mode
transport planning

Pringle Homes

Clitheroe Road, Whalley

Transport Statement

August 2026

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Pringle Homes

Clitheroe Road, Whalley

Transport Statement

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1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Pringle Homes (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on Clitheroe Road in Whalley, Lancashire.

1.1.2 The proposed development comprises a total of 39no. dwellings, with access taken from a new priority junction from Clitheroe Road.

1.1.3 The indicative development site boundary is shown in Figure 1.1.

Figure 1.1 : Indicative Development Site Boundary

1.2 Methodology

1.2.1 This Transport Statement (TS) has been prepared to assess the development proposals, with consideration to vehicular and pedestrian access, expected trip generation, accessibility by sustainable modes of travel, parking provision and servicing arrangements.

1.2.2 The methodology for the TS adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, 'Transport Evidence Bases in Plan Making and Decision Taking' (2014), which superseded the Department for Transport's (DfT) 'Guidance on Transport Assessment' (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TS.

1.3 Relevant Planning History

1.3.1 This proposal provides an updated scheme to what was submitted under App Ref: 3/2025/0588 for 77no. dwellings at the site, with access also taken from Clitheroe Road. App Ref: 3/2025/0588 was supported by a Transport Assessment (TA) and Framework Travel Plan (FTP), dated July 2025, also produced by Mode. It should be noted that no objections were raised by Lancashire County Council (LCC) Highways in relation to App Ref: 3/2025/0588.

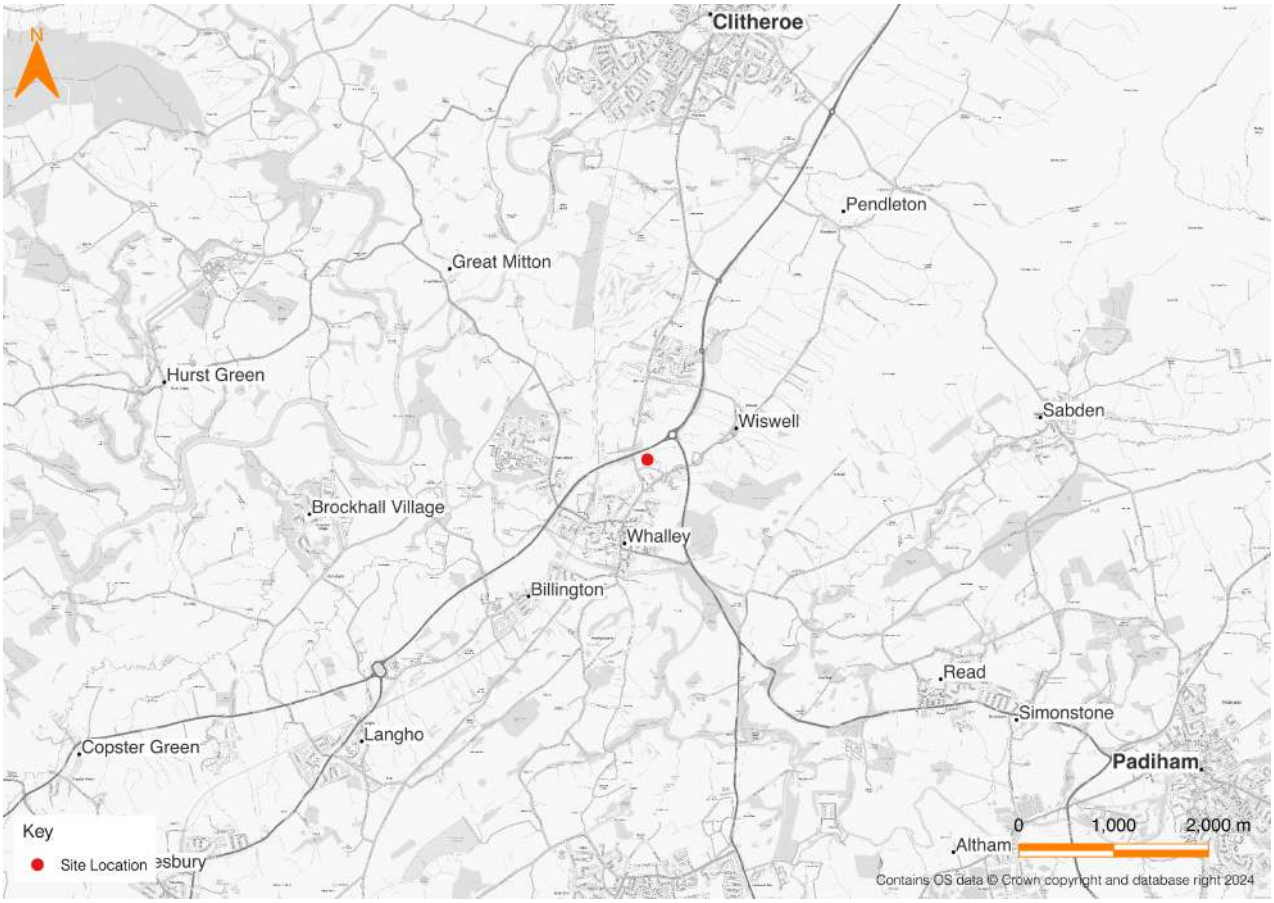
1.3.2 This TS is based on the TA and FTP submitted as part of App Ref: 3/2025/0588 and reflects the updated development proposals.

2. Existing Conditions

2.1 Site Location

2.1.1 The development site is located in Whalley, c.800m north of Whalley Village centre, c.900m west of Wiswell and c.4.7km south of Clitheroe, as shown in Figure 2.1.

Figure 2.1 : Strategic Site Location



2.2 Existing Development Site

2.2.1 The development site currently comprises undeveloped land and vegetation to the east of Clitheroe Road that abuts the banking along the elevated section of the A59 to the north.

2.2.2 The existing development site is shown in Photograph 2.1 and Photograph 2.2.

Photograph 2.1 : Existing Development Site

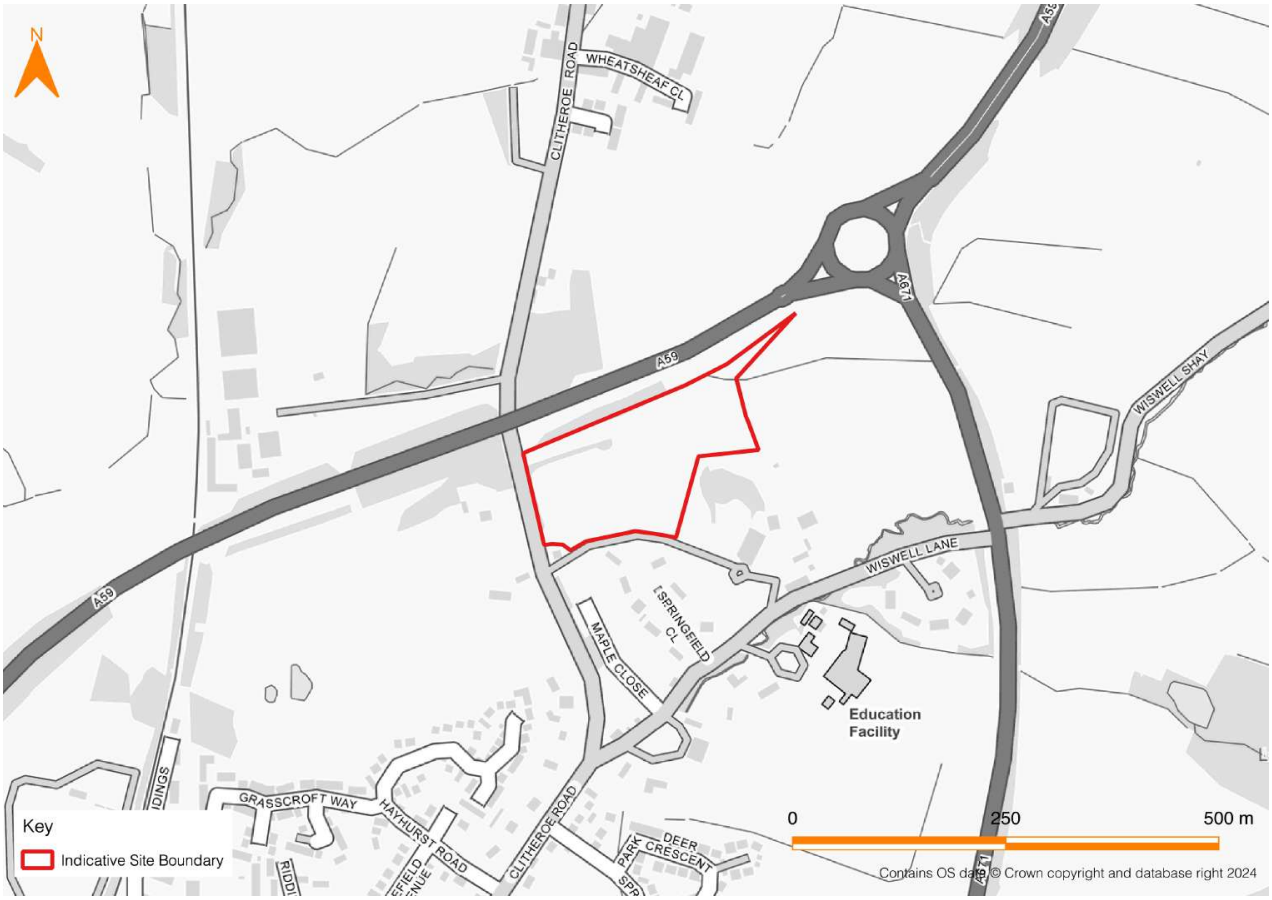
Photograph 2.2 : Existing Development Site

2.3 Local Highway Network

2.3.1 The development site is bound to the west by Clitheroe Road and to the north and east by existing vegetation and trees, as well as the banking along the elevated section of the A59. To the south, the development site abuts an existing access road which serves existing residential properties to the south and east.

2.3.2 Figure 2.2 shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Clitheroe Road

2.3.3 Access to the site will be taken from Clitheroe Road, which runs in a broadly north-south alignment to the west of the site.

2.3.4 Clitheroe Road provides access to the village of Barrow to the north, and into the centre of Whalley to the south.

2.3.5 The existing conditions along Clitheroe Road are summarised in Table 2.1 and shown in Photograph 2.3 to Photograph 2.5.

Table 2.1 : Clitheroe Road – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0-2.6m
Road Type	Two-way single carriageway	Pedestrian Facilities	Footway available to west of carriageway
Speed Limit	30mph / 40mph	Cycle Facilities	No
Carriageway Width	c.8.0m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

2.3.6 As shown in Photograph 2.3 and Photograph 2.4, a speed limit change is in place adjacent to the development site. This is indicatively shown in Figure 2.3, which shows the existing 40mph speed limit to the north, which continues to Barrow, and the existing 30mph speed limit to the south, towards Whalley.

2.3.7 Currently, the 40mph speed limit is located adjacent to the proposed site access location.

Photograph 2.3 : Clitheroe Road – northbound

Photograph 2.4 : Clitheroe Road – southbound

Figure 2.3 : Clitheroe Road – Indicative Location of Existing Speed Limit Change

Photograph 2.5 : Clitheroe Road – Bus Stop

2.3.8 An Automatic Traffic Counter (ATC) was placed on Clitheroe Road adjacent to the proposed site access location from Friday 13th – Thursday 19th December 2024 by an independent survey company to ascertain the existing speeds on the road.

2.3.9 A summary of the ATC results is presented in Table 2.2.

Table 2.2 : Clitheroe Road - ATC Results

Direction	Average One-Way Flow (per day)	Average Speed	85th Percentile Speed
Northbound	3,629	36.0mph	41.0mph
Southbound	3,473	34.7mph	39.9mph

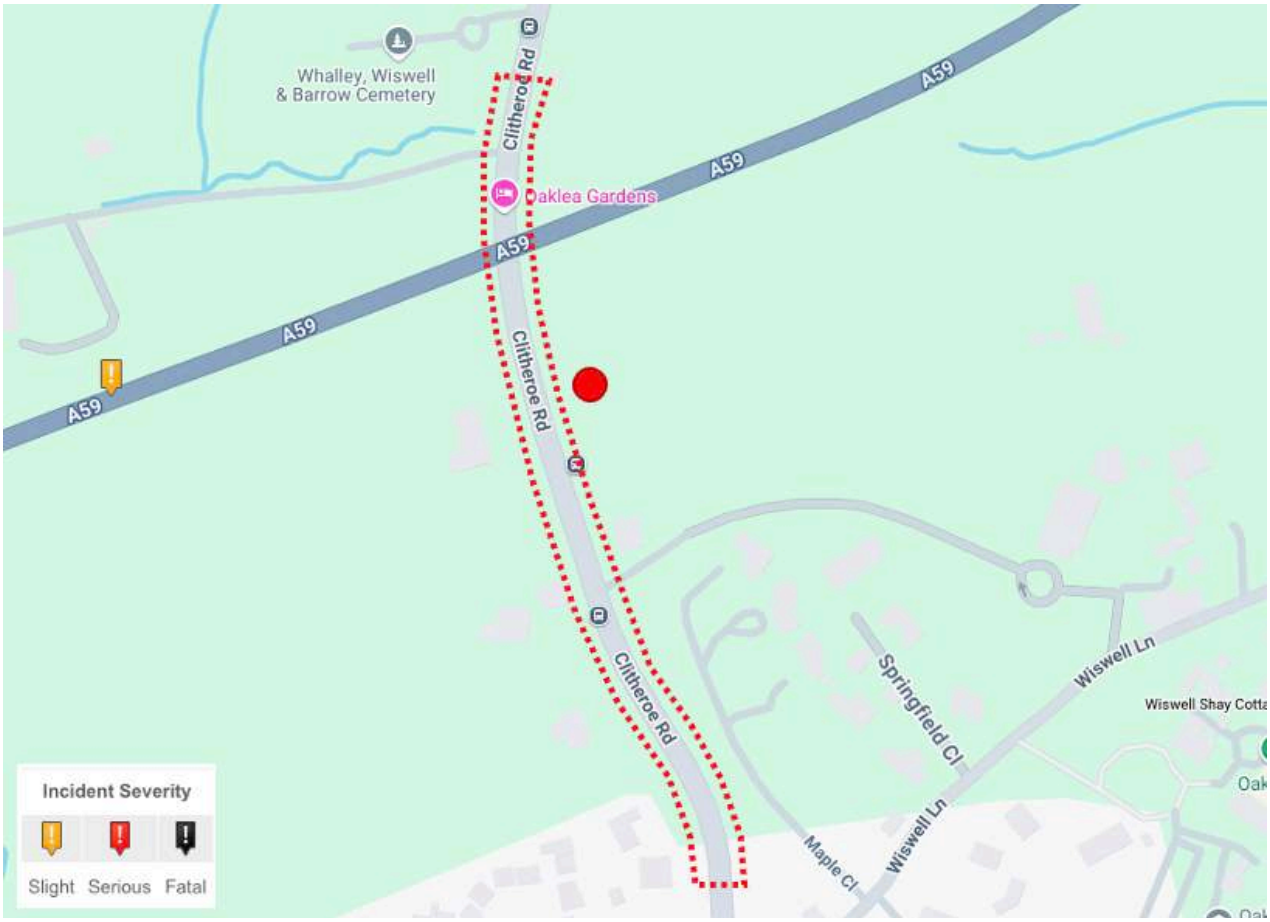
2.3.10 Table 2.2 shows that the recorded 85th percentile speeds, both northbound and southbound, comply closely with the existing posted speed limit of 40mph adjacent to the proposed development site.

2.4 Road Safety

2.4.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2020 and 2024.

2.4.2 Figure 2.4 shows the extent of the study area on the local highway network, which covers Clitheroe Road within the vicinity of the site.

Figure 2.4 : Personal Injury Collisions Map (source : CrashMap)



2.4.3 As shown in Figure 2.4, no PICs were recorded in the study area between 2020 and 2024.

2.4.4 Therefore, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

2.5 Public Rights of Way

2.5.1 There are no Public Rights of Way (PRoWs) within or along the site boundary.

2.5.2 There is however a network of PRoW available within the vicinity of the site, which could be used by future residents, as shown in Figure 2.5.

Figure 2.5 : Public Right of Way Map (source : LCC)

2.6 Air Quality

2.6.1 According to the Department for Environment, Food and Rural Affairs (DEFRA), the site is not located within an Air Quality Management Area (AQMA).

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed development comprises a total of 39no. dwellings, with associated car parking provision and landscaping.

3.1.2 The proposed site layout is shown in Figure 3.1 and attached in Appendix A.

Figure 3.1 : Proposed Site Layout (source : MCK Associates)

3.2 Proposed Site Access Arrangement

3.2.1 Access to the site will be via a new priority junction on Clitheroe Road, which will feature a ghost right-turn lane. The access road will provide a 6.5m wide carriageway and 6m corner radii, with the carriageway width reducing to 5.5m within the site.

3.2.2 The access will include a 3m wide shared footway / cycleway on each side, reducing to 2m footways within the site. Internally, cyclists will then use the carriageway.

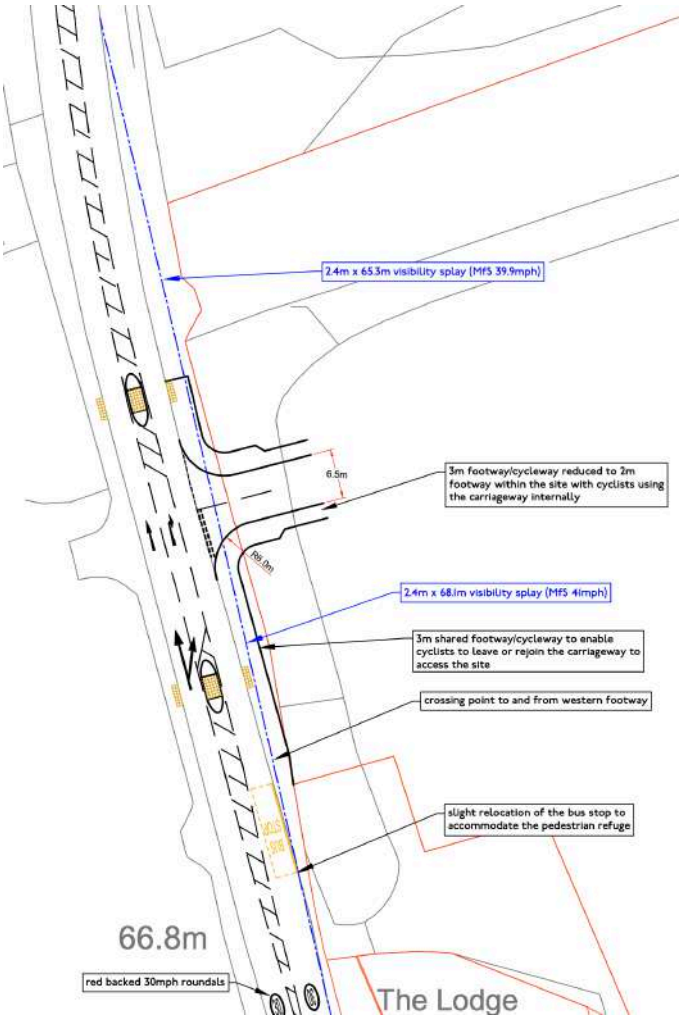
3.2.3 Adjacent to the site, Clitheroe Road is currently subject to a 40mph speed limit as described previously. As part of the proposals, Clitheroe Road would be reduced to a 30mph speed limit across the site frontage, as requested by LCC Highways during Pre-App discussions. This will create a continuous stretch of a 30mph speed limit between Barrow to the north and Whalley to the south.

3.2.4 To enforce the 30mph speed limit, traffic calming measures are proposed along Clitheroe Road, which are outlined in Section 4.3. The provision of a ghost right-turn lane at the proposed site access will form part of the traffic calming measures.

3.2.5 In line with Manual for Streets (MfS) guidance for 30mph roads, 2.4m x 43m visibility splays are achievable in both directions along Clitheroe Road. These visibility splays are deemed appropriate based on the proposals to reduce the speed limit to 30mph adjacent to the site, along with the traffic calming measures.

3.2.6 The proposed access arrangement, with achievable visibility splays along Clitheroe Road, are shown in Figure 3.2, and the full drawing (**Drawing J32-8482-PS-001**) attached in Appendix B.

Figure 3.2 : Proposed Site Access Arrangement



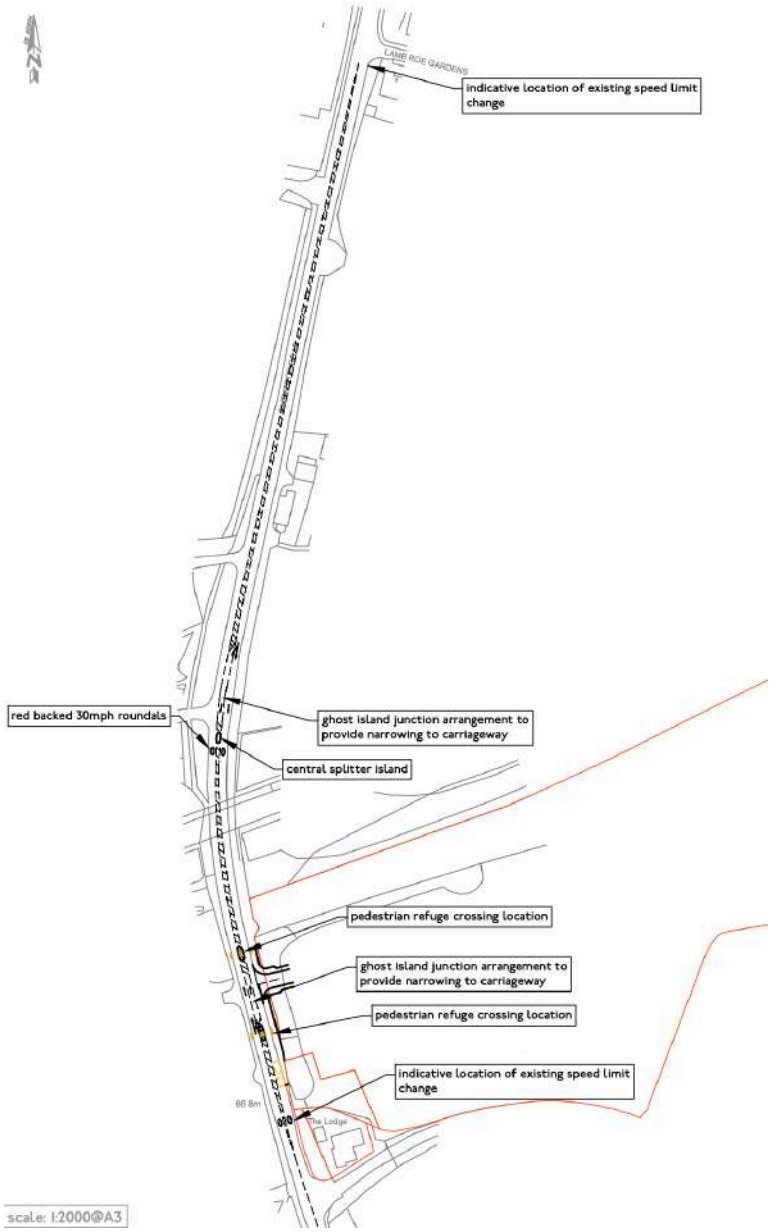
3.2.7 No objections were raised by LCC Highways to the access arrangement proposed under App Ref: 3.2025.0588, which was the same aside from providing a 6.0m wide carriageway as opposed to a 6.5m. This has been updated to reflect more recent LCC guidance.

3.3 Clitheroe Road Traffic Calming Scheme

3.3.1 To enforce the proposed 30mph speed limit across the site's frontage and towards Barrow, traffic calming measures are proposed along Clitheroe Road in the vicinity of the site. These have been agreed in principle with LCC Highways during Pre-App discussions.

3.3.2 The proposed traffic calming measures along Clitheroe Road, are shown in Figure 3.3, with the full drawing (**Drawing J32-8482-PS-001**) attached in Appendix B.

Figure 3.3 : Proposed Clitheroe Road Traffic Calming Scheme



3.3.3 As shown in Figure 3.3, the traffic calming scheme includes:

- Provision of ghost island right-turn arrangements at the proposed site access arrangement, as well as at the Clitheroe Road / The Palm Tree Company Warehouse access junction to narrow the carriageway; and
- Several pedestrian crossing points, including adjacent to the site access and adjacent bus stops, as well as along Clitheroe Road. these will act as a traffic calming measure, whilst also improving pedestrian accessibility.

3.3.4 No objections were raised by LCC Highways to this traffic calming scheme as proposed under App Ref: 3.2025.0588.

3.4 Bus Stop Relocation and Improvements

3.4.1 To accommodate the proposed pedestrian refuse island to the south of site access, it is proposed to relocate the southbound bus stop on Clitheroe Road, as shown in Figure 3.2.

3.4.2 At the request of LCC Highways, it is also proposed to upgrade both the northbound and southbound bus stops to include bus shelters as part of the development proposals.

3.4.3 No objections were raised by LCC Highways to this bus stop relocation as proposed under App Ref: 3.2025.0588.

3.5 Servicing and Delivery Arrangements

3.5.1 Swept path analysis for a refuse collection vehicle, the largest vehicle expected to enter the site, has been undertaken at the site access and within the internal road network. This is shown in Figure 3.4 and Figure 3.5, with the full drawings (**Drawing J32-8482-PS-002/3**) attached in Appendix C.

Figure 3.4 : Swept Path Analysis – Internal Layout (11.2m Refuse Vehicle)

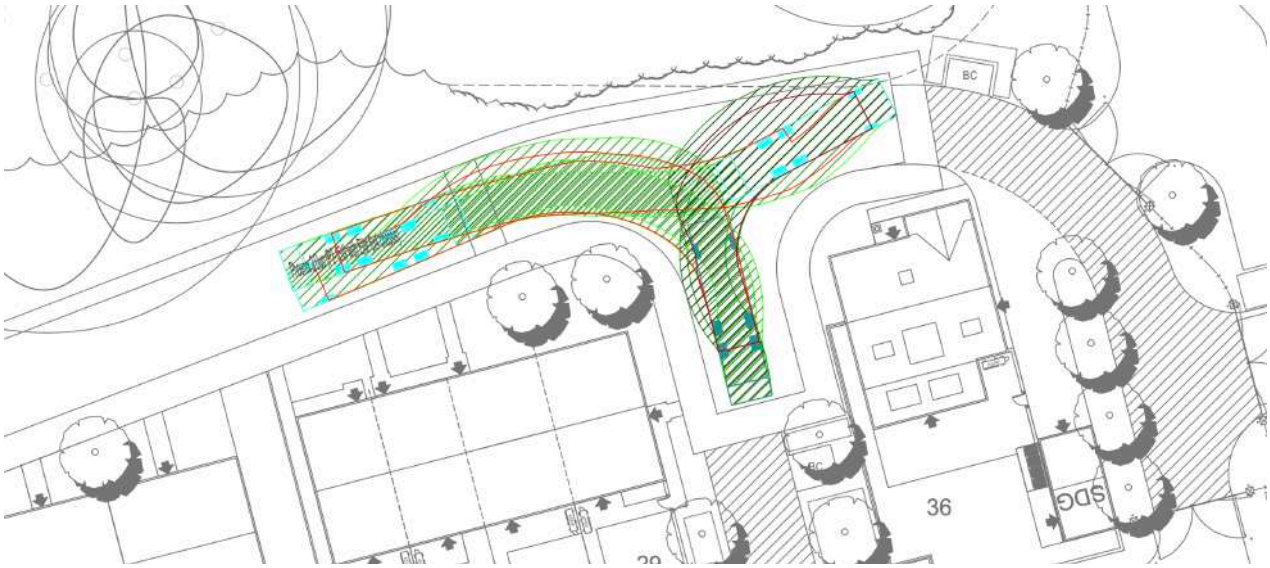


Figure 3.5 : Swept Path Analysis – Site Access (11.2m Refuse Vehicle)

3.5.2 As demonstrated in Figure 3.3, a refuse collection vehicle can safely enter the site, manoeuvre within the internal layout and exit in a forward gear.

3.5.3 Refuse collection vehicles can also get within an appropriate distance of each dwelling in line with bin collection distance guidance (MfS and BS:5906). The site's Waste Management Plan is attached in Appendix D.

3.6 Parking Provision

3.6.1 LCC's adopted parking standards are summarised in Appendix 2 of the *'Joint Lancashire Structure Plan',* adopted in March 2005.

3.6.2 LCC's residential (Use Class C3) parking standards are summarised in Table 3.1.

Table 3.1 : LCC Adopted Car Parking Standards (source : LCC)

Dwelling Type	Maximum Car Parking
1-bed	1 space per dwelling
2/3-bed	2 spaces per dwelling
4+ bed	3 spaces per dwelling

3.6.3 Parking will be provided in line with LCC's adopted parking standards.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.

4.1.3 Paragraph 110 states that: *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."*

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in Table 4.1.

Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

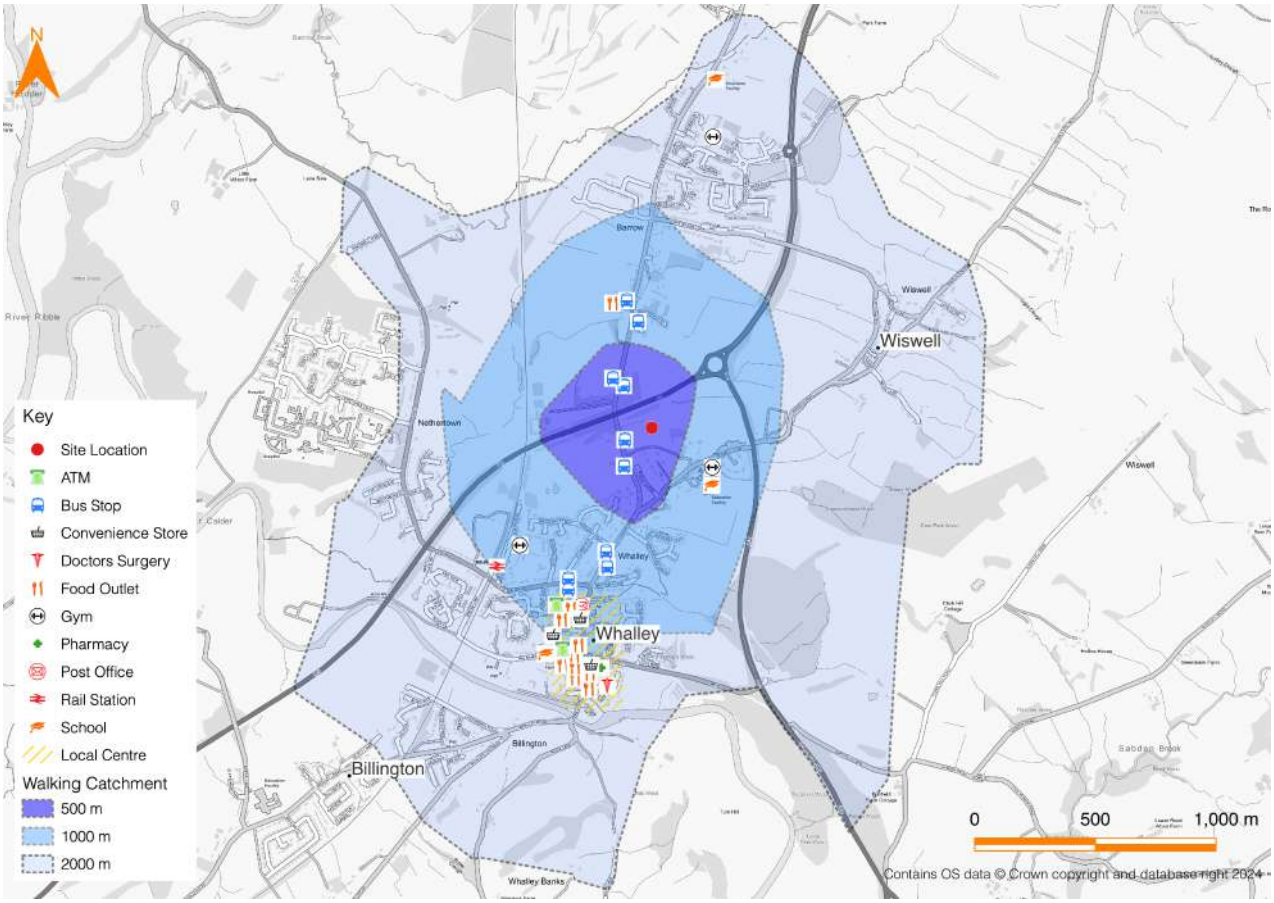
4.2.2 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

4.2.5 Figure 4.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Southbound Bus Stop on Clitheroe Road	100m	1 minute
Northbound Bus Stop on Clitheroe Road	180m	2 minutes
Oakhill School & Nursery	700m	8 minutes
Oakhill Leisure Centre	700m	8 minutes
The Eagle at Barrow Restaurant	700m	8 minutes
Whalley Village Centre	950m	11 minutes
Whalley Rail Station	1.2km	14 minutes

4.2.7 As shown in Figure 4.1, the closest bus stops to the site are located adjacent to the site on Clitheroe Road within c.180m (2-minute walk).

4.2.8 Within a 1,000m walking catchment, a range of amenities are available, particularly to the south of the site in the centre of Whalley, which is accessible within c.950m (11-minute walk). This includes various food outlets, convenience stores, the Whalley Medical Group and the Whalley Pharmacy.

4.2.9 Whalley Railway Station is also accessible within c.1.2km (14-minute walk) to the west of Whalley village centre.

4.2.10 Additional amenities are also available outside of the centre of Whalley, including the Oakhill School & Nursery and Oakhill Leisure Centre within c.700m (8-minute walk) to the southeast of the site, as well as The Eagle at Barrow Restaurant also accessible within c.700m (8-minute walk) along Clitheroe Road to the north.

4.2.11 As described previously, the local highway network benefits from an extensive network of footways, including dropped kerbs and tactile paving at pedestrian crossings, and the site is well situated in terms of accessibility to local bus services and local amenities. It has therefore been demonstrated that the site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips.

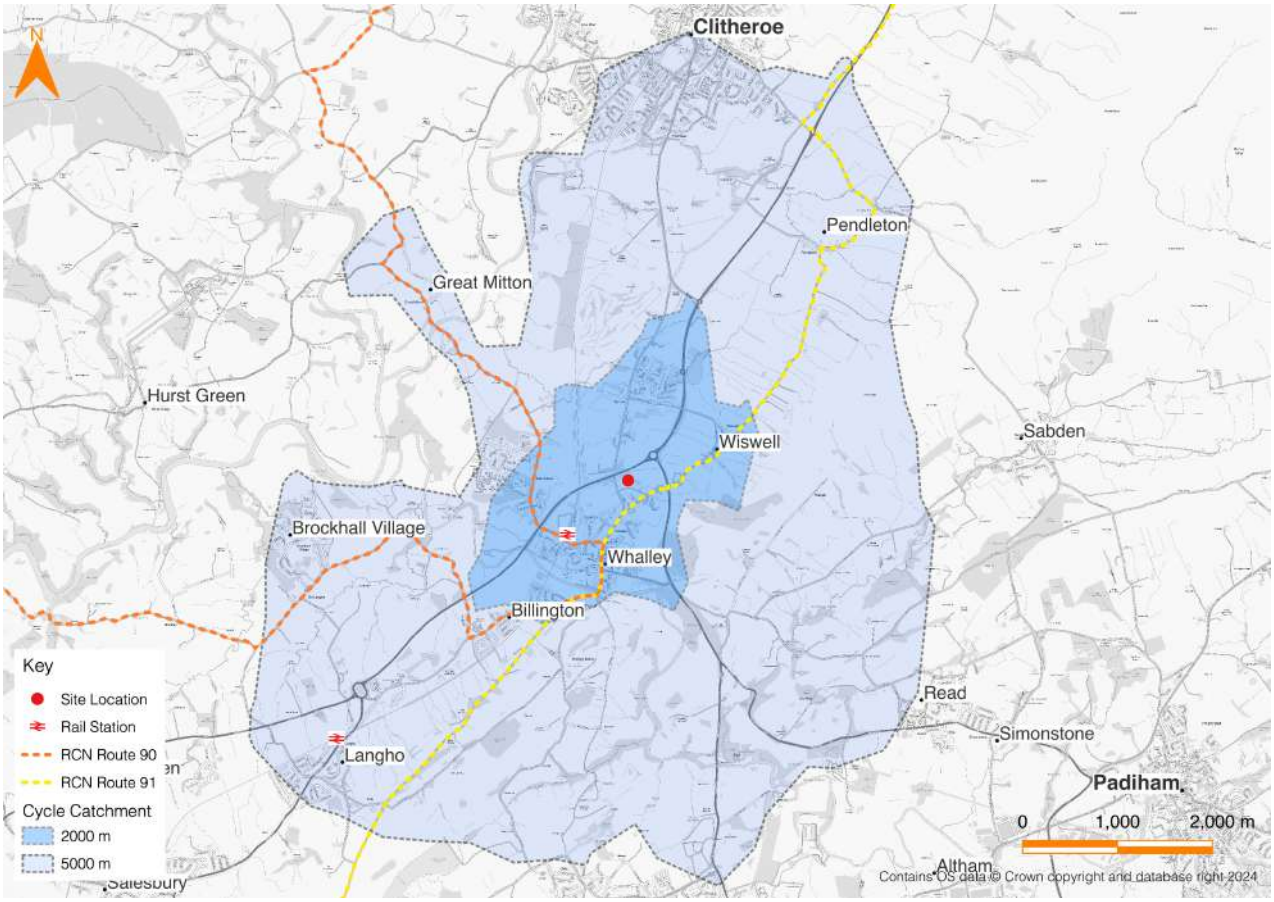
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

4.3.3 Figure 4.2 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan



4.3.4 As shown in Figure 4.2, Whalley and Wiswell are available within a 2km cycle catchment, as well as Whalley Rail Station. A number of suburban areas, including Pendleton and Langho, as well as the south of Clitheroe, are located within a 5km cycle catchment of the site.

4.3.5 Regional Cycle Network (RCN) Routes 90 and 91 are also accessible within both the 2km and 5km cycle catchments; these both form part of the Lancashire Cycleway network. Both RCN routes run through the centre of Whalley along King Street, which is accessible via Clitheroe Road from the site.

4.3.6 Considering the close proximity of local cycle routes and accessibility to local areas, cycling could be a reasonable method of travel for residents, particularly as an alternative to private car trips.

4.4 Public Transport Services

Local Bus Services

4.4.1 The closest bus stops to the site on located on Clitheroe Road adjacent to the site and are accessible within c.180m (2-minute walk).

4.4.2 It is also proposed to upgrade both the northbound and southbound bus stops to include bus shelters as part of the development proposals.

4.4.3 Table 4.3 provides a summary of routes and times of local public bus services accessible from these stops on Clitheroe Road.

Table 4.3 : Local Bus Services – Clitheroe Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
14*	Clitheroe Grammr School Service	<1	No Service	<1	No Service	No Service
22 Valleyline	Clitheroe – Blackburn - Shadsworth	2	2	2	2	1
280	Preston – Clitheroe - Skipton	1	1	1	1	<1
458 / 616 / 740*	Ribbleside Catholic High School Service	<1	No Service	<1	No Service	No Service
637*	Billington St Augustine's Roman Catholic High School Service	<1	No Service	<1	No Service	No Service
M2 Mainline	Burnley – Padiham - Clitheroe	2	2	2	2	1
						Dedicated school / college service

4.4.4 As shown in Table 4.3, 3no. regular public services are available from Clitheroe Road. The 22 Valleyline and M2 Mainline services operate with a frequency of up to every 30 minutes on weekdays and Saturdays, which provide access to Clitheroe, Blackburn and Burnley. The no.280 service also operates hourly on these days, providing a bus service between Preston and Skipton.

4.4.5 Additional school / college only services are also available during peak hours on weekdays, serving Billington St Augustine's Roman Catholic High School, Clitheroe Royal Grammar School, Ribbleside Catholic High School and Myerscough College.

4.4.6 The frequency and proximity of local bus services present them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities.

Rail Services

4.4.7 The closest rail station to the site is Whalley Station within c.1.2km (14-minute walk) to the southwest of the site, to the west of Whalley Village Centre. It is therefore accessible within both the walking and cycling catchments.

4.4.8 A summary of the direct rail services from Whalley Station are summarised in Table 4.4.

Table 4.4 : Direct Rail Services – Whalley Station

Destination	Approx. Frequency	Approx. Journey Time
Rochdale *via Blackburn, Bolton and Manchester Victoria*	1 service / hour	1 hour 35 minutes
Clitheroe	1 service / hour	8 minutes

4.4.9 As shown in Table 4.4, there are 2no. frequent rail services available from Whalley Station providing direct rail access to destinations including Manchester, Blackburn, Bolton, Clitheroe and Rochdale. These services also provide access to local stations along each respective route.

4.4.10 This demonstrates the site's accessibility by rail, particularly as an alternative to private car trips for commuting or as part of a multi-modal journey.

4.5 Summary

4.5.1 In summary, it has been shown that the site can be accessed via sustainable modes of travel, including walking, cycling and public transport – thereby offering an alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision;
- Bus stops are located within a short walking distance from the site and are accessible via dedicated pedestrian routes;
- Access to a network of regional cycle routes within the local area;
- Regular bus services from Clitheroe Road provide access to areas such as Clitheroe, Blackburn, Preston, Skipton and Burnley;
- Dedicated school / college only services provide access to several local schools / colleges during peak hours; and
- Whalley Railway Station provides frequent and direct rail services to a wide range of destinations including Manchester, Bolton and Clitheroe. These services also provide access to local stations along their routes.

4.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes and public transport services.

4.5.3 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'.*

4.5.4 Furthermore, the proposals accords with paragraph 117 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.*

5. Trip Generation

5.1 TRICS Trip Rates

5.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed residential development. Vehicles trip rates have been derived from the TRICS database (v7.11.4) using the '*Residential – Houses Privately Owned*' land use category.

5.1.2 The TRICS trip rates were approved by LCC Highways during Pre-App discussions. The full TRICS outputs are attached in Appendix E.

5.1.3 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.

5.1.4 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.

5.1.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation. Therefore, the 'Suburban Area' and 'Edge of Town' location types have been selected.

5.2 Trip Generation

5.2.1 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 5.1.

Table 5.1 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate *'Residential – Houses Privately Owned'*	0.174	0.403	**0.577**	0.357	0.177	**0.534**
Proposed Development (39no. dwellings)	7	16	**23**	14	7	**21**

5.2.2 As shown in Figure 5.1, the proposed development is expected to generate **23** two-way trips during the AM peak hour and **21** two-way trips during the PM peak hour.

5.2.3 If should be noted that the previous application proposed 77no. dwellings; therefore, this proposed 39no. dwelling scheme will generate less peak hour trips than what was accepted previously and having a reduced impact on the operation of the local highway network.

5.2.4 The analysis shows that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by Pringle Homes to provide transport planning and highways advice in relation to a planning application for a residential development on Clitheroe Road in Whalley, Lancashire.

6.1.2 The proposed development comprises a total of 39no. dwellings, with access taken from a new priority junction from Clitheroe Road.

6.1.3 It should be noted that no objections were raised by LCC Highways to a previous 77no. dwelling scheme at the site (App Ref: 3.2025.0588).

6.1.4 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and bus services. These travel options provide a realistic alternative to single occupancy car travel.
- Access to the site will be taken from a new priority junction with a right-turn ghost island, from Clitheroe Road, which has achievable visibility splays in line with Manual for Streets guidance.
- A traffic calming scheme is proposed along Clitheroe Road to enforce the proposed 30mph speed limit.
- Swept path analysis demonstrates that a refuse collection vehicle is able to safely access and egress the site in a forward gear and manoeuvre within the internal layout.
- Car parking will be provided in line with local adopted standards.
- The proposed development is expected to generate 23 two-way trips during the AM peak period and 21 two-way trips during the PM peak period.
- Overall, it can be concluded that the proposed development will not have an unacceptable impact on highway safety or a severe impact on the operation of the road network which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

6.2 Conclusion

6.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning related reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A Proposed Site Layout

REFER TO TREE SURVEY

OFF SITE HEDGE TO BE TRIMMED BACK

White Lees

Fire Lodge

0m 10m 20m 30m 40m 50m 60m 70m 80m

1 : 500

KEY

- Application Boundary
- Existing trees to be retained
- Root protection
- Indicative planting
- Indicative hedging
- Existing trees to be removed / Existing scrub to be removed
- Denotes shared drives
- Denotes raised tables
- BC — Denotes bin collection
- BS — Denotes bin store
- Timber gate
- Additional paving to accommodate wheelie bins
- Denotes Air Source Heat Pump
- Denotes knee rail
- Denotes brick wall

Rev.	Date	By	Description
J	31.07.26	AT	Amended boundary treatment following client comment.
I	30.07.26	AT	Updated layout following client comment.
H	28.07.26	AT	Updated Housetype blocks
G	22.07.26	AT	Minor amendments to layout following client comment.
F	21.07.26	AT	Heat pump locations amended and minor amendments to layout.
E	15.07.26	CT	Heat pump locations amended and tree notes updated
D	13.07.26	CT	Update following client comments. Addition of heat pumps and bin locations.
C	03.07.26	CT	Update following client comments. amended gate positions
B	01.07.26	WL	22-23 flipped to achieve larger interface distance between bung
A	26.06.26	CT	Amendments following client comment in email

Client: PRINGLE HOMES

Schedule of Accommodation

Affordable

Code	House Type	Size	Qty	Sq.Ft.
MAI	Maisonette GF	551	3	1653
MAI	Maisonette FF	629	3	1887
MAR(R)	MV2	778	2	1556
BRA(R)	BV2	998	1	998
3BCT	3BCT	998	1	998
BUN	BUNGALOW	726	2	1452
	Sub-Total		**12**	**8480**

Full Market

Code	House Type	Size	Qty	Sq.Ft.
BIC	Bickerton	1405	5	7025
WOL(R)	Wollaston	2056	6	12336
FRO	Frobisher	2094	6	12564
HAW	Haworth	2211	3	6633
GRA	Grantley	2715	3	8145
FAR	Farnley	3428	2	6856
CAV	Cavendish	3055	2	6110
	Sub-Total		**27**	**59669**

Total	**39**	**68149**
Gross	**8.37**	**Acres**
Nett	**4.42**	**Acres**
Coverage	**15418**	**Sqft/Acre**

mck associates limited
architecture ▮ building surveying ▮ urban design
burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Project:
CLITHEROE ROAD
WHALLEY

Drawing Title:
PROPOSED SITE LAYOUT

Drawn:	Checked:	Scale:	Date:
CT	PM	1:500	19/06/2026

Job No:	Drawing No:	Rev:
24-124	0003	J

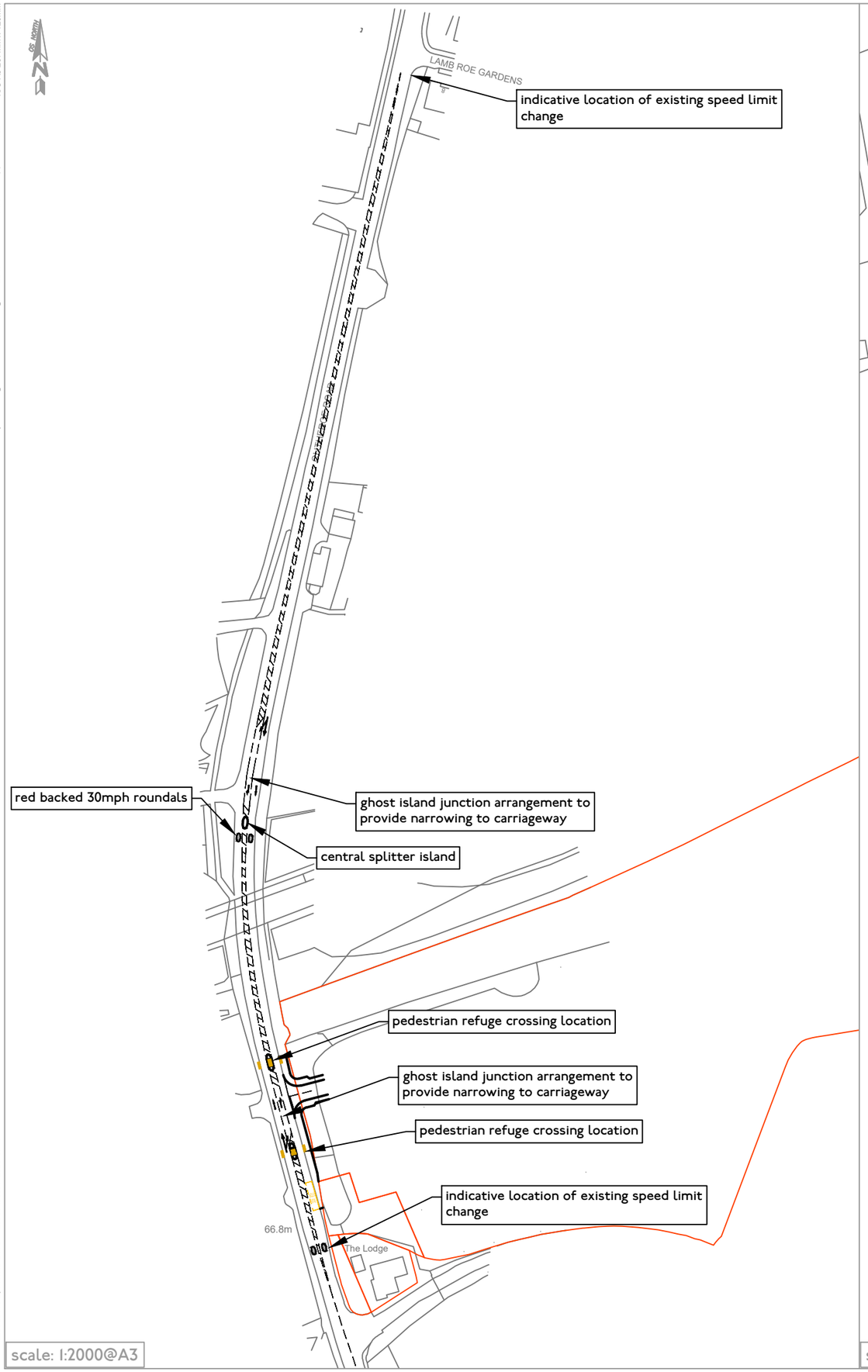
A1

PLANNING

APPENDIX B Proposed Site Access and Traffic Calming Scheme

ISO A3 297mm x 420mm

Project Management Initials: Designer: LCW Checked: MA Approved: ME



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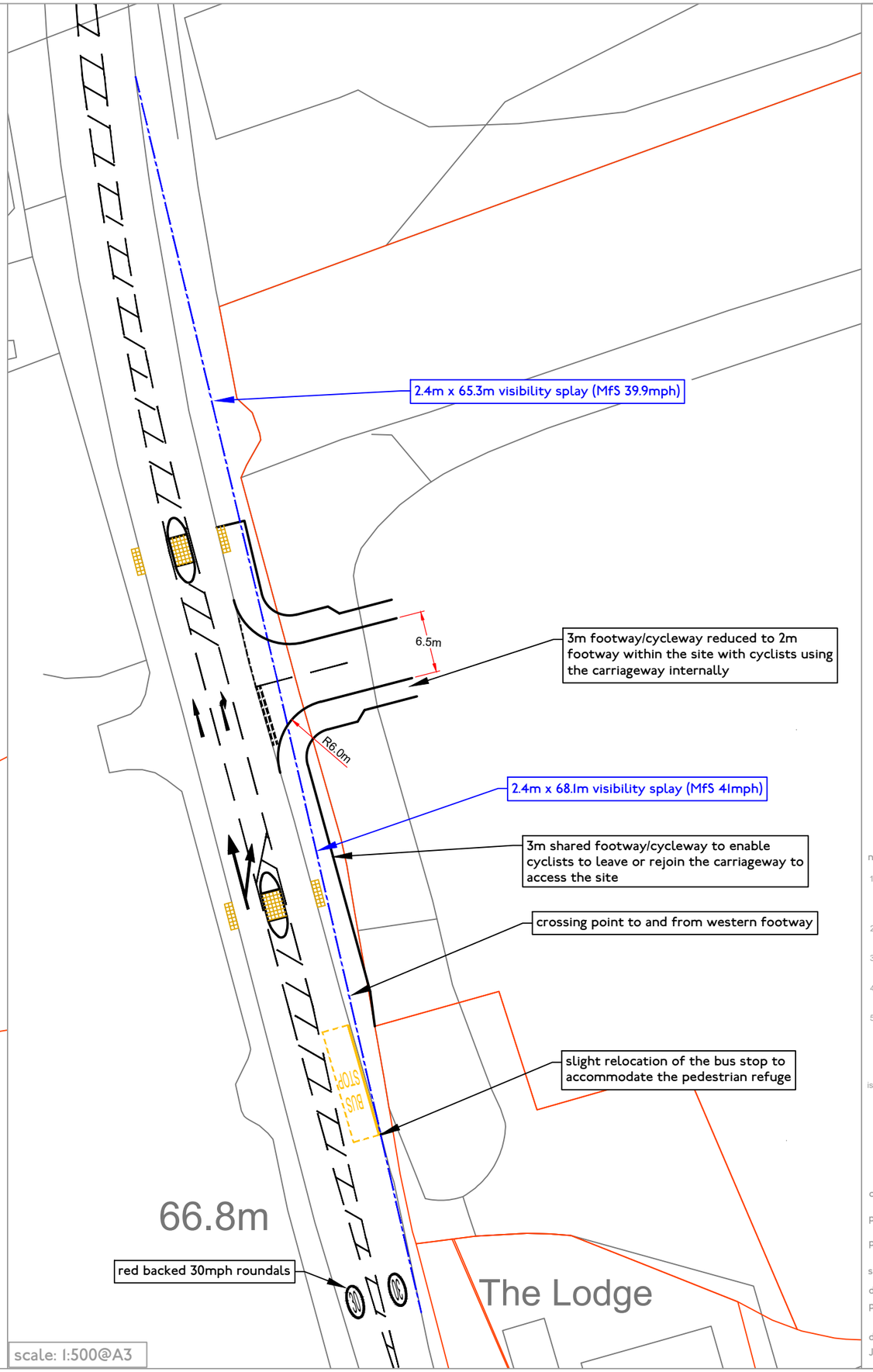

scale: 1:500@A3

mode
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w www.modetransport.co.uk

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of lancashire county council.
5. drawing based on os mapping.

issue/revision

i/r	date	description
D	16/07/2026	issued
C	27/10/2025	issued
B	13/05/2025	issued
A	28/03/2025	issued
-	27/02/2025	issued

client: pringle homes

project: clitheroe road, whalley

project number: J328482

scale: as noted

drawing title:
preliminary site access

drawing number:
J32-8482-PS-001

APPENDIX C Swept Path Analysis

mode

transport planning

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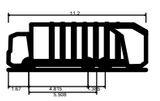
w www.modetransport.co.uk



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of lancashire county council.
5. drawing based on os mapping.

issue/revision

i/r	date	description
B	16/07/2026	issued
A	27/10/2025	issued
-	13/05/2025	issued

client: pringle homes

project: clitheroe road, whalley

project number: J328482

scale: 1:500 @ A3

drawing title:
swept path analysis

drawing number:
J32-8482-PS-002

Filename: C:\USERS\WINDOWS\MODE DROPBOX\PROJECT\MANCHESTER\2. PROJECTS\J328482_CLITHEROE ROAD, WHALLEY\5. GRAPHICS\2. CAD\3.SHEETS\J32-8482-PS-001 REV D.DWG
Last saved by: WINDOWS Last Plotted: 2026-07-16

Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm

ISO A3 297mm x 420mm

Approved: ME

Checked: MA

Designer: LCW

Project Management Initials:

A1
C2

DDG

BC

36

SDG

BS

DDG

26

27

28

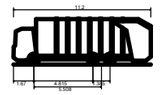
29

24

25

SDG

ASHP



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

notes:

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of lancashire county council.
5. drawing based on os mapping.

issue/revision

i/r	date	description
C	10/08/2026	issued
B	16/07/2026	issued
A	17/07/2025	issued
-	14/05/2025	issued

client: pringle homes

project: clitheroe road, whalley

project number: J328482

scale: 1:250 @ A3

drawing title:
swept path analysis

drawing number:
J32-8482-PS-003

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APPENDIX D Waste Management Plan

KEY

- Refuse Collection Route
  Max. (x)m walking distance
- Route taken by Refuse Vehicle
- Route taken by Resident
  Max. (x)m walking distance
- Refuse Storage Location
- Refuse Collection Point
  1 per dwelling

OFF SITE HEDGE TO BE TRIMMED BACK

REFER TO TREE SURVEY

The Lodge

White Lees

0m 10m 20m 30m 40m 50m
1 : 500

Rev. Date By Description

Client:

PRINGLE HOMES

mck associates limited
architecture | building surveying | urban design
burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Project:
CLITHEROE ROAD
WHALLEY

Drawing Title:
BOUNDARY TREATMENTS
PLAN

Drawn:	Checked:	Scale:	Date:
AT		1:500	JULY 2026
Job No:		Drawing No:	Rev:
24-124		WM01	

A1

PLANNING

APPENDIX E Full TRICS Outputs

mode transport limited Lombard House, 145 Great Charles Street Birmimgham, B3 3LP Licence No: 754101

Calculation Reference: AUDIT-754101-250124-0158

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
09	NORTH		
	IM	ISLE OF MAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 73 to 110 (units:)
Range Selected by User: 70 to 110 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/20 to 07/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	9

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	9 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	9 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AN-03-A-10 DETACHED & SEMI-DETACHED ANTRIM
FERRARD GRANGE
ANTRIM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 87
Survey date: FRIDAY *07/06/24* *Survey Type: MANUAL*

2 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *27/06/23* *Survey Type: MANUAL*

3 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

4 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

5 HF-03-A-07 MIXED HOUSES & BUNGALOWS HERTFORDSHIRE
BAKER STREET
POTTERS BAR

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *25/03/24* *Survey Type: MANUAL*

6 IM-03-A-04 MIXED HOUSES ISLE OF MAN
NEW CASTLETOWN ROAD
DOUGLAS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: MONDAY *20/05/24* *Survey Type: MANUAL*

7 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

8 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		96	
	Survey date: TUESDAY		*14/05/24*	*Survey Type: MANUAL*
10	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		108	
	Survey date: FRIDAY		*09/09/22*	*Survey Type: MANUAL*
11	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		86	
	Survey date: WEDNESDAY		*01/03/23*	*Survey Type: MANUAL*
12	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		92	
	Survey date: MONDAY		*15/05/23*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	91	0.103	12	91	0.295	12	91	0.398
08:00 - 09:00	12	91	0.174	12	91	0.403	12	91	0.577
09:00 - 10:00	12	91	0.158	12	91	0.179	12	91	0.337
10:00 - 11:00	12	91	0.141	12	91	0.156	12	91	0.297
11:00 - 12:00	12	91	0.144	12	91	0.149	12	91	0.293
12:00 - 13:00	12	91	0.162	12	91	0.178	12	91	0.340
13:00 - 14:00	12	91	0.187	12	91	0.186	12	91	0.373
14:00 - 15:00	12	91	0.169	12	91	0.201	12	91	0.370
15:00 - 16:00	12	91	0.285	12	91	0.178	12	91	0.463
16:00 - 17:00	12	91	0.253	12	91	0.177	12	91	0.430
17:00 - 18:00	12	91	0.357	12	91	0.177	12	91	0.534
18:00 - 19:00	12	91	0.286	12	91	0.158	12	91	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.419			2.437			4.856

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	73 - 110 (units:)
Survey date date range:	01/01/20 - 07/06/24
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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keep up with mode:

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London
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Manchester
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