

Ribble Valley Borough Council

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Your ref: 26.0230

Our ref: D3.26.0230

Date: 3rd August 2026

App no: 3.2026.0230

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

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

Further to our original comments dated 4th June 2026, the submitted documents and plans have been reviewed including amended Eddisons Transport Statement and Travel Plan dated July 2026 and Woodcroft design 'General arrangements 25-166-P02 Rev A' dated Jan 26 and the following comments are made.

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.

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 (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.

Proposal

The application seeks to erect 60 new dwellings comprising of 8 x 1 bedroom, 14 x 2 bedrooms, 12 x 3 bedrooms, 24 x 4 bedrooms (10 of these are 4 bedroom plus study at first floor) and 2 x 5 bedroom dwellings.

Standen Masterplan

The masterplan for the outline permission highlights the development site subject to this application as 'non residential land'. The proposed residential use conflicts with the masterplan.

The land edged brown for 'non-residential land' includes the new primary school and care home on the adjoining sites which are substantially complete.

The retail, service, community facilities and employment, which are included on the outline permission, have not come forward. The lack of convenience food retail and community facilities is a concern to the Highway Authority as residents will need to travel to Clitheroe and will likely use the private car, embedding non-sustainable travel modes. The loss of offices is less of a concern to the Highway Authority as this will often conflict with the residential uses and require/draw employees from a wider area (adjacent towns) rather than being Standen residents employed here.

Residential phases 1 – 4 are complete or have planning permission secured, phases 5-6 are submitted under application 2022/0317 and are pending consideration.

Sustainability

A travel Plan is submitted with the Transport Statement. Although 60 dwellings falls below the standard threshold for a Travel Plan we would require a plan in this case as it is part of the wider site which is subject to the same requirement.

The wider Standen site secured a contribution of £1,849.84 per dwelling to support sustainable travel. If these dwellings are in addition the development approved at outline then the same contribution is requested.

Walking

Ribblesdale Primary School is located within very close walking distance of the site and the nearest secondary school is located approximately 800m to the northeast via an off-road route, FP0301014, Langshaw Drive and Turner Street.

FP0301014 and the associated link to the site, which is not formally recorded as a public footpath but is well used and on land within Taylor Wimpey site, are unmade and unlit and require upgrading to be suitable for pupils to travel to school for example.

A link to Shays Drive is being investigated by Taylor Wimpey. A link to Pendle Brook would be highly beneficial for connectivity towards the Town Centre.

Bus

Service C4 Clitheroe Peel Park circular runs along Littlemoor Road and the nearest bus stop is on Langshaw Drive which is approximately a 600m walk from the site via FP0301014.

Bus services 5 (Clitheroe – Chipping), 15 (Clitheroe – Accrington), 64 (Burnley – Clitheroe) run along Pendle Road stopping near Higher Standen Drive junction. A new bus route will run along Higher Standen Drive via the new bus link on Littlemoor Road in the future.



The bus services are all subsidised by Lancashire County Council and a contribution is requested to support the future of these services.

Cycle

Higher Standen Drive has a shared cycle/footway for the full length on the southeasterly side. A future connection to Littlemoor Road via a bus gate link is secured. A connection to Shays Drive from the Taylor Wimpey site has been requested to be investigated by Taylor Wimpey as this is included on a drawing in the S106 agreement for the Standen site. A connection to Pendle Brook would be highly beneficial.

We consider 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.

Traffic Impact

The Transport Statement includes 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 outline permission which includes this site for Office space, 'non-residential land'.

The proposed residential use is predicated to generate 35, 2-way trips in the AM peak and 34, 2-way trips in the PM peak.

We understand that the residential trips will replace the office space and that the office space will not be provided elsewhere on the site. Therefore, there will be a reduction in trips as a result of the proposal and no further analysis of the network is considered necessary.

Access

There is an existing access constructed to the site on Higher Standen Drive, this is considered suitable to accommodate the development traffic. The access is proposed to be adopted by Lancashire County Council under a S38 agreement with Taylor Wimpey.

The visibility splays have not been updated as previously requested however we consider that this can be conditioned.

Visibility splays of 2.4m by 25m to both sides are shown on a drawing in the Transport Statement, the splays will lie in land proposed to be highway.

The splays need to be extended to 2.4m by 43m to both sides as Higher Standen Drive is anticipated to be subject to a 30mph speed limit.

There is a private driveway proposed onto the spine road to serve plots 53-56. Splays for this site access are required to be submitted at 2.4m by 43m.

Plots 1 - 8, Scafell 1 bedroom flats – the first floor flats have no access to the rear where the car parking is provided therefore it appears likely that they will park on the spine road. Currently there is a school keep clear marking along the frontage of plots 5-8 which prevents parking between Mon-Fri 8am-6pm and we would require a new traffic



regulation order to be provided to both sides of the site access to prohibit parking at all times to protect the splays. This would be progressed by Lancashire County Council under an appropriate agreement with the developer.

Layout

A swept path analysis is submitted for an 11.2m long refuse vehicle. This is considered acceptable.

Potential pedestrian links are indicated on the internal layout on the northern and western boundaries. This ties in with the existing walked desire lines evident on site shown below in orange on the extract map.

There should be a pedestrian/cycle connection to the southwest corner of the site near plot 40.

We would request that Phase 5/6 proposed plot layout (application 3.2022.0317) is included on the layout to show how links tie into the adjoining development.

Each plot has a driveway for 1 or 2 cars and certain larger plots have a garage measuring 3m by 6m internally. Each plot without a garage must have a secure and covered cycle store for at least 2 bicycles.

Conclusion

We understand that discussions are ongoing regarding adjoining land parcels and pedestrian connectivity.

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.

Should the application be approved we would request the following conditions.

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. A scheme for the enhancement of the pedestrian/cycle route through the site and connecting to the north Shays Drive and to the south and FP0301014 to Langshaw Drive shall be submitted to and approved by the LPA. The works shall be completed prior to first occupation.

Reason: To support sustainable travel.

3. A scheme for the site access on Higher Standen Drive 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) Site access to include visibility splays of 2.4m by 43m to both sides along Higher Standen Drive.

(b) Pursue traffic regulation order (double yellow lines) at site access junction Higher Standen Drive.

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

4. 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.

5. 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.

6. 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.

7. 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.

8. Prior to first occupation each dwelling shall have a secure and covered cycle store for at least 2 bicycles. Reason: To support sustainable travel



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Orange line – existing well used pedestrian link
Purple line – Public footpath FP0301014

