

## PROPOSED RESIDENTIAL DEVELOPMENT – STANDEN PARK, CLITHEROE – PHASES 5 AND 6 - TRANSPORT NOTE 03– MAY 2026

### Introduction

Eddisons have been instructed by Taylor Wimpey Ltd to advise on the traffic and transport issues relating to a Reserved Matters planning application for a residential development (Phases 5 and 6) at Higher Standen Park in Clitheroe (Planning Ref: 3/2022/0317).

This Technical Note 02 has been produced in support of an amended site layout for Phases 5 and 6 which supersedes the layout submitted to Ribble Valley Borough Council in April 2025.

### Development Proposals

The revised proposals are for the provision of 230 residential units. The residential development will comprise a mix of house types as well as two, three, four and five bedroom dwellings. The proposed site layout plan is displayed in **Plan 1**.

### *Vehicular Access*

Vehicular access into the site will be provided via two locations. Access from the east will be via an extension to the Higher Standen Drive carriageway, which links with Pendle Road. This will incorporate a carriageway of 6.75metres in width, footway of 2 metres on the northern side and a shared 3.5 metre cycle/footway on the southern side.

Whilst to the west, vehicular access will be provided off Littlemoor Road, this access will be for emergency and bus access only. Following submission of the Reserved Matters Application, discussions have been held with the highways officers at Lancashire County Council (LCC) regarding the emergency/bus access onto Littlemoor Road.

During these discussions it was agreed that the existing Littlemoor Road carriageway be kept as existing given that two buses will not be required to pass each other on the carriageway. The revised Littlemoor Road access arrangement is displayed in **Plan 2**.

The proposed vehicular access arrangements are in accordance with Condition 55 of the outline consent (Planning Ref: 3/2015/0895) which states that;

*“Means of vehicular access shall be from Pendle Road and Littlemoor. In the case of Littlemoor the access shall only be used for buses and emergency vehicles.*

*REASON: To minimise the environmental impact of the development and integrate it with the existing built up area to comply with Policy G1 of the Ribble Valley Districtwide Local Plan and Policies DMG1 and DMG3 of the Core Strategy 2008 to 2028 A Local Plan for Ribble Valley Regulation 22 Submission Draft – Post Submission Version (including proposed main changes).”*

The internal layout of the site has been designed so that an adopted turning head is provided at junction off the Spine Road which provides access Plots 162 to 165. This will provide a turning head arrangement

for vehicles permitted to use the bus gate onto Littlemoor Road. The proposed arrangement is displayed on **Plan 2**.

### *Pedestrian and Cycle Access*

Pedestrian and cycle access into the site will be provided for via the vehicular access points off Littlemoor Road and Higher Standen Drive, these will link with extensive pedestrian and cycle facilities provided within the Higher Standen Park development.

### *Internal Layout*

In order to fully advise the local highway authority an illustration of the visibility at junctions and forward visibility at bends within the site has been undertaken. The speed limit within the site will be 20mph, therefore, visibility requirements for based on this speed limit have been provided i.e. Stopping Speed Distance of 25 metres. The internal layout has been designed so that landscaping include trees do not impact on the required visibility splays.

This is shown on **Plans 3** and **4** which demonstrate appropriate visibility is provided.

To demonstrate that the revised layout can be serviced in a safe and efficient manner, a swept path analysis has been undertaken using a 11.4 metre refuse vehicle. The analysis, displayed in **Plans 5** and **6** demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.

As previously stated, the internal layout will be subject to 20mph speed limit and speed cushions are proposed along the Spine Road to control vehicle speeds. These are spaced at 50-60 metre intervals as requested by LCC. The location of the speed cushions is displayed on **Plan 1**.

### **Summary**

This Transport Note has been produced in support of the amended Reserved Matters planning application for a residential development (Phases 5 and 6) at Higher Standen Park in Clitheroe.

A number of conclusions can be drawn from the report, namely:

- The proposed development can be accessed safely and efficiently from the surrounding highway network;
- The proposed road layout accords with requirement standards for a 20mph speed road;
- The proposed site layout can accommodate the swept path requirements of a refuse vehicle.

It can therefore be concluded that the proposals are acceptable in highway terms.

### **Plans**

*Plan 1 – Proposed Site Layout*

*Plan 2 – Littlemoor Road Emergency/Bus Link Access Layout*

*Plan 3 – Visibility Plan – Phase 5*

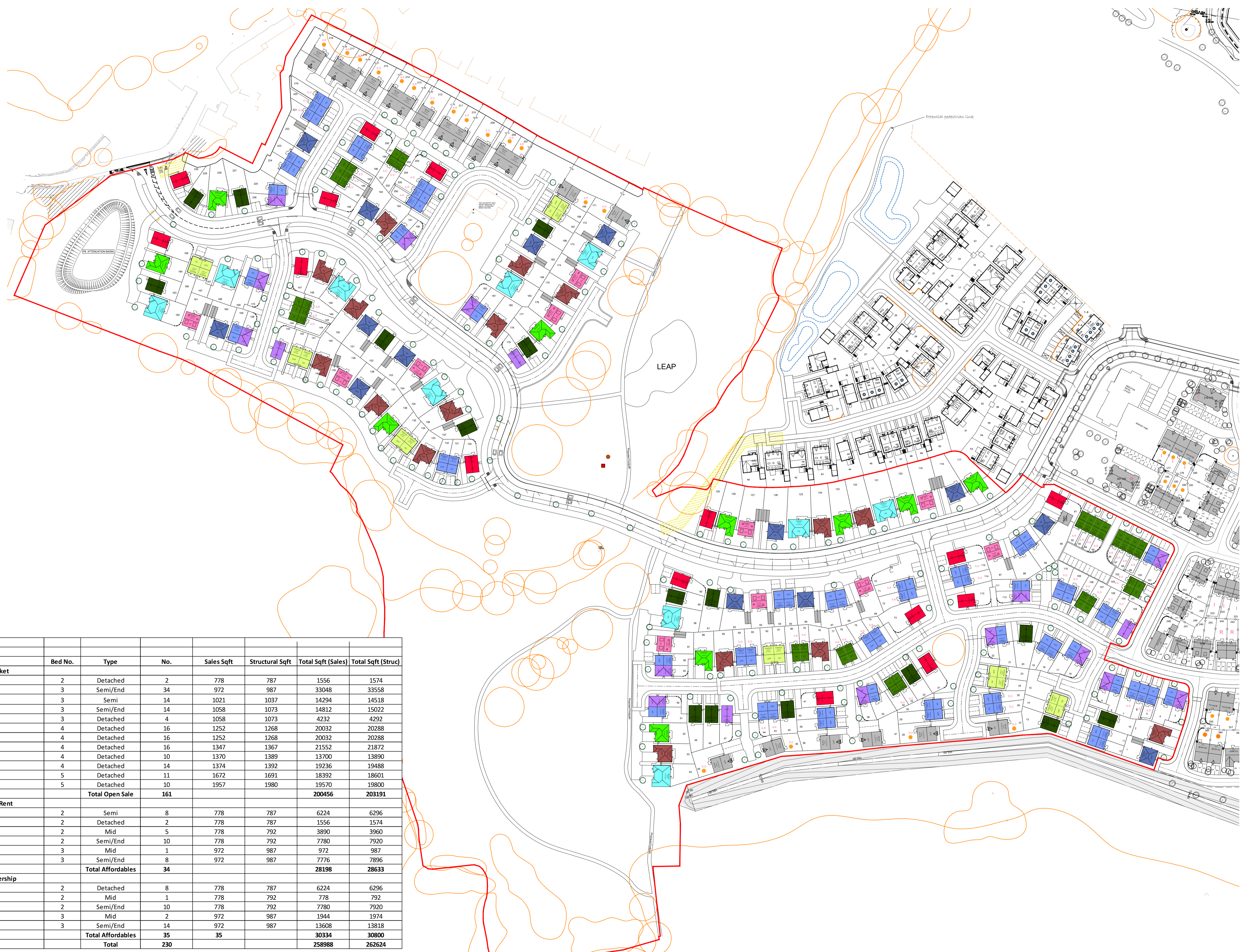
*Plan 4 – Visibility Plan – Phase 6*

*Plan 5 – Refuse Swept Path Analysis – Phase 5*

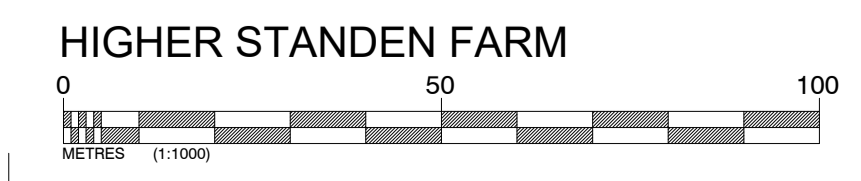
*Plan 6 – Refuse Swept Path Analysis – Phase 6*

# PLANS

- Legend**
- Application Site Boundary
  - Root Protection Area
  - Proposed Tree
  - 5m Planted Buffer
  - S.O Shared Ownership
  - A.R Affordable Rent
  - Over 55's Housing Provision
  - Easement



House Type	Bed No.	Type	No.	Sales Sqft	Structural Sqft	Total Sqft (Sales)	Total Sqft (Struc)
<b>Open Market</b>							
Bungalow 4	2	Detached	2	778	787	1556	1574
EMA33 Eynsford	3	Semi/End	34	972	987	33048	33558
EMA35 Tetford	3	Semi	14	1021	1037	14294	14518
EMT31 Aynsdale	3	Semi/End	14	1058	1073	14812	15022
EMT31 Aynsdale	3	Detached	4	1058	1073	4232	4292
EMT41 Plumdale	4	Detached	16	1252	1268	20032	20288
EMA43 Colford	4	Detached	16	1252	1268	20032	20288
EMG42 Corkham	4	Detached	16	1347	1367	21552	21872
EMG43 Hubham	4	Detached	10	1370	1389	13700	13890
EMA46 Rightford	4	Detached	14	1374	1392	19236	19488
EMB51 Aireton	5	Detached	11	1672	1691	18392	18601
EMG51 Patterham	5	Detached	10	1957	1980	19570	19800
		<b>Total Open Sale</b>	<b>161</b>			<b>200456</b>	<b>203191</b>
<b>Affordable Rent</b>							
Bungalow 4 (O' 55's)	2	Semi	8	778	787	6224	6296
Bungalow 4 (O' 55's)	2	Detached	2	778	787	1556	1574
EMA22 Beaford	2	Mid	5	778	792	3890	3960
EMA22 Beaford	2	Semi/End	10	778	792	7780	7920
EMA33 Eynsford	3	Mid	1	972	987	972	987
EMA33 Eynsford	3	Semi/End	8	972	987	7776	7896
		<b>Total Affordables</b>	<b>34</b>			<b>28198</b>	<b>28633</b>
<b>Shared Ownership</b>							
Bungalow 4 (O' 55's)	2	Detached	8	778	787	6224	6296
EMA22 Beaford	2	Mid	1	778	792	778	792
EMA22 Beaford	2	Semi/End	10	778	792	7780	7920
EMA33 Eynsford	3	Mid	2	972	987	1944	1974
EMA33 Eynsford	3	Semi/End	14	972	987	13608	13818
		<b>Total Affordables</b>	<b>35</b>	<b>35</b>		<b>30334</b>	<b>30800</b>
		<b>Total</b>	<b>230</b>			<b>258988</b>	<b>262624</b>



Revision:	By:	Date:
A - Layout amended to clients comments, addition of previous phases, Applethwaite layout and proposed POS works.	CRD	19.03.26
B - Amendments made to easements	CRD	19.02.26
C - Phase 5 build line along Spine road amended, Phase 5 north of spine road parking amended to be paired up, south west of bothy unit added, all private drives now 4.5m wide, 12m radii on private drives removed	OKB	24.03.26
D - Amendments along phase 5 northern spine road, plot added by phase 6 access and by retained tree in phase 5	OKB	24.03.26
E - Accommodation Schedule updated	CRD	24.04.26

Client:  
**Taylor Wimpey**

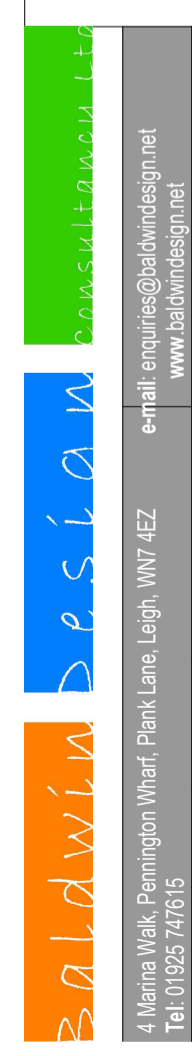
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Address:  
**Higher Standen Farm, Clitheroe**

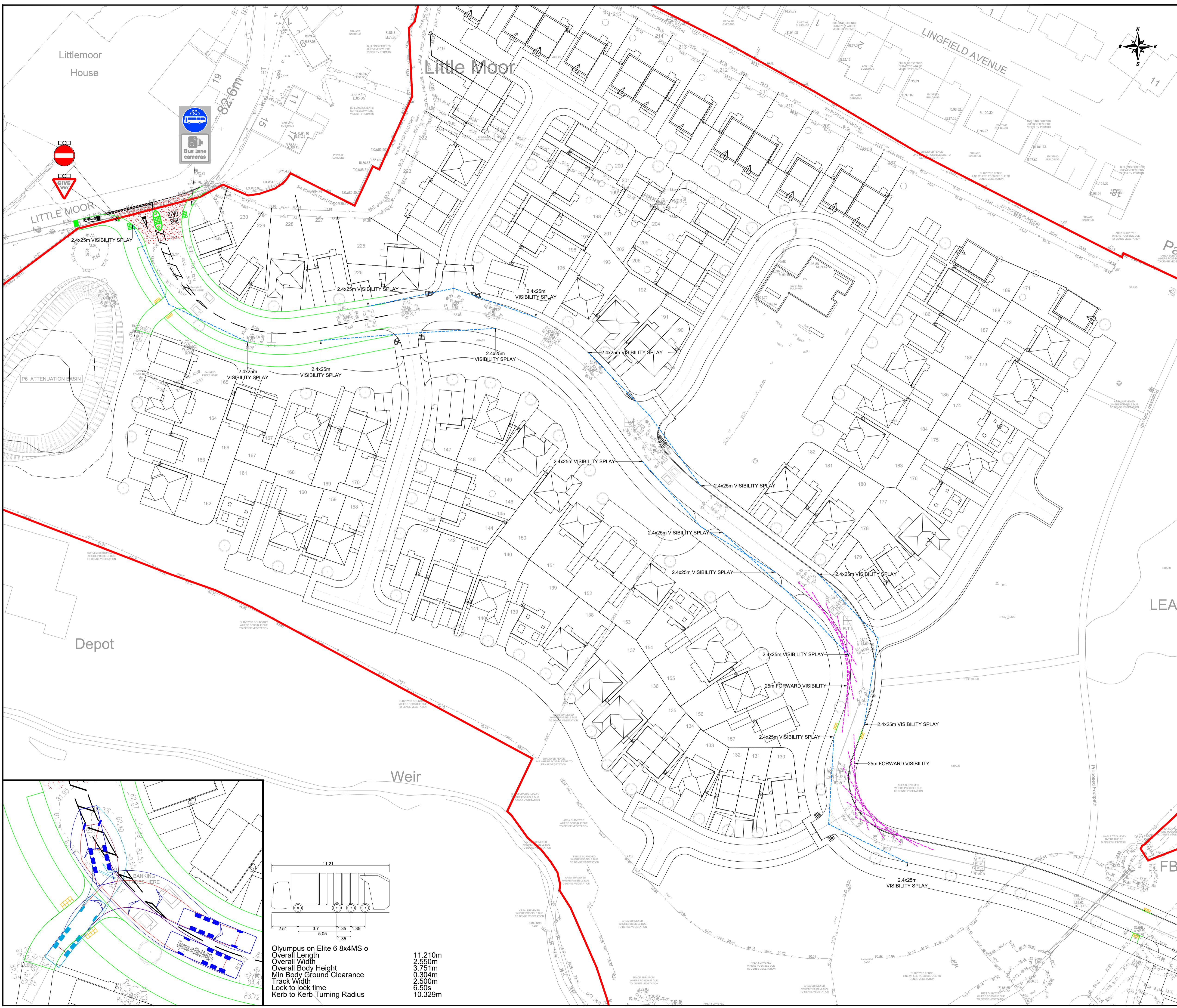
Drawing Title:  
**Composite Site Layout 5 & 6**

Drawing No:  
**TW/HSF/CSL/02**

Dwn: CRD    Ckd: GB    Date: 18.03.26  
 Scale: 1:1000    Paper Size: A1    Rev: E



Z:\projects\3651 Stander Estate, Clitheroe (Phases 5 & 6)\CAD\Croft Drawings\3651-F04 Rev B (Bus Access & Visibility Phase 6).dwg



**NOTES**  
 THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- - - 2.4 x 25m VISIBILITY SPLAY
- - - 25m FORWARD VISIBILITY

**PLAN 2**

REV	DESCRIPTION	SL	TB	DATE
B	PROPOSED SITE LAYOUT UPDATED	SL	TB	MAY 2026
A	PROPOSED SITE LAYOUT UPDATED	SL	TB	SEP 2025
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**TAYLOR WIMPEY**

PROJECT:  
**STANDEN ESTATE, CLITHEROE**

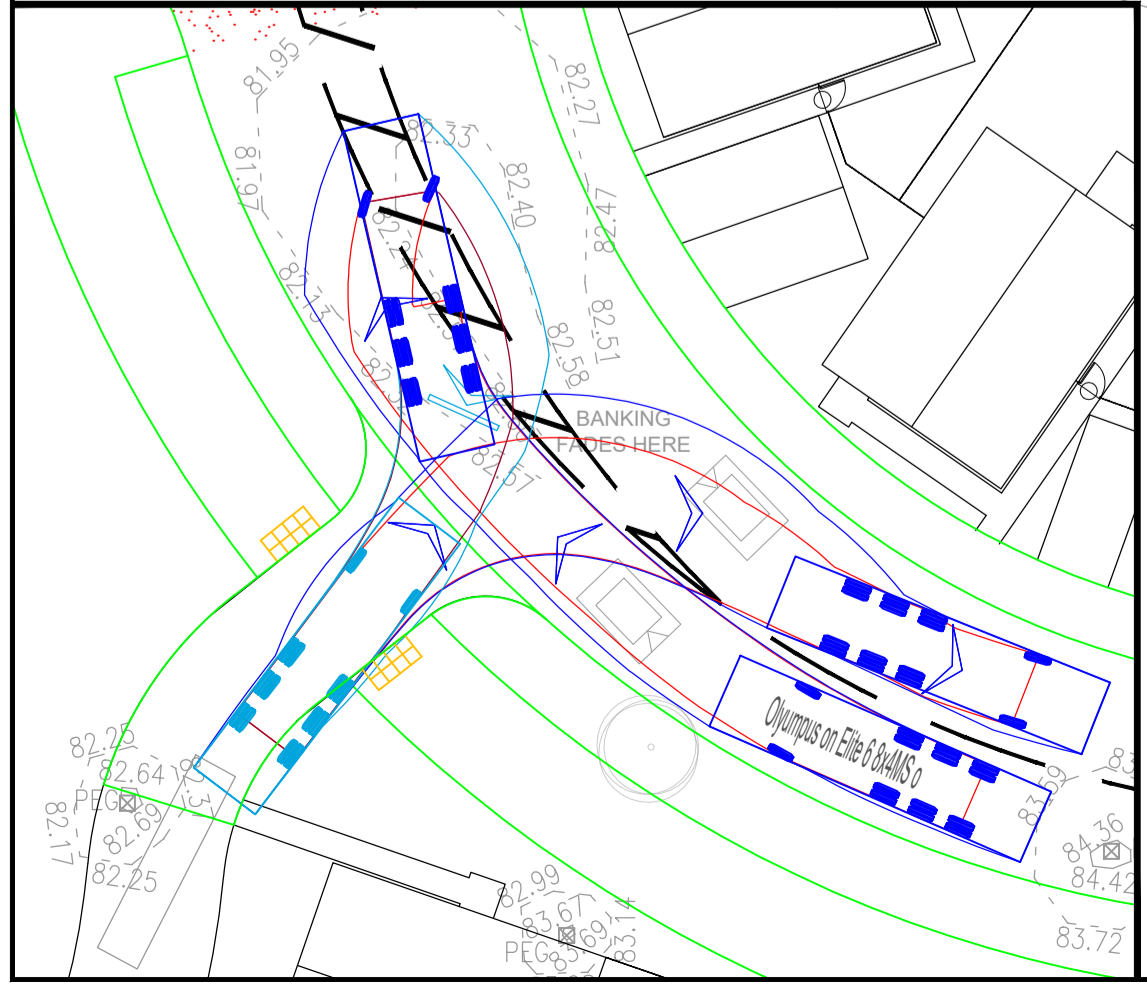
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**BUS ACCESS & VISIBILITY PLAN  
 PHASE 6**

SCALE:  
**1:500 @ A1**

DRAWN:	SL	CHECKED:	TB	DATE:	JUL 2025
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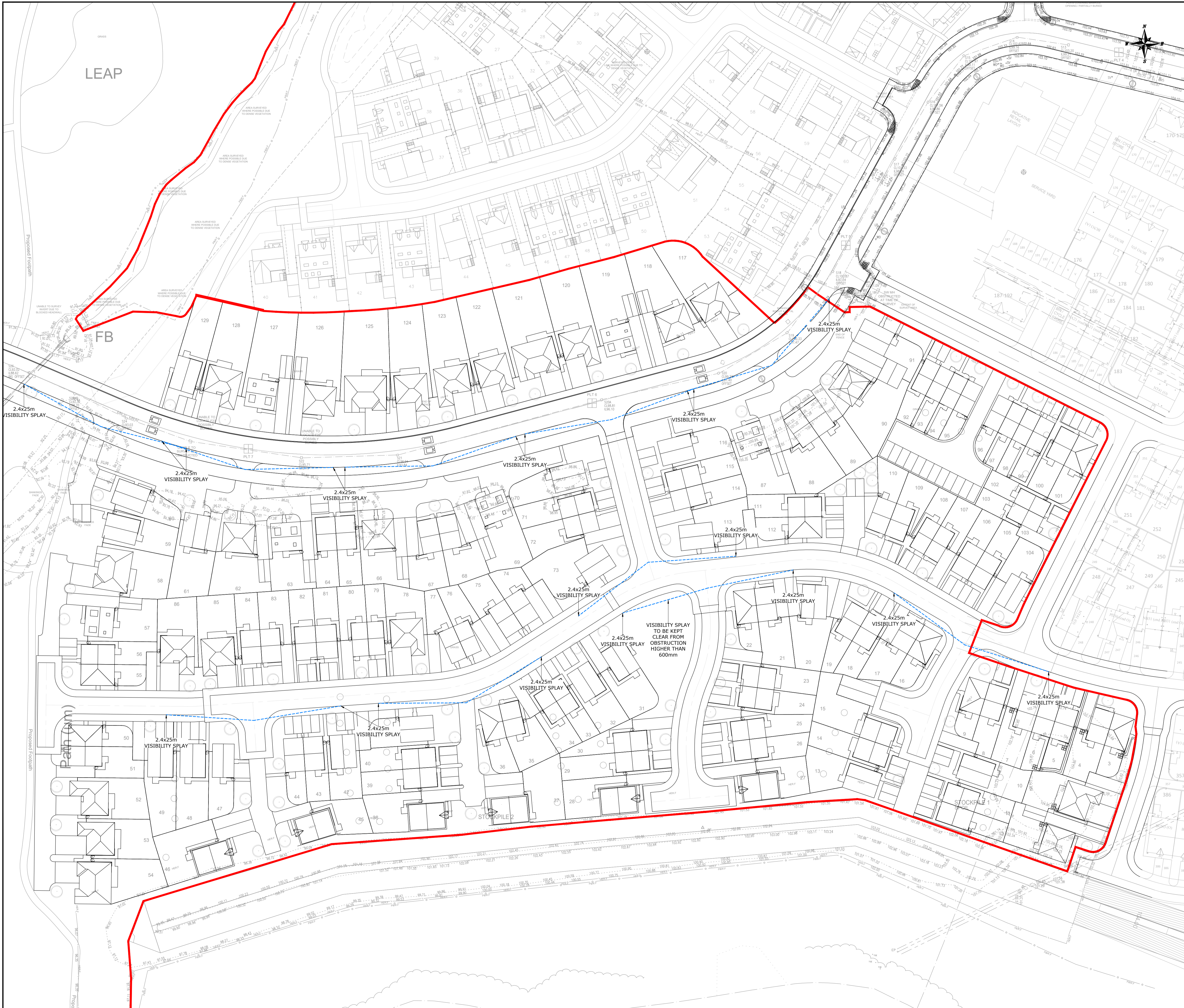
DRAWING NUMBER:	3651-F04	REVISION:	B
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11.21	2.51	3.7	1.35	1.35
5.05	1.35			

Olympus on Elite 6 8x4MS o  
 Overall Length 11.210m  
 Overall Width 2.550m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 6.50s  
 Kerb to Kerb Turning Radius 10.329m

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— INDICATIVE SITE BOUNDARY  
 - - - 2.4 x 25m VISIBILITY SPLAY

**PLAN 3**

F	SITE LAYOUT & VISIBILITY UPDATED	SL	TB	MAY 2026
E	SITE LAYOUT & VISIBILITY UPDATED	SL	TB	SEP 2025
C	SITE LAYOUT & VISIBILITY UPDATED	SL	TB	MAR 2025
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **TAYLOR WIMPEY**

PROJECT: **STANDEN ESTATE, CLITHEROE**

DRAWING TITLE: **VISIBILITY PLAN PHASE 5**

SCALES: **1:500 @ A1**

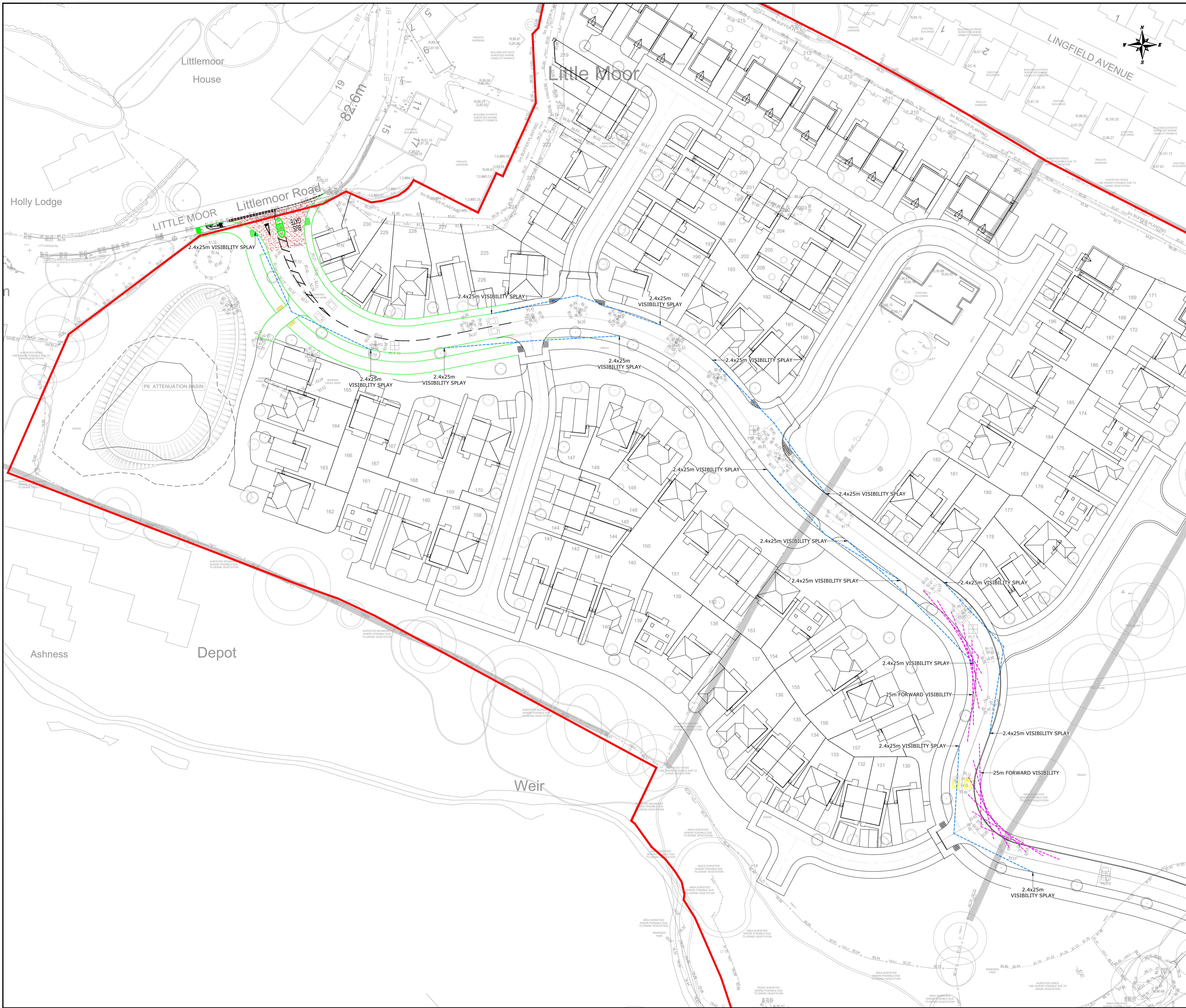
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DRAWING NUMBER: <b>3651-F02</b>	REVISION: <b>F</b>
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**PLAN 4**

- INDICATIVE SITE BOUNDARY
- - - 2.4 x 25m VISIBILITY SPLAY
- - - 25m FORWARD VISIBILITY

REV	DESCRIPTION	DRAWN	CHECKED	DATE
E	SITE LAYOUT & VISIBILITY UPDATED	SL	TB	MAY 2026
D	SITE LAYOUT & VISIBILITY UPDATED	SL	TB	MAR 2025
C	SITE LAYOUT & VISIBILITY UPDATED	SL	TB	DEC 2024

CLIENT: **TAYLOR WIMPEY**

PROJECT: **STANDEN ESTATE, CLITHEROE**

DRAWING TITLE: **VISIBILITY PLAN PHASE 6**

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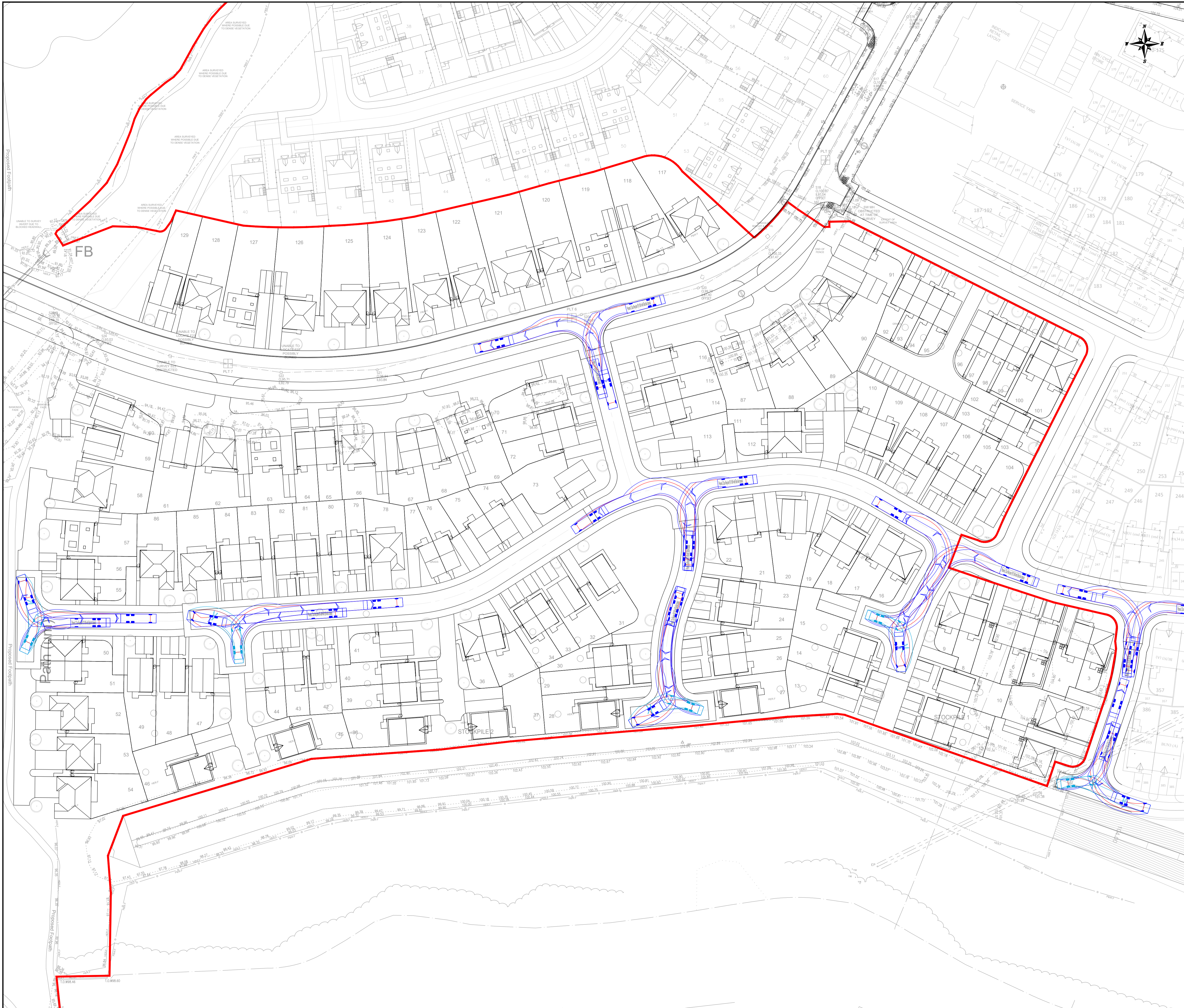
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DRAWING NUMBER: **3651-F01** REVISION: **E**

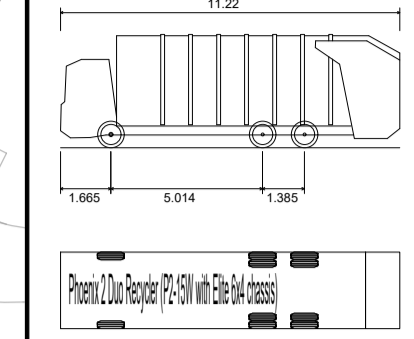


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**PLAN 5**

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)  
Overall Length 11.220m  
Overall Width 2.530m  
Overall Body Height 3.750m  
Min Body Ground Clearance 0.900m  
Track Width 2.530m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 11.550m

REV	DESCRIPTION	DATE	SL	TB	DATE
E	SITE LAYOUT UPDATED		SL	TB	MAY 2026
D	SITE LAYOUT UPDATED		SL	TB	SEP 2025
C	SITE LAYOUT UPDATED		SL	TB	MAR 2025
B	SITE LAYOUT UPDATED		SL	TB	DEC 2024
A	SITE LAYOUT & TRACKING UPDATED		SL	TB	AUG 2024

CLIENT: **TAYLOR WIMPEY**

PROJECT: **STANDEN ESTATE, CLITHEROE**

DRAWING TITLE: **PROPOSED SITE LAYOUT, REFUSE VEHICLE TRACKING, PHASE 5**

SCALES: **1:500 @ A1**

DRAWN: SL	CHECKED: PW	DATE: JUL 2024
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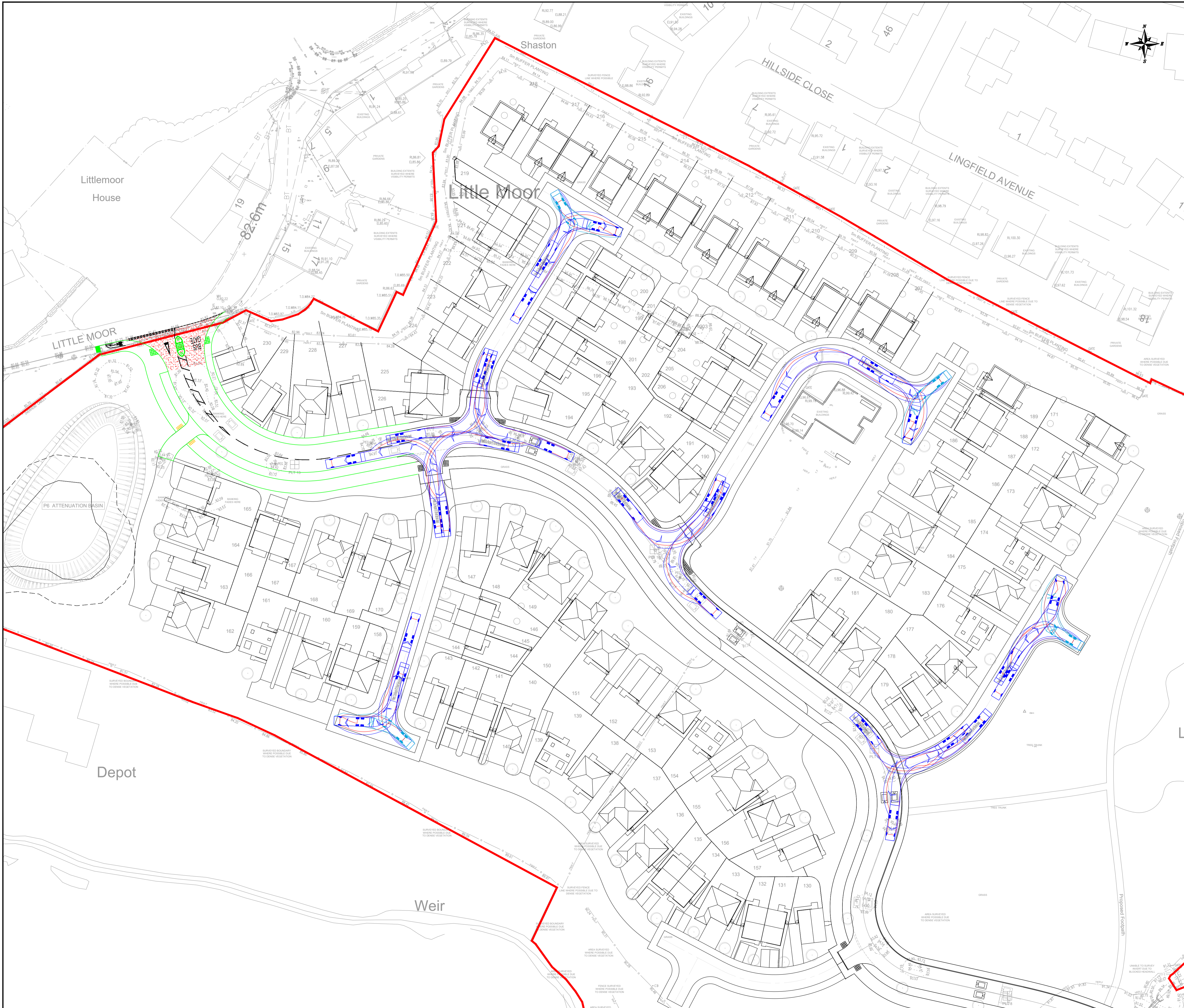
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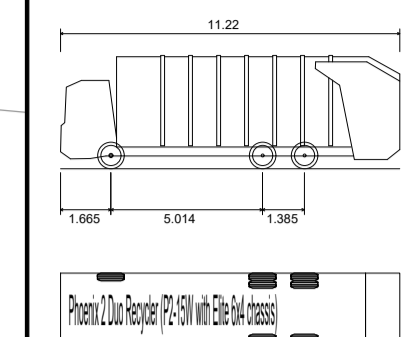


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PLAN 6

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)  
Overall Length 11.220m  
Overall Width 2.530m  
Overall Body Height 3.750m  
Min Body Ground Clearance 0.980m  
Track Width 2.530m  
Lock to lock time 4.05s  
Kerb to Kerb Turning Radius 11.550m

E	SITE LAYOUT & TRACKING UPDATED	SL	TB	MAY 2026
D	SITE LAYOUT & TRACKING UPDATED	SL	TB	SEP 2025
C	SITE LAYOUT UPDATED	SL	TB	MAR 2025
B	SITE LAYOUT UPDATED	SL	TB	DEC 2024
A	SITE LAYOUT & TRACKING UPDATED	SL	TB	AUG 2024
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **TAYLOR WIMPEY**

PROJECT: **STANDEN ESTATE, CLITHEROE**

DRAWING TITLE: **PROPOSED SITE LAYOUT, REFUSE VEHICLE TRACKING, PHASE 6**

SCALES: **1:500 @ A1**

DRAWN: **SL** CHECKED: **PW** DATE: **JUL 2024**

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DRAWING NUMBER: **3651-SP01** REVISION: **E**

