

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 08 May 2026 11:38  
**To:** Planning  
**Subject:** Application 3/2026/0230 - Land to the south of Ribblesdale Primary School west and north of Higher Standen Drive  
**Attachments:** Higher Standen - Land next to Ribblesdale Primary.pdf

**⚠ External Email**

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Good morning

I wish to comment on this application on behalf of the [REDACTED]. We have significant concerns about this development and the claims made in the planning application regarding sustainability, especially with respect to travel and connectivity to the town centre.

I have attached some illustrations to clarify the points I am making.

The wider Higher Standen "Halfpenny Meadows" development, of which this site is but a small part, still has no accessible walking, wheeling and cycling routes connecting it directly to the town centre. The only connections are that adjacent to the motor vehicle access at the roundabout with Pendle Road; and an additional footway access connecting to Pendle Road around 175m to the NW of that roundabout. The application makes multiple references to the proximity of the site to facilities on Whalley Road and the fact that this route can be used to access the town centre. Unfortunately the only connection to and from this side of the site is an existing public footpath. Frequently muddy on the first section, then leading into a narrow path between high fences, and thence into an extremely narrow ginnel connecting eventually to a residential street, Langshaw Road. This path is unsuitable for anyone using any kind of mobility aid, and for many months of the year, anyone who wishes to arrive at their destination with mud-free shoes.

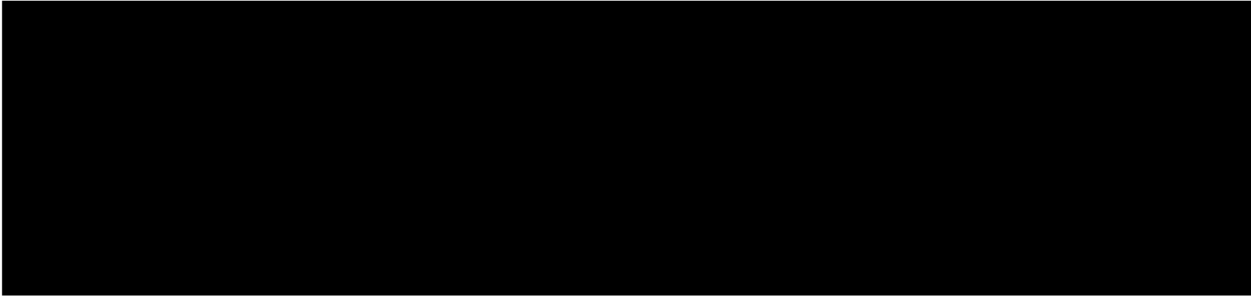
The original "Masterplan" for the overall site promised a new connection to the NW onto Shays Drive (close to the site location of this application), and a new connection onto Littlemoor to the W, via a new "spine" path being provided along the SW boundary of the site, running roughly parallel to Pendleton Brook. Neither of these connections have yet been provided, and this planning application does not propose to implement them,

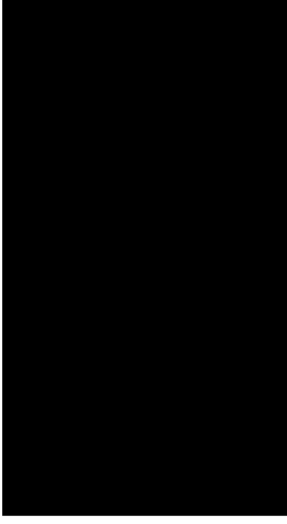
Hundreds of houses are already occupied across the wider strategic site. Without direct and accessible walking, wheeling and cycling connections towards Ribblesdale High School, Whalley Road, and the town centre, car dependency is being baked into this supposedly "sustainable" development. Even assuming those connections are constructed in the fullness of time, travel habits and routines will already be embedded in many households, and will likely prove hard to change.

[REDACTED] urges Ribble Valley planning officers and councillors to ensure that no more new houses are occupied on the Higher Standen / Halfpenny Meadows site until fully accessible connections, compliant with up to date Active Travel England guidance, have been provided at Shays Drive and Littlemoor ( or equivalent route alignments) as per the masterplan. This planning

application should not be approved without a guarantee of these connections being implemented prior to occupation of any of the houses.

Kind regards





# Higher Standen (Land next to Ribblesdale Primary)

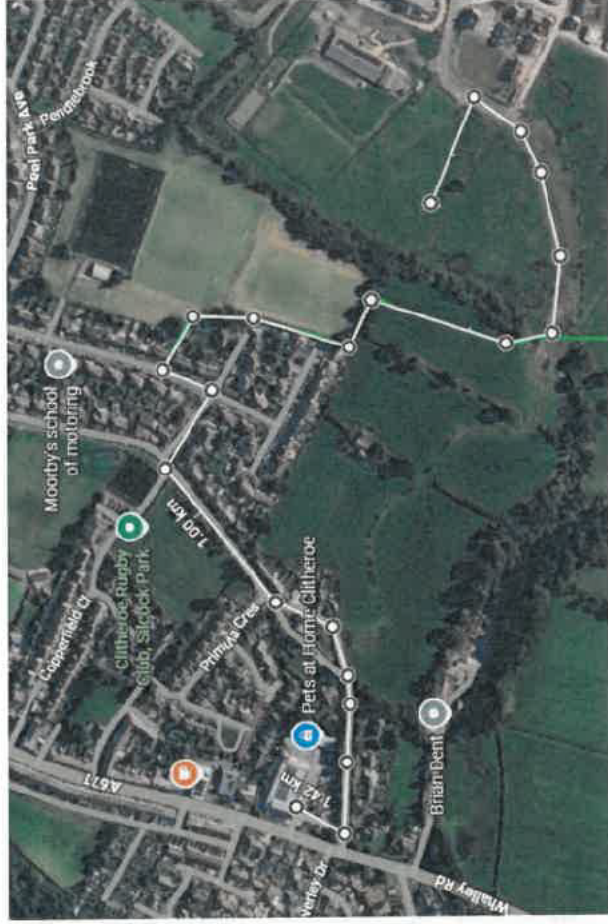
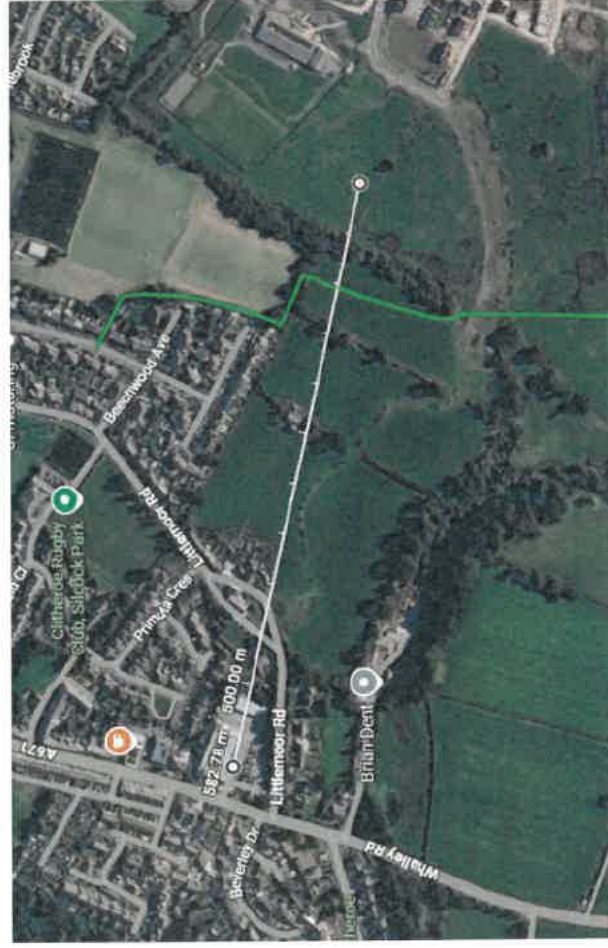
RVBC Planning Application ref 3/2026/0230



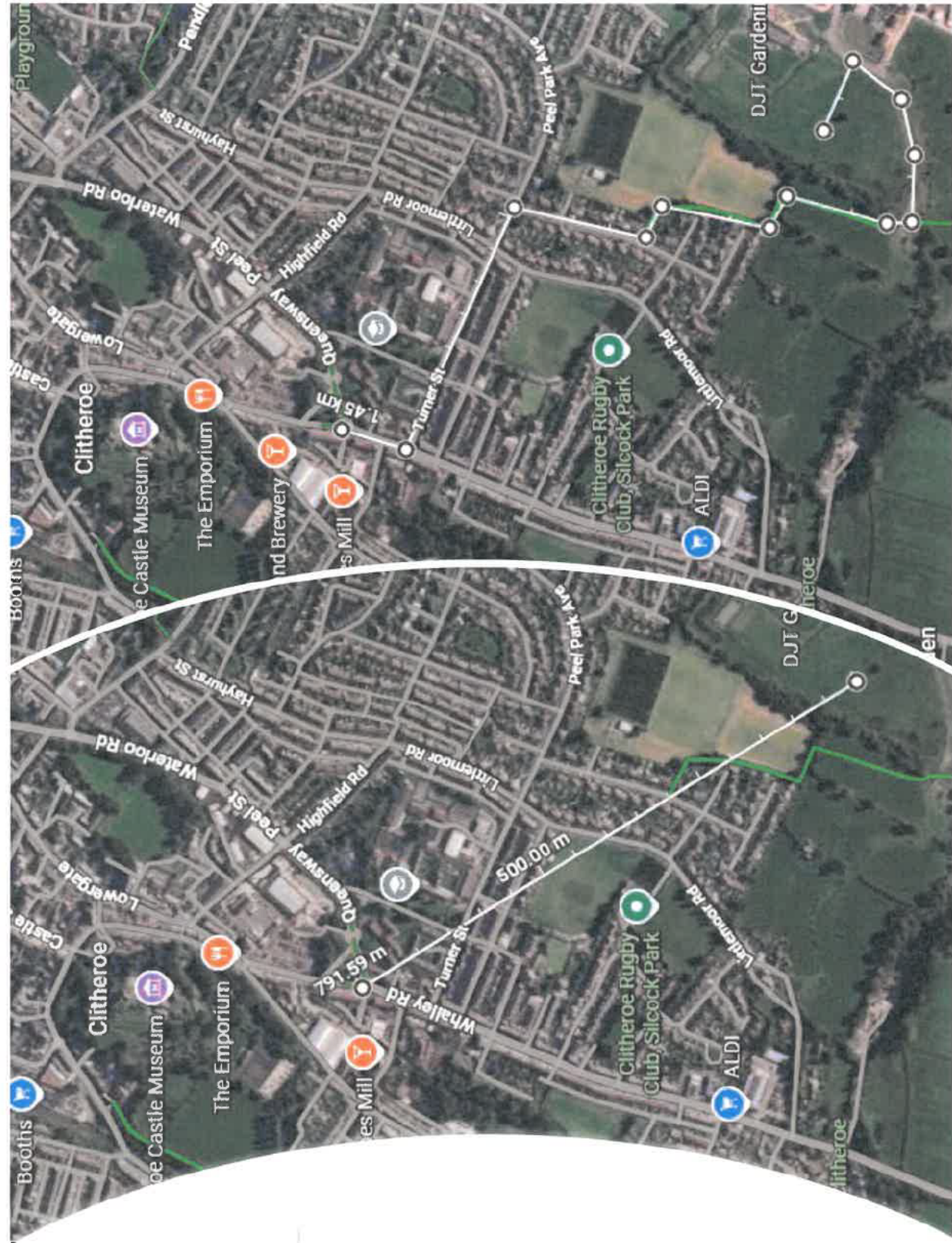
**“ACCESSIBILITY: A Transport Statement produced by Eddison supports the application. The site is a sustainable one within Clitheroe. It is very well located on a new bus route through the Standen Strategic Site. It has ready access to excellent footways and cycleways.”**

**Straight line distance from centre of site to Aldi  
~580m**

**Actual PROW walking route as long as you don't  
mind arriving with muddy shoes and don't have  
any mobility issues ~1420m**



**“ACCESSIBILITY:** A Transport Statement produced by Eddison supports the application. The site is a sustainable one within Clitheroe. It is very well located on a new bus route through the Standen Strategic Site. It has ready access to excellent footways and cycleways.”

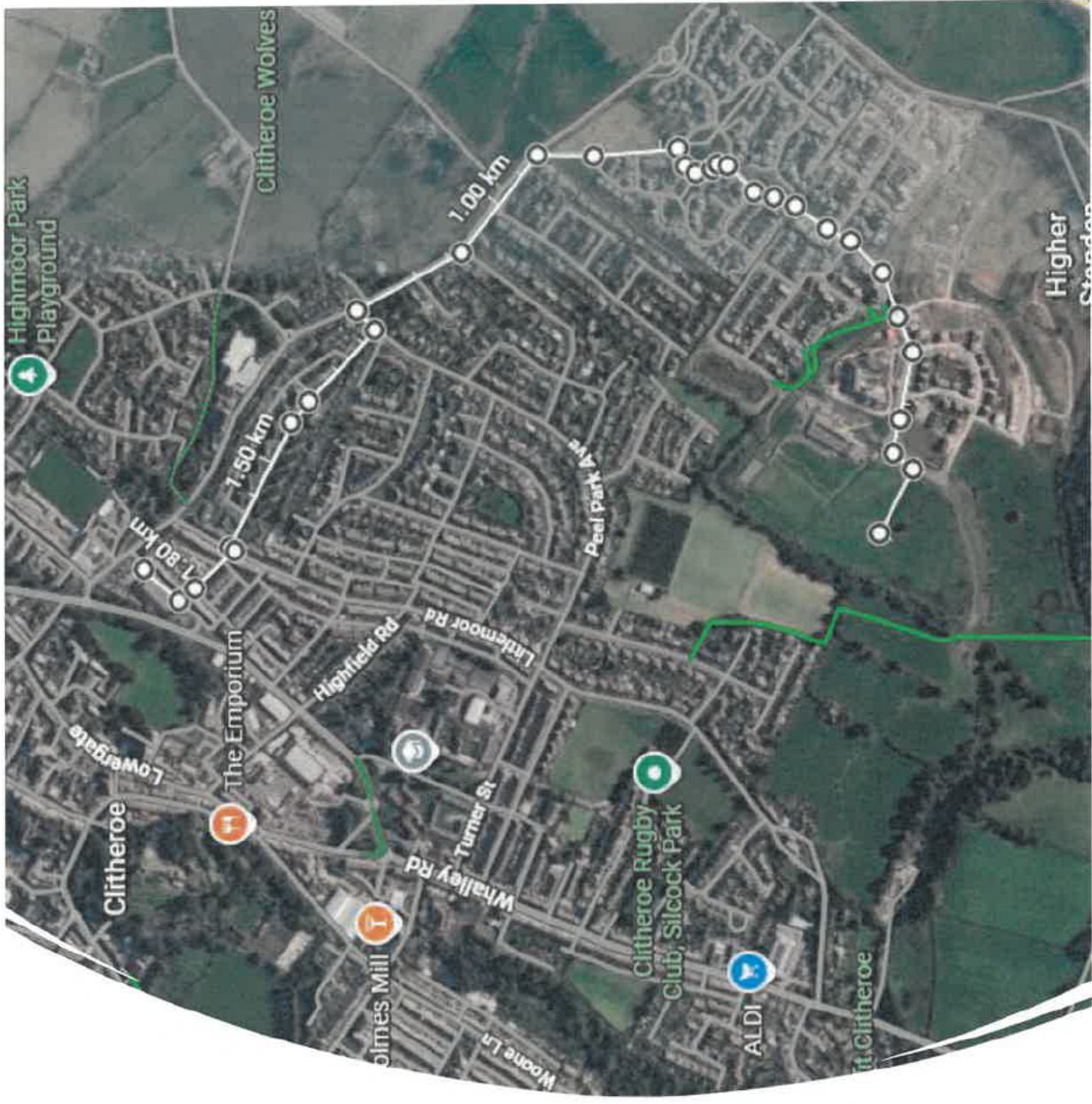


- Straight line distance from centre of site to Whalley Road roundabout ~790m

- Actual PROW walking route as long as you don't mind arriving with muddy shoes and don't have any mobility issues ~1450m

Actual  
accessible-ish  
route that is  
usable on foot  
year round  
~1800m (Lidl)

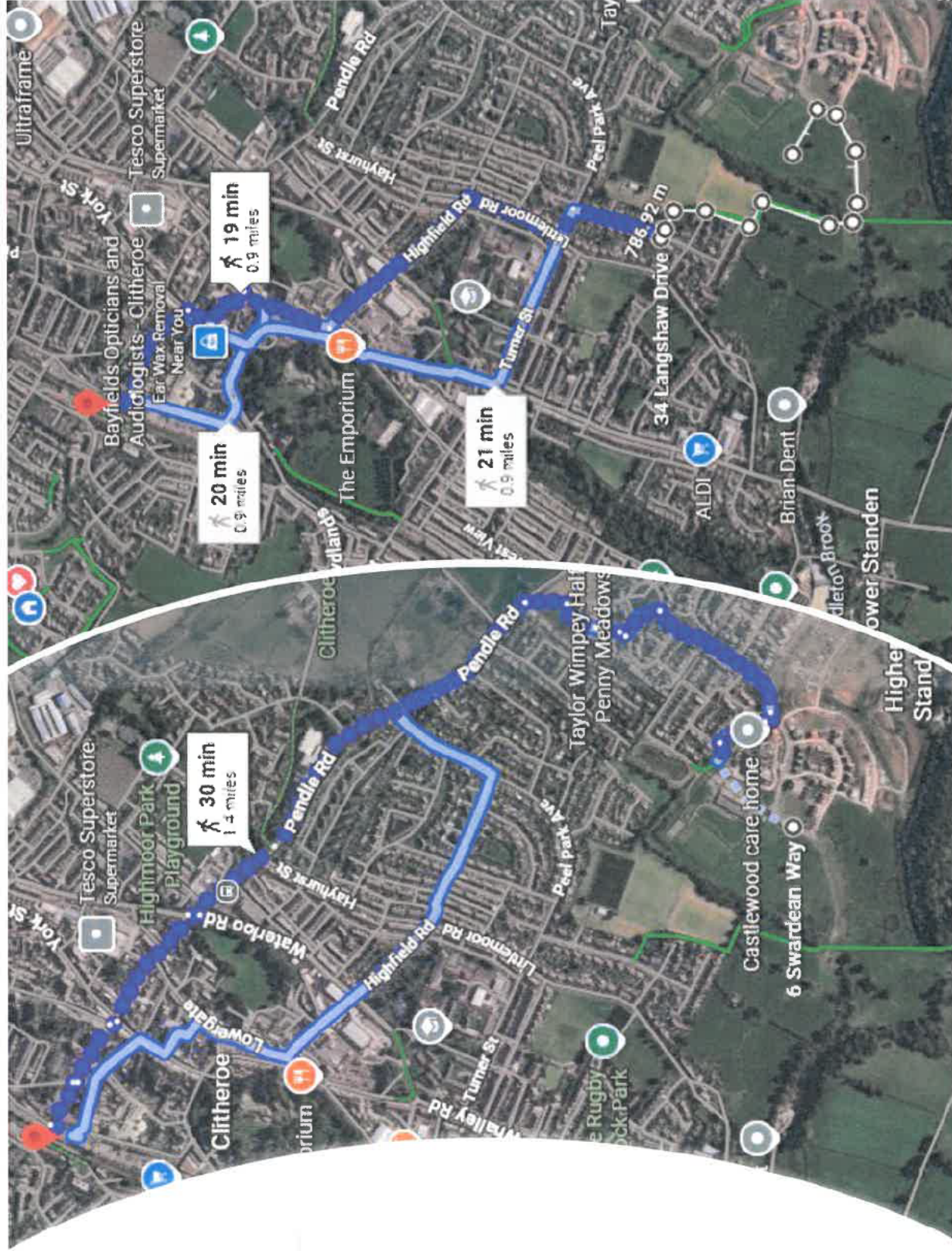
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***“The site would deliver housing development within a reasonable walking distance of a railway station with Clitheroe Station located less than a 20 minute walk from the site.”*** (Transport Statement produced by Eddisons to support the application)

- This frankly ludicrous statement questions the credibility of the entire document. Even using the nearly 800m PROW route (muddy, not accessible) to get to Langshaw Drive, Google Maps suggests a further 20 minute walk from there.

- Or 30 minutes using the accessible-ish, year round route via Pendle Road.



Illustrative Masterplan from the original planning application [3/2012/0942](#) shows the proposed Active Travel connectivity. None of the links along the north-western boundaries of the site have been delivered. Including that at Shays Drive, despite construction being completed in that area some time ago. (the existing PROW remains in place but has not been improved and is not an accessible path due to surface and width)

