

Clitheroe Town Council Objects to the application on the following grounds:

- The development runs contrary to the emerging Ribble Valley Borough Council core strategy which envisages one strategic development site for Clitheroe. By approving this application the Town Council believes that the cumulative effect of this and application 3/2010/0719 would be to have a second strategic development site in Clitheroe.
- Notwithstanding the fact that an educational contribution would be paid by the developer for school places we do not believe that it is possible to provide the additional places in existing schools, due to physical constraints. Likewise we have concerns that existing secondary schools would be able to have the capacity for the extra places and we note that LCC is unable to specify, which if any local schools would be able to provide those places.
- We believe that the applicant's traffic assessment is flawed in assuming that the site is sustainable.
  - Para 1.1.2 claims that the site is approximately 1km to the town centre: yet it is 1.5km from the site entrance to the junction of Parson Lane and Station Road, which could be reasonably described as the outer edge of the town centre a 50% difference..
  - The report mentions various junctions and the cumulative effect on Primrose Bridge however it only includes 113 houses to be built at Primrose and fails to include the 86 that have planning permission in Low Moor or the 50 that have already planning permission at Littlemoor.
  - The town council also notes that the traffic assessment admits in para 6.10.12 that in the peak pm hour that Henthorn Road / Thorn St / Eshton Terrace junction will operate in excess of its capacity.
  - Para 2.2.20 says the level crossing barrier is only down once in the peak hour (5pm-6pm); however if you consult the rail timetable it will be at least twice(17:09 and 17:45) not including freight or charter steam trains.
  - The site has only one entrance / exit and we believe that this is contrary to para 35 of NPPF
  - The report claims a range of public transport opportunities which will facilitate non-car travel to and from the proposed development. We find it hard to describe one bus service as a range.
  - Finally we note the low accessibility score particularly for essential facilities such as primary schools and shops