

Ribble Valley Borough Council

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Your ref: 3.2026.0356

Our ref: D3.26.0356

Date: 4th August 2026

App no: 3.2026.0356

Address: Land at Hammond Ground Whalley Road Read

Proposal: Erection of 77 no dwellings and creation of community parkland, with vehicular access from Whalley Road and associated infrastructure, parking and landscaping.

The submitted documents and plans including Andrew Moseley Associates Transport Assessment and Travel Plan dated April 2026 and Woodcroft Design General Arrangements 23-154-P01 dated Jan 2025, have been reviewed and the following comments are made.

History

3/2026/0149 - EIA Screening Opinion for the proposed development of approx. 80 dwellings with new access and internal roads, associated drainage and utility infrastructure and public open space. Decision: EIA not required.

3/2026/1192 - Outline with access residential development for 50 units including reserved matters for access. Refused on 18/04/2017, appeal submitted reference 3185445 dismissed 14.11.2018.

No highway reason for refusal and no references to highways at the appeal.

3/2016/0421- Outline residential development for 50 units (33 bungalows and 17 houses) including reserved matters for access at Hammond Ground Read. Refused 22.07.2016.

No highway reason for refusal.

3/2015/0974 – EIA Screening opinion 50 dwellings (inc 30 bungalows for the over 55s) with associated roads, public open space and a new pond.

Proposal

The application seeks full permission to erect 77 new dwellings comprising of 16 x 2 bedroom and 7 x 3 bedroom affordable units and 21 x 3 bedroom, 28 x 4 bedroom and 5 x 5 bedroom open market dwellings.

Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD

A new all-purpose access on Whalley Road is proposed to serve the development with a separate pedestrian access on Whalley Road to the southeast corner of the site.

The western part of the site will provide new publicly accessible parkland. There are currently no public rights of way recorded to cross the site.

Sustainability

A Framework Travel Plan is submitted and sets out details of the full travel plan proposals and timetable for implementation to support sustainable travel modes at the site.

Bus service M2 (Burnley - Clitheroe) commercial bus service runs along Whalley Road and operates Mon-Fri every 30 minutes between 6am – 11pm, Saturday 7am – 11pm and Sunday hourly 8am – 7.30pm. There are no other services within walking distance of the site. There are also secondary school services.

The nearest bus stops are within approximately 500m from the centre of the site and located on Whalley Road to the east of the site. These bus stops are simple flag signs on street lighting columns with no other provision. The existing eastbound stop, at the junction of Jubilee Street, is in high conflict with on-street parking demand and cannot be easily improved without displacing on-street parking. The existing westbound stop, alongside the sports ground, could be improved.

Due to the recommended walking distance being exceeded (400m) and highlighted difficulties improving the existing stops we would request that it is necessary to provide 2 additional stops to LCC quality bus stop standard close to the new site access on Whalley Road.

There is a Local Cycling and Walking Infrastructure Policy (LCWIP) for Ribble Valley published March 2024. The nearest strategic route for walking and cycling is the Martholme Greenway and George Lane/Whins Lane as the secondary.

The nearest secondary schools are located in Padiham and Billington and there are school bus services serving both sites, including Clitheroe.

Due to the high volume of traffic on Whalley Road a signalised crossing is considered necessary to ensure pedestrians can safely cross Whalley Road to the westbound bus stop and the greenway and vice versa.

There is a primary school and food convenience shop within the recommended walking distance of the site, 600-700m.

All the dwellings will be required to provide secure and covered cycle storage/parking and all new dwellings are required to provide an electric vehicle charging points under building regulations.

The guidance for walking and cycling distances between the centre of the site and the nearest bus stops (400m), education, local facilities and employment centres (800m walking/5km cycling) are considered suitable subject to measures of mitigation identified



to enhance the routes between the site and these centres are sought to be secured by the Highway Authority to support residents to travel safely by sustainable modes, without the reliance on the private car.

Subject to the mitigation measures identified above being implemented we consider that residents have the option to travel safely between the site, public transport facilities, local facilities and employment centres.

Traffic Impact

There is no committed development identified.

A 7-day Automatic Traffic Count was undertaken on the A671 Whalley Road and turning counts were undertaken from Tuesday 30th September to Monday 6th October 2025.

The peaks are identified as 08:00 to 09:00 and 16:00 – 17:00. The base has been growthed to 2026 flows and then to 2031. A distribution of 41% east and 59% west is predicted based upon census data. These are not disputed.

The nationally agreed software TRICS has been used to estimate traffic generation at the site. The AM and PM trip rates are proposed at 0.501 and 0.470 respectively generating 39 and 36, 2-way trips.

The Highway Authority considers these trip rates to be too low and rates of (Arr 0.14 Dep 0.445 and PM Arr 0.437, Dep 0.226) total AM 0.585 and PM 0.663 are considered to be realistic generating 45 and 51, 2-way trips. These rates are based upon survey data collected for Preston West.

The following junction has been assessed using nationally agreed Junctions 9 software.

1. Site Access / A671 Whalley Road

The above junction is predicted to operate within its theoretical capacity in 2031. This is not disputed and the higher rates will not change the conclusion.

The Highway Authority has works planned in 2027 to fully refurbish and to add MOVA at the two signalised junctions A671/A680/C552 Portfield Bar and A6068/A671 Whalley Road. These works will maximise flows through this junction.

The impact at Portfield Bar at the peaks requires further consideration and we would request queue length surveys in the peaks are undertaken in a neutral month together with a review of the existing signage on the Whalley Road east approach. The limited forward visibility due to the topography on Whalley Road and the associated existing queue length together with the future development traffic may require additional signing and lining.

Collisions

The collisions identified in the TA are not consistent with our records.



There is a collision recorded in December 2025 on Whalley Road on the site frontage which involving 4 vehicles resulting in 3 serious and 1 slight injury. The causation factors are recorded as negotiating a parked vehicle whilst careless, reckless or in a hurry. The location does not appear to be commonly used for on-street parking therefore this appears to be an isolated incident.

The section of Whalley Road which runs through the Village of Reed experiences heavy on-street parking on certain sections due to a lack of off-street parking for the dense terraced housing which fronts Whalley Road and runs off between George Lane and Fountains Avenue.

The Highway Authority have observed on-street parking causing narrowing of the carriageway and resulting in HGV's and buses and opposing vehicles needing to give and take through the narrowed sections.

There are no collisions resulting in this activity through the Village and whilst we note that this adds some short delay to journeys, on balance the impact of removing on-street parking from residents who have no alternative parking would be too great.

On the wider network to the eastern and western sides of the Village there is a collision recorded on Whalley Road through the village due to turning movements at the petrol station. There are collisions where drivers have been distracted or intoxicated which we do not consider are relatable to the highway network operation itself.

There are 2 losses of control collisions recorded on the approach to Portfield Bar and 2 collisions at the Portfield Bar signals.

The Highway Authority considers additional measures to address speed on Whalley Road reasonable to secure including potential measures on the approach to Portfield Bar signals depending upon the survey data.

Construction traffic

A new temporary access on Whalley Road for construction traffic would be acceptable to allow works on site to commence. The detailed design of the temporary access must be agreed within a Construction Traffic Management Plan (CTMP) at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree and it will be necessary to limit HGV movements to the off-peak movements 9.30am – 2.30pm with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site onto Whalley Road in forward gear.

Site accesses

Whalley Road is subject to a 40mph speed limit at the location of the proposed site access, and this lies between a 30mph speed limit to the east side, through the village of Reed and a 50mph speed limit to the west/northwest side towards Portfield Bar signals.

Visibility splays of 2.4m by 120m to both sides are shown on the site access arrangement which accords with the Design Manual for Roads and Bridges (DMRB) standards for a 40mph speed limit.



We would request that the results of the 7-day ATC which was undertaken in September 2025 on Whalley Road are submitted and summarised to show the 85thile speeds in both directions at the site access. We would request that the visibility splays are provided in accordance with the recorded 85thile speeds.

We note that there were 85% speeds of 37.3mph in an east bound direction and 41mph in a west bound direction recorded in 2013/15 when this site was previously considered. Flows and speeds are anticipated to have changed since then.

The new site access is proposed as a priority junction with right turn ghost lanes. We would request that this is amended to provide central islands to both sides of the right turn lane for highway safety and to promote speed compliance.

We will seek to secure an extension of the 30mph speed limit on Whalley Road to the west side of the site access, the extent of the 40mph speed limit will need to be reviewed and may need to be extended to meet the minimum distance standards.

Traffic regulation orders, additional gateway feature signage and road markings will be required including speed limit roundels, SLOW markings and relocated rumble strips will be required to promote speed compliance.

As stated above the signalised crossing and new bus stops will need to be incorporated into the site access design together with a widened footway along the frontage of the site to create a shared cycle/footway of 3.5m.

The first section of the site access carriageway must be widened to 6.5m to the first internal junction of the estate.

The formation of the new access and off-site highway works will be undertaken with a S278 agreement with Lancashire County Council and be subject to a detailed design process and safety audit.

Off-site highway works

The Highway Authority seeks to secure the following off-site highway works to mitigate the impact of the development traffic upon the highway network.

1. The provision of 2 new quality bus stops on Whalley Road A671 to support all users to travel to/from site sustainably.
2. Provision of new footway/cycleway 3.5m wide along the north side of Whalley Road to link into the crossing and footway provision.
3. Reduction in speed limit to 30mph and associated traffic regulation orders with enhanced gateway features and associated signing and lining to promote speed compliance on Whalley Road for highway safety.
4. Review of queue lengths at Portfield Bar and potential additional signage and lining to promote speed compliance and safety.
5. New signalised crossing on Whalley Road to link the footway/cycleway provision.
6. New site access arrangement with right turn ghost island and two new central islands including any changes to the street lighting, surface water drainage.



The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first trading.

Layout

The first section of estate road carriageway between Whalley Road and the first junction shall be widened to 6.5m and the first section of footway shall be widened to 3.5m.

Swept path analysis has been conducted for a standard 11.125m standard refuse vehicle at the access and the internal layout. The widened access width will reduce the impact upon larger vehicles crossing onto the opposing traffic lane when turning.

The internal estate road carriageway is proposed at 5.5m with 2m wide footways which is acceptable.

The two internal pedestrian links between the estate road and the southeast corner of the site to Whalley Road and the link between plots 36 and 68 should be widened to 3.5m to provide a shared cycle/footway. We would request that these links are paved, lit and drained.

Hardstanding for refuse bins to be stored on collection day should be provided adjacent to the estate road for plots 1-2, 22-23 and 48-49 to avoid causing an obstruction to the footways.

Surface water drainage is proposed to be connected to the watercourse which runs north-south of the site along the western boundary.

Parking

Each dwelling has a minimum of 2 car parking spaces. Each dwelling without a garage will require a secure and covered cycle store.

The 3 bedroom Yewdale SE type plot has a sub-standard garage size at 2.6m by 5.2m, all the other plot type with garages are 3m by 6m which would count as a car and cycle parking space.

There are no plans for the detached garages, so we are unable to comment upon their suitability.

Overall, the car parking provision is considered acceptable and the cycle parking can be conditioned.

Conclusion

Lancashire County Council acting as the Highway Authority requests further information and plan amendments as detailed above.

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