

9th October 2026

Job number: J328482

Application 3/2026/0635: Land east of Clitheroe Road Whalley – Updates to the NPPF

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.

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

To support the planning application (Application 3/2026/0635), a Transport Statement (TS) was submitted, produced by Mode and dated 11th August 2026.

Following the submission of the TS, the National Planning Policy Framework (NPPF) was updated in August 2026. This letter has been produced to assess the proposed development in line with the updated NPPF. This should be read in conjunction with the analysis within the TS.

Sustainable Accessibility and Active Travel

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.

Policy TR3 Part 1 of the NPPF states that *"Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical"*.

The Department for Transport's (DfT) Connectivity Tool provides a measure of how well-connected a location is to locations of interest by walking, wheeling, cycling and public transport, compared with other areas across England and Wales. In line with Policy TR3 Part 2 of the NPPF, The Connectivity Tool *"should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development"*.

The tool combines accessibility to key destinations by sustainable travel modes with the availability and frequency of public transport to produce an overall connectivity score. Higher scores indicate locations

with better access to employment, services and facilities by sustainable modes, while lower scores indicate a greater reliance on private car travel. The tool is intended to provide an evidence-based measure of connectivity and does not, in itself, determine whether a location is suitable for development.

Connectivity scores should be interpreted alongside the site's rural-urban classification using the Connectivity Matrix, as shown in [Figure 1](#). This allows the site's connectivity to be compared with similar locations across England and Wales.

Figure 1: DfT Connectivity Score – Connectivity Matrix

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

The DfT Connectivity Score for this development site in the context of the site location is outlined below:

- Score - 58
- Rural-urban classification - Rural Town and Fringe
- Interpretation from matrix - 80th to 90th percentile

The application site achieves a DfT Connectivity Score of 58, which falls between the 80-90th percentiles for locations classified as Rural Town and Fringe. This indicates that, relative to other sites within the same rural-urban classification, the site exhibits high connectivity by sustainable travel modes.

This aligns with the analysis undertaken within the TS in relation to the site's accessibility by sustainable modes, namely walking, cycling and public transport. It should also be noted that the sustainable accessibility of the site is to be further enhanced by the development proposals, including the provision of 3m wide shared footway / cycleways, pedestrian refuge crossings on Clitheroe Road and local bus stop improvements.

The site is therefore compliant with Policy TR3 Part 1 of the NPPF, as noted above, as well as Policy TR4 Part 1a which states that proposals should *"Give priority first to walking, wheeling and cycle movements,*

both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services.”

Trip Generation and Traffic Impact

Based on the trip generation assessment provided in the TS, 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. This equates to approximately one trip every 3 minutes when averaged over the peak hours.

The analysis shows that the proposed development will not have a ‘severe’ adverse impact on the local highway network or an unacceptable impact on highway safety, which is the threshold stated by NPPF (Policy TR6 Part 4) under which development should not be refused on highways grounds.

Conclusion

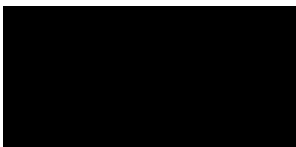
Based on consideration of the updated NPPF, the proposed development continues to comply with relevant highways and transport-related planning policy.

The DfT Connectivity Tool demonstrates that the site benefits from a relatively high level of sustainable accessibility when compared with locations of a similar rural-urban classification. This is consistent with the findings of the submitted TS, and will be further enhanced through the proposed pedestrian, cycle and public transport improvements.

Furthermore, the development is forecast to generate a modest number of additional vehicle movements during the peak hours, which can be accommodated on the local highway network without resulting in an unacceptable impact on highway safety.

It is therefore concluded that the proposed development accords with the transport-related requirements of the updated NPPF, and there are no highways or transport-related grounds for refusal arising from the revised NPPF.

Yours sincerely



Rebecca Woollin
Senior Transport Planner

Email: rebeccawoollin@modetransport.co.uk