

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



320120336P

Northcote Stud Farm, Langho

Traffic Statement

DOCUMENT CONTROL

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Client:	Mr & Mrs A Mizon		
Project Manager:	Michael Kitching		
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1.0 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by Mr & Mrs R Mizon to assess the traffic and transport implications of using the indoor and outdoor riding arenas at Northcote Stud Farm for competitive events, gymkhanas or other such events.
- 1.2 The site benefits from an implemented planning consent (application ref. 03/2007/0029) from Ribble Valley Borough Council (RVBC) for a riding centre, vehicular access, car parking and associated works. Planning consent was granted on the 4th April 2007 and the development was operational in June 2008.
- 1.3 Three planning conditions relating to traffic were attached to the planning consent. Condition 8 referred to a requirement for the site access details to be carried out to the satisfaction of the local planning authority before any of the buildings authorised by the planning consent were occupied. Condition 9 referred to the need for the agreed visibility splays at the vehicular site access to be kept clear of obstructions (including vegetation); the agreed visibility splays were 2.4m by 160m in the northerly direction and 2.4m by 120m in the southerly direction on Northcote Road. These visibility splays have been created and are required to be maintained in perpetuity. Condition 13 confirmed that, in the interest of highway safety and to comply with Policy G1 of the District-wide Local Plan, no more than 25 of the stables authorised by the planning consent should be used for commercial livery purposes.
- 1.4 The decision notice (included in **appendix a**) confirmed that the above-mentioned conditions were imposed for reasons of highway safety and to secure compliance with Policy G1 of the Ribble Valley District-Wide Local Plan. The relevant traffic and transport criteria within Policy G1 are:
- The likely scale and type of traffic generation will be assessed in relationship to the highway infrastructure and the proposed and existing public transport network. This will include safety, operational efficiency, amenity and environmental considerations
 - Developments should make adequate arrangements for car parking (see Policy T7)
 - A safe access should be provided which is suitable to accommodate the scale and type of traffic likely to be generated.
 - Developments should provide adequate arrangements for servicing and public utilities
- 1.5 It is concluded that RVBC (as planning authority) and Lancashire County Council (LCC) (as highway authority) were satisfied in 2007 with the type, scale, access arrangements and anticipated traffic generation of the Stud Farm. The decision notice summarised the reason for approval as:

The proposal has no significant detrimental impact on nearby residential amenity nor would it have an adverse visual impact

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1.6 A planning obligation by way of Unilateral Undertaking was offered by Mr & Mrs R Mizon to RVBC in connection with the 2007 planning consent (the Unilateral Undertaking), and signed on the 20th March 2007. A copy of the Unilateral Undertaking, which was signed on the 20th March 2007, can be found in **appendix b**.

1.7 The Unilateral Undertaking contains two restrictions. The first prohibits the occupation of the manager's dwelling house (which was consented by the 2007 planning consent) until the riding facilities have been completed and are fully operational. This restriction has been complied with. The second restriction provides as follows:

Not to allow the indoor and outdoor riding areas the subject of the Development to be used for competitive events gymkhanas or other such events other than internal activities using the centres own residential horses and pupils.

1.8 We understand that an application was prepared and submitted to RVBC on the 26th February 2010 which sought consent for the discharge of the Unilateral Undertaking (thereby removing the above-mentioned restriction) in order to allow the indoor and outdoor riding arenas at the Stud Farm to be used for competitive events, gymkhanas or other such events the 2010 Application). The 2010 Application was recommended for approval by planning officers.

1.9 The highways officer who was consulted on the application confirmed in writing that he had:

...no objection to the application in principle on highway safety grounds.

1.10 However, the highways officer recommended a period of 12 month's monitoring in order to verify that the removal of the above-mentioned restriction (and condition 12 of the 2007 planning consent, which condition required the 2007 planning consent to be implemented in accordance with the Unilateral Undertaking (Condition 12)) would not have a detrimental impact on movements to and from the A59 Longsight Road.

1.11 Notwithstanding the comments of the highways officer and the recommendation for approval from planning officers, the 2010 Application was refused by RVBC Planning

Committee on the 20th May 2010. The decision notice cited one reason for refusal, which stated:

On the basis of the submitted plan insufficient evidence has been put forward to fully assess the proposal and the scheme would be likely to result in over intensification of the site due to additional activities resulting from competitive events. As such it would lead to conditions to the detriment of general amenity arising from congestion on the highway network and noise which would be contrary to Policy G1 of the District-wide Local Plan.

- 1.12 This Traffic Statement (TS) has been prepared to support a new application for the discharge of the Unilateral Undertaking, which application will (necessarily) be accompanied by an application for the removal of Condition 12. In particular, this TS is intended to address the above-mentioned reason for refusal by providing appropriate and accurate evidence to demonstrate that the use of the existing facilities at the Stud Farm for competitive events will not lead to congestion on the highway network.

2.0 EXISTING SITUATION

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Local Highway Network

- 2.1 The location of the Stud Farm and local highway network is shown on **plan 1** and is located 1km north of the village of Langho. This plan also shows the study area for the public highway adjacent to the site. The site is accessed via Northcote Road, an adopted public highway which links the A59 Longsight Road to the south with Old Langho Road to the north. As well as the Stud Farm, Northcote Road provides access to:
- Northcote Manor Hotel and Restaurant
 - Langho Football Club
 - Old Langho Village
- 2.2 The Stud Farm's vehicular access is located 300m north of the Northcote Road/Longsight Road junction and benefits from a 8m wide vehicular access onto Northcote Road, with gates set back 20m from the back edge of the carriageway. This set back distance allows for vehicles to wait clear of the public highway without causing obstruction should the gates be closed when arriving at the site.
- 2.3 The vehicular access to the Stud Farm has the benefit of visibility splays in the leading and trailing traffic directions of 120m and 160m by 2.4m respectively. These

visibility splays have been created and laid out in accordance with Condition 9 of the 2007 planning consent.

- 2.4 The internal site layout allows vehicular traffic to route around the indoor and outdoor riding arenas if required, as well as having adequate drop-off/pick-up and turning facilities within the curtilage for circa 100 cars, trailers and horseboxes. Swept path analysis showing a car and trailer, plus horsebox negotiating the vehicular access to the Stud Farm is provided in **appendix c**. This swept path analysis shows that there are no issues or conflicts with vehicles accessing the site.
- 2.5 At the vehicular access to the site, Northcote Road measures 5m in width and has a continuous footway on its western side from the junction with Longsight Road north past the Stud Farm towards the village of Old Langho. The speed limit on Northcote Road changes from the national speed limit (60mph for private cars) to 40mph at the southern boundary of Old Langho village. Northcote Road benefits from street lighting from its junction with Longsight Road to the south through to Old Langho village to the north.
- 2.6 At the junction with Longsight Road, the footway links in with a segregated pedestrian/cycle route which runs east/west along the A59 Longsight Road. Pram crossings with tactile paving are provided on the western side of the Northcote Road/Longsight Road junction to allow pedestrians and cyclists to cross and travel south towards Langho.
- 2.7 To the south Northcote Road meets the A59 Longsight Road at a ghosted right turn priority junction. Vehicular traffic travelling south on Northcote Road can only turn left onto Longsight Road through the introduction of a prohibited right turn.
- 2.8 The Stud Farm is located immediately opposite Langho Football Club. This facility provides football playing pitches, changing facilities and on-site parking provision. Historically, visitors to this facility have parked on the carriageway on Northcote Road instead of using the on-site parking areas. Langho Football Club has confirmed to Mr & Mrs R Mizon that they are now actively managing the parking associated with the football facility to ensure that no on-carriageway parking occurs, including signs on the site boundary fronting Northcote Road advising visitors not to park on the public highway.
- 2.9 On no occasion since opening has it been necessary for visitors to the Stud Farm to park off-site on the public highway.

Pedestrian and Cycle Accessibility

- 2.10 The National Planning Policy Framework, published in March 2012, states that plans and decisions made by local planning authorities should ensure:
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.
 - safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
 - development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe
- 2.11 By its very nature the Stud Farm will attract vehicular-borne movements, as horses are brought to and taken from the facility by horsebox/trailer. Notwithstanding this, an assessment of the accessibility of the site on foot, by cycle and by public transport has been made, as some visitors to the site may wish to travel by sustainable modes.
- 2.12 With respect to accessing the site on foot, as previously mentioned, a continuous footway is provided on the western side of Northcote Road, linking Longsight Road to the south with Old Langho to the north. The footway is in good condition and the route benefits from street lighting. The existing pedestrian facilities provide good access to local residential areas and public transport nodes
- 2.13 With respect to walking, historically "Planning Policy Guidance Note 13: Transport" (PPG13)¹ and the White Paper "Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen" stated that walking provides the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly for trips under 2km. The site's 2km walking catchment is shown on **plan 2**.
- 2.14 The Stud Farm also benefits from being circa 300m north from the existing shared pedestrian/cycle route which runs east/west on Longsight Road. PPG13 stated that cycling has the potential to substitute for short car trips, particularly those less than 5km **Plan 2** shows a 5km cycling catchment, this covers the local conurbations of Whalley, Billington, Langho, Hurst Green, Great Harwood and Wilpshire.
- 2.15 Based on the above review, the site is considered to be well located to promote access on foot and by cycle

¹ PPG13 was cancelled on the publication of the National Planning Policy Framework on the 27th March 2012

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Public Transport Accessibility

- 2.16 **Plan 3** shows the existing bus corridors and bus stops in the vicinity of the Stud Farm. A summary of the frequency and bus routes is provided in **Table 1**.

Service	Route	Frequency (MON-SAT)		Frequency (SUN)
		Daytime (0700 to 1800)	Evening	
280	Preston to Skipton (via Mellor Brook – Langho – Whalley – Clitheroe – Chatburn – Gisburn – Barnoldswick – Thornton) ^a	Hourly Service	Hourly Service (last bus 1928)	1 service every 2 hours ^b

^a Note the 280 service changes to the X80 service when accessing West Marton

^b the X80 service runs on Sundays

Table 1: Existing Bus Services

- 2.17 The Institution of Highways and Transportation (IHT) document, "Planning for Public Transport in Developments", states that 400m (a five minute walk-time) is an acceptable distance to bus services. As shown on **plan 3** and **Table 1**, the site falls just outside of the aforementioned IHT acceptable walking distances by approximately 200m, equating to a total walk-time of less than 8 minutes. Due to the frequency of the services running close to the site, this marginal increase in walk time/distance to existing bus stops is still considered to offer an appropriate alternative to the private car.
- 2.18 **Table 1** also demonstrates that the existing bus service routing close to the site provide good coverage of the local residential areas. Future visitors to the Stud Farm could reasonably be expected to access these facilities by bus.

Existing Trip Generation

- 2.19 The Stud Farm currently operates as a horse riding facility and, in line with the 2007 planning consent, both the indoor and outdoor arenas can be used for training purposes. The holding of competitive events is however prohibited by the Unilateral Undertaking and Condition 12.
- 2.20 An assessment was made in the summer of 2011 of the number of vehicular movements associated with the non-competitive clinics held at the site. The events were:

- Show Jumping Clinic – 2nd August (between 1300 and 2000 hours)
- Training Clinic – 7th August (between 1200 and 1530 hours)
- Show Jumping Clinic – 9th August (between 1300 and 2000 hours)
- Training Clinic – 7th August (between 1200 and 1530 hours)

- 2.21 A summary of the vehicular movements associated with each of the above-mentioned clinics is summarised in **Table 2**

	2 nd Aug Show Jumping Clinic		7 th Aug Training Clinic		9 th Aug Show Jumping Clinic		13 th Aug Training Clinic	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
AM Peak (0800-0900)	0	0	0	0	0	0	0	0
PM Peak (1700-1800)	3	4	0	0	4	4	0	0
Daily	30	30	38	38	22	22	32	32

Table 2: Extant Site Use Vehicle Movements

- 2.22 As can be seen from **Table 2**, the vehicular movements associated with the show jumping and training clinics have no impact on the adjoining highway network in the AM peak period. In the PM peak, the site generates less than 5 two-way movements in one hour, and with circa 30 daily two-way movements associated with the site on clinic days, the additional trips generated are well within the day-to-day variation of flow on the adjoining highway network.

Existing Off-Site Speed Surveys

- 2.23 Speed surveys at the site access on Northcote Road were undertaken on 2nd June 2011 between the hours of 1230 and 1330. The results of these surveys are attached as **appendix d**. **Table 3** shows the 85th percentile, free-flow wet weather speeds on the approaches to the existing site access.

	Speed Limit (mph)	Recorded Speed (mph)
Northcote Road northbound	60	27.7
Northcote Road southbound	60	26.7

Table 3: Speed Limits & 85th Percentile Wet Weather Vehicle Speeds

- 2.24 The speed survey demonstrates that the 85th percentile wet weather speeds of vehicles at the site access are well below the of the national (60mph) speed limit.
- 2.25 The visibility at the existing site access has been measured. This has shown that from a distance of 2.4m the maximum visibility achieved to the north is 120m and the maximum visibility to the south is 160m. The visibility in both directions accords with the requirements of Condition 9 of the 2007 planning consent.

Historic Accident Patterns

- 2.26 A request for Personal Injury Accident (PIA) data for the study area shown in **plan 1** was submitted to Lancashire County Council for the previous three years. Lancashire County Council has confirmed that between the 1st June 2008 and the 31st December

2011 there have been no accidents recorded in the study area during this three year period. Written correspondence from Lancashire County Council relating to the PIA data is provided in **appendix e**.

- 2.27 Development of the Stud Farm for use as a riding centre was completed in June 2008, the start date for the PIA data. Based on the site being fully operational at this time, including the running of show jumping and training clinics, it is concluded that the Stud Farm has not created or contributed to any adverse accident record at the site access or within the study area.

3.0 DISCHARGE OF UNILATERAL UNDERTAKING AND REMOVAL OF PLANNING CONDITION TO REMOVE THE RESTRICTION ON COMPETITIVE EVENTS

- 3.1 As explained in **section 1**, this TS has been prepared in support of a new application for consent to discharge the Unilateral Undertaking, which application will (necessarily) be accompanied by an application for the removal of Condition 12. In the event that both applications are consented, the holding of competitive show jumping events at the Stud Farm will be permitted; currently the riding centre can hold show jumping and training clinics within the indoor and outdoor riding arenas, but no prizes or competitive scoring can be undertaken.
- 3.2 The proposal to allow competitive events at the site is not expected to increase the number of cars, trailers or horseboxes over and above those that already visit the site for show jumping or training clinics, as shown in **Table 2**. The Stud Farm has adequate off-site parking and manoeuvring space to accommodate these vehicles on site, as demonstrated in the swept path analysis.
- 3.3 Mr & Mrs R Mizon have also confirmed that any competitive events will operate in a similar format to the show jumping and training clinics which are currently held at the Stud Farm. Competitors will arrive approximately an hour before their event, using the indoor or outdoor arena (depending on weather) before competing. After all competitors have completed their event, their prize giving will take place.
- 3.4 This format means that with a number of different events typically taking place over the course of an afternoon, there will be a number of separate prize givings. This means that competitors will not have to wait on site for a final prize giving, which in turn avoids the potential for all vehicular traffic associated with the site to be leaving the Stud Farm within a single hour.

- 3.5 It is noted that the highways officer, when asked to comment upon the 2010 Application, confirmed no objection on highway safety grounds, but requested the implementation of a 12 month period of monitoring in order to verify that the removal of the restriction on the holding of competitive events at the Stud Farm would not have a detrimental impact on movements to and from the A59 Longsight Road.
- 3.6 In light of the analyses undertaken in respect of existing trip generation, off-site speed surveys and historic accident data at the site, which analyses have informed this TS but were not available to the highways officer when he considered the 2010 Application, it is considered that a period of monitoring it not necessary such that a similar request would be justified this case.

4.0 TRAFFIC & ROAD SAFETY IMPACT

- 4.1 This TS has demonstrated that the highway network within the study area is operating without any existing safety issues and with no historic accident occurrences. The TS has shown that existing vehicle speeds past the site access are travelling well below the national (60mph) speed limit which applies to Northcote Road and that the visibility splays at the site access have been created and laid out pursuant to the conditions imposed on the grant of the 2007 planning consent.
- 4.2 There will be no change to the numbers of visitors to/from the site should consent for the application to discharge the Unilateral Undertaking (together with that for the removal of Condition 12) be forthcoming, thereby allowing competitive events to be held at the site. The Stud Farm already operates show jumping and training clinics, the traffic associated with which is being adequately accommodated within the existing highway network.
- 4.3 It is concluded that the removal of the restriction on the holding of competitive events at the Stud farm will not result in a material impact upon existing road safety levels or traffic flow within the study area. As such, there is no sound basis upon which to refuse consent for the above-mentioned applications on traffic and transport grounds.

5.0 CONCLUSIONS

- 5.1 This Traffic Statement has assessed the potential impact in traffic and transport terms of permitting Northcote Stud Farm to be used for competitive events, such as

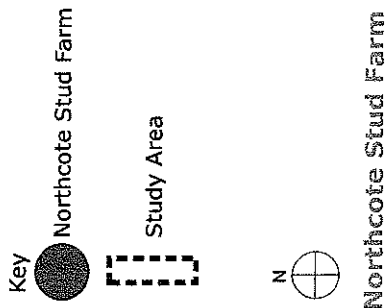
gymkhanas. The analysis contained within this TS is based upon a detailed site visit, visibility measurements and a speed survey.

- 5.2 Analysis of personal injury accident data has confirmed that no personal injury accidents have been recorded in the vicinity of the site access, the section of Northcote Road south to Longsight Road and the junction of Northcote Road/Longsight Road, between the period of the 1st June 2008 and the 31st December 2011. An 85th percentile speed survey on Northcote Road undertaken in June 2011 has shown that vehicles are travelling on this link, which is a national speed limit (60mph) section of public highway, at speeds below 30mph.
- 5.3 The vehicular access to the Stud Farm has been constructed in accordance with previous planning consents and the visibility splays have been laid out and are being maintained in accordance with the agreed dimensions. The access has been designed to accommodate large vehicles associated with livery and the internal layout of the site allows large vehicles to enter, turn, park and leave the site in a forward gear.
- 5.4 This TS not only demonstrates that the local highway network within the study area has no existing safety issues, but also confirms that if competitive events were to operate at the site, there would be no material change to the traffic flows to and from the site over the existing situation. It is therefore concluded that:
- The development proposals will not result in unacceptable increase in traffic flows.
 - The site access junction meets the requirements of the local highway authority (by virtue of being constructed in line with the highway authority's previous requirements).
 - Visibility at the site access junction accords with the approach speeds on all links.
 - Should consent for the application to discharge the Unilateral Undertaking, together with that for the removal of Condition 12 be forthcoming, it will not have a detrimental impact on highway safety.
- 5.5 Taking account of the robust evidence contained within this TS, there is no sound basis upon which to refuse consent for the above-mentioned applications on traffic and transport grounds.

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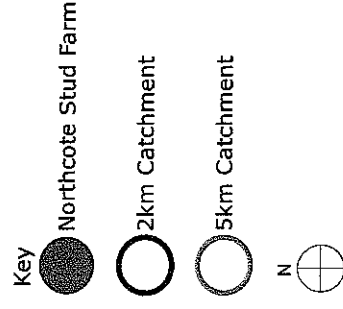
PLANS

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Checked by: MAK
Revision: -
Date: 18/08/11



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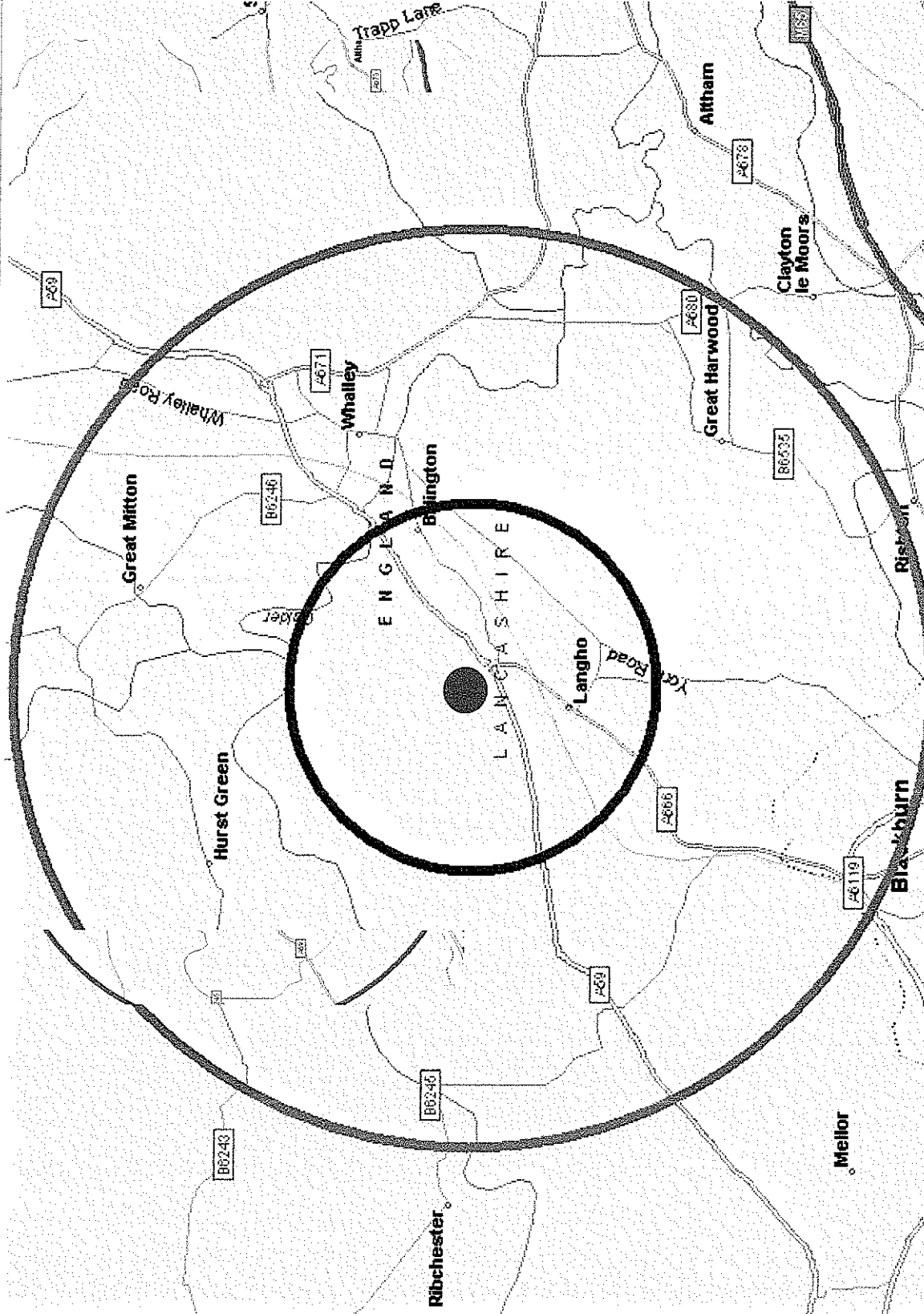


Northcote Stud Farm

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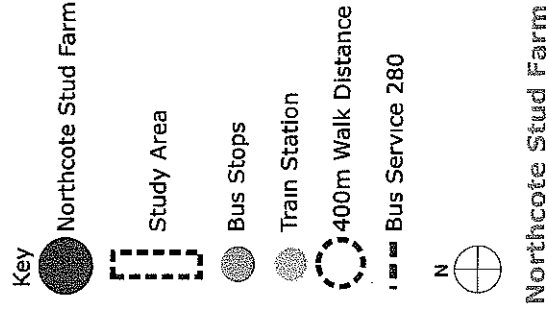
Plan 2 - Walking and Cycling
Catchments

Drawn by: KAT Checked by: MAK
Revision: - Date: 18/08/11



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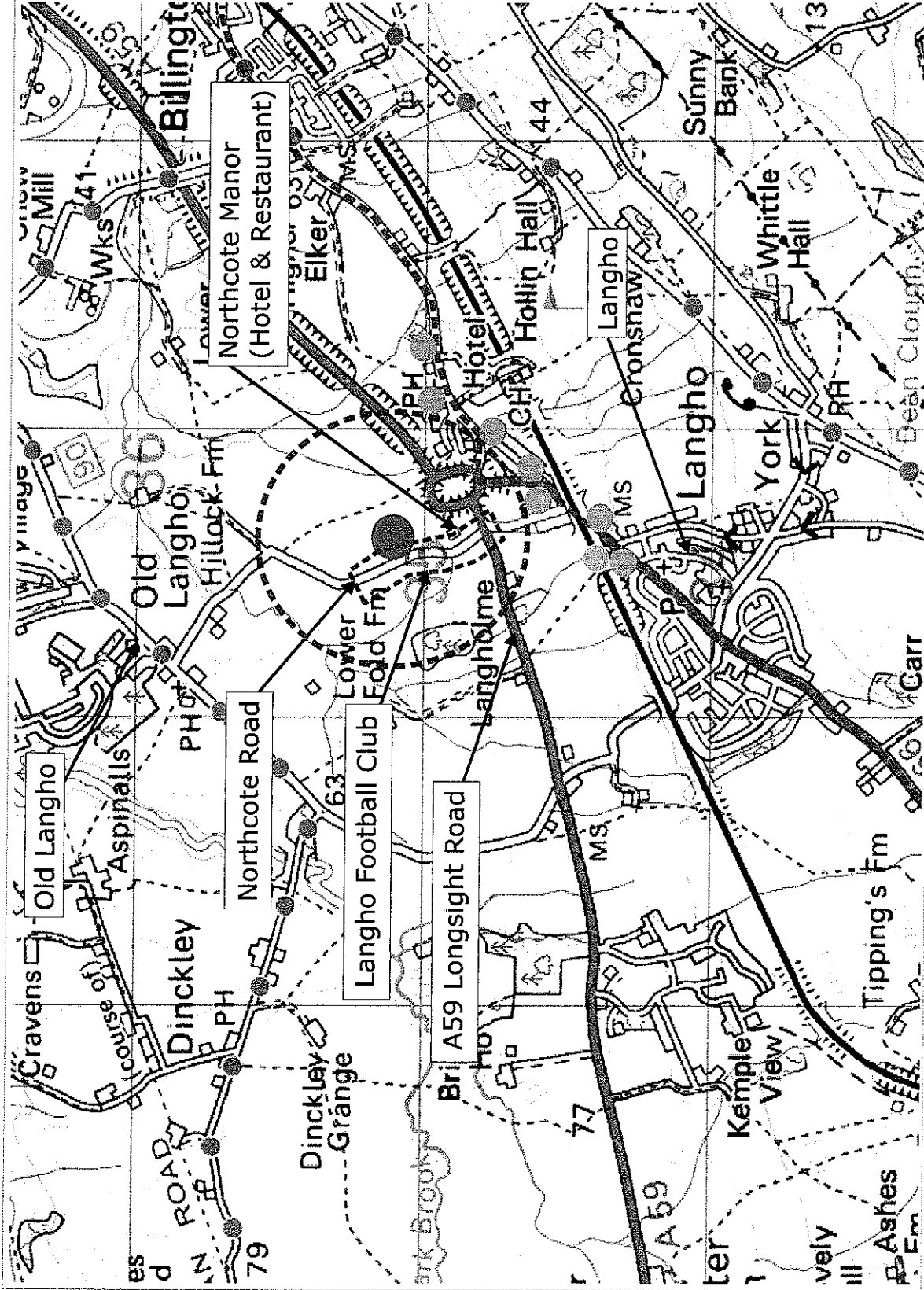
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TRAFFIC TRANSPORT HIGHWAYS



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Plan 3 - Existing Public
Transport Corridors

Drawn by: KAT Checked by: MAK
Revision: - Date: 18/08/11



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APPENDIX A

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RIBBLE VALLEY BOROUGH COUNCIL

Department of Development

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

Telephone: 01200 425111

Fax: 01200 414488

Planning Fax: 01200 414487

Town and Country Planning Act 1990

PLANNING PERMISSION

APPLICATION NO: 3/2007/0029

DECISION DATE: 04 April 2007

DATE RECEIVED: 19/01/2007

APPLICANT:

Mr & Mrs Mizon
Lower Allesholes Farm
Allesholes Road
Walsden
Todmorden
OL14 7TL

AGENT:

MCK Partnership Ltd
48 Watling Street Road
Fulwood
PRESTON
PR2 8BP

DEVELOPMENT Revised application for Riding Centre, Access, Carparking and associated works.

PROPOSED:

AT: land adjacent Northcote Manor Northcote Road Langho Lancs

Ribble Valley Borough Council hereby give notice that **permission has been granted** for the carrying out of the above development in accordance with the application plans and documents submitted subject to the following condition(s):

- 1 The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990

- 2 Prior to commencement of the development, precise details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. In accordance with this condition, there shall be no external lighting at the paddock area unless otherwise agreed as low lighting units

REASON: In order to minimise light pollution and comply with Policies G1 and G8 of the Districtwide Local Plan.

- 3 Prior to being discharged into any watercourse, surface water, sewer or soakaway system or surface water drainage and parking areas shall be sealed through trapped gullies with an overall capacity compatible with the site being drained.

REASON: To prevent pollution of the water environment in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

- 4 No development approved by this permission shall be commenced until a scheme for disposal of foul surface water has been approved by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

REASON: To ensure a satisfactory means of drainage in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan

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5. No development approved by this permission shall be commenced until the scheme for the containment and storage of manure has been approved by the Local Planning Authority. Such a scheme shall be constructed and completed in accordance with approved plans.

REASON: To prevent pollution of water environment in accordance with Policy G1 of the Districtwide Local Plan.

6. The proposed landscaping scheme submitted under drawing 06/963/003 shall be implemented at a timescale to be agreed by the Local Planning Authority. The landscaping shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include replacement of any tree or shrub which is removed or dies or is seriously damaged or becomes seriously diseased by a species of a similar size than that originally planted.

REASON: In the interests of the amenities of the area and to comply with Policy G1 of the Districtwide Local Plan.

7. The occupation of a dwelling shall be limited to persons solely or mainly employed in the proposed equestrian centre as described in the application.

REASON: Since the Local Planning Authority would not normally grant permission for a dwelling in such a location without specific justification and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

8. The access details as submitted shall be carried out to the satisfaction of the Local Planning Authority before any of the buildings are occupied.

REASON: In the interest of highway safety and to comply with Policy G1 of the Districtwide Local Plan.

9. Notwithstanding the provisions of the Town and Country Planning (General Development Order) 1998, there shall not at any time in connection with the development hereby permitted be erected or planted or allowed to remain upon the land hereinafter any building, wall, fence, hedge, tree, shrub or other device which will obstruct the view above a plane 1m above the ground level of the adjoining highway. The piece of land affected by this condition shall be that part of the site in front of a line drawn from the point 2.4m along the centre line of the proposed access and the continuation of the near edge of the carriageway some 160m in a northerly direction and 120m in a southerly direction along Northcote Road from the intersection of the centre line of the access point

REASON: In the interests of highway safety and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan

10. Precise specifications or samples of walling and roofing materials and details of any surface materials to be used including their colour and texture shall have been submitted to and approved in writing by the Local Planning Authority before their use in the proposed works

Reason: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality in accordance with Policies G1 of the Ribble Valley Districtwide Local Plan.

P.T.O.

APPLICATION NO. 3/2007/0029

DECISION DATE: 4 April 2007

11. This permission shall be implemented in accordance with the proposal as amended by letter and plan received on the 16 March 2007.

REASON: For the avoidance of doubt since the proposal was the subject of agreed amendments in the interests of visual amenity and to reduce the overall impact of the scheme.

12. This permission shall relate to the proposal as submitted and agreed that the unilateral undertaking dated 20 March 2007.

REASON: For the avoidance of doubt since the proposal has been subject of additional controls to minimise highway problems.

13. No more than 25 of the stables hereby approved shall be used for commercial livery purposes.

REASON: In the interests of highway safety and to comply with Policy G1 of the Districtwide Local Plan.

Relevant planning policy

Policy G1 - Development Control.
Policy H2 - Dwellings in the Open Countryside.
Policy ENV3 - Development in Open Countryside.
Policy RT1 - General Recreation and Tourism Policy
Policy RT15 - Organised Outdoor Recreation.
Policy RT16 - Development Involving the Keeping or Riding of Horses

Summary of reasons for approval

The proposal has no significant detrimental impact on nearby residential amenity nor would it have an adverse visual impact.

Note(s)

1. For rights of appeal in respect of any condition(s)/or reason(s) attached to the permission see the attached notes.
2. The applicant is advised that should there be any deviation from the approved plan the Local Planning Authority must be informed. It is therefore vital that any future Building Regulation application must comply with the approved planning application.

STEWART BAILEY
DIRECTOR OF DEVELOPMENT SERVICES

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APPENDIX B

320120336P

THIS UNILATERAL UNDERTAKING is made the 20th day of March 2007

BETWEEN

ROBBLE VALLEY BOROUGH COUNCIL of Council Offices Church Walk Clitheroe
Lancashire ("the Council") of the one part and Mr and Mrs R Mizon (Northcote Stud)
Lower Allescholes Farm, Allescholes Road, Walsden, Todmorden, OL14 7TL ("the Owner") of the other
part

WHEREAS:-

- (1) The Council is the Local Planning Authority for the purposes of the Town and Country Planning Act 1990 for the area within which certain land known as land on the east side of Northcote Road Langho Blackburn Lancashire edged red on the plan annexed hereto is situated ("the Site")
- (2) The Owner is seized of the free simple in possession of the Site
- (3) The Owner has by written application dated the 09 January 2007 applied to the Council for permission to develop the Site as detailed in the plans and particulars deposited with the Council under reference 3/2007/0029 ("the Development")
- (4) The Council is satisfied that the Development is such as may be approved by the Council under the said Act

NOW THIS DEED WITNESSETH AS FOLLOWS:-

1. This Unilateral Undertaking:-
 - 1.1 Is given by the Owner to the Council
 - 1.2 Is given pursuant to the provisions of Section 106 of the Town and Country Planning Act 1990
 - 1.3 Is a planning obligation for the purposes of Section 106 of the Town and Country Planning Act 1990
 - 1.4 Is given with intent to bind the Owner's freehold interest in the Site

32012038P

THE SCHEDULE

1. The Owner hereby covenants with the Council that the Site shall be permanently subject to the restrictions regulating the Development thereof as hereafter contained
2. The said restrictions referred to in the preceding clause is as follows:-
 - 2.1 Not to allow the indoor and outdoor riding arenas the subject of the Development to be used for competitive events gymkhanas or other such events other than internal activities using the centres own residential horses and pupils
 - 2.2 Not to allow the new managers dwellinghouses the subject of the Development to be occupied until such time as the riding facilities have been completed and a fully operational

X
SIGNED as a Deed by
Mr and Mrs R Mizon
in the presence of-

X
Witness' Signature:

M Lucas

Witness' Name:

MARIA LUCAS

Witness' Address:

11 LOWER FOLD AVE, RIMTON

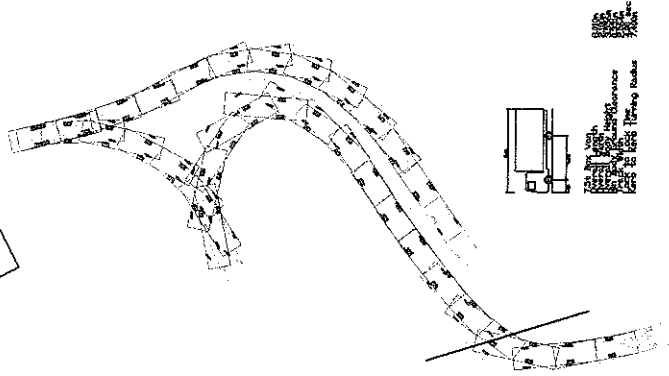
Witness' Occupation:

PRACTICE MANAGER

320120336P

APPENDIX C

320120330P



THIS DRAWING MAY BE USED ONLY FOR
 THE PURPOSE INTENDED AND ONLY
 WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Check	Date	Suffix

Drawing Number	SK21112-01
----------------	------------

Northcote Stud Farm

Drawing Title

7.5t Horsebox
 Right Turn Into Site

Scale at A3

1/500

Drawn

KAT

Approved

MAK

Check

KAT

Date

18/08/11

SK Transport Planning Ltd
 Albion Wharf, 19 Albion Street
 Manchester, M1 5LN
 Telephone (0161) 234 6509
 Fax (0161) 236 7959

SK TRANSPORT PLANNING
 LEASED TRANSPORT HIGHWAY

320120330P

THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Surf

Drawing Number
SK21112-01

Northcote Stud Farm

Drawing Title

7.5t Horsebox
Left Turn Out Of Site

Scale at A3

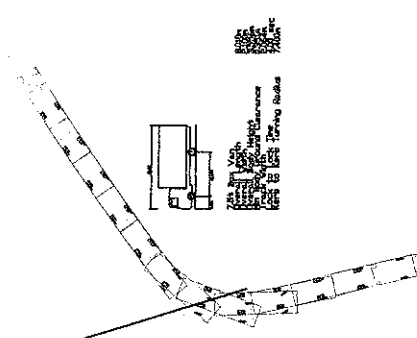
1:500

Drawn	KAT	Approved	MAK
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Check	KAT	Date	18/08/11
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SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester, M1 5LX
Telephone (0161) 234 6509
Fax (0161) 236 7959

SK TRANSPORT PLANNING
TRAFFIC MANAGEMENT ENGINEERS



320120338P

APPENDIX D

Northcote Stud Farm
Speed Survey

Site 1 of 1
Mr & Mrs R Mizon
Survey at Stud Farm Vehicular Access,
Northcote Road, Langho

Date
Thursday 2nd June 2011

Weather
Dry and Fine

12:30 to 13:30 hours

Northbound

Southbound

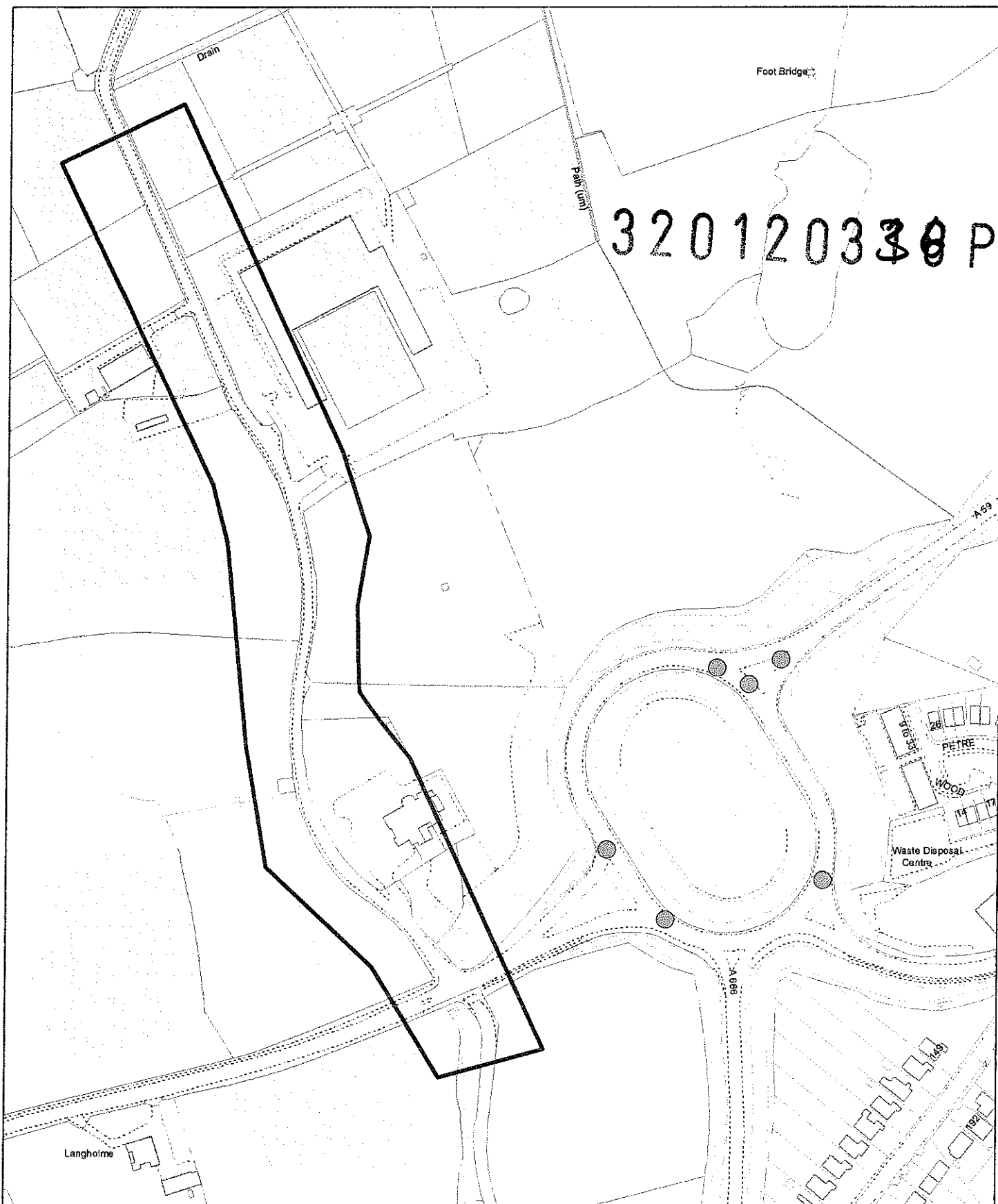
Northcote
Road

320120338P

SAMPLE	Northbound SPEED (mph)	Southbound SPEED (mph)
1	26	34
2	28	32
3	26	24
4	30	23
5	21	26
6	31	19
7	28	22
8	28	28
9	24	30
10	32	31
11	27	32
12	22	28
13	19	27
14	24	24
15	25	26
16	27	24
17	19	26
18	22	19
19	27	26
20	19	24
21	22	26
22	23	26
23	22	24
24	35	22
25	32	24
26	27	21
27	21	19
28	22	26
29	22	22
30	17	19
31	23	24
32	25	22
33	23	25
34	23	23
35	23	21
36	24	20
37	21	19
38	22	23
39	26	22
40	23	21
41	21	25
42	24	24
43	22	25
44	21	22
45	24	25
46	21	24
47	23	22
48	22	18
49	21	23
50	25	25
51		
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61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
Session Average	24.1	24.2
Session Max	35	34
Session Min	17	19
85th Percentile	27.7	26.7
85th Percentile Wet Weather Speed	25.2	24.2

320120330P

APPENDIX E



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Accident Count



No Accidents in selected area - other accidents shown
Accidents between 01 06 2008 and 31 12 2011

1:2,000



Michael Kitching

From: Turner, Michael (ENV) <Michael.Turner2@lancashire.gov.uk>
Sent: 30 March 2012 09:04
To: Michael Kitching
Subject: RE: Northcote Stud Farm, Northcote Road, Nr Langho
Attachments: map_langho.pdf

320120334P

FRI 30 MAR

Good morning Mr Kitching

I can confirm that no personal injury collisions have been reported to this Authority by Lancashire Constabulary for the period 1st June 2008 to 31st December 2011 in the specified area

Please find attached a map showing accidents in the surrounding area.

Michael Turner
Technician
Highway Assets & Database
Lancashire County Council
01772 5-34684
www.lancashire.gov.uk

From: Michael Kitching [mailto:michael.kitching@sktransport.co.uk]
Sent: 27 03 2012 12:55
To: Turner, Michael (ENV)
Cc: file
Subject: FW: Northcote Stud Farm, Northcote Road, Nr Langho

Hi Michael,

I hope you are well. You may remember we were in contact last summer regarding PIA data on Northcote Road near Langho (see attached plans and your email from the 10th August). I am wondering if you could review the area of search from last year and confirm if any PIA's have been recorded since we last spoke? If any accidents have been recorded can you provide the classified report to me please?

Please do come back to me if you have any questions or queries.

Kind regards,

Michael

Michael Kitching
Director

SK Transport Planning Ltd | Albion Wharf | 19 Albion Street | Manchester | M1 5LN#
t 0161 234 6509 m 07809 876 703 e michael.kitching@sktransport.co.uk w sktransport.co.uk



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VAT Registration No. 903 6442 42

320120336P

From: Turner, Michael (ENV) [mailto:Michael.Turner2@lancashire.gov.uk]

Sent: 10 August 2011 12:22

To: Michael Kitching

Subject: RE: Northcote Stud Farm, Northcote Road, Nr Langho

WED 10 AUG

Mr Kitching

Please find attached a map showing the area for which you requested accident details for the most recent three-year period.

There were no personal injury road accidents recorded within the marked area but I have indicated all accidents recorded in the entire area covered by the attached map for your information, a total of four

Michael Turner
Technician
Highway Assets & Database
Lancashire County Council
01772 5-34684
www.lancashire.gov.uk

From: Michael Kitching [mailto:michael.kitching@sktransport.co.uk]

Sent: 08 08 2011 09:30

To: Turner, Michael (ENV)

Cc: file

Subject: Northcote Stud Farm, Northcote Road, Nr Langho

Michael,

Further to recent PIA data requests we have now been appointed on a project just north of Langho, accessed from Northcote Road. I attach an aerial photo of the search area (within the red area) and would be grateful if you could supply the last three years of accident data and if possible the full accident report and accident location plan.

Please do come back to me if you need any further information from me.

Kind regards,

Michael

Michael Kitching BSc (Hons) MSc CMILT
Director

SK Transport Planning Ltd, Albion Wharf, 19 Albion Street, Manchester M1 5LN
t 0161 234 6509 f 0161 234 6511 m 07809 876703 w www.sktransport.co.uk

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32012033 & P

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