

Ribble Valley Borough Council

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Your ref: 3.25.1006

Our ref: 3.25.1006

Date: 10th March 2026

App No: 3.2025.1006

Location: Land off Pendle Road Clitheroe

Proposal: Outline application for the erection of up to 200 dwellings and associated landscaping, childrens play area, sustainable urban drainage and other infrastructure with all matters reserved except access.

The submitted documents and plans including Hub Transport Planning Travel Plan and Transport Assessment dated 19.12.25, and separate drawings 'Emergency and ped/cycle access with fire tender swept path', 'Additional pedestrian access onto Pendle Road', 'Proposed site access roundabout', 'Site access refuse vehicle and HGV swept path analysis' and Pegasus Group 'Illustrative development framework plan' have been reviewed and the following comments are made.

Proposal

The application seeks permission to erect up to 200 new dwellings to the northeast side of Pendle Road with a new access on the roundabout at Pendle Road/Higher Standen Drive.

Sustainability

Travel Plan

A Framework Travel Plan is submitted with the application.

Lancashire County Council offer a Travel Plan support service whereby we oversee the progression from the Framework Travel Plan to the Full Travel Plan in line with agreed timescales and targets. To offer this service we would request a contribution of £12,000 based upon the number of units within a S106 agreement.

Linked to the Travel Plan we would seek to secure measures to support modal shift for residents at the site with contributions paid directly to each dwelling upon occupation of each dwelling (or group of dwellings – triggers to be later agreed in line with modal shift targets) within a S106 agreement should the modal shift targets not be met. The contribution of circa £250 per dwelling will fund a bus pass for a period of 3 months or a cycle voucher.

Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD

Public Transport

Bus services 5 (Clitheroe – Chipping), 15 (Clitheroe – Accrington), 64 (Burnley – Clitheroe) run along Pendle Road with 2 x southeast bound bus stops on Pendle Road to the site frontage and 1 x northwest bound bus stop on Pendle Road. Service C4 (Clitheroe – Peel park circular) runs along Claremont Avenue. A service will be diverted along Higher Standen Drive to Littlemoor Road via a bus gate at the western side of the Standen Development at a later date not yet agreed.

The southeast bound bus stop on Pendle Road (reference 2500LAA16811) is proposed to be upgraded by the developer to quality bus stop standard, we would request that the northwest bound stop near Claremont Ave (reference 2500LAA16810) is also upgraded.

The southeast and northwest bound bus stops to both sides of Higher Standen Drive roundabout have already been upgraded (without shelters due to the footway width).

The bus services are all subsidised by Lancashire County Council and a contribution is requested to support the future of these services. The amount request will be submitted at a later date once calculated.

Pedestrian and cycle links

There is a Local Cycling and Walking Infrastructure Policy (LCWIP) for Ribble Valley published March 2024. Pendle Road is a key route between the site and Clitheroe Town Centre. Measures to support Pendle Road to be conducive to walking and cycling to support sustainable travel modes at the site are requested (detailed below).

There is a pedestrian/cycle link (emergency access included) from the site with a new section of footway and uncontrolled crossing proposed on Worston Road close to the Pendle Road junction.

There is a pedestrian only link from the site and a new section of footway, uncontrolled crossing and southeast bound quality bus stop (reference 2500LAA16811) proposed on Pendle Road to the southeast side of the Highmoor Playing Fields Clitheroe Wolves Football Club access.

We would request that this is provided as a shared link for pedestrians and cyclists and that a new zebra crossing on Pendle Road is provided to connect the site to the nearest primary and secondary schools and shop on the Higher Standen Drive estate via FP0301011, which is paved, and joins Centurion Way.

There is a pedestrian only link from the site and a new section of footway proposed to connect to the existing southeast bound quality bus stop (reference 2500LAA16809) on Pendle Road.

The highway safety benefits of providing a footway along the full frontage have been considered, particularly to reduce vehicle speeds along Pendle Road by providing a more urbanised street scene. A detailed pedestrian and cycle linkages drawing is requested to ensure that the desire lines off-site to bus stops, primary school and food convenience shop are provided to ensure a high quality connectivity.

Traffic Impact

There is committed development at:-

1. 3/2015/0895 - Standen site– Erection of 1040 new dwellings, retirement living, retail, service and community and new primary school. Phase 1 complete (227 dwellings), Phase 2 (67 dwellings) part complete, Phase 3 (98 dwellings) complete, Phase 4 (250 dwellings) not complete, 68 bed care home complete, primary school complete but not fully occupied, Phases Reserved matters for Phases 5 & 6 (265 dwellings) pending.
2. 3/2022/781 - Barrow Business Park - Outline application for the development of land north of Ribble Valley Enterprise Park to provide up to 23,959 sq m of new commercial/employment floorspace. Requesting consideration of access with all other matters reserved.
3. 3/2020/0601 - Highmoor Park - Outline planning application for the construction of up to 125 dwellings with public open space, landscaping and sustainable drainage system and vehicular access point from Highmoor Park. All matters reserved except for means of access. Approved – Reserved matters 124 dwellings 3/2026/0069 pending

Trip rates used for the Standen site have been replicated here with AM 0.148 arrivals, 0.453 departures, total 0.601 and PM 0.417 arrivals, 0.214 departures, total 0.631 have been used and they generate 129, 2-way trips in the AM peak and 136, 2-way trips in the PM peak.

Tempo is used to growth the traffic to 2030. Trips are distributed using 2011 Census data for 'Ribble Valley 002 MSOA.

ATC surveys in am and pm peaks were undertaken 11th-17th November 2025 at 7 sites (A59 x 4, Clitheroe Road, Pendle Road x 2) and turning counts on 11th November 2025 at the following 5 junctions.

1. A59/Pendle Road/Clitheroe Road – roundabout – The Arcady model demonstrates that the roundabout will operate within capacity in 2030 base plus committed and proposed development.
2. Pendle Road/Higher Standen Drive/Site access – roundabout - The Arcady model demonstrates that the roundabout will operate within capacity and minimal queues in 2030 base plus committed and proposed development.
3. Taylor Street/Shawbridge Street – priority junction – The Picady model demonstrates that the junction will operate within capacity.
4. A59/A671 Whalley Road – roundabout - The Arcady model demonstrates that the roundabout will operate with spare capacity in 2030 base plus committed and proposed development.
5. Shawbridge Street/Waterloo Road – mini-roundabout – The Arcady model includes the mitigation secured under the Highmoor application 2020/0601 and Waddow application 3/2019/0056 which includes flared entries and it demonstrates that the junction is predicted to operate beyond capacity with significant delays and queuing on Shawbridge Street at 2030 plus committed development.

We would request that junction numbered 5, above, be assessed and presented without the mitigation scheme secured under other permissions. This scheme is under consideration currently and there is likely to be an alternative scheme which would offer additional benefits for users of sustainable modes travelling through. The alternative scheme would seek to secure enhancements to the bus stops on Shawbridge Street outside Lidl (northwest bound 2500IMG2327) and opposite no.38 (southeast bound 2500IMG2326) including the restriction of on-street parking on the mini-roundabout approaches and the provision of a signalised crossing on Waterloo Road to the north side of the Shawbridge Street junction. We consider that this will support sustainable travel modes between the site and Clitheoroe Town Centre.

Construction traffic

The detailed design of the temporary access must be agreed at condition discharge stage and be implemented under an agreement with Lancashire County Council. The visibility splays, geometry and surface will be matters to agree with wheel washing and hard standing for operative parking and HGV turning to allow all vehicles to exit the site in forward gear.

Site Access

Pendle Road C553 is subject to a 40mph speed limit. A new 4th arm will be created on the roundabout at Pendle Road/Higher Standen Drive with an increase of ICD to 32m providing a compact roundabout to DMRB CD116. A checklist is requested to CD116 with departures and relaxations highlighted.

Tracking is provided for 16.48m long articulated vehicle and 11.18 refuse vehicle.

There is a discrepancy highlighted with the extent of the highway at the Higher Standen Drive roundabout which has been confirmed to include the verge adjacent to the roundabout. This may allow a design alteration to include pedestrian and cycle crossing infrastructure across the central islands at the roundabout. We would request that this is investigated.

We would request that the new footway to the northwest and southeast sides of the roundabout should be widened to 3.5m to provide a shared cycle/footway.

There is an emergency access on Worston Road proposed of 3.7m wide shared space and is tracked for 8.68m fire tender.

A 7-day ATC was undertaken on Pendle Road between the site access and the A59 (midway) with 85thiles recorded at EB 38.3mph (6479) and WB 37.4mph (4884). We would consider seeking to remove the section of 40mph which is 350m long between A59 roundabout national speed limit and 30mph Pendle Road. We would seek to secure this and investigate at detailed design S278 agreement stage.

New connections onto the highway drainage system in Pendle Road will not be permitted.

The formation of the new access and off-site highway works should be undertaken with a S278 agreement with Lancashire County Council.

Off-site highway works

To mitigate the impact of the development on the highway network the following off-site highway works are requested.

1. The upgrade/provision of 2 quality bus stops on Pendle Road (2500LAA16810 and 16811) to support all users to travel to/from site sustainably.
2. Provision of new footway/cycleway along Pendle Road to link into the bus stops and existing footway provision.
3. Reduction in speed limit on Pendle Road from 40mph to 30mph and associated traffic regulation orders with enhanced gateway features, and associated signing and lining to promote speed compliance on Pendle Road for highway safety.
4. New zebra crossing on Pendle Road close to Highmoor Park playing fields access.
5. New roundabout to DMRB CD116 on Pendle Road arms to link the footway/cycleway provision with shared footway/cycleway provision.
6. New pedestrian/cycle/emergency access on Worston Road with links to footway/cycleway existing network.

The off-site highway works will be constructed under a S278 agreement with Lancashire County Council and shall be constructed prior to first occupation.

Contributions

To mitigate the impact of the development on the highway network the following contributions are requested within a Section 106 agreement.

1. Travel Plan support £12,000.
2. Public Transport support for LCC subsidised bus services.£

Internal layout – reserved matter

Layout is a matter to be considered at a later date.

The first section of the estate road is proposed at 6.5m wide with 2m wide footways to both sides. We would request that a widened shared footway/cycleway is continued into the site on at least one side.

The estate roads and associated infrastructure should be built to adoptable standards and we would seek to formally adopt the roads under S38 Highways Act 1980.

Parking

Car parking should be provided for each dwelling with 1 car parking space for 1 bedroom, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms and with secure covered cycle parking. Garages should measure 3m by 6m internally to count as a

parking space. New dwellings are required to provide an electric vehicle charging point under Building Regulations.

Conclusion

Lancashire County Council acting as the Highway Authority would request that further information be submitted as requested above and we will provide an update on the Lancashire County Council bus service contribution request.

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Highways and Transport
Lancashire County Council
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