

**Philip Dagnall**

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**Subject:** FW: Ribble Valley Borough Council Planning Consultation Housing and Economic Development DPD Reg 19 consultation  
**Attachments:** General consultation Letter Reg 19.pdf; Reg 35 and 17 statment for consutlation letter publication april 2017.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**FAO: Colin Hirst, Head of Regeneration and Planning, Ribble Valley Borough Council**

Thank you for inviting Highways England to comment upon the Publication Version Housing and Economic Development - Development Plan Document (DPD) of Ribble Valley Local Plan.

Highways England has been appointed, by the Secretary of State for Transport, as Strategic Highway Company under the provisions of the Infrastructure Act 2015 and is the Highway Authority, Traffic Authority and Street Authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

No part of the SRN lies within the Ribble Valley borough. To the west of the borough, the nearest points of access to the SRN in the west of the borough are at M6 Junction 31 at Samlesbury (via the A59 / A677) and at Junction 31a at north Preston (via the B6343). The M65 motorway also provides a point of access to the borough from the south and east; the A680 and A6068 providing direct access from Clitheroe to the M65 via Junctions 7 and 8 respectively.

In considering this, the scale and location (i.e. distance from the SRN) of site allocations and their associated settlements are important. Having reviewed the Issues and Options consultation document, we note that (in keeping with the size of settlements within the borough) the majority of site allocations for housing and employment are smaller in scale and spread over a wider area, linked to the smaller towns and villages that are located several miles from the SRN. Furthermore we note that the majority of housing sites identified within the plan already have consent, and as such their impact upon the SRN has already been considered to a degree. Consequently, Highways England is of the view that none of the sites proposed (either individually or cumulatively) are likely to generate a volume of traffic at peak times that would justify a requirement for Ribble Valley Borough Council to work with Highways England to put in place improvements at the SRN junctions described above as part of an Infrastructure Development Plan for this Local Plan.

With this in mind, Highways England has no further comments to make regarding the Housing and Economic Development DPD.

If you would like to discuss anything about this, please do contact me.

Kind regards,