TECHNICAL NOTE

Rose Hill Farm, Whalley Old Road, Billington

Transport Note

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Client:	Damian and Romy Hanson	Job No:	J328901
Date:	10 August 2026	File Name:	TN01
Prepared by:	LJ	Approved by:	ME

1. Introduction

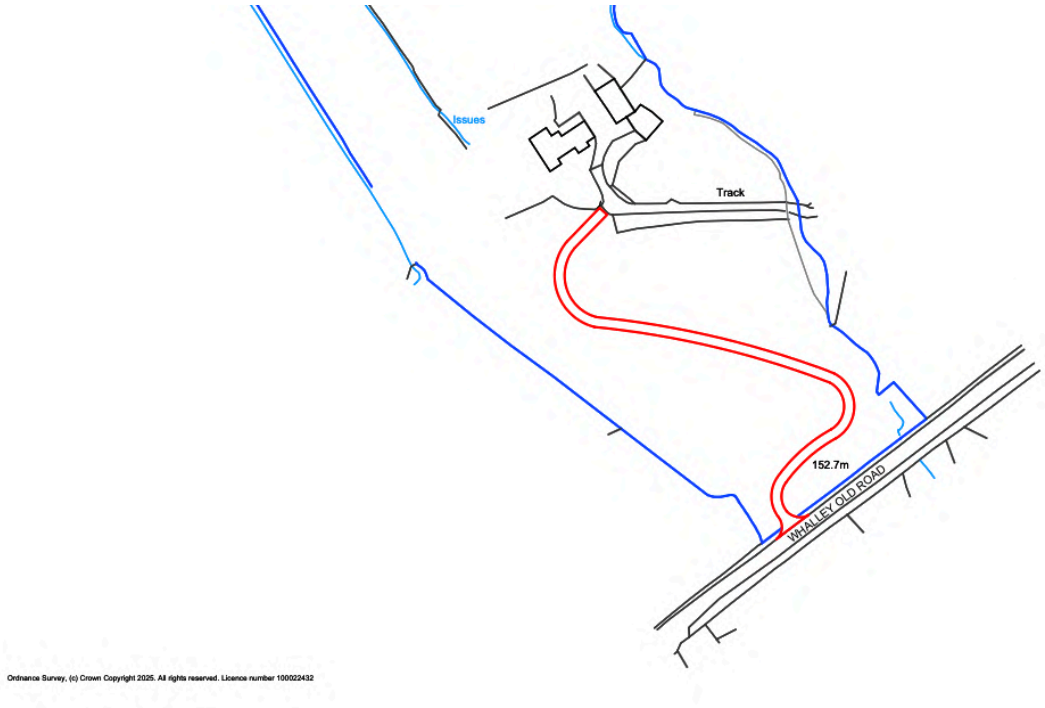
1.1 Background

1.1.1 Mode Transport Planning ('Mode') has been appointed by Damian and Romy Hanson (the 'Applicant') to provide transport and highways advice in relation to an application for a new access to serve a replacement residential unit on land north of Whalley Old Road in Billington, Ribble Valley.

1.1.2 The development proposals include a new access on Whalley Old Road to serve a residential unit.

1.1.3 The indicative site boundary is shown in Figure 1.1.

Figure 1.1 : Indicative Site Boundary



1.2 Methodology

1.2.1 The Local Highway Authority, Lancashire County Council (LCC), were consulted on the application and provided a response dated 13th January 2025. The purpose of the pre-application request was to agree the principle of the new access. LCC's response indicated that the principle of the new access was acceptable.

1.2.2 The full consultation response provided by LCC in response to the pre-application request is attached in Appendix A.

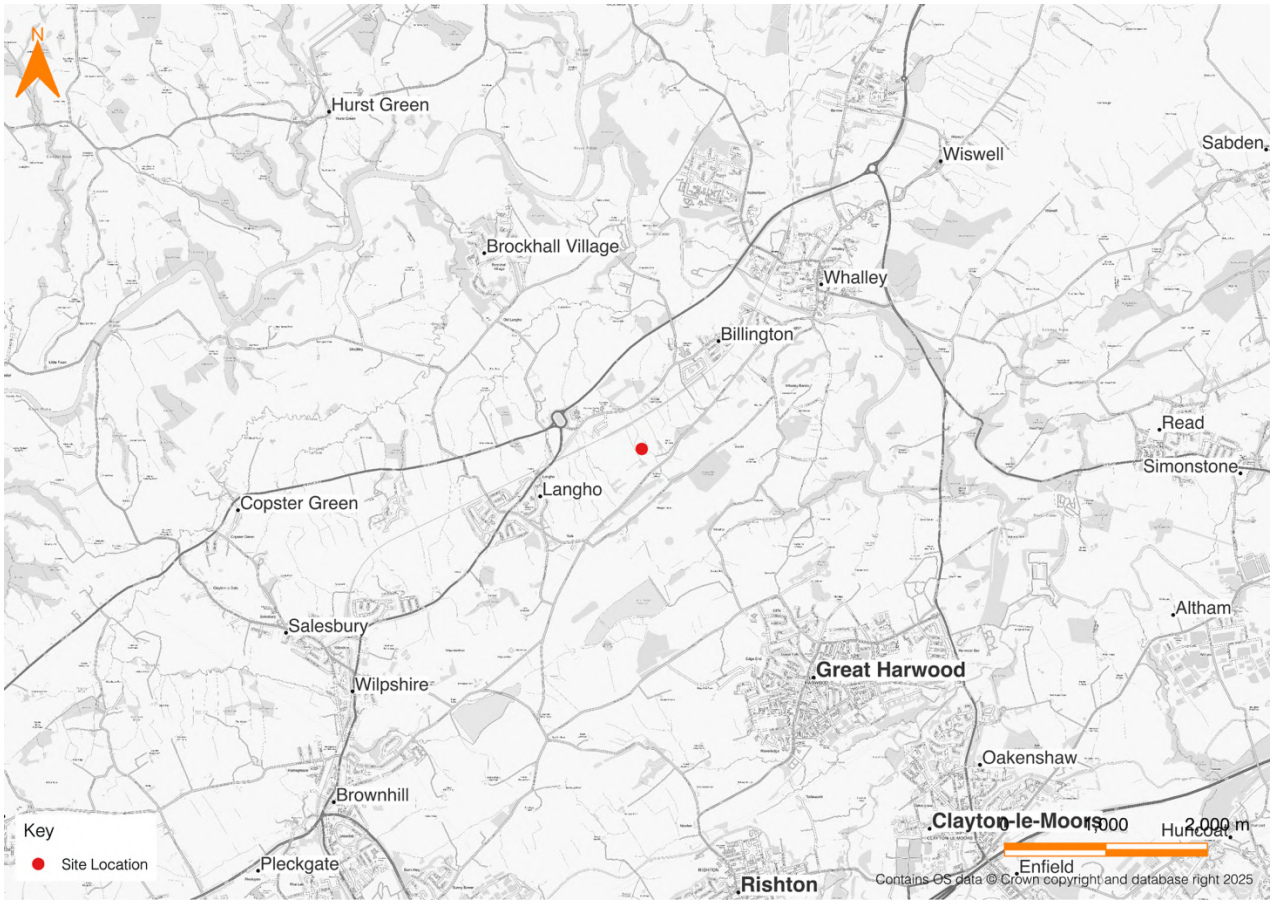
1.2.3 This note (TN01) has been prepared to assess the development proposals with particular consideration given to the proposed site access location along Whalley Road.

2. Existing Conditions

2.1 Site Location and Existing Site

2.1.1 As shown in Figure 2.1, the development site is located c.1km southwest of Billington and c.1.5km east of Langho.

Figure 2.1 : Strategic Site Location



2.1.2 The development site currently comprises an existing residential unit and agricultural land. The site is currently accessed via an existing access on Whalley Old Road which serves several adjacent units.

2.2 Local Highway Network

2.2.1 The site is located on the northern side of Whalley Old Road (C545). Whalley Old Road is a two-way single carriageway and is subject to the National Speed Limit (60mph). No footway is provided on either side of the road.

2.2.2 Whalley Old Road currently provides access to several residential properties on either side of the carriageway.

2.2.3 The existing conditions along Whalley Road within the vicinity of the development site are summarised in Table 2.1.

Table 2.1 : Whalley Road (B6243) – Existing Conditions

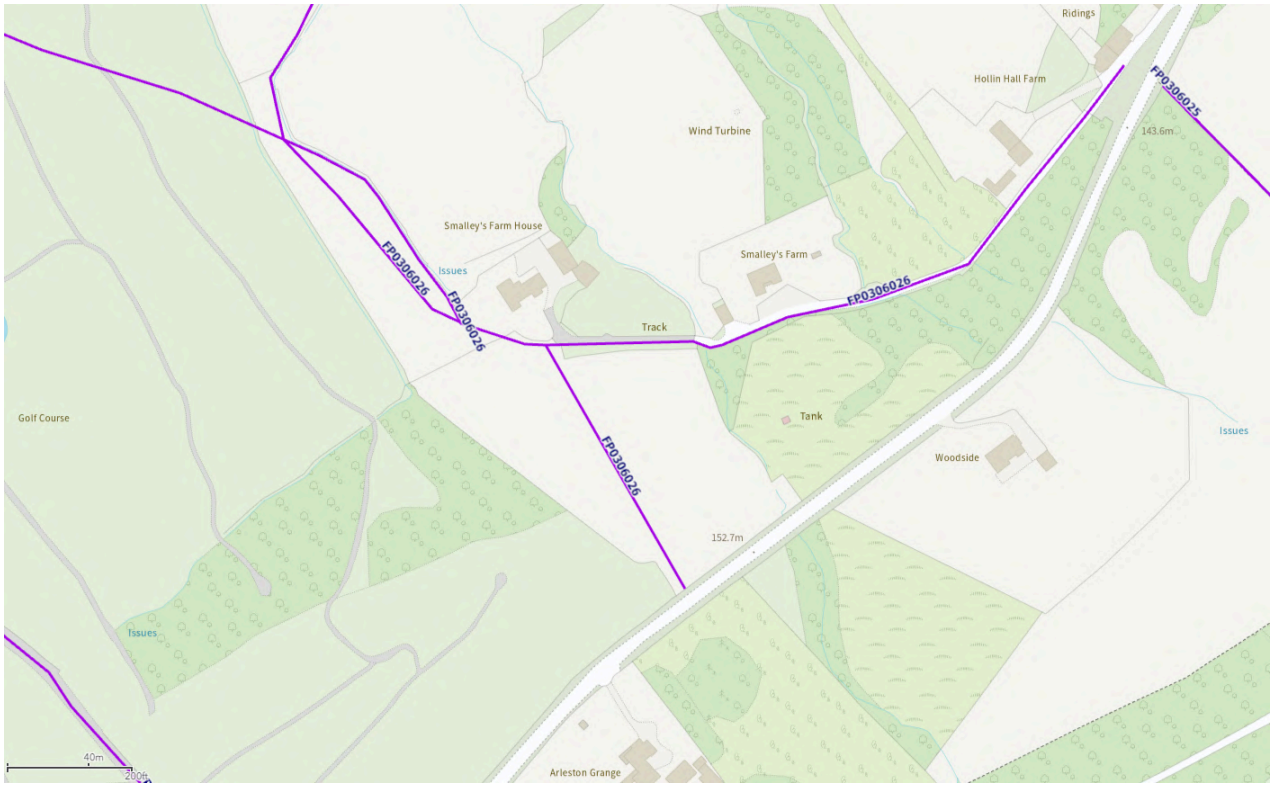
Road Classification	C-Road	Footway Width	None
Road Type	Two-way single carriageway	Pedestrian Facilities	None
Speed Limit	National Speed Limit	Cycle Facilities	None
Carriageway Width	c.4.5m	Public Transport Provision	None
Adoption Status	Adopted	Streetlighting	None

2.3 Public Rights of Way

2.3.1 There is a Public Right of Way (PRoW) (FP0303059) that runs within the proposed development site's boundary, as shown in Figure 2.2.

2.3.2 The proposed site access and access road does impact on the definitive map alignment of PRoW (FP0306026). However, the current route that users take differs to that should on the definitive map and an application under the provisions of s.257 of the Town and County Planning Act 1990 to divert the PRoW to the current route will made.

Figure 2.2 : Public Right of Way Map (source : LCC MARIO Mapping)



2.3.3 The route currently taken by existing users is shown in Figure 2.3.

Figure 2.3 : Current Route Taken by PRoW Users (source: Zara Moon Architects)

The existing public footpath no longer follows the official route - please see aerial below which passes through the rear garden, and follows a steep, awkward route up the hill.

Walkers instead follow the Western field edge in both North and South fields, where there is a public footpath gate at the top and bottom.

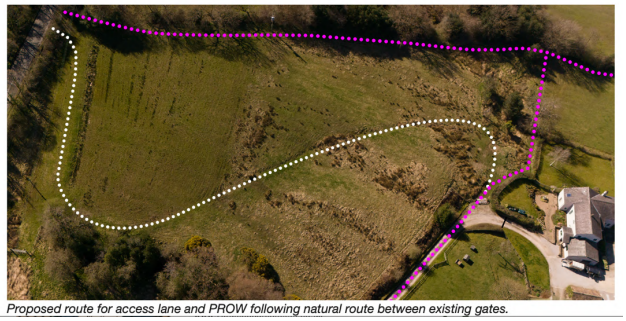
To formally re-locate the route to its current location, the PROW will be diverted. It could also be defined by planting, a wild hedgerow, or a post-and-wire field boundary to guide walkers up the hill.

The public footpath travelling past the property and along the current access lane will remain as existing.

As a new access gate will be included at the driveway entrance, the field gate at the bottom of hill will be removed.

Existing site aerial showing actual public footpath route.

Official PROW routes which do not correspond with the actual routes.



Proposed route for access lane and PROW following natural route between existing gates.

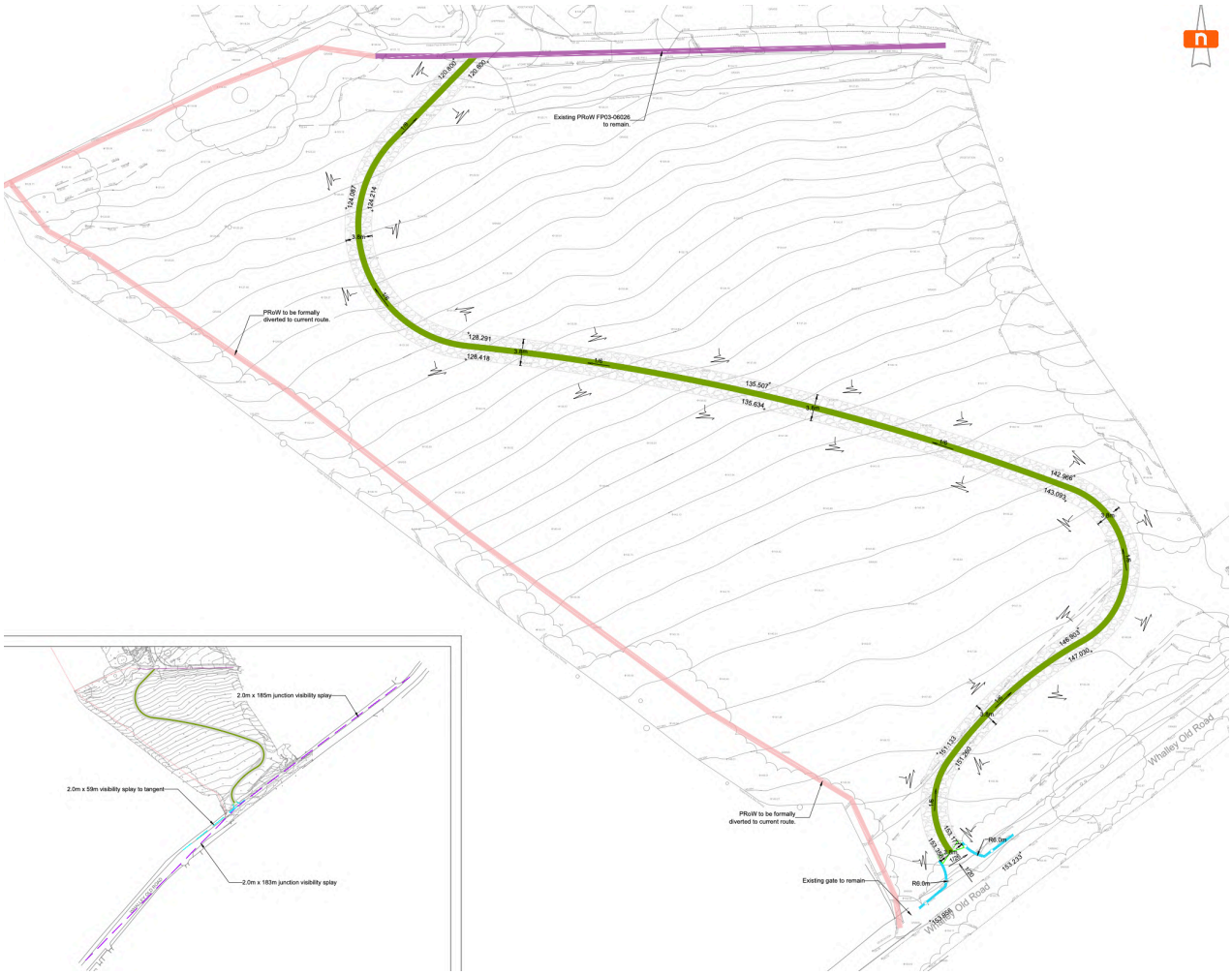
3. Development Proposals

3.1 Proposed Development

3.1.1 The development proposals includes a new access road and access on Whalley Old Road.

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

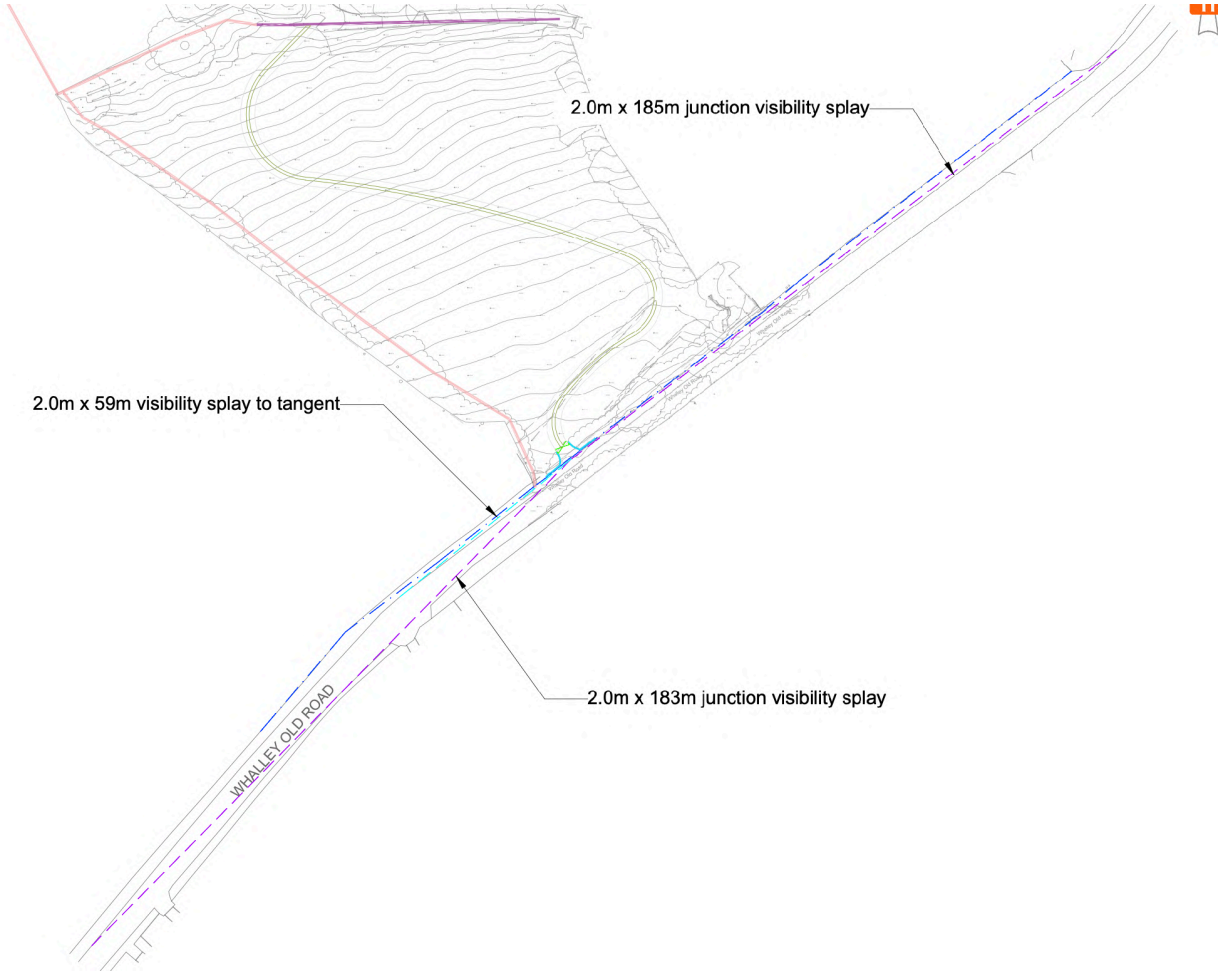
Figure 3.1 : Proposed Site Access (source: Mode Infrastrucure)



3.2 Visibility SPays

3.2.1 The proposed site access arrangement and achievable required splays are shown in Figure 3.2 and attached in Appendix C.

Figure 3.2 : Proposed Site Access Arrangement (source: Mode Infrastructure)



3.2.2 As shown in Figure 3.2, visibility splays of 2.0m x 185m and 2.0m x 183m are achievable to the east and west respectively in land under the control of the Applicant and within the adopted highway. LCC confirmed within their pre-application response that that the 85th percentile speeds were likely to be below 60mph. They also confirmed that a 2.0m x distances was acceptable on the basis that only 1no. unit would be served from the access. It should be noted that the splay to the west could be increased to over 183m if the adopted verge on the opposite side of Whalley Old Road was crossed.

3.2.3 The proposed access has a width of 3.8m at the tangent with 6m corner radii on both sides. This complies with what was deemed to be acceptable in principle by LCC during pre-app.

3.2.4 Any part of the boundary hedges within the site that are encroached by the visibility splays will be maintained to ensure they remain clear in perpetuity.

3.3 Servicing and Delivery Arrangements

3.3.1 Refuse collection for the existing unit is currently undertaken from Whalley Old Road at the existing access. Once the new access is delivered, refuse collection for Smalleys Farm will transfer to the new access.

3.3.2 Any deliveries to the proposed residential unit would be undertaken using the proposed access. Therefore, swept path analysis has been undertaken for a 7.5t panel van, which is the largest vehicle expected to regularly enter the site. This is shown in Figure 3.3, attached in Appendix D.

Figure 3.3 : Swept Path Analysis – 7.5t Panel Van (source: Mode Infrastructure)

3.3.3 As shown in Figure 3.3, a 7.5t panel van can enter and exit the site in forward gear using the proposed turning area.

3.4 Parking Provision

3.4.1 As shown in Figure 3.1, no changes to the level of on-site car / cycle parking are proposed.

4. Sustainable Accessibility

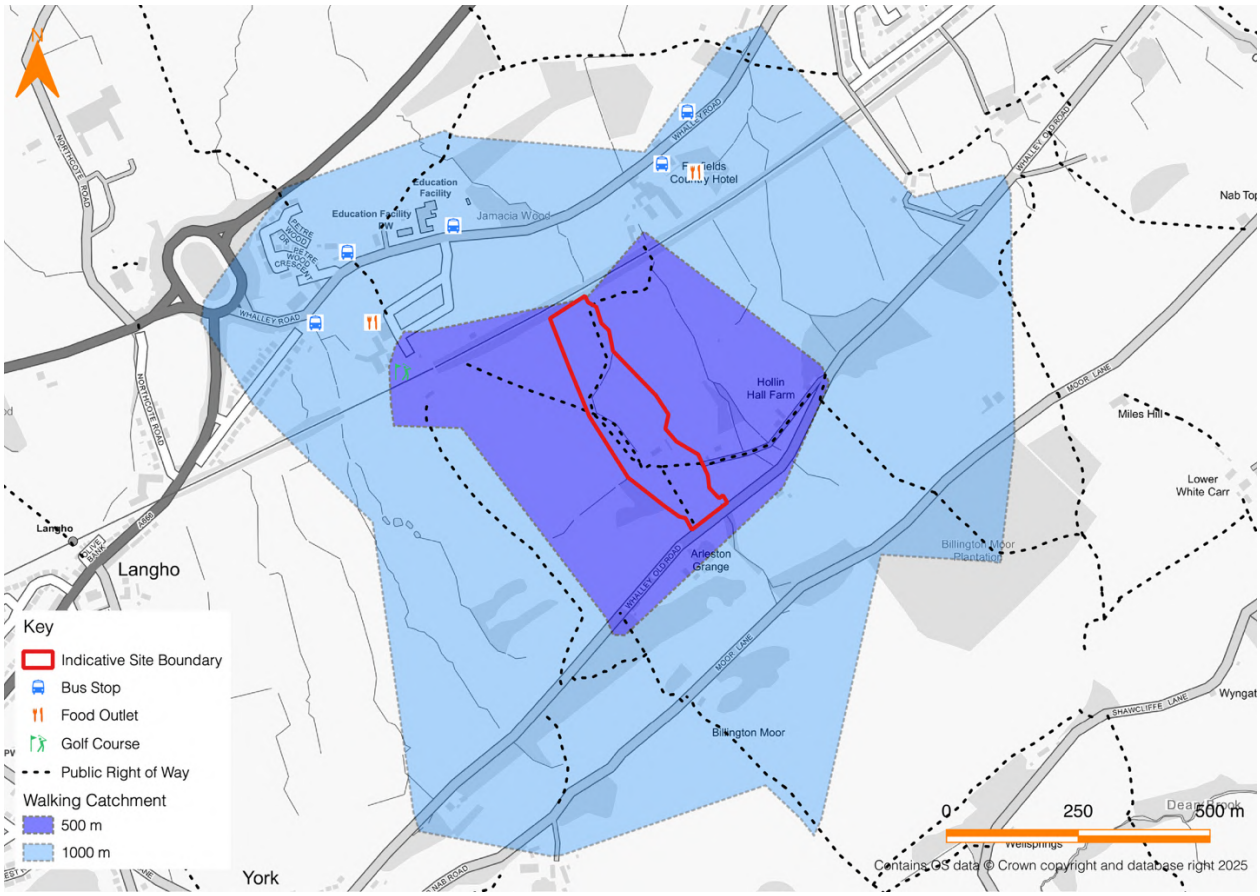
4.1 Introduction

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

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.2 As shown in Figure 4.1, despite the rural location, the site is reasonably well situated in terms of accessibility to local public transport services and local amenities. Furthermore, given the nature of the proposed development, there is an extensive network of PRoWs that can be accessed within the site which can be used by visitors without the need to travel.

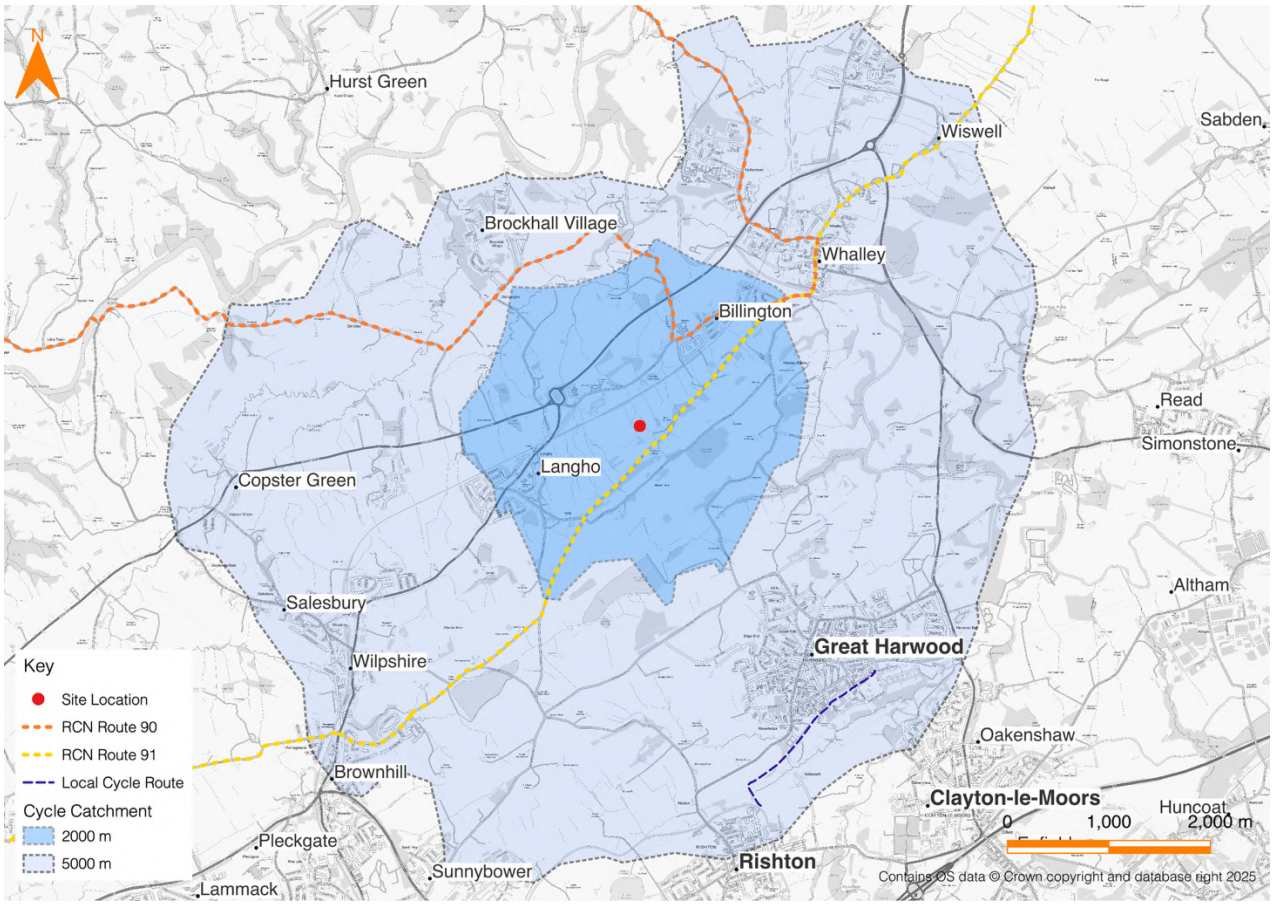
4.3 Cycle Accessibility

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 Old Road, from which access will be taken, forms part of Regional Cycle Network (RCN) Route 91 and provides a continuous route between Whalley and Brownhill. RCN Route 91 connects with RCN Route 90 south of Whalley.

4.3.5 Considering the reasonable proximity of local cycle routes and accessibility to local areas, cycling could be utilised as a method of travel as an alternative to private car trips.

4.4 Public Transport Services

Local Bus Services

4.4.1 The closest bus stops to the development site are located on Whalley Road to the north of the site within c.1km (8-minute walk).

4.4.2 Table 4.1 provides a summary of routes and times of local public bus services accessible from these bus stops.

Table 4.1 : Local Bus Services – Whalley Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
22 Valley Line	Clitheroe – Blackburn - Chadsworth	4	4	4	4	2
280	Preston - Skipton	2	2	2	2	1

4.4.3 As shown in Table 4.1, two regular services are available throughout the week and on weekends from Whalley Road providing access to destinations including Clitheroe, Blackburn, Chadsworth, Whalley, Preston and Skipton.

4.4.4 The frequency and proximity of bus services present them as a convenient and realistic method of travel for commuting and accessing local amenities throughout the week and on weekends.

5. Traffic Generation

5.1.1 Given the site will be a redevelopment of an existing residential unit, it is not anticipated that there will be any additional traffic generated on the local highway network. The proposed development will result in a transfer of trips from the existing access to the proposed access.

5.1.2 The development is not anticipated to have a severe impact on the local highway network, in line with the guidance set out in the National Planning Policy Framework (NPPF), which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

6. Summary and Conclusion

6.1 Summary

6.1.1 Mode Transport Planning has been appointed by Damian and Romy Hanson to provide transport and highways advice in relation to an application for a new access to serve a residential unit on land north of Whalley Old Road in Billington, Ribble Valley.

6.1.2 The development proposals include a new access road and site access on Whalley Old Road.

6.1.3 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.

- The proposed access arrangement has been designed in accordance with advice received from the local highway authority at pre-app.
- Swept path analysis demonstrates that a 7.5t panel van can enter and exit the site in a forward gear, and manoeuvre safely within the site.
- On-site car and cycle parking will remain as existing.
- The proposed development is not expected to generate any additional peak hour traffic movements on the local highway network.
- Overall, it can be concluded that the proposed development will not have a severe impact, 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 reasons that prevent this planning application from being approved.

APPENDIX A - LCC Highways Consultation Response

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: Pre-app
Our ref: Pre-app
Date: 13th January 2025

Address: **Smalleys Farm House, Whalley Old Road, Billington**

Proposal: **New access on Whalley Old Road to serve existing dwelling**

The submitted documents and plans have been reviewed and the following comments are made.

Proposal

The farmhouse is currently accessed from a privately maintained road which carries public footpath FP03-06026 and joins Whalley Old Road at an acute angle.

The proposal includes the provision of a new access on Whalley Old Road approximately 360m south-west of the existing junction.

There are no details submitted to explain why this proposal is required or who will use the access or any changes proposed to the existing access. These details should be provided when the application is submitted.

Access

Whalley Old Road is classified C545 and is subject to the national speed limit.

An access and visibility splay drawing is submitted and demonstrates splays of X2.4m by Y145m to the northeast side and Y180m to the southwest side of the nearside carriageway edge. The X distance can be reduced from 2.4m to 2m for a single or small number of dwellings and the Y distance can be offset by 1m from the carriageway edge. This will slightly increase the splays in both directions. These splays lie within land controlled by the applicant or the highway.

The full visibility splay requirement for a 60mph speed limit is 214m however the 85%ile speeds on Whalley Old Road are likely to be less than the speed limit. The proposed splays are suitable for 85%ile speeds of 50 – 55mph which is considered suitable.

The access is proposed to be 3.8m wide with new stone walls around the radius and with gates set back by 6m from the carriageway edge. The verges adjacent to the carriageway are recorded as highway for an approximate width of 2.5m - 3m, therefore

no structures, walls, etc should be constructed and the proposed new walls will need amending. (Extract of record below)

The access road between the carriageway of Whalley Old Road and the gates should be paved in a bound material and laid at a gradient not exceeding 1:20. The carriageway edge should be saw cut straight and sealed to ensure a suitable tie-in detail to the paved highway. Surface water drainage should be included to ensure that no water is drained onto the highway or vice versa.

Internal layout

All vehicles must enter and exit through the new access in forward gear.

PROW

There is an extract of the public footpath definitive plan below, note that the line shown on your drawing differs from the record. The record should ne used to advise the design.

The new access road crosses public footpath FP03-06026 and measures should be put in place to manage users during construction of the road.
Details of the existing vehicle access which carries the footpath should be submitted with any changes identifying the impact on the footpath users.

Conclusion

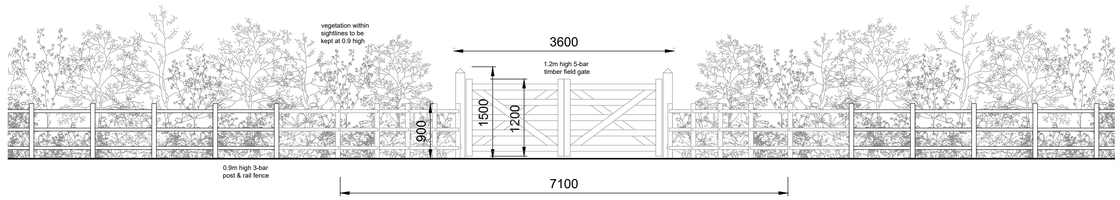
The principle of access appears acceptable although we would request that the reason for this proposal is provided together with the proposed changes to the existing access and impact to the public footpaths.

However, we do not support the construction of stone walls at the access on the highway and would request that this element is removed from the scheme.

Kelly Holt
Highway Development Control Engineer
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk


Smalley's
Farm House
SMALLEYS FARMHOUSE
FP0306026
Track
FP0306026
SMALLEYS FARM
WHALLEY OLD ROAD, BILL
Show search results for WHALL...
Tank
152.7m
1:1250
0
50
371,639.089 434,487.439 Metres

APPENDIX B - Proposed Site Layout



Proposed Site Entrance
Scale 1:50

Proposed Site Plan
Scale 1:500

1:500
0 10 20 50

Notes

N

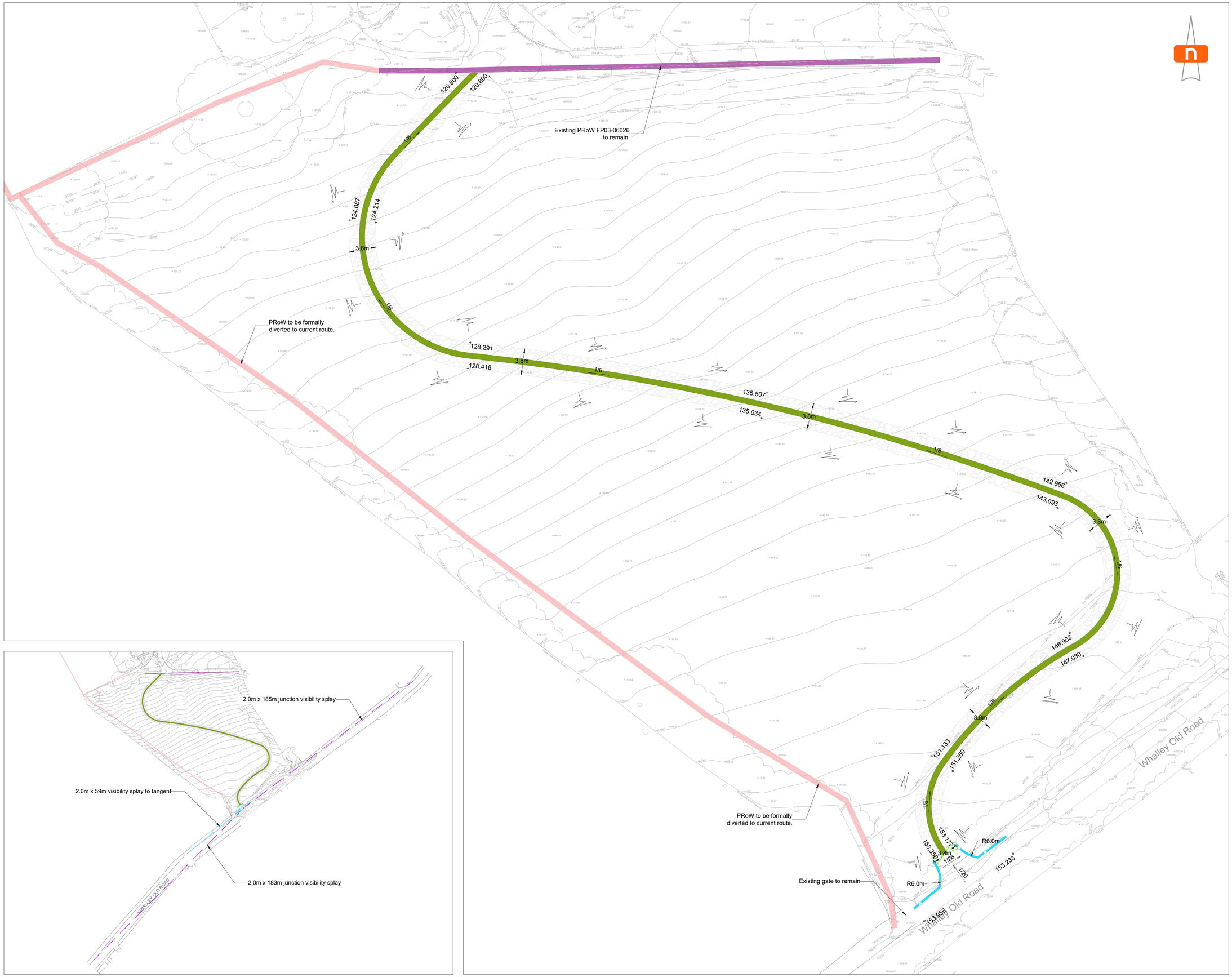
Key

- Application Boundary
- Land also owned by Applicant
- Category A Trees
- Category B Trees
- Category C Trees
- Root Protection Area
- Public Right of Way
- 0.9m high timber post and rail fencing
- Central grass verge
- Natural stone track

Zara Moon
ARCHITECTS
RIBA | Chartered Practice

Project Name	Rose Hill Farm
Project No.	219.25
Stage	Planning Submission
Proposed Site Plan	03
Scale	1:500 @ A1
Date	August 2026
Rev	--
Drawn	RP

APPENDIX C - Proposed Site Access



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5. All levels in metres unless noted otherwise.
6. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

- Proposed 0.9m High Post & Rail Fence
- Existing PRoW To Remain
- PRoW To Be Formally Diverted To Current Route
- Proposed Gravel in Geogrid System
- Proposed Central Verge
- Proposed Entrance Gate
- + 100.000 — Proposed Level
- 1/X — Proposed Slope
- Banking Works

Rev	Date	Details of issue / revision	Drw	Rev
P05	07.08.26	Access track revised.	NN	KTY
P04	12.02.26	Revised to suit architect's comments.	NN	KTY
P03	19.01.26	Internal road surfacing revised to suit planning requests.	NN	KTY
P02	12.09.25	Access location amended. Internal road layout revised to suit.	NN	KTY
P01	19.08.25	Preliminary issue.	NN	KTY

Issues & Revisions

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Client

DAMIAN AND ROMY HANSON

Project Title

ROSE HILL FARM

Drawing Title

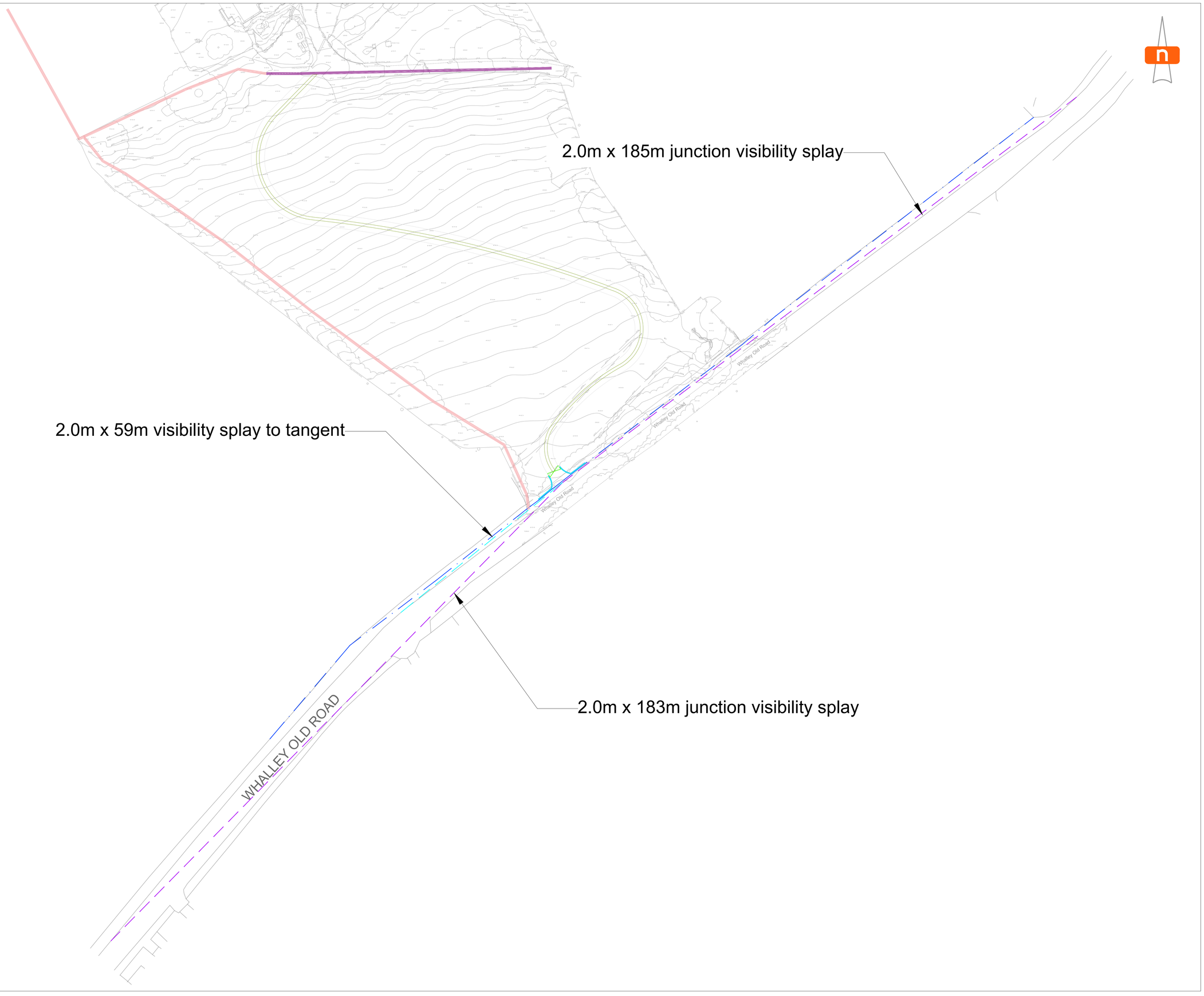
EXTERNAL WORKS FOR ACCESS ROAD

Drawn:	NN		Reviewed:	K Tano-Yeboah
mode Ref:	J32-9039	Date:	19.08.25	Scale@A1: 1:250

Drawing Status

FINAL FOR PLANNING STAGE

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
J329039-MI-WOR-XX-DR-C-0700	S1	P05



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Key Plan

Highway Boundary (Assumed)

Rev	Date	Details of issue / revision	Drw	Rev
P02	07.08.26	Access track revised.	NN	KTY
P01	13.02.26	Preliminary issue.	NN	KTY

Issues & Revisions

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Project Title

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Drawing Title

SITE ACCESS VISIBILITY SPLAY

Drawn:	NN		Reviewed:	K Tano-Yeboah
mode Ref:	J32-9039	Date:	13.02.26	Scale@A1: 1:500

Drawing Status

FINAL FOR PLANNING STAGE

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
J329039-MI-WOR-XX-DR-C-0702	S1	P02

APPENDIX D - Swept Path Analysis

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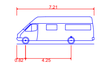

7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

- Swept Path - Forward Gear
- Swept Path - Reverse Gear

Rev	Date	Details of issue / revision	Drw	Rev
P05	07.08.26	Access track revised. Swept path revised to suit.	NN	KTY
P04	12.02.26	Revised to suit architect's comments.	NN	KTY
P03	19.01.26	Internal road surfacing and swept path revised to suit planning requests.	NN	KTY
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P01	19.08.25	Preliminary issue.	NN	KTY

Issues & Revisions

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Client

DAMIAN AND ROMY HANSON

Project Title

ROSE HILL FARM

Drawing Title

SWEPT PATH ANALYSIS - 7.5t PANEL DELIVERY VAN

Drawn:	NN		Reviewed:	K Tano-Yeboah	
mode Ref:	J32-9039	Date:	19.08.25	Scale@A1:	1:250

Drawing Status

FINAL FOR PLANNING STAGE

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
J329039-MI-WOR-XX-DR-C-0001	S1	P05