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Your ref: 3/2026/0315
Our ref: 3/2026/0315/HDC/KW
Date: 15 October 2026

Location: Land off Chatburn Road, Clitheroe BB7 4JX
Proposal: Residential development of 39 dwellings with associated landscaping, car parking and access.
Grid Ref: 375365 443101

Dear Kathryn Hughes

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

Summary

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.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed development of 39 dwellings with associated landscaping, car parking and access at Land off Chatburn Road, Clitheroe.

Following initial comments regarding the application, the LHA has received Technical Note 1 dated 24th August 2026.

Site Description

The application site forms a parcel of agricultural land off Chatburn Road, Clitheroe, positioned between Chatburn Road (A671) to the South, an existing residential development to the West and open countryside and agricultural land to the East and North. The proposal seeks to deliver 39 new residential dwellings with associated parking, landscaping, pedestrian links and a new vehicular access from Chatburn Road.

Planning history

The LHA are aware of a recent planning application for the site, application reference 3/2019/0877. Whilst the Highway Authority at the time did not raise an objection to the

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scheme, it is understood that the application was appealed, under reference APP/T2350/W/20/3253310 and that the inspector allowed the appeal and planning permission was granted in September 2019, subject to the conditions. However, Ribble Valley Borough Council challenged the Inspector's decision via a statutory review, and the High Court quashed the Inspector's decision based on a legal error. The case was returned to the Planning Inspectorate for redetermination, and in 2022, the Planning Inspector dismissed the appeal and refused planning permission.

Sustainability

The submitted Transport Statement does not provide an analysis of the accessibility of the site via sustainable transport means due to the site being considered as acceptable to the LHA previously under application 3/2019/0877. For completeness, the LHA has undertaken an assessment of the sustainable transport options alongside a review of the previous application's transport statement, Report No. J266/TS August 2019.

Walking

The site benefits from being connected to the surrounding area by existing pedestrian infrastructure. The development falls within recommended walking distances to local amenities such as greenspace and bus stop provisions within 400m of the site. There are also a number of provisions to walk to nearby within Clitheroe town centre, including shops, services, schools and community amenities that fall within 1.5km of the site.

Cycling

Cycling can also be considered an alternative to the private car for local trips. The development benefits from links to the local highway network, enabling cycle access to destinations within Clitheroe and the wider area. Clitheroe town centre and train station fall within a 10 minute cycle journey from the site. Chatburn Road also forms part of the Lancashire Local Cycling and Walking Infrastructure Plan.

The developer has agreed to provide a pedestrian and cycle link which measures 3.5m wide from the southeast side of the site onto Chatburn Road, supported by dropped kerbs to allow access to the carriageway for cyclists.

Bus Services

Local Bus Stops are within walking distance of the site on Chatburn Road (Stop ID 25001242 and 250020155) and served by a range of bus services providing connections to Clitheroe town centre, Whalley, Blackburn, Royal Blackburn Hospital, Burnley, Nelson, Preston and Skipton. Services include the 22 to Blackburn via Whalley, the 64 to Burnley, the 66/67 to Nelson, the 280 linking Preston, Clitheroe and Skipton, and the M2 connecting Clitheroe with Burnley and Accrington. Collectively, these routes provide regular opportunities for travel throughout the day, with the 22, 64, 280 and M2 offering the most frequent services, resulting in good public transport accessibility to a range of employment, education and retail destinations.

It is also proposed to provide an additional link, segregated from vehicular traffic into the site, which would allow future residents to join the network in close proximity to the Bus Stop ID 25001242.

Rail

As mentioned above, future residents would be able to access Clitheroe Railway Station via a 10 minute cycle journey. The station generally offers an hourly service throughout the day, including Sundays, to Blackburn, Bolton, Manchester Victoria and Rochdale, with additional peak-time services on weekdays. The line provides convenient access to key employment, retail, leisure and education destinations across Lancashire and Greater Manchester, while connections at Manchester Victoria offer onward travel to the wider national rail network.

Travel Plan

The applicant has provided a framework travel plan, T4832-R-01 Rev 0 April 2026, which sets out aims and timescales associated with encouraging sustainable transport methods for the future residents of the site. Due to the scale of the development, a Full Travel Plan (FTP) and its implementation will be appropriate for this development proposal. The LHA provides Travel Support to developers, and a contribution of £6,000 is requested prior to first occupation. The FTP, when submitted, will need to meet LCC's submission criteria and include:

- Contact details of a named Travel Plan Co-ordinator (TPC)
- Results from travel survey
- Details of existing cycling, pedestrian and public transport infrastructure
- Details of the provision of cycle parking
- Objectives
- SMART Targets for non-car modes of travel, considering baseline survey data
- Action plan of measures to be introduced, and appropriate funding
- Details of arrangements for monitoring and review of the FTP for a period of at least 5 years

Access Strategy

Vehicular access

Vehicular access to the land is currently taken via an existing field gate off Chatburn Road. The development will remove the existing field gate access and provide access with a new single priority junction onto Chatburn Road.

The proposed access, as noted within drawing number T4832-H-01, Rev P1, detailed within Technical Note 1, shows that the access is 6m wide, featuring a 6m radius. Alongside 2m footway provision on both sides with dropped kerbs and tactile paving. The footways surrounding the access will join into the existing footway provisions along Chatburn Road. It is also understood that the access has been positioned so that it does not sit directly opposite Coplow View.

Following the support to reduce the speed limit on Chatburn Road to 30mph, drawing T4832-H-01, Rev P1 within Transport Note 1 (dated 24th August 2026) shows updated visibility splays of 2.4m x 43m which is in line with guidance for a 30mph road.

When considering the urban environment along Chatburn Road, the LHA are of the opinion that the existing 30mph speed limit, which increases to 40mph less than 300m from the proposed access point, shall be extended along Chatburn Road up to the roundabout with Pimlico Link Road. This has been agreed by the developer and will be

undertaken as part of a Section 278 agreement with Lancashire County Council. To ensure speed compliance along Chatburn Road, a 30mph signing and lining scheme shall be provided along Chatburn Road, including but not limited to a new gateway feature, roundels and any other necessary lining to ensure compliance, supported by appropriate signage along its length. This will be subject to technical detail content as part of the Section 278 agreement.

Emergency access

Drawing number T4832-H-01, Rev P1 within Transport Note 1 (dated 24th August 2026) includes an emergency vehicle access provided between the proposed development and Ridding Close, which is a shared private access road situated within the adjacent development to the West.

The access will remain open to pedestrians and cyclists with a width of 3.7m and standard collapsible bollards will be installed to prevent inappropriate vehicular use.

Pedestrian and Cycle access

Pedestrian and cycle access to the site will be provided via the main access junction and an additional pedestrian and cycle-only route at the south-east side of the site onto Chatburn Road in close proximity to the bus stop. These connections link directly to the existing footway network. The emergency access as detailed above will also allow cyclists and pedestrians access between the proposed development and the previously built development to the West.

Swept path analysis

Amended swept path analysis has been provided within drawing number T4832-H-02 Rev P1 within the Transport Note 1 (dated 24th August 2026). The assessment includes swept path analysis using an 11.2m refuse vehicle, which is the type of vehicle typically used by local councils. The vehicle tracking drawings demonstrate that refuse vehicles can turn into the site travelling from the East along Chatburn Road, then turn right and follow the internal road anti-clockwise.

The majority of the proposed dwellings have access to allow bin collection to take place from the kerbside, except from plots 29-31, which have an allocated bin collection point positioned in close proximity to the main spine road, which is positioned within an acceptable distance for both residents and refuse collection workers to transport bins.

The development forms a loop around the site; however, the loop comprises both a spine road and a shared access road fronting Plots 32-39. Refuse collection vehicles often avoid private road layouts of this nature and the proposed arrangement may therefore present operational difficulties for refuse collection in the future. This matter should be discussed and agreed with Ribble Valley Borough Council's refuse collection team prior to determination of the application. The developer has not amended this aspect of the layout and wishes to retain the shared access road fronting Plots 32-39. Should the refuse collection team consider the arrangement unacceptable, an alternative solution should be explored, such as designated bin collection points or amendments to provide a continuous carriageway design around the full loop of the site.

The LHA remains of the opinion that this layout should be updated to adoptable layout standards, even if it is to remain private, in order to provide a consistent road hierarchy

throughout the development. This would mean designing the main spinal road to at least 5.5m wide and providing 2m footway provisions on both sides of the carriageway.

Transport Assessment

The applicant has submitted a Transport Statement (TS) in support of the proposal. The following comments are based on the information contained within the Transport Statement reference T4832-TS-01 Rev 1 dated May 2026 and the Technical Note 1 dated 24th August 2026.

The Transport Statement references the National Planning Policy Framework and outlines the site's planning history, including a previous scheme, application 3/2019/0877, for 39 dwellings on the same site. The Local Highway Authority notes that no highway objections were raised by Lancashire County Council during the consideration of the previous application, and that the principle of residential development on the site has previously been accepted in highway and transport terms.

The Transport Statement refers to the previous planning application for the site, which identified that a development of 39 dwellings would generate approximately 22 two-way vehicle movements during the AM peak hour and 26 two-way vehicle movements during the PM peak hour. The LHA has undertaken its own assessment for the site and received similar results; as such, the LHA would not dispute the findings following this analysis

Subject to mitigation, we anticipate that the development can be accommodated on the network.

Highway Safety

The LHA has undertaken its own review of the 5-year analysis of Personal Injury Collisions (PICs) shared by the Police within 500m of the proposed site access. The LHA found six recorded PICs within the vicinity of the Chatburn Road and Pimlico Link Road roundabout. Four of the PICs were recorded as resulting in slight injuries and two PICs were recorded as resulting in serious injuries. 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.

Internal Layout

Lancashire County Council's Estate Road Specification and Creating Civilised Streets guidance set out the design standards expected for all new residential developments, regardless of whether roads are intended for adoption. In its current form, the LHA will not accept an application under any part of the Highways Act 1980 for any part of the proposed development to be maintained at public expense in the future.

The LHA has reviewed the proposed internal layout as shown on the submitted drawing number T4832-H-01, Rev P1 within Transport Note 1 (dated 24th August 2026). The development is arranged around a main loop road with a number of short private drives and shared access drives serving groups of dwellings. While the road layout provides connectivity throughout the site, the LHA maintains the view that the shared access road design fronting plots 32 – 39 should form a continuous formal carriageway design creating a clearly defined primary loop road around the site. It is noted that the developer does not support this view.

The carriageway widths do not accord with the Local Highway Authority's design standards, which typically require a minimum 5.5m wide carriageway for two-way residential streets. It is understood that the applicant is of the view that the development is to remain private and as such does not wish to widen the carriageway from 5m.

Plots 29 – 31 are accessed via a private shared access road layout, which has been amended to ensure the entire width remains at least 4.8m wide following previous comments.

The internal layout also provides an Emergency Vehicle Access, which improves network resilience and emergency accessibility. The route will also form a segregated space for vulnerable road users connecting the proposed development to the existing development to the West. As stated within the access section above, the LHA welcome the support of a shared space for both pedestrians and wheeled users.

It is expected that all new residential developments such as this form 20mph speed limits. To achieve a self-enforcing 20mph environment in accordance with Manual for Streets principles, the LHA would expect traffic calming measures throughout the site.

Swept Path Analysis

Amended swept path analysis has been provided within drawing number T4832-H-02 Rev P1 within the Transport Note 1 (dated 24th August 2026). The assessment includes swept path analysis using an 11.2m refuse vehicle, which is the type of vehicle typically used by local councils and likely to be the largest vehicle regularly visiting the site. The vehicle tracking drawings demonstrate that vehicles can turn with the site using the turning heads provided and leave in a forward gear.

Visibility Splays

The submitted layout generally provides good forward visibility along the internal road network. The primary route incorporates relatively gentle bends which should achieve appropriate forward visibility for the anticipated 20mph design speed. Detailed visibility information has been provided as shown on drawing T4832-H-01 Rev P1 within the Transport Note 1 (dated 24th August 2026), which shows achievable visibility splays of 2.4m x 25m at all internal junctions.

No updated site plan which includes landscaping has been provided to the LHA or is available on Ribble Valley Borough Council's planning website; however, the LHA would remind the developer that landscaping features or street furniture should be located outside of required visibility envelopes, and the developer has advised this has been undertaken for plot 28, which previously had two trees within the visibility splay envelope.

Internal Footways

2m wide footway provisions have been provided on both sides of the access and a 2m footway has been provided along the inside of the internal loop road where it then terminates at the corner of plot 32 and on the opposite side at plot 39; the rest of the site does not benefit from the same provisions. Whilst the site access is shown to have tactile paving on either side, no such provisions are shown from the access to the internal footway, which is opposite the access. Drop kerb and tactile paving arrangements should be provided from the access to the internal footway provisions to be in line with inclusive mobility guidance.

Whilst the LHA understands that the developer wishes to keep the site private, the LHA's concerns regarding pedestrian connectivity within the development have not been addressed. Whilst a single footway arrangement may operate within the adjacent development, this does not negate the benefit of providing continuous pedestrian infrastructure on both sides of the carriageway. The LHA remains of the view that footway provision should be reviewed, particularly between Plots 1-9 and 22-28 and around turning heads, to improve accessibility, pedestrian convenience, and route continuity throughout the development.

The segregated connection links within the proposed site have been designed to accommodate both pedestrians and cyclists, with appropriate dropped crossings to allow easy access to and from the carriageway for cyclists, with minimum widths of 3.5 m provided.

Parking

It is understood that parking provisions have not been addressed as part of the current amendments sent to the LHA and the housing types have also not been updated. As such, the following comments remain the same.

Dwellings across the site are served by on-plot parking and garages, reducing reliance on on-street parking. The submitted Transport Statement suggests that parking provisions are in line with the Joint Lancashire Structure Plan Parking Standards. The LHA has undertaken a spot check of the parking provisions across the site. Given the size of modern vehicles, the LHA recommend that parking provisions are at least 2.4m wide and 5m long to ensure parked vehicles do not overhang the footways. It is understood that parking spaces across the site generally measure 2.4m wide and 4.8m long.

Pedestrian access adjacent to the parking area has been considered, whilst the LHA does note that separate pedestrian access has been provided in some sections across the site, some driveways also 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 be considered are areas where driveways are bound with neighbouring properties' driveways, such as plots 24 and 25, as well as plots 18 and 19. 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.

Whilst parking provisions have been suggested as in line with the parking standards as defined in the Joint Lancashire Structure Plan, there are a number of garages provided across the site which do not appear to meet the recommended internal dimensions to support off-street parking. The dwelling drawings show that the internal dimensions of the single garages do not meet the recommended minimum internal dimensions of 3m by 6m.

For example, the dwellings named Wasdale, Eskdale, Ambleside and Bowfell do not provide adequate internal dimensions within the garage to provide parking.

The recommended distance of 6m in length is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). Where garages are smaller than the recommended minimum internal dimensions, they should not be counted as a parking space, and the applicant should provide an additional parking space for each garage affected. There are a number of dwellings across the site which rely on garage parking to be in line with the parking standards as such, the off-street parking provisions will need to be reconsidered to ensure each dwelling has acceptable off-street parking provisions.

Cycle Storage and Electric Vehicle Charging

As above the following points have yet to be addressed by the developer and the LHA's comments remain the same as previously advised.

The LHA has reviewed the Proposed Amenities Plan, drawing 067/P/08, Revision A, and understands that most of the dwellings will be provided with Electric Vehicle Charging Points; however, it would appear some dwellings do not have provisions, such as plot numbers 20 and 21 as well as plot 24. Cycle storage also appears to have been shown to be provided across some plots such as 18 – 22. However, there are sections of plots which do not show the provisions such as plots 32 – 39. The LHA would expect all dwellings to be provided with both an electric vehicle charge point and secure cycle storage.

Retaining wall

The Developer notes the following comments previously raised regarding the remaining wall adjacent to Chatburn Road. Due to the gradient of the site and the retaining wall, which is located at the back of the footway on Chatburn Road, the LHA will condition that any change to the retaining wall will require a scheme to be submitted to the LHA prior to commencement to ensure that the scheme will not destabilise the highway.

Highway Mitigation (Section 278)

Highway improvements are required to address highway safety concerns and the intensification of use should the application be granted approval. These measures have been detailed above; however, for ease of reference, mitigation measures along Chatburn Road shall include but are not limited to the following:

- An extension of the 30mph speed limit to Pimlico Link Road supported by a signing and lining scheme to improve self-compliance along Chatburn Road.

The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. Please be aware that the demand to enter into Section 278 agreements with Lancashire County Council as the highway authority is extremely high. Enquiries are being dealt with on a first come first served basis. As such all developers are advised to seek to enter into Section 278 agreements at a very early stage.

Construction Traffic Management

The Developer has noted our request to remove the existing field gate access prior to any development commencing on site and to agree that construction access shall be taken from the new estate road junction with Chatburn Road and by no other route.

Section 106 contribution

The developer has noted our request that Highway contributions are required to mitigate the transport impacts of new development and to support the Local Highway Authority in delivering necessary infrastructure and services. For this scheme, the identified Section 106 contribution is required, which is a £6,000 Travel Plan Support contribution.

Conclusion

To conclude, the application in its current form remains a concern to the Local Highway Authority. It is noted that the issues relating to parking provision and landscaping remain unresolved. The previously raised concerns regarding the substandard layout of the site have not been adequately addressed. Whilst it is acknowledged that the internal roads are intended to remain private and are not proposed for adoption under a Section 38 Agreement, the LHA's concern is not solely related to adoptability standards. The reference to carriageway widths within earlier phases is noted; however, the existence of similar arrangements elsewhere does not in itself represent good design practice. Consequently, the Local Highway Authority remains concerned that the proposal may lead to conflict and inconvenience to future users.

If the layout is approved without the above recommendations, the LHA will not accept an application under any part of the Highways Act 1980 for the roads to be adopted and maintained at public expense.

To satisfy yourselves and the Local Planning Authority that there are no inherent safety issues due to the substandard layout, the Applicant should commission a Stage 1 Road Safety Audit (RSA 1), undertaken in accordance with the relevant standards and guidance. The audit should identify any potential road safety issues arising from the proposed development and recommend appropriate mitigation measures where necessary.

Yours sincerely

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