

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2026/0315
Our ref: 3/2026/0315/HDC/KW
Date: 22 July 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 consultation letter dated 4 June 2026, I have the following comments to make based on all the information provided by the applicant to date.

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.

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 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

Continued...

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.

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 LHA understand that the earlier scheme gained access through the neighbouring development to the West; however, the current proposal has revised the access arrangements and introduces a new priority junction directly onto Chatburn Road.

The proposed access, as noted within drawing number 067/P/01, detailed within Annex B of the Transport Statement (T4832-TS-01 Rev 1), shows that the access will have a 6m width, featuring a 6m radius. Alongside a 2m footway provision on both sides with dropped kerbs and tactile paving. It is also understood that the access has been positioned so that it does not sit directly opposite Coplow View, reducing conflicting turning movements on the network.

Drawing number 067/P/01, detailed within Annex B of the Transport Statement (T4832-TS-01 Rev 1), shows that visibility splays of 2.4m x 120m can be achieved for the access onto Chatburn Road which is appropriate for the current speed limit of 40mph.

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 is due to the increase in the urban environment following development, as well as to assist with transient parking which takes place along sections of Chatburn Road due to school related drop off and pick up for pupils of Clitheroe Grammar School.

The reduced speed limit will also support pedestrians crossing Chatburn Road to the closest bus stop, as well as other facilities on the opposite side of Chatburn Road such as the Hospital. To ensure safe crossing of Chatburn Road, an uncontrolled pedestrian crossing supported by a refuge island shall be provided by the developer as part of a package of Section 278 works to mitigate highway safety concerns related to speed and pedestrian safety.

Emergency access

Drawing number 067/P/01, detailed within Annex B of the Transport Statement (T4832-TS-01 Rev 1), 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. This access is proposed to support access to both the proposed development and the development to the West should either of the accesses from Chatburn Road be closed. However, there are limited details on how the emergency access will operate.

Whilst the access will be restricted to emergency use only, the LHA are of the opinion that pedestrians and cyclists could benefit from access and as such, expect the developer to create a shared space.

Further information should be provided showing how the access will be restricted to ensure vehicle use only remains for emergencies.

Pedestrian and Cycle access

Pedestrian and cycle access to the site will be provided via the main access junction and an additional pedestrian-only entrance onto Chatburn Road in close proximity to the bus stop. These connections link directly to the existing footway network. The provision of dropped kerbs, tactile paving and dedicated pedestrian links helps ensure the site is accessible for all users. The pedestrian-only entrance onto Chatburn Road should be upgraded to a 3.5m shared space, supported by a dropped kerb on the connecting footways, allowing cyclists to cross the footway and enter the carriageway.

Swept path analysis

The amended Transport Statement, T4832-TS-01 Rev 1, Annex C, includes vehicle tracking information to demonstrate a refuse collection vehicle using the main site access. 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 from Chatburn Road, then turn both left and right into the access junction. However, when exiting, the wheel tracking shows that there is a need to cross the centre line on Chatburn Road. The LHA is of the opinion that where necessary, the access and internal road require further widening to support the turning of such vehicles so that they do not cross the centre line on Chatburn Road. The access therefore should be widened further.

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 forms both a spine road and a shared access road fronting plots 32 – 39. Refuse collection vehicles often avoid private road layouts, so the difference in layout design may cause issues for refuse collection in the future; as such, the LHA would expect the loop to be formed with the same layout design for ease of future access.

While there is a loop formed around the site, this does not remove the need to provide adequate turning provisions for larger vehicles, such as emergency vehicles and delivery vehicles, as such, swept path analysis should be provided showing a larger vehicle, preferably a 11.2m refuse vehicle, turning within the turning head provided.

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.

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 Collision (PIC) shared by the Police within 500m of the proposed site access. The LHA found six recorded PIC's within the vicinity of the Chatburn Road and Pimlico Link Road roundabout. Four of the PIC were recorded as resulting in slight injuries and two PIC 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. The acceptability of an adopted road layout would ultimately be subject to a Section 38 Agreement under the Highways Act 1980. The Local Highway Authority (LHA) would therefore expect the internal highway network to be designed in full accordance with these standards.

The LHA has reviewed the proposed internal layout as shown on the submitted Proposed Site Layout drawing number 067/P/01. The development is arranged around a loop road with a number of short private drives and shared access drives serving small groups of dwellings. Overall, the road layout provides good connectivity throughout the site. However, the LHA would look for the shared access road design fronting plots 32 – 39 to form a continuous formal carriageway design creating a clearly defined primary loop road around the site. The overall width of the carriageways around the site should also be reviewed and amended where necessary; two-way residential streets should typically have 5.5m wide carriageways. A spot check of carriageway widths found that the site is mostly made up of carriageway widths of approximately 5m.

Plots 29 – 31 are accessed via a private shared access road layout, which mostly measures 4.8m in width, which is acceptable for a shared access road, however it does reduce slightly outside plot 30, this should be amended to ensure the entire width remains at least 4.8m wide.

The internal layout also provides an Emergency Vehicle Access from the South-West corner of the site, 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 would look for this to support a shared space for both pedestrians and wheeled users. The LHA notes that raised tables are proposed on either side of the emergency vehicle access, which is acceptable. It is understood that currently Ridding Close forms a private shared access road without footway provisions; the LHA would look for footway provisions to be provided on Ridding Close, given the proposal to intensify pedestrian and cycle access along the route.

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. Consideration should be given to the introduction of raised junction tables, raised pedestrian crossing points and additional speed control features along the primary route.

Swept Path Analysis

No swept path assessment was submitted showing turning within the proposed development layout. Whilst the overall road layout appears capable of accommodating refuse vehicles and emergency vehicles, the LHA would require swept path analysis to be provided showing a larger vehicle turning within the site. Swept path analysis should also demonstrate that maintenance, delivery and emergency vehicles can safely access and turn within the development. As such, swept path analysis should be shown on the turning head within the site.

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. However, detailed visibility information has not been provided for internal junctions as part of the submitted layout. Any parking spaces, landscaping features or street furniture should be located outside of required visibility envelopes such as the parking provisions at plot 28, which has two trees that fall within the visibility splay envelope.

Internal Footways

Whilst 2m wide footway provisions have been provided on both sides of the access, the rest of the site does not benefit from the same provisions. With 1.8m footway provisions being provided along one side of the carriageway between plots 1 – 21, the rest of the site lacks segregated provisions. Footway provisions across the site also do not appear to provide a continuous width of 2m to be in line with inclusive mobility guidance. The LHA would seek that continuous 2m wide footway provision is provided along both sides of the carriageway, particularly fronting dwellings, such as between plots 1 – 9 and the absence of footway provisions fronting plots 22-28. Whilst shorter private access roads, such as the road fronting plots 29 – 31 are acceptable to rely upon shared vehicle and pedestrian areas, footway continuity should be reviewed around turning heads and ensure pedestrian desire lines are maintained.

The proposed footpath link onto Chatburn Road and the development to the West are welcomed; however, the LHA expect to see footway provisions connecting to these routes rather than pedestrians requiring to share carriageway space prior to entering these spaces. These segregated links should also be designed to accommodate both pedestrians and cyclists, with appropriate dropped crossings to allow easy access to and from the carriageway for cyclists and be at least 3.5m in width and in line with accessibility guidance to ensure that these routes provide a practical connection. Where pedestrians are likely to cross within the site, raised tables have been provided, highlighting crossing points and assisting self-enforcing speed limits, which is welcomed by the LHA. Additional provisions may be required following a review of required footway provisions across the site.

Parking

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

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 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

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.
- A new uncontrolled crossing with a refuse island.

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

There is an existing gated field access into the development site, which is considered unsuitable, should it be the developer's intention to use this as a construction access; therefore, it will be necessary to ensure that this access is removed prior to any development commencing on site and to agree that the sole construction access is to be taken from the new estate road junction with Chatburn Road. To reduce the traffic impact of construction on existing residents within the development to the West, construction traffic shall access the site via a new construction access directly from Chatburn Road.

Section 106 contribution

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 does not provide sufficient information to demonstrate that all highway safety, accessibility and operational impacts have been appropriately addressed. Further information and revisions are required, including the following points:

- Widening of the proposed access
- Review and amend swept path analysis demonstrating turning into and out of the access and turning using the turning head within the site
- Further information should be provided showing how the emergency access will be restricted to ensure vehicle use only remains for emergencies.
- Swept path analysis of the internal turning head
- Redesign the shared access road serving Plots 32–39 as a continuous formal carriageway to create a clearly defined primary loop road.
- Review and increase carriageway widths where necessary; main two-way residential streets should generally be 5.5m wide.
- Maintain a minimum 4.8m width along the entire shared access road serving Plots 29–31, including outside Plot 30.
- Provide footway provisions on Ridding Close to support increased pedestrian and cycle use.
- Ensure the emergency access route and pedestrian access route onto Chatburn Road accommodates both pedestrians and cyclists and is at least 3.5m wide.
- Remove or relocate any parking or landscaping that obstruct required visibility splays
- Provide continuous 2m-wide footways throughout the development
- Provide a separation between driveways serving separate plots
- Review parking layouts to ensure spaces are appropriate and in line with the Joint Lancashire Structure Plan
- Review garage sizes, as several do not meet the recommended minimum internal dimensions of 3m × 6m, undersized garages do not count as parking spaces unless compliant.

Yours sincerely
Kate Walsh
Assistant Engineer
Highway Development Control
Highways and Transport
Lancashire County Council
T: 0300 123 6780
W: <http://www.lancashire.gov.uk>