

Ref: 202511 23.06.26

23 June 2026

Nicola Hopkins  
Director of Economic Development and Planning  
Ribble Valley Borough Council,  
Council Offices,  
Church Walk,  
Clitheroe,  
Lancashire BB7 2RA

Dear Nicola

**Planning Application: 3/2026/0230**

**Proposal: The erection of 60 dwellings comprising houses, bungalows, flats, related infrastructure (including public open space) and landscaping**

**Location: Land to the south of Ribblesdale Primary School west and north of Higher Standen Drive, Clitheroe**

I refer to the consultation response to the above application by Lancashire County Council (LCC) in its capacity as the Highway Authority, dated 4<sup>th</sup> June 2026.

On behalf of The Applicant, I am instructed to respond as follows. The headings correlate with those used by LCC in their letter.

Steven Abbott Limited  
606 Rossetti Place, 2 Lower Byrom Street, Manchester M3 4AN  
Company number: 04687072



## **Planning history**

**2022/0317 – Reserved Matters application in respect of Phase 5 and 6 to include access, appearance, landscaping, layout and scale with respect to 265 dwellings following outline approval 3/2015/0895.**

The above application does not relate to the application site.

**3/2015/0895 – Application to vary conditions 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 (i.e. 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 5,575m<sup>2</sup>, 2.1 ha of land for a primary school site.**

Reserved matters were never submitted (and thus never approved) by anyone for the part of the overall Strategic Site which comprises the application site referred to now. As a consequence, the planning permission above (3/2015/0895) expired in April 2022. This is a fact which has been acknowledged by Ribble Valley Borough Council.

## **Standen Illustrative Masterplan**

The masterplan was not part of the planning permission which, insofar as the Applicant's site, lapsed in 2022 (see above). The masterplan was illustrative only and not an approved plan. As such, the Applicant's proposed development does not conflict with a masterplan.

The primary school and residential care home (the latter, developed and operated by The Applicant's sister companies) are fully operational and have been for some time.

The absence of the other retail, service and community facilities at Higher Standen to date, is not a matter over which The Applicant has any control and is not a material consideration.

It is good to note that the absence of offices is 'less of a concern' to the Highway Authority as the idea of them being developed on the application site failed to be

realistic for commercial reasons. This is why no reserved matters application came forward over the 8 years between the approval and it expiring on the subject site; or since. In any event, our view is that it would be a very poor location for such a use (and other employment) given the appropriate, traffic calming design of the internal estate roads with the numerous dwellings, primary school and residential care home accessed from it.

## **Sustainability**

The planning permission originally granted for the whole strategic site was for 1,040 dwellings etc. We understand that Taylor Wimpey may only secure approvals to deliver 960 dwellings, i.e. 80 less than the planning permission for the whole described.

The subject scheme is for 60. At the average of 30 dwellings per hectare based on the site area, it would (coincidentally) accommodate 67. However, the need for surface water drainage measures and public open space means that the capacity is less. The 60 homes proposed by The Applicant comprises 75% of the 80<sup>1</sup>.

Consequently, the proposed dwellings would not take the size of the development over the approved number for the Strategic Site as a whole (1,040). This takes account of all of the dwellings built by Taylor Wimpey, under construction by them or covered by the current reserved matters application.

We would therefore respectfully question whether requiring a contribution as described satisfies the statutory CIL tests which apply to planning obligations under Section 106.

## **Walking and Layout**

Ribblesdale Primary School is located next to the site.

The nearest secondary school (Ribblesdale High School) is located in close proximity too and in easy walking distance (given its secondary nature) on lit streets.

The route described is a theoretical one as the walk described does not currently exist by public rights of way. This is true within and beyond the Applicant's land. It was never any part of the illustrative masterplan or outline planning permissions granted in 2014 and 2016. There is no certainty of delivery by third parties of such a route or

---

<sup>1</sup> Paragraph 6.15 in the Planning Statement by Steven Abbott dated March 2026.

whether it would be feasible cost wise (to engineer a 3m wide one with sustainable drainage and lighting; close to trees in one part) or whether it is desirable as a safe route anyway given its route through trees and open land.

The request to contribute to a 3 metre wide pathway is also unreasonable since the route it would join with is only specified to be 2 metres wide. As there are no public rights of way on site, the footpath should be only 2m wide as it is a new route. The Applicant has checked the width of the footpaths on the wider Taylor Wimpey site. I am advised that the footpaths are 2m wide, not 3m as suggested.

We respectfully question again whether contributions towards the route described satisfy the CIL tests given the above vagaries and uncertainties.

The Applicant is prepared to facilitate a connection within land controlled by the Applicant to the area involved to the west of his land by 'reserving' the line of the current trodden path in his land for future adoption as a public right of way should your Council consider it to be justified.

We must add politely that the trodden path is like it is because some walkers are crossing private land over which they have no access rights. To be clear, there is no formal public access onto the site currently and security fencing has been pushed over by trespassers.

The culvert / path above on private land dates from the former farm and not a PROW. If the reservation of the pathway as described above is considered reasonable by your Council, the attached drawing produced by Woodcroft Design for the Applicant can be referred to in a condition, to protect it. So long as your Council are sure that such a condition is lawful following *Grampian* etc principles.

The idea of a link to Shays Drive is not a matter of relevance to the Applicant's application.

A link to Pendle Brook is requested. We assume that this refers to the south of the site. It is impossible for the Applicant to deliver this as the land beyond the legal ownership boundary is not in his control. The Applicant has amended his layout to show that a link will be facilitated by him reserving land within his site. This is also shown on the attached drawing.

The layout accommodates the current unauthorised trodden grass etc from Higher Standen Drive over the site (east to west) marked on your plan.

The application does facilitate a link up to the Applicant's legal boundary to the land behind the primary school. This was raised at the pre-application stage and is reasonable given the planning permission for the area behind the school.

### **Bus**

No information is provided about the detail of this proposed contribution. It would be helpful to receive a justification, a figure and duration. Any such contribution must also satisfy the statutory CIL tests.

### **Cycle**

We do not understand what is meant by the comment 'that further measures are required to connect this site to the highway network for pedestrians and cyclists to reduce the impact upon the highway network'. We would be grateful if this could be elaborated.

### **Traffic Impact**

The Transport Statement included the predicted trips for 5,575sqm of office space on the site which generates 141, 2-way trips in the AM peak and 123, 2-way trips in the PM peak. This is a reference to the expired outline permission. This is fair as it shows that when the overall Strategic Site development as was proposed then, the Highway Authority took account of the commercial development on the subject site as did RVBC in granting planning permission.

The residential can reasonably compared to the office space for highways purposes in that context.

Whether any offices space is to be provided elsewhere on the smaller areas of land yet to be developed is immaterial to this application as those areas were also earmarked for commercial uses. So, the residential trips would not be in addition to those generated by the offices.

We have dealt with the assertion that the loss of the office space would appear to conflict with the outline permission. The latter lapsed years ago.

No further analysis of the network has been undertaken. It is unnecessary for the development of 60 houses within the 1,040 tested and approved overall and bearing in mind that they 'replace' the unrealistic idea originally that the site would contain

intensive employment development. There is a clear net gain in highways terms both in terms of road safety and environmentally.

### **Access**

LCC refer to Higher Standen Drive being anticipated to be a 30 mph road. We query that statement as the geometry of the road; its width and traffic calming measures suggest that it has been designed for 20 mph. This makes sense to us given that it serves a residential area with accesses direct onto it. They serve not just dwellings but a primary school and a residential care home. I also refer you to the Transport Statement<sup>2</sup> submitted with the application which notes that a 20 mph design speed was used for the layout of the application site i.e. The Applicant has picked up cues from the wider site. Indeed, please see the attached Transport Addendum Eddisons produced in April 2025 for Taylor Wimpey which I have highlighted<sup>3</sup>.

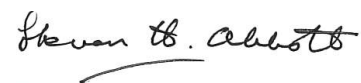
It is also a cul-de-sac with an emergency/ bus/ pedestrian access only planned for the Littlemoor end (which itself is narrow). Consequently, it is not designed as a distributor for Clitheroe.

In the circumstances, there is no reason for changing the design of the proposed access in terms of sight lines.

The Applicant and I consider that this is a response based on fact and what is realistic in achieving a robust planning permission.

We look forward to discussing the content with the Case Officer, Kathryn Hughes.

Yours sincerely



Steven H Abbott, BSc (Hons) MRTPI

[steve@stevenabbott.uk](mailto:steve@stevenabbott.uk)

07831 136518

cc:

Kathryn Hughes – RVBC

---

<sup>2</sup> Transport Statement by Eddisons of January 2026.

<sup>3</sup> Transport Addendum Note by Eddisons of April 2025 (LPA ref.: 3/2022/0317)

Kelly Holt – Lancashire County Council  
Richard Calderbank – Applethwaite Ltd  
Phil Wooliscroft – Eddisons