satisfactorily enter the site, although as the site is to be privately maintained a smaller refuse vehicle could be used if any issues occur.

As previously stated, and as shown on the proposed site layout, an emergency vehicle access (EVA) will be provided to the adjoining development from the proposed site. This EVA will benefit both developments as it will ensure that access is maintained to all of the units on both developments should either vehicular access from Chatburn Road be unavailable for use for any reason.

With regards to pedestrian access to the development, this will be from the main site access from Chatburn Road together with a pedestrian only access from Chatburn Road located further east. This will ensure safe and convenient pedestrian access to the site for all of the proposed properties.

With regards to car parking, it is confirmed that the provision will be in accordance with the Joint Lancashire Structure Plan Parking Standards, i.e. 2 parking spaces per 2 and 3 bedroomed dwelling and 3 parking spaces per 4 bedroomed dwelling.

Taking the above into account it is considered that it has been satisfactorily demonstrated that the proposed site access arrangements are safe and suitable for all users.

Traffic Impact

The previous planning application for the site, which was subsequently approved, demonstrated that the proposed 39 units would generate 22 and 26 two way trips in the AM and PM peak hours respectively.

Taking this into account it is considered that an operational assessment of the proposed development site access is not required as the traffic generation from the 39 dwellings falls below the generally accepted 30 vehicle trip threshold as was suggested in the former DfTs Guidance on Transport Assessment.

With regards to the impact on the wider highway network this issue was addressed within the previous planning application and it was concluded that the impact, even when considered alongside the adjacent development, would not be material. This conclusion was accepted by both the Council and the LHA as they raised no highways objections to the previous application on this site.

Conclusion

In light of the above, it is concluded that 'safe and suitable access to the site is achieved for all users;' and that there would not be 'an unacceptable impact on highway safety' or 'severe residual cumulative impacts on the road network..' These are the relevant policy tests with regards to highways.

Accordingly, the proposals would therefore comply with the relevant policies of both the NPPF and LPA and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.

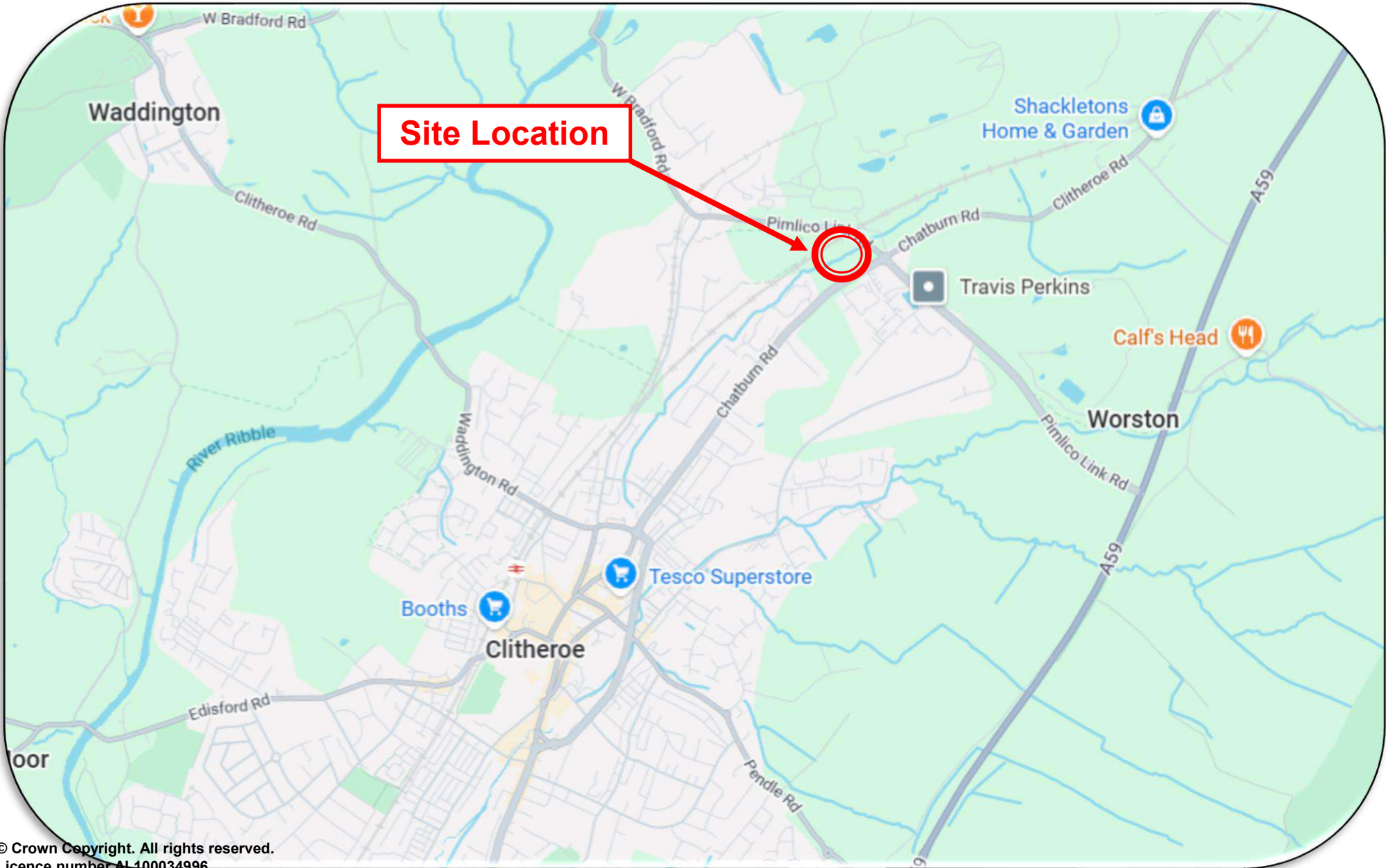
I trust that the above will be sufficient for your current purposes but please let me know should you require any further assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Wallbank', with a stylized, cursive script.

David Wallbank
Consultant, PSA Design Ltd.

Figures



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PSA Design
The Old Bank House
6 Berry Lane, Longridge
Preston, PR3 3JA
Tel. 01772 786066

Client	Oakmere Homes (Northwest) Ltd
Job	Chatburn Lane, Clitheroe
Title	Site Location Plan

Drawn	PB
Checked	DLW
Approved	DLW

Date	April 2026
Scale	NTS

Drawing No.	Figure 1
Rev	



Annex A – Previously Approved Site Layout

Housetype Schedule			
Ref	Housetype	Description	Number
Bow	Bowfell	4 Bed detached house	8
Bow-Spl	Bowfell Split Level	4 Bed split level detached house	3
Cal	Caldew	1 Bed terraced house	2
Enn	Ennerdale	4 Bed detached house	2
Gras	Grasmere	4 Bed detached house	4
Griz	Grizedale	2 Bed semi detached bungalow	2
Hon	Honister	4 Bed detached House	1
Kirk	Kirkstone	4 Bed detached house	2
Low	Lowther	3 Bed semi detached/terraced house	3
Roth	Rothay	2 Bed semi/terraced house	6
Thir1	Thrimere	4 Bed detached house	3
Thir1-Spl	Thrimere Split Level	4 Bed Split level detached house	1
Was-Spl	Wasdale Split Level	4 Bed Split level detached house	2
			39

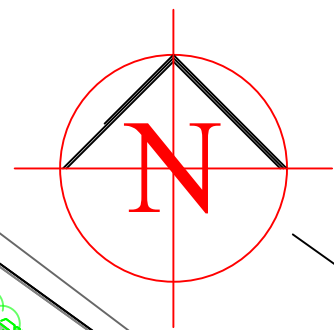


B	24/02/20	LCC Highway comments as 20/02/20 addressed
A	14/01/20	EVA Omitted At Request Of LCC
REV	DATE	DESCRIPTION



PROJECT TITLE CHATBURN ROAD NORTH CLITHEROE	
DRAWING TITLE Site Layout - PLANNING	
DRAWING NUMBER 067/P/01	REVISION B
DATE 06/19	SCALE 1:500@A1

Annex B – Proposed Site Layout



Chatburn Road Phase 3				
House Type	No. Person / Beds	No. Units	SqFt	Total SqFt
Ambleside	4p / 6b	2	1518	3036
Borrowdale	4b / 5p	1	1315	1315
Bowfell V3	4b / 6p	5	1256	6280
Bowfell V3 Split Down	4b / 6p	2	1256	2512
Caldew	1b / 2p	2	631	1262
Eskdale V3	3b / 4p	2	1256	2512
Grange	5b / 7p	4	1552	6208
Grasmere	4b / 6p	3	1430	4290
Grizedale	2b / 3p	2	713	1426
Rothay	2b / 3p	9	814	7326
Wasdale	4b / 5p	3	1331	3993
Wasdale Split Down	4b / 5p	4	1331	5324
Total		39	Total	45484



REV DATE DESCRIPTION

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PROJECT TITLE
CHATBURN ROAD NORTH
CLITHEROE

DRAWING TITLE
Site Layout - PLANNING

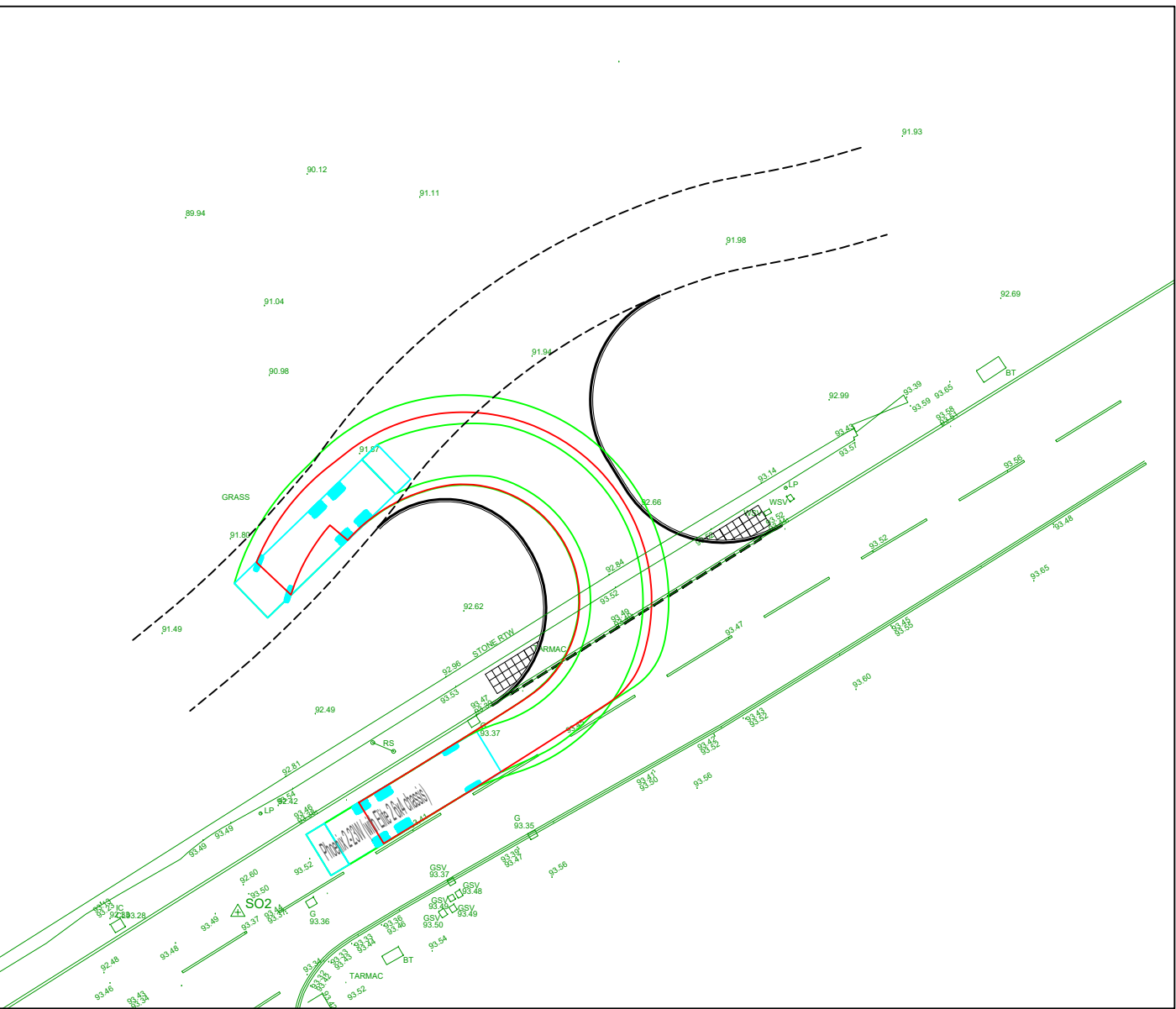
DRAWING NUMBER
067/P/01

DATE
02/26

REVISION

SCALE
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Annex C – Proposed Site Access Arrangements



Swept Path
11.2m Refuse OUT turn left