

Ribble Valley Borough Council

Phone: 0300 123 6780

Email: developeras@lancashire.gov.uk

Your ref: 26.0230

Our ref: D3.26.0230

Date: 4th June 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.

The submitted documents and plans have been reviewed including Eddisons Transport Statement and Travel Plan dated January 2026 and Woodcroft design 'General arrangements 25-166-P01' 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 links 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.

The residential trips will replace the office space however if the office space is to be provided elsewhere on the site, then these residential trips would in addition to those generated by the offices. The loss of the office space would appear to conflict with the outline permission.

No further analysis of the network has been undertaken. Recent analysis has been undertaken on the network for application 3.2025.1006 including the Pendle Road/Higher Standen Drive roundabout which demonstrates spare capacity, however Shawbridge Road/Waterloo Road mini-roundabout is predicated to operate over capacity in future years. This is a concern and robust measures to sustainable travel modes at the site are required to ensure walking, cycling and bus travel are realistic alternative travel modes into Clitheroe and vice versa.

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.

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.

A potential pedestrian link is indicated on the internal layout in the most northern point. Upon visiting site, it is evident that this is an existing well walked desire line for pedestrians to access public footpath FP0301014. The extract from the map below shows the existing route highlighted orange (currently grass/field) which is required to be retained both across the site and connecting to the north and south to the existing formalised path provision. The proposed link should be widened 3m wide to allow a shared cycle/footpath provision and surfaced to match the existing provision on the Taylor Wimpey wider site.

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

Lancashire County Council acting as the Highway Authority requests an additional drawing to show the pedestrian/cycle connections to the north and south of the site along the existing desire lines highlighted below.

We consider it necessary to enhance the route and FP0301014 which connects to the northwest and towards Clitheroe. Investigation into connections to Pendle Brook and Shaws Drive are requested.

We request that the visibility splays are extended and parking restrictions added to the site access.

We would request confirmation that the office space is removed from the Standen scheme or if it is to be relocated to another part of the site. If it is to be relocated, then we would request that further analysis of the network is undertaken for the residential traffic.



Kelly Holt
Highway Development Control Engineer
Highways Network Management
Highways and Transport
Lancashire County Council
www.lancashire.gov.uk



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

