

Ribble Valley Borough Council

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Your ref: 3.25.1006

Our ref: 3.25.1006

Date: 27th May 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.

Further to our original comments dated 10th March 2026, updated information has been submitted including Hub Transport Planning Transport Assessment Addendum dated 29.04.26.

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.

Public Transport

Lancashire County Council

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

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.

Drawing T25604.004 rev A is included in the Addendum includes a new zebra crossing on Pendle Road where the Centurion Way link joins Pendle Road with a shared pedestrian cycle link into the site. A new footway circa 70m along Pendle Road connects to southeast bound bus stop (2500LAA16809).

The proposed pedestrian and cycle linkages allow access to bus stops, the nearest primary school and food convenience shop.

Traffic Impact

There is committed development at:-

1. 3/2015/0895 - Standen site– RVBC indicate 446 house completions April 2026 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. 3/2022/0781 - 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. Approved.
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 3/2026/0089 pending decision.

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.

As requested, junction 5 has been reassessed without the mitigation scheme secured under other permissions. Junction 5 operates beyond capacity in future years and will experience queuing and delays.

We previously highlighted the potential benefits of making improvements to highway infrastructure which include 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 these improvements will support sustainable travel modes between the site and Clitheroe Town Centre shops, education, local facilities and employment and we consider these necessary support a travel mode shift between the car and sustainable modes, walking, cycling and bus travel.

Supporting modal shift from the car to sustainable modes will lessen the impact upon the junction which is considered necessary for highway safety.

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 provided to CD116, we have requested a more detailed form.

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

Pedestrian crossing infrastructure across the central island on Pendle Road at the southeastern arm of the roundabout is proposed.

The new footway to the northwest and southeast sides of the roundabout is 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 85%iles 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.
7. Shawbridge Road mini-roundabout mitigation scheme – 2 x bus stop upgrades, pursual of new traffic regulation orders, new signalised crossing on Waterloo Road.

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 3.5m wide footway/cycleways to both sides.

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 does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety, capacity or amenity in the immediate vicinity of the site.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

Reason: To mitigate the impact of the construction traffic on the highway network.

2. Prior to commencement details should be submitted of the construction site access which shall be introduced for the construction phase.

Reason: In the interest of highway safety.

3. Prior to commencement a scheme for the site access and off-site highway works shall be submitted to and approved by the Local Planning Authority. The works shall include the following and be implemented prior to the first occupation of any dwelling.
 - (a) The upgrade/provision of 2 quality bus stops on Pendle Road (2500LAA16810 and 16811) with linking new footway/cycleway along Pendle Road.
 - (b) 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.
 - (c) New zebra crossing on Pendle Road with associated linking footway/cycleway.
 - (d) New roundabout to DMRB CD116 on Pendle Road arms to link the footway/cycleway provision with shared footway/cycleway provision.
 - (e) New pedestrian/cycle/emergency access on Worston Road with links to footway/cycleway existing network.
 - (f) Shawbridge Road mini-roundabout mitigation scheme – 2 x bus stop upgrades, pursual of new traffic regulation orders, new signalised crossing on Waterloo Road.

Reason: To mitigate the impact of the development traffic on the highway network.

4. No development shall take place until an estate street phasing and completion plan has been submitted to and approved in writing by the Local Planning Authority. The estate street phasing and completion plan shall set out the development phases and completion sequence that estate streets serving each phase of the development will be completed.
The development shall then be carried out in accordance with the approved estate street phasing and completion plan.
Reason: To ensure the phasing and completion of estate streets serving the development are completed.
5. Within 3 months of commencement details of the proposed arrangements for future management and maintenance of the estate road within the development shall be submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into with the Highway Authority or a private management and maintenance company has been established. Reason: To ensure that the infrastructure is maintained in the future.
6. Within 3 months of commencement full engineering, drainage, street lighting and constructional details to adoptable standards (LCC specification) of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the infrastructure is constructed to a suitable standard.
7. The internal estate roads shall be constructed in accordance with the approved engineering details and to at least base course level prior to first occupation of any dwelling, unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the infrastructure is completed in a timely manner.
8. Prior to the occupation of each dwelling the driveways and parking areas shall be constructed in a bound porous material and made available for use and maintained for that purpose for as long as the development is occupied. Reason: To ensure adequate parking provision is provided.
9. Prior to first occupation each dwelling shall have a secure cycle store for at least 2 bicycles. Reason: To support sustainable travel.

Informative note

The grant of planning permission will require the applicant to enter into a S278 Agreement, with the County Council as Highway Authority. The applicant should be advised to contact Lancashire County Council for further information by emailing the Highway Development Control Section at developeras@lancashire.gov.uk.

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Highways and Transport
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