

[REDACTED]

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 11 September 2026 16:58
To: Planning
Subject: Planning Application Comments - 3/2026/0635 FS-Case-873247212

[REDACTED]

[REDACTED]

Lancashire

[REDACTED]

Planning Application Reference No.: 3/2026/0635

Address of Development: Land East of Clitheroe Road

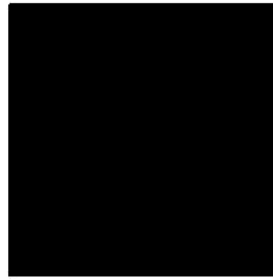
Comments: Re: Planning Application 3/2026/0635

Dear Sir/Madam,

I am writing on behalf [REDACTED] in response to the above planning application. We have concerns regarding the proposed development due to the known presence of badger setts and badger activity within the immediate surrounding area. Our records show that there are eight known badger setts within a 1.7 km radius of the proposed development, including two setts approximately 0.7 km from the centre of the proposed site, situated on different sides of the site. This indicates an established and active badger population within the locality. There is also direct evidence of badger activity immediately adjacent to the proposed development. In April 2026, a badger fatality was recorded next to the gate providing access to the site/field. The ecological survey accompanying the application acknowledges that the area provides suitable habitat for badgers. Given the number and proximity of known setts, together with the recorded fatality at the site entrance, it is reasonable to consider that badgers may use the site for foraging and/or as a commuting route between areas of habitat and nearby setts. We note and welcome the ecologist's recommendation that precautionary best-practice measures should be implemented to protect existing ecological features, and that an ecologist should be involved in site preparation planning and the proposed programme of works. It has also been advised that an up-to-date survey is undertaken as close as practicable to the commencement of works. This should include consideration not only of the development footprint itself, but also of potential badger commuting routes and foraging areas that may be affected by construction activity, site access, lighting or other disturbance. We would ask that appropriate measures arising from the survey are incorporated into the development and construction plans, with particular attention given to maintaining safe movement of badgers through the area and avoiding the obstruction or disturbance of established routes. Given the level of known badger activity surrounding this site, we would respectfully request that these safeguards are secured as appropriate ecological conditions of any planning permission granted.

Yours faithfully,

[REDACTED]



10th September 2026

Dear Sir/Madam

Re: Planning Application No. 3/2026/0635

LETTER OF OBJECTION

Introduction (Brief Reasons for Objection)

1. This application for 39 properties is a new or revised version of the previous application by the same applicant by Application 3/2025/0588 which was refused by RVBC on 6th February 2026 for six reasons. With the arguable exception of reason 2, those reasons would still apply and justify rejection. The land in question is designated as "Open Countryside". It is neither vacant nor unused – as the application implies - but is used for agricultural purposes, with sheep grazing and hay-baling at different times of the year. 39 closely packed houses would represent an incongruous form of development in comparison to the widely spaced apart houses on adjacent land. We live in one of the three or four houses which are at the boundary of the proposed development
2. We also believe that the land is outside the settlement boundary of Whalley and the proposal is without sufficient justification. The provision of affordable housing, presumably intended as such justification, still makes no adequate provision for older persons' accommodation in that there appear to be only two small single-storey properties (bungalows) proposed in a purported attempt to address this need.
3. The effect of the proposal would be to create a substantial new development adjacent to the low-density periphery of the existing settlement. The inclusion of minimal "affordable" housing is purely tactical and disingenuous (plainly the applicant's true intent has always been to build luxury market properties – *see para 20 below*) in order to try to shoehorn the development into the 'sufficient justification' exception. We suspect that, if granted, there will be a later amendment to remove the affordable units (which we suggest are likely to be built last (if at all) if there is insufficient interest.
4. Reasons 4, 5 and 6 of the previous refusal decision have, we submit, not been addressed adequately or at all and would still apply.

Detailed Reasons for Objection

5. Our personal objections, in order of priority, are:

- (a) Loss of Privacy/Overlooking (paras 6-7 below);
- (b) Trees/Safety (para 8 below);
- (c) Traffic Congestion (paras 9 -12 below);
- (d) Traffic Safety (para 13 below);
- (e) Infrastructure (paras 14-16 below);
- (f) Noise Disturbance (paras 17-18 below);
- (g) Other Matters (para 19 below).

Loss of Privacy/Overlooking

6. The proposed development would be very [REDACTED] The site plan shows six two-storey house plots (units 5 – 10) along the other side of that driveway, and accordingly only a few metres from our garden wall and low hedge. From the site plan, at least two, possibly three, of these v [REDACTED]

[REDACTED] In case of any doubt, we would invite the planning officers or committee members to view the site [REDACTED]

7. Without prejudice to our objection, asking for rejection, in the event of grant of the application we would ask the planning committee to make it a condition that boundary fencing is at least 2 metres high. Is this not indeed a common condition to protect garden privacy (see, e.g., the Hawthorn Road development in Barrow where garden fences are 1.8 metres high)?

Trees/Safety

8. As we read it, the application does acknowledge the presence of mature trees (mainly Limes) which are on the same side of Bramley Meade Hall's driveway as the proposed development and so are at its boundary. They are in the verge of the private driveway to Bramley Meade Hall. All these trees have TPOs. Their height is estimated at 25 metres. We note the root protection provision but this is to protect the trees during construction. We are more concerned by safety risks after construction. The application does not however appear to state clearly how many metres from those trees the closest of the houses would be, but we would estimate less than 25 metres (we appreciate that there is a scale suggesting that the distance might be up to 20 metres). Some of the houses would appear to be within falling distance. Is there not some restriction on building new houses so close to mature trees? Would it not be good practice only to build at least as far away as their height, in this case 25 metres? We are

also concerned at the risk to our own property should the trees closest to us be damaged or undermined (i.e. if the root protection is insufficient). We are within the falling distance of at least one of the protected trees.

Traffic Congestion

9. The application dismisses traffic concerns. It seems to rely heavily on the proposition that LCC, as Highway Authority, did not raise objections. It seems to lay stress on changing the residents' behaviour. The reality is that most, if not all, of car-owning residents of Whalley drive to work. The reality is that, as a travel survey quoted in the original 2025 application showed, 78% of car-owning residents of Whalley drive to work. This accords with our own experience. According to the plan 27 of the proposed properties would be 4-bed houses with space for three vehicles. With the remaining 12 smaller properties with their parking spaces the proposed development provides, by our calculation, spaces for 97 vehicles. The suggested number of only about 40 return journeys during the morning and evening rush hours is nonsense. It is overwhelmingly likely that all spaces will be filled and quite possibly added to by pavement parking. Most of the cars will be driven daily onto the already busy local roads.
10. Also, please note that the shortest route from this development to the Whalley By-Pass would be to turn left out of the new entrance, then left again along Wiswell Lane. Wiswell Lane is a road without markings (except at the junctions) which was lightly used before the massive (and still incomplete) development at Lawsonsteads but now heavily used and potholed.
11. It is material to note that the link road through that development from Clitheroe Road to the by-pass, although passable, is not officially open (there is no road signage although the traffic lights on the bypass are working). Lawsonsteads residents continue to drive off their development onto Clitheroe Road, adding to the congestion on Wiswell Lane in order to get to the bypass. Until the link road finally fully and officially open nearly a hundred cars from the proposed development will simply make the congestion worse. As the local highway authority well knows – local councillors have raised the concerns of residents of Wiswell Lane - this has led to serious deterioration of the surface, requiring a regular need for pothole repairs with associated disruption and delay caused by temporary traffic lights. The reality of behaviour on Lawsonsteads suggests that any hope of the residents of the proposed development becoming walkers or cyclists is unrealistic.
12. We submit that the planning committee should not consider granting this, or any, ~~any~~ application for any further housing in Whalley at least until after the Lawsonsteads development has been completed and the purpose-built link road fully opened with appropriate signage Preferably making Wiswell Lane one-way down from the bypass to force traffic up the link road.

Traffic Safety

13. In addition to the issue of congestion, the opening of a new entrance/exit onto Clitheroe Road, only a short distance from the bridge under A59, which would be approached by vehicles from the Barrow direction around a 'blind' left hand bend worries us. The fact that there have been no recorded accidents to date is surely irrelevant (and a misuse of statistics). At present, the site is only entered occasionally by farm vehicles in connection with the agricultural use of the field. The two small entrances cause no problem. The proposed new access point, for use by nearly a hundred vehicles, will create a serious risk of accident even with the very extensive off-site work proposed. The risk, which is plainly recognised by the applicant (hence to suggested off-site work), is not removed by the proposal, which on the contrary emphasises it and in our submission demonstrates the unsuitability of this location for such a development.

Infrastructure

14. Drainage. In very wet weather the surface of Clitheroe Road under the A59 bridge and on the Barrow (i.e. cemetery) side, regularly floods. We have both seen it so deep as to force vehicles to drive in the centre of the road or even small cars being prevented by the depth. The field undoubtedly soaks up a lot of rainfall. We are very concerned that the main sewer will not be able to cope with a connection to 39 more, mostly large, houses and that the building, concreting and tarmacing over of this site will risk major flooding of the main road, to the detriment of everyone in Whalley and Barrow needing to drive from one to the other.
15. We note that the applicant seeks to rely on an optimistic drainage report but even that concedes that the development may have an adverse effect on the flood risk in the wider catchment area (see paras 5.18 and 6.13 of the Flood Risk Report). The site is at risk of surface water flooding. It is indeed our lived experience over the past 28 years of residence that after heavy rain water flows down the Bramley Meade driveway towards Clitheroe Road and sometimes overflows into our garden, flooding the area closest to the boundary. We have no doubt that it also overflows into, or even perhaps from, the land in question in such conditions. We were not approached by any representative of the applicant or its agent before preparation of their Flood Risk Report which is, accordingly, incomplete and represents woefully inadequate community involvement.
16. GP Surgery. We are both patients of the local GP surgery. It is very good, but (in our recent personal experience) it can take three weeks to get an appointment for a non-urgent condition. We can believe that the surgery may well be willing to accept more patients (see para 4.10 of the Community Involvement Statement), given the capitation basis of NHS funding but that will mean extra strain on the system and more delay for existing patients (as well as any new ones). We are fairly certain that provision was originally made in previous applications in Whalley (e.g. Calderstones and Lawsonsteads) for a new surgery and a new school. Neither has ever been built and presumably amendments

were made after the event. This site might be thought, by some, ideal for provision of space for a new surgery or school but we note that the applicant does not include any space for these.

Noise disturbance

17. The previous refusal reasons referred to unacceptable noise levels from the A59. We are ever aware of that traffic noise even though we are further away than the site. We certainly would not wish to be much closer.
18. More specifically, our experience of grants made in 2021 and 2022 for a single new dwelling opposite us on Clitheroe Road, to which we had not objected, was of prolonged noise disturbance. The work seemed to take forever, perhaps because of the amendment and/or fresh application, but overall it continued through the summers of 2021 and 2022, with drilling, hammering and the like every weekday, making it impossible on many fine days to enjoy the front garden and seating areas of our house during the working day. We dread the prospect of the building of 39 properties, much closer to us than those previous works. In the event of grant of the application, contrary to our objection, we would ask please for very strict conditions limiting working hours on weekdays and prohibiting work on weekends.

Other Matters

19. For completeness' sake:
 - (a) the site may not be a public green space but it is a green space in open country;
 - (b) the site is not unused because it is used at different times in the year for grazing sheep and hay baling and, as such, performs a vital agricultural purpose; and
 - (c) the proposed development would result in the loss of existing habitat. It is not uncommon to see wild deer in the field. We do not know whether they live in the wooded area near the bypass or come across the bypass from the Barrow side, but any development will obviously destroy their habitat.

Conclusion

20. The applicant advertises itself as a well-established builder of luxury homes and it was clear from its earlier/original application that its original desire was to construct 18 luxury 'self-build' homes before a negative pre-application indication that such an application would be rejected. Perforce, it cut its cloth following that indication by shifting focus, no doubt reluctantly, to 77 "affordable" homes - an attempt to provide "sufficient justification" for development outside the settlement boundary. After refusal of that application, it has cut its cloth again, perhaps hoping that the original desire would be forgotten. However, note that the applicant now seeks permission for 50% more large luxury homes than it first sought to build and was told would not be acceptable. If RVBC thought 18 was too many then surely 27 is too many now

(even leaving aside the remaining 12 “affordable” properties)?

21. Please reject this application for planning permission.

