

Ribble Valley Borough Council

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Your ref: 22.0317

Our ref: D3.22.0317

Date: 18th June 2025

App no: 22.0317

Address: Land at Higher Standen Farm and Part Littlemoor Farm Clitheroe

Proposal: Reserved Matters application in respect of Phase 5 and 6 to include access, appearance, landscaping, layout and scale with respect to 300 dwellings following outline approval 3/2015/0895.

Further to our previous comments dated 16th May 2022, the amended plans 'Taylor Wimpey Site Layout Phase 5 & 6 composite TW/HSF/SL/01/Rev Q' and 'Taylor Wimpey Adoptable Highways Plan TW/HSF/AHP/01/Rev E' have been reviewed and the following comments are made.

History

3/2015/0895 - Application to vary conditions 1 (Development to be carried out in accordance with approved details), 2 (Plan reference), 3 (Phasing), 4 (Design code), 8 (Phase 01 particulars), 12 (Reserved matters requirements), 21 (Buffer zone), 40 (Energy/Sustainability), 42 (Energy / Sustainability BREEAM), 59 (Pedestrian/Cycle linkages), 62 (Employment site), 63 (Retail centre), 64 (Roundabout /Highway Improvements) and removal of condition 41 (Code for Sustainable Homes) of previously approve outline planning consent 3/2012/0942 (Erection of 1040 residential dwellings comprising: 728 market homes, 312 affordable homes, 156 of the total (1040) would be for elderly people (ie over 55 years of age) of which 78 would be affordable, 0.8ha to be reserved for retirement living within the total of 1040 homes, 0.5ha for local retail, service and community facilities (Classes A1 to A4, B1 and D1), 2.25 ha for employment (Class B1) accommodating up to a maximum gross floorspace of 5,575m², 2.1 ha of land for a primary school site, public open space including green corridors and areas for tree planting and landscaping, an improved (roundabout) junction between Pendle Road the A59, new vehicular, pedestrian and cycle accesses onto Pendle Road and Littlemoor, new pedestrian and cycle accesses onto Worston Old Road, New pedestrian and cycle access from the end of Shays Drive, Roads, sewers, footpaths, cycleways, services and infrastructure including: A sustainable urban drainage system,; New services such as gas, electricity, water and telecommunications). Approved 12.04.2016.

Proposal

The application seeks detailed design approval for 265 new dwellings comprising 48 x 2 bedrooms, 176 x 3 bedrooms, 27 x 4 bedrooms and 14 x 5 bedrooms. Of the 265 dwellings, 40 are affordable rent and 40 shared ownership.

Construction traffic

Construction traffic should continue to use Pendle Road as the sole access for the construction of phases 5 and 6.

Access

Earlier phases and layouts for the development did not include direct accesses to dwellings on the spine road with all dwellings being accessed from the internal road network.

The submitted layout for phases 5 and 6 includes direct driveways onto the spine road for plots 70-77, 95-99, 155, 171-176, 190-195 on the south side and plots 199, 220-226 and 262-265 on the north side.

For the south side this will require a large number of the trees to be removed from the scheme which are sited in the verge to the south side of the carriageway to ensure visibility splays at the driveways are provided.

The additional driveways on the south side will cause additional movement across the shared footway/cycleway which will be detrimental to pedestrian and cycle movements. We would request that the majority of the direct driveways are removed from the scheme.

Pedestrians crossing points

A number of uncontrolled pedestrian crossing points (dropped kerb/tactile paving) need to be provided to allow pedestrians to cross the spine road on the desire lines. These are most likely to be located close to the side road junctions and where public footpaths cross the spine road.

Trees should be removed from the visibility splays.

Pedestrian links

FP14 crosses the spine road, please could further details be provided to show how the FP ties into the spine road and are any improvements to FP 14 proposed.

A diversion order must be progressed before the commencement of any works with Lancashire County Councils PROW Team. The necessary Orders must be confirmed prior to construction to avoid enforcement action should the above Public Footpath become affected. There is no provision under the Town and Country Planning Act 1990 to allow a retrospective diversion of paths that are already affected by either partially completed or completed development.

Traffic Calming

Bus cushions are included on the spine road which appear to accord with the guidance.

Trees

There are a number of trees located in the visibility splays of the estate road junctions, private drive junctions, pedestrian crossing points and curves on the spine road, these need to be removed from the drawing. The speed limit on the spine road will be set at 20mph and visibility splays of X2.4m by Y25m should be provided.

Turning heads

Swept path analysis is requested for all the turning heads for a 11.2m long refuse vehicle.

Littlemoor Road junction

A turning head needs to be provided close to the Little Moor Road junction to allow unauthorised vehicles (all vehicles other than emergency, buses and cycles) to turn and exit onto the spine road towards Pendle Road.

Additional signage is required on the approach to the turning head to alert drivers of unauthorised vehicles to turn around.

Land drainage consent

Land drainage consent from Lancashire County Council is required for the culverting of the watercourse beneath the estate road prior to any works commencing. The consent cannot be issued retrospectively, and this will result in the estate road not being formally adopted by the Highway Authority.

Refuse collection points

The plots located on shared private drives will need to move their receptacles to the kerbside of the spine road on collection days. An area of hardstanding should be provided to prevent a large number of receptacles being stored on the footway at one location.

Parking

The communal car parking areas require a number of EV charging points, a 10% provision is recommended and a secure covered cycle store for at least 1 space per apartment.

Each dwelling should have a secure cycle store and an EV charge point.

Conclusion

Lancashire County Council acting as the Highway Authority would request that the above matters are addressed before this application is determined.

We would encourage the developer to progress the S38/S278 agreement with Lancashire County Council to address the technical matters and to avoid any delays at a later date.

Kelly Holt
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